



Fauntleroy/Vashon/Southworth Sailing Schedule Revision

Fall 2018 Community Engagement Summary

Background

Washington State Ferries (WSF) is developing a new schedule for the Fauntleroy/Vashon/Southworth (F/V/SW) route to accommodate a third 124-car Issaquah Class vessel that WSF must assign to the route beginning in Spring 2019 and to plan for forecasted ridership growth. Adding a bigger ferry to the route means adding capacity, but it also requires more dwell time built into the schedule to provide reliability and fill each sailing.

In developing a new schedule, WSF has focused on responding to the changing needs of all three communities and addressing issues such as boats leaving with space available, long lines on Fauntleroy Way, new travel patterns, and growing ridership. The Triangle Task Force, a group made up of citizen volunteers from Fauntleroy, Southworth and Vashon, worked together with WSF and local Ferry Advisory Committees (FACs) to develop the new sailing schedule. Priorities included improving afternoon peak commutes westbound from Fauntleroy and adjusting sailing times eastbound in the morning from Southworth to provide more commute options. WSF is committed to continuing to evaluate the sailing schedule and to monitor route performance, making changes as needed.

Looking ahead, the feedback received during the community engagement process will inform decisions around improving the Fauntleroy terminal, revising the F/V/SW route's emergency two boat schedule, and providing better customer service.

Overview

The goals of the fall 2018 community engagement process were to:

1. Gather informed feedback on the draft schedule.
2. Involve and engage the community in development of the sailing schedule and respond to comments asking for more community engagement.
3. Educate ferry customers and the community about *why* the schedule needs to change, *when* changes will occur, and *how* WSF will address current challenges and priorities identified by the Triangle Task Force and public comments.
4. Be equitable by providing and encouraging the same level of interaction and involvement with all three communities on the Fauntleroy/Vashon/Southworth route.
5. Build trust



In the fall of 2018, WSF held a three-week public comment period on a draft sailing schedule. During this time, WSF hosted three public meetings, one in each community: Fauntleroy (10/23), Vashon (10/24), and Southworth (10/25). WSF also conducted outreach to key stakeholders, transit partners, and community groups. WSF publicized the draft schedule and public comment process through social media, in the WSF Weekly Update, via media and on flyers at terminals and on vessels.

This document summarizes what WSF heard from customers, stakeholders, community members, vessel crew, engine room employees, and terminal staff during the comment period from Oct. 15-Nov. 9, 2018.

Community engagement by the numbers

Information about the schedule revision and public meetings was widely shared.

- Featured in **seven WSF Weekly Updates** (sent to over 5,000 subscribers every Thursday).
- On social media, **21 tweets were sent from @wsferries** with reminders about how to participate and comment on the draft sailing schedule.
- The schedule revision **website saw 3,600 unique visits**.

WSF discussed the schedule revision process with the Triangle Task Force eight times from Fall 2017-Winter 2018. WSF also met jointly with the Triangle Task Force and Fauntleroy, Vashon and Southworth Ferry Advisory Committees to discuss schedule changes.

WSF hosted **three public meetings** in Southworth, Fauntleroy, and Vashon.

- **300 people attended the public meetings.**
 - 151 at Vashon
 - 27 at Fauntleroy
 - 122 at Southworth

WSF received a **total of 339 comments** during the three week public comment period. Comments were collected at public meetings, via email, or mailed to WSF.

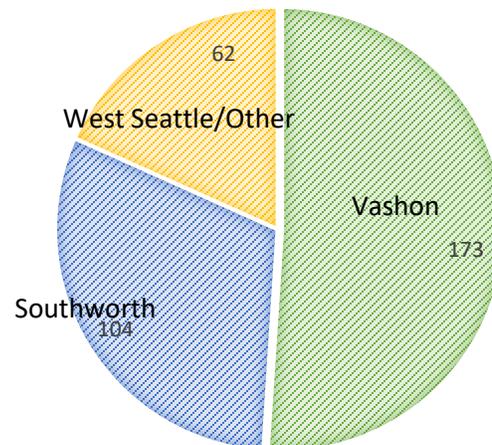


What we heard – public comment overview

The complete log of comments received during the three week public comment period from Oct. 15- Nov. 9, 2018 is included in Appendix A.

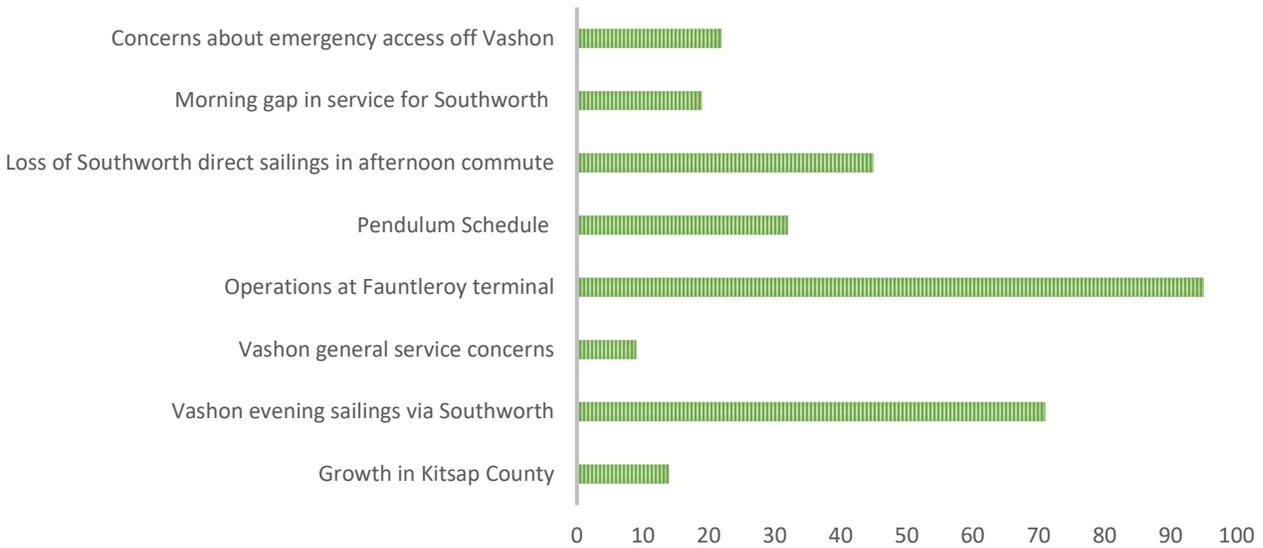
- Almost a third of comments addressed the loading process, wait times, or frustrations with operational inefficiencies of the Fauntleroy terminal.
- 55 comments included praise or satisfaction with the overall schedule development process.
- 33 comments expressed frustration with the process, dissatisfaction with public meetings, or distrust of WSF.

COMMENT BREAKDOWN BY COMMUNITY





KEY THEMES



More positives than negatives

While the majority of feedback focused on specific comments about the draft schedule, such as sailing times, loading allotments, or ideas about how to fix the Fauntleroy terminal, input focused on the community engagement process was largely positive. Out of the nearly 340 comments received, there were more positive comments than those expressing frustration over the process.

“Just wanted to thank you for considering the commuter kids in coming up with your new schedule. The changes barely impact them and us parents are SUPER grateful. It is already a long day for them and adding additional commuting time would have caused problems for a lot of families. Thank you! Greatly appreciated!” – Vashon commenter

“I have studied the material you submitted with the proposed schedule and believe the plan is viable to improve flow and increase timeliness. I have heard plenty of complaints from both Southworth and Vashon commuters that reflect a lack of consideration for the big picture; it is simply a difficult problem you are trying to solve. The proposed schedule is a good one, and much better than the first two published for consideration.” – Vashon commenter

“I wholeheartedly agree with the proposed schedule as do many similar riders who could not attend tonight’s event. Thank you.” – Southworth commenter

“Should help reduce traffic impact and queuing along Fauntleroy in p.m. Good proposal!” – Fauntleroy commenter



Characteristics of different communities

One of WSF's goals with the schedule revision and the approach to community engagement was to support the Triangle Route as a system where all legs of the route are an integral part of the state highway network. Many comments from Vashon residents viewed the draft schedule as favoring Southworth riders while many Southworth commenters viewed the schedule as favoring Vashon riders. The most common concern for Southworth riders was the loss of direct routes. Vashon riders' most common concern was about fewer evening direct sailings off the island.

"... I understand Vashon is an island, however, the amount of catering to Vashon instead of mainland is unfair. Vashon has a fast ferry, and two ferry docks, while Southworth has one option. I sit unhappy five days a week with the same people every time..." – Southworth commenter

"Vashon Island is totally reliant on ferry service. Southworth and Kitsap County is on the mainland. Prioritizing mainland over the island community makes NO sense." – Vashon commenter

Vashon riders argued for more service priority because their community is an island. Many Vashon comments focused on the need for connections to the mainland, concerns about losing connectivity for certain customer groups, the local economy, and emergency response.

"I am a lifelong resident of Vashon and understand the compromises living here requires given the dependency on ferries. However, it is unfair to retreat from the availability of ferry runs. Getting to and from Vashon has become increasingly more difficult, especially with long lines and wait times."

"Our ferries are lifelines for residents and businesses alike. You fail to treat them as such. You make arrangements when roads are out of service; ferries are part of our roads. Penalizing Vashon further to accommodate increased volume to and from Southworth is unacceptable. Even on Vashon, we recognize the growth occurring on the Kitsap peninsula. Service has been inept and inadequate for more than two years now."

Southworth riders argued for more service based on the growth of south Kitsap County and an increase in daily commuters due to longer travel times on alternate routes. Comments focused on a gap in eastbound service during the morning and how that could impact parents dropping kids off at childcare, commuters heading to professional jobs in the Seattle area, and the potential for increased wait times at the Southworth terminal during the morning rush.

"The revised schedule continues to demonstrate a growing inequity to those who commute to/from the South Kitsap area into the greater Seattle area. If you consider the statistics you are providing less services and longer commute times to residents that represent a significantly lower income and higher poverty demographic..."

"Port Orchard is becoming more and more populated and the ferries are getting more and more crowded. Often I have to make sure I am at the dock early in order to make it on my preferred crossing time. PLEASE do not take any crossings away....only adding is prudent."



Regardless of community, a strong theme of the feedback addressed the growth of the South Kitsap County region. Many acknowledged the rapid growth of the area and were concerned about how WSF was going to accommodate the change while also providing equitable service.

“My concerns are for the emergency vehicles leaving the island during early evening when the ferries run from Vashon to Southworth to Fauntleroy schedules. Will those be rerouted directly to Fauntleroy? Can you keep the schedule if so? Also as growth pushes further to Kitsap County, will Vashon see more cuts or routes directly to Southworth rather than ferries running directly to Vashon? This would be a serious problem for Vashon. Thank you for your efforts.”

“...Greater growth on the Kitsap peninsula has occurred over that time and based on this...the ferry system should consider how to deal with that condition separately in lieu of juggling the Triangle route times and capacity limitations...”

Fauntleroy Terminal

Comments about issues with the Fauntleroy Terminal were by far the most common theme. Almost a third of comments expressed frustration, shared recommendations, or stated they felt changes in the schedule would not impact their travel as much as addressing current constraints around Fauntleroy terminal ingress and egress. Issues with loading vehicles in a timely manner as to decrease wait times and back up were a major concern.

“...The schedule won’t work unless you CHANGE THE PROCESSING AT FAUNTLEROY. No amount of dwell time will work if unticketed cars take up to three minutes. Different ideas include Good to Go, toll only on eastbound direction, multiple ticket options, etc. Put money in the long range plan to fund better processing.” -Fauntleroy commenter

“What good does a bigger ferry do when ferries regularly leave half empty even when the line goes to California Ave? Fix the tollbooth bottleneck!” -Vashon commenter

“I have no comment on the proposed schedule changes, as they are largely meaningless unless you make some real commitment to upgrading/replacing the Fauntleroy Terminal.” -Comment to planning email

Ongoing issues with loading

Issues with loading was another theme. Many comments focused on ideas, concerns, or frustration over loading. Loading processes and community perception of favoritism were frequently brought up. Many commenters suggested that the future of Fauntleroy Terminal could involve streamlining loading procedures, updating tolling options, and constructing overhead passenger loading and additional lanes.

“...It seems the biggest issue is dock space and staging area at Fauntleroy. Over the years it seems like most (if not all) other locations have managed to significantly expand their staging area to account for growth, larger boats, less congestion, why NOT at Fauntleroy! Expand the dock! Purchase some property! Build a staging structure! Do something effective! The mess at Fauntleroy in the afternoons is horrible and a significant safety issue.” -Southworth Commenter



Comments on specific sailing times and elements of the schedule

Southworth morning sailings

Southworth riders expressed concern about morning sailings, specifically removing the 8:20 am sailing and leaving a gap in service from 7:55 am to 9:20 am. This could potentially impact parents who drop kids off at school in the morning on the way to work and commuters working a typical 8-5 or 9-5 schedule.

"... I would assume anyone in our position with regular work hours on the Southworth side that the route for the direct boat we rely on for work every morning (7:50 am) is being completely eliminated. The next closest boat is almost 2 hours later during morning commute hours. I can't imagine it is an option for any commuters to take the 8:45 boat, as it's just not normal work hours to start work from 9:30 or 10 a.m. Therefore, every commuter on the 7:50 boat will be forced to take [an earlier] boat, which is [the] 7:05 a.m. one. If this boat is overcrowded because of the loss of a morning boat, everyone will have to get there even earlier to ensure a spot. This would add about an hour to every regular commute, every day."

"...Only concerns are gap in the morning 7:55 to 9:20. If I need to stop by my kid's school or any other reason. Gap in the afternoon [from] 11:35 to 1:40 will be hard to get home in case of emergency. Example: my child gets sick and the school calls to get her etc..."

"...[The] 7:55 am Southworth to Fautleroy will be very full. I'll need to leave earlier to get in line. On my way home, no more direct boats and MAYBE less time on [Fautleroy Way]. 7:55 [a.m. sailing from Southworth to Fautleroy] will be a nightmare... No one is going to take an earlier boat than they do now. The loss of the 8:20 a.m. will be a nightmare. Then an hour and twenty five minutes to the next one??..."

Vashon evening sailings

A strong theme from Vashon customers was concern around evening sailings from Vashon to Fautleroy. Parents with children commuting to Vashon schools from off the island were concerned about the schedule preventing students from fully participating in extracurricular activities. Many were concerned about being able to time social outings, concerts, and other Seattle evening events with the new schedule.

"The reduction of ferries leaving Vashon later in the evening affects commuter students/parents that attend events at all schools in the evening including Harvest Festival, Parent conferences, performances, and sporting events. In most cases events run later than 8 p.m. and will leave little time to get to the Vashon dock by 8:20 or have to wait an hour and a half until the next ferry at 9:55."

"I'm a resident of Vashon and my family uses the Vashon-Fautleroy route daily. I am concerned about the changes for evenings leaving Vashon. It seems a bit drastic to have 5 out of 7 sailings after 6 p.m. going through Southworth. If we have to go out of the way to get off island it really



adds significantly to the travel time and will make leaving the island in the evenings quite tedious. I'd prefer to see a few more of those evening sailings as direct."

"I'm horrified that there are no direct ferries from Vashon to Seattle all evening from 5:45 pm until 8:20 pm. This means it blocks us from getting to any events in Seattle. Plays, shows, concerts, lectures, school performances by our grandchildren. We are cut off when we wait nearly an hour!!"

Southworth direct sailings

Southworth commuters, especially vanpool customers (who get priority loading), expressed concern about the loss of direct sailings from Fauntleroy in the afternoon and early evening. Many outlined how this change would significantly add to their overall commute. Eliminating direct sailings was the top concern for those working swing shifts, off hours, or with reverse commutes.

"[This schedule] will make me wake up earlier for the 5:50 instead of 6:00 am boat. I am concerned that the 5:50 will not be a limited vehicle load, thus not sure anytime for an earlier start. Also, concerned with losing direct routes after 3:00pm. Another example of Southworth being second class citizens!"

"To see that all direct sailing to Southworth are removed in the prime afternoon commute was very discouraging. By this change in schedule and route you have added on to my commute time by over 30 mins in the evening."

"No direct routes from Fauntleroy to Southworth in afternoon which adds at least 25 minutes to commute. Also having to leave earlier makes the work day longer. I'm already taking vanpool to work, we now have a 12 hour day, 6:00 am ferry and 4:30 pm ferry. With these changes the workday will be 13-14 hours and little family time. The 4:20 direct route is critical for us to have time with family after work. This new schedule completely eliminates direct sailings from Fauntleroy to Southworth."

Frustrations with the overall process

From the 10 percent of negative comments received during the public comment period, some addressed specific frustration with aspects of the schedule development process. Themes included frustration over the style of public meetings, strong feelings that the public process was merely a formality, and that WSF was not listening to riders.

"The comment only 'meeting' you had on Vashon was unconscionable and a 'token' fulfillment of your responsibility for adequate review of transportation available to Vashon citizens. Please reconsider your decision." – Vashon commenter

"The current 'open house' format is not conducive to giving feedback and feeling like our voices are being heard. [...] Is anybody actually reading feedback??" – Southworth commenter



Better connections to transit

Many comments contained feedback about walk-on options and alternatives to driving a single occupancy vehicle. Some comments expressed the need for more carpool incentives, better connections to bus service, and more passenger only ferry options. Overall, those who said they used the King County Vashon Water Taxi were very pleased with the better alignment of the new schedule.

“In total yes, the connections to the water taxi on the new schedule are far better. I love the alignment of the WSF with the King [County] Water Taxi. Great job there.”

“[This will make my time on the ferry] shorter. It aligns well with the Water Taxi. It works well for my schedule.”

“I like that you’re finally matching the schedule with the King County Water Taxi.”

Crew, terminal staff, and engine room employee comments

Speaking with members of the crew and reading written comments from WSF employees provided informative feedback about dwell times, crew changes, and route operations. Comments from WSF employees can be found in Appendix A.

Frequently Asked Questions

While the majority of comments related to WSF’s draft sailing schedule, some of the input related to other topics, alternative schedule proposals and future projects.

How were alternative schedules like the “Pendulum” proposal considered?

Early in the process, WSF attempted to draft an all-stops (pendulum) schedule with enough time for loading, unloading, and crossing time in addition to meeting labor agreements, vessel logistical functions, and key user needs. We abandoned this attempt when we realized that the resulting schedule would greatly reduce service to both Vashon and Southworth during the busy morning and evening commutes while having significantly more service than needed between Vashon and Southworth. Such a schedule would create longer lines and carry fewer people and goods.

Two Vashon residents, Steve Stockett and Rick Wallace, have spent a great deal of time developing an all-stops/pendulum schedule. We appreciate their sincere efforts, but their proposed schedule suffers the same capacity issues.

Additionally, none of the drafts WSF received met the route requirements for crossing and loading/unloading times, deck crew and engineer shift changes, vessel logistical functions, and key user sailing times (i.e. school sailings and connections to King County Water Taxi), and even a schedule that could meet these needs would still result in an untenable decrease in capacity during our busiest times.



For example:

- The WSF schedule includes 10 arrivals in Fauntleroy in between 4:55 and 8:55 a.m., for a maximum capacity of 1,200 vehicles. The Pendulum schedule had seven arrivals during this time, for a maximum capacity of 840 vehicles. This would mean a 30% drop in capacity during the busy morning commute.
- The number of departures from Fauntleroy in the WSF schedule between 3:00 and 7:35 p.m. is 10, for a maximum capacity of 1,200 vehicles. The Pendulum schedule has eight departures during this time, for a maximum capacity of 960 vehicles. This would mean a 20% drop in capacity during the busy evening commute, or a 25% increase in wait times.

However, WSF's schedule does incorporate the suggested all-stops sailing pattern approximately once an hour in the evening commute to provide connections in the opposite direction than standard westbound commute needs. Meanwhile, most sailings make an efficient dual destination pattern in the evening commute to get people home from Fauntleroy to Vashon and Southworth as quickly as possible and then return to Fauntleroy to load up again. This pattern moves the most people while balancing the connectivity needs of non-commuters.

What about emergencies? What is WSF doing to ensure access on and off Vashon Island for emergency responders?

Consistent with ([WAC 468-300-700](#)), WSF diverts vessels in response to medical emergencies and provides priority loading for all emergency vehicles traveling to and from a call. The revised schedule provides more opportunities to serve emergency service providers than the current schedule or other proposed schedules.

What is WSF doing to improve issues at the Fauntleroy Terminal? Is WSF going to build a new terminal?

The Fauntleroy terminal is scheduled to be replaced in 2025-2027. The new terminal will address seismic deficiencies and will be built to current standards. The planning, design and environmental process for the Fauntleroy project will begin in early 2019. The community will be engaged in all phases of the project as we determine the best option for building a new terminal.

Is this schedule permanent? What if there are major issues?

Once the revised schedule is in place in Spring 2019, WSF will be closely monitoring the route's performance. Key factors WSF tracks include ridership, on time performance, customer service interactions, vessel capacity utilization, and delays/cancellations. Implementing the revised schedule in the slower spring season will allow WSF to make changes as needed in time for the busy summer season.



Appendix A.

Fauntleroy/Vashon/Southworth Route Sailing Schedule Revision

Public Comment Log

Comments collected at the Fauntleroy Meeting 10/23/2018

1. Elimination of 5:10 pm Vashon to Fauntleroy will affect many Vashon middle and high school commuters coming home from after school activities. Common sailing time daily for commuters.

2. I use the ferry for school.

3. Lots of great innovations since the last version I saw.

4. Should help reduce traffic impact and queuing along Fauntleroy in p.m. Good proposal!

5. This schedule really shows WSF listened to the public and solved some problems with public transport connections, added morning allotments eastbound to the southwest, added sailings to both destinations in the afternoon. The schedule won't work unless you CHANGE THE PROCESSING AT FAUNTLEROY. No amount of dwell time will work if unticketed cars take up to three minutes. Different ideas include Good to Go, toll only on eastbound direction, multiple ticket options, etc. Put money in the long range plan to fund better processing.

6. My trips are typically on weekends but I would guess they will take less time because of the bigger boat. I appreciate the effort to maintain the schedule of the students who commute to Vashon for school.

7. As residents of the Fauntleroy community we use the ferry to Southworth to avoid going into Seattle for the Bainbridge ferry when we visit Port Townsend or beyond. We schedule our trips around direct routes.

8. After school events which usually end at 8:30. We will need to rush to make sure we catch the 8:20 ferry otherwise we are stuck until 9:55. Affects all schools, all commuters, for any sort of event, especially on school nights. Events will need to be left early. There are approximately 200 families and students this effects.

9. The reduction of ferries leaving Vashon later in the evening affects commuter students/parents that attend events at all schools in the evening including Harvest Festival, Parent conferences, performances, and sporting events. In most cases events run later than 8 p.m. and will leave little time to get to the Vashon dock by 8:20 or have to wait an hour and a half until the next ferry at 9:55. Which seems like a large gap between sailings. FYI there are approximately 200 students and families this effects. Thanks for taking this into consideration.



10. Appreciate your considering school commutes in this. Removing several of the evening boats will make it more difficult to attend evening school functions however. Add moving the 8:25 to 8:30 will make their arrival very close to late. 8:25 a.m. boat would be ideal. Thank you!
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Comments collected at the Vashon Meeting 10/24/2018

1. [My trip will take] Less time – Traffic will continue to move. Need a 4:30 ferry on south end to Point Defiance. Need more staging at Point Defiance. I sit and block traffic on N. Pearl St.

 2. We would like [an] approximately 10:50 pm instead of 10:25. We need a ferry that better aligns with after evening shows and sports events etc.

 3. [My trip will take] More time depending on the time of day and the percentage of Southworth vs Vashon being boarded. Water Taxi should not wait for a late WSF ferry from Southworth.

 4. [My trip will take] More time if I am going to Seattle in the early evening. The pendulum schedule as proposed by Steve Stockett is the only plan I will accept.

 5. Longer [time on ferry] It will make our ability to deliver product to our customers. It will also make it more difficult for our employees to get home from work on Vashon to Seattle. This new schedule does not meet the needs of the communities they are supposed to be serving! It will take longer because of the addition of an extra leg to Southworth before going to Fauntleroy. 1. We own a business on Vashon with employees from Seattle. They come to work in the morning and go home on 5:30 and 6:20 boats. The new schedule will make it difficult for them to work a normal work day. 2. Our customers only accept delivery of product in the late afternoon and evening. The new schedule will extend the time for delivery and or make it impossible to do and leave in a reasonable amount of time. Thereby impacting the long term reliability of our business. Not acceptable.

 6. [This schedule will make my time on the ferry] Longer – Damn you! [My trip will take] More time. I have an odd schedule and can avoid peak commute times. With this new schedule, I will be forced to travel during peak times or add an hour plus to my commute. 1. This schedule marginalizes our community. Good to know the state sees our needs as irrelevant with elections on the horizon. 2. This schedule will penalize working mothers and single parents. The indirect schedule will require working parents (usually women) to take large clutches of time out of their earning day to take a child to the DR, Dentist or other practicalities. Huge effect on earning ability. 3. Disappointing you revised the format of the meeting to prevent us from voicing concerns in the broader forum. 4. Shame on you for your lack of concern for our community!

 7. What good does a bigger ferry do when ferries regularly leave half empty even when the line goes to California Ave? Fix the tollbooth bottleneck!
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8. I think it will take a lot longer if I have to go in the evenings for a medical problem but mostly it looks like it will be about the same.

9. My interpretation is that my travel time would be longer. I would highly recommend implementing the pendulum schedule, full time, to reduce wait times. I think [my trips] would likely take longer there are fewer boats between Fauntleroy and Vashon. It make a huge amount of sense to me to implement the pendulum route and to be able to fully load boats whenever there are cars waiting. It is inexcusable to have less than full boats leaving when there are cars waiting!

10. [My time on the ferry] will be undependable. I won't know if Southworth will fill it, so will need to be in line several ferries early if I have a delivery that needs to be made on time. It is ridiculous to have ferries leave $\frac{3}{4}$ empty with a line backed up for miles. The problem is a bottleneck at the tollbooth. A bypass is not the only solution. Why are prepaid passengers stuck in line behind a tourist who takes five minutes to buy a ticket???? There are lots of ways to solve this with minimal cost. Ask us how to do it. We spend a lot of time thinking about it while we wait in line.

11. Study traffic revisions at Fauntleroy. Two separate lanes, SO south side, VA north side.

12. I don't know if [my time on the ferry will be shorter or longer]. [My trip will] be about the same amount of time.

13. Please realize that Vashon is an ISLAND. Southworth clientele can drive around or take ferry from Bremerton. Ferries are our only means for getting to Seattle. I feel like you give more priority to Southworth than Vashon and your new schedule reinforces that. The dedicated ferries with the police officer walking up the line and telling cars to drive around is working well. Go back to having additional scanners and use the two exit lines for loading boats at Fauntleroy. Stop giving us receipts at toll booths, unnecessary and slows loading time. Medical issues that might occur during evening hours when we are faced with much longer commutes... not good.

14. Morning commute via Southworth will add half an hour. If you don't solve the problems at Fauntleroy dock you haven't helped anyone. In the long term this route will increase traffic 57% over 20 years. Nearly 100% of that increase will come from Kitsap. Vashon riders should not have to give up convenience for Kitsap growth. Options I see: two docks at each destination. Move ticketing to Vashon from Fauntleroy. Add one DO Boat on Vashon/Fauntleroy run to connect with busses-light rail. Add second dock from Lincoln Park. (Lease from City of Seattle) Find a way to compensate West Seattle/Fauntleroy residents to keep them happy.

15. Okay schedule if you eliminate the 6:40 and 7:00 pm leave Vashon via Southworth. And make the 6:40 and 7:00 pm direct to Fauntleroy similar to the old schedule. At Fauntleroy dock allow ticket holders to bypass booth. Always have a traffic patrolman helping people to dock along Fauntleroy Way.



16. It depends. If I need to leave the island after 5pm it will take MUCH LONGER. I often return to the island on mid-day sailings so I can't predict how that will change. Every trip is different so some will take longer. Until WSF solves the bottleneck at Fauntleroy nothing will improve much. The primary issue is NOT SCHEDULING. Vashon and Southworth ARE NOT EQUIVALENT COMMUNITIES. Southworth has other options. Vashon does not. So why divide added capacity 50:50? 62 more cars equates to adding 7.5% for Vashon and 12.5% for Southworth. Southworth has other options for healthcare, jobs, school, and commerce. Vashon depends on the ferry solely for these things. It does not seem that WSF has taken this dependency into account with the "plus 62"/"plus 62" each strategy. The triangle route needs to go away. Fauntleroy can't handle it and Southworth would be better served direct to Colman Dock. These schedule changes are not going to solve the problem of Fauntleroy. Your flyer says that "community feedback matters" We'll see if that is true. So far WSF seems singularly disinterested in community feedback.
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17. I fear that someone along Fauntleroy will get injured or be killed. The line is more and more scary! If I have visitors it will be much harder for them to leave Vashon in the evenings in a timely manner!
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18. More time [will be added to my trip] less service when I use ferry. The 5:45 pm Vashon to Fauntleroy should be a dedicated boat from Vashon as this is the time that people will go to Seattle for events. Baseball, soccer, concerts whatever. A boat originating in Southworth will be to full to carry all the Vashon cars.
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19. For a social event I would need to catch the 4:35 vs the 5:10 pm. Medical appointments require odd hours. If I have an appointment I would have to be on the 6:40 pm to SW and then to Vashon additional 25 minutes. Most folks seeing medical doctors are under stress or vulnerable or weak. This added time in getting home is not acceptable. We would lose 5 boats in afternoon 2 which go to SW leaving Vashon. We are losing 3 boats from Fauntleroy in the mornings. We are totally dependent on the ferry. SW people can take Bremerton Ferry or drive around through Tacoma.
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20. New schedule looks good. Thank you for listening to the residents of Vashon! My concern in off island. Student athletes taking 6:40/7:00 boat will have to go through Southworth. That's a long day for these kids and I think it will prevent some of those students from being student athletes.
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21. [My time on the ferry] will hopefully be shorter. It looks good so far it seems the wait in line will be shorter.
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22. Hopefully shorter wait in line. The ferry ride will be the same. Less time coming back on an island because there will be more boats leaving. Looks good. Don't change it until you have tried it for a year unless it turns out to be a disaster then fix it immediately.
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23. [My trip will be] longer! Have to leave earlier to make evening meetings in Seattle. Returning boats are later by going via Southworth. See ferrycommunities@gmail.com. Pendulum Route!!

24. Traffic signal at Fauntleroy dock to allow offloading cars!!

25. I think it will cause my trips to take more time.

26. More time because of lay overs in Southworth. Please consider pendulum proposal by Vashon residents Rick Wallace and Steve Stockett. Consistent service for Vashon and more boats for Southworth.

27. More time having to go from Fauntleroy to Vashon via Southworth takes longer. Coming from Kitsap to Vashon, if I don't make an 8:00 pm boat, I won't get home till after midnight. It's not much better currently: 8:25 pm. Broaden the Fauntleroy dock, build a second slip and get the boats loaded full get the cars off of Fauntleroy way!

28. More time due to less crossings and the triangle route V/S/F.

29. Longer [trips]. The triangle schedule from Southworth is wrong! Southworth has options Vashon does not.

30. Biggest needs – consistent schedule. Fairness to all communities. Political leadership

31. Vashon residents bid against other arriving well before departures in order to secure a spot. If a trip is flexible or nonessential we may risk not getting a spot. But for important trips we must arrive so far in advance that there is no chance won't get to our destination on time. This means that travel time calculations need to account for all the wasted time spent lining up in competition with others. If you change more for cars and nothing for passengers, you can use Good-to-go passes and promote transit and carpools.

32. I'm sure you have explored all options what if the ferry line was separated along Fauntleroy? What if Seattle Parks Department allowed the use of Lincoln Park parking lots during high use time on the ferries? IE commuter hours.

33. More [time on trips] reduces number of ferries to Fauntleroy plus makes two early evenings via SW. All of this a temporary band aid. A longer deck at Fauntleroy with a central slip has to be built.

34. As a musician I travel to Seattle or the airport for work, largely in the evenings. With the proposed two early evening boats going to Southworth, the boats those will be overloaded. I'll have to leave the island on the early afternoon sailings to be sure to get to a 7 or 8 pm evening concert- that seems crazy. I wish we could invest more in our national infrastructure. I'm very concerned about emergency vehicles and aid cars, what's the provision for them? And why



didn't we have a meeting about this??

-
35. Same, because the ticket booth issue has not changed. That is still a huge time suck. Please consider using a Good 2 Go sticker system like 520 for efficiency, or more efficient ticketing system. (like scanners being hand held) or look at the Pendulum system that is being proposed by the Vashon group not by WSF.
-
36. Of course, the growth on Kitsap Peninsula will continue making for more overloaded boats, especially between 2:00 pm and 8:00 in the afternoon going off island. The new schedule has potential to ease up the bottlenecks in the afternoon for both Vashon and Southworth leaving Fauntleroy. It also will make getting off the island between 2 and 8 in the afternoon and evening very difficult. The proposed 4:35 and 5:45 will be overloaded every day with a line up the hill to the fire station. No one will choose to take the 6:40 pm or 7 pm. This will also cause serious problems for getting aid cars off the island. There will be emergency stops on Vashon several days a week. Like transportation across the state and the country, we need a massive investment in infrastructure that is inadequate and out of date.
-
37. Must allow more boat backups in case don't get on first choice. Leave home earlier to get to where I need to go. Also a longer journey due to the fact some boats will be going to Southworth first before going to Fauntleroy! So disappointed in this "meeting" tonight. Was hoping for a townhall style meeting able to voice concerns and present questions for the reps to answer to all community members as a whole. Obvious that our opinions and concerns are of no concern to WSF! Curious why Southworth is held at the same level as Vashon? We are on an Island with no other means to get on and off! Southworth has options of driving Ferries are a privilege for them a necessity for us on Vashon!! No combo boats with fewer Vashon cars than Southworth allotment! No combo boats going to Southworth BEFORE Fauntleroy! No combo boats during peak rush hour! No huge gaps between sailing during peak rush hour times.
-
38. It is a good way to effectively utilize available resources, however, at some point sooner than later the FAU terminal will need to be rebuilt to better accommodate traffic levels.
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39. The new schedule cuts four sailings from Vashon to Fauntleroy (11:50 pm, 5:10 pm, 7:40 pm, and 8:45 pm) and converts two to layover in Southworth. This is a total disaster for people on Vashon. There are fewer sailings. That in some case will be much longer and thus longer wait times. How can you add a larger boat and then claim you have to significantly cut service. Your slide on "key features and benefits" as totally misleading if not downright a lie. Why were none of the canceled sailings listed. Only a "benefit" of ad added pm sailing to Southworth. WSF needs to throw this out and develop a schedule that provides all of us on the triangle route with the increased service expected from a larger vessel not decreased service. Pendulum service or a major rethink of Fauntleroy dock procedures are long overdue.
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40. I am retired and care about using more mass transit. Increase incentives to carpool. From my unofficial observation 70-80 percent of commuters are single passengers. Long term solution



require moving Fauntleroy.

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41. I would like to see two more times added to Tacoma Route. Evening route ends too soon. Can't take advantage of Tacoma. Last boat should leave Tacoma at midnight.
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42. How unfortunate that what for months has been published to be a hearing was changed to an open house. Nothing will be on the record! This is an utterly cowardly act! The thrust of the new schedule is to make people on a twelve hour shift, vacate the island. With added commute time this is now a fourteen hour shift. Ninety percent of Vashon residents are preticketed Why are we waiting for five tourists to buy a ticket? And missing the boat! Bring back priority load for people who are ready to board. There were three to four hour waits at Fauntleroy and on Vashon (evenings) from Thursday to Sunday this summer. Are you trying to make us Orcas? A majority of people here work off island are on ferries. If they cannot get to work they will leave. We need to be able to get to work no matter where we work. This is also hard for commuting students.
-
43. History suggests that it will take longer and cost more. You have not made a good case for how this will improve service to Vashon. This process is a joke. WSF has made its decisions and input from the community clearly it will make no difference. 1. There should be no further fare increases until a significant improvement in service is made. 2. The proposed schedule hurts Vashon businesses raise our prices for goods and services. And hurts our schools. 3. Ultimately this will affect property values on this island and tax revenue associated with our property. 4. I'm absolutely offended that the WSF senior leadership was not at tonight's Vashon meeting. That alone confirms what WSF thinks of Vashon. 5. Reopens the bypass land or show data on why it should remain closed. I have no confidence that the new schedule will help Vashon service. We are destined for longer waits.
-
44. More [time] coming home to Vashon, more [time] getting to Seattle mid-day, early evening. Large gaps midday leaving Vashon- approximately one boat/hour 10:55 – 11:30 – 12:25 all come from Southworth – need the 11:50 or 12:00. Why are 6:40 or 7:00 pm going to Southworth first? I am pleased to see 5:20 am VASH/FAUNT will take 60 Vashon cars currently takes very few. Between 7:05 and 8:15 am only taking 130 Vashon cars – This is difficult for people going to work at 9:00 am. Better customer service at Fauntleroy some worker are great, others can't seem to do their job. Likewise some police are excellent others don't do anything except unload directions. Want better access for frequent commuter card holders. Something needs to be done about Fauntleroy before summer! I'll look at Vashon/Southworth later!
-
45. Time on ferry may be the same, but times available to travel will change, and depending on loading procedures from Southworth, may mean a longer wait period on the dock. More time [on my trip]. Leaving Vashon in the evening has cut 5 direct sailings to Fauntleroy. 5:10, 6:35, 7:00, 7:40, and 8:45. This will have a major impact on reverse commuters, school sports, and people getting off island for visiting relatives, entertainment. The schedule has worked fine for the 25 years I have lived on Vashon until the change in loading procedures at Fauntleroy that requires going through the toll booth. Please focus your solution and getting the cars on the



dock. Good to go- will pay more for the revenues lost for the passengers in the car. Prepaid ticket- drive onto the dock, to be counted on dock like a motorcycle. Add another toll booth for prepaid ticket only. Second, it is imperative that a two boat schedule is used when a boat goes down. Keeping the current schedule without making that change is DETRIMENTAL to folks trying to get across.

46. This new schedule looks acceptable. Except the 6:40 and 7:00 pm leaving Vashon. As a school board director, I am concerned that the students who are trying to get home from Vashon after sports practices will be deterred due to a 45 minutes ride home on a school night. Better to only have later boats going via Southworth. Thank you for listening to the residents of Vashon!

47. [My trip] will be the same Vashon-Fauntleroy extra sailing Fauntleroy may make less waiting in line. This change in schedule does not address the main problem. Which is slow loading of the boats. The ferry service is the worst I've ever seen especially in the summer. Returning to the island is a nightmare. 1. Return to quickly scanning ticketed passengers by passing booths! There is no evidence it is a safety problem. 2. Fill the boats!! After 30 years I'm planning to leave the island in part because of the poor WSF service.

48. You have taken ferries away from Vashon. You have done nothing to the Fauntleroy loading problem. You still have ferries leaving empty with cars on the line. You refuse to use handheld scanners for cars with tickets. If they work for motorcycles they work for cars or buy new ones that are all weather. Leaving Vashon in the early evening going to Southworth does not work. The 5:45 pm ferry leaving Vashon will overload. No one will take the 6:40 and 7:00 ferry to Southworth to get to Fauntleroy. Going to evening activities in Seattle will be more difficult. You took three ferries away. The pendulum ferry schedule is the way to go. If we can't leave the island regularly and return regularly. This will help with doctor appointments and shopping trips off island. If you really wanted true input you would have a meeting. Not an open house. And you would have the meeting start at 7 pm so it would be easier for commuters to attend.

49. Evening Vashon departures 6:40 and 7:00 pm for Fauntleroy must go through Southworth greatly increasing time on ferry. [My trip will take] more time. Four fewer departures from Vashon also limits schedule. Have you analyzed unintended consequences of the change? Vashon seems to get punished in the new schedule. School students need better service. We need frequent sailings for ambulances and health safety reasons. Southworth residents can use roads, Vashon residents can only use ferries. Vashon businesses and organizations should be consulted for impacts of this schedule change on their activities ultimately seems like it will come at a great cost to both.

50. More time because more often which I do already in the afternoons. I will have to go by way of Southworth. Worsens already difficult afternoon/evening trip from Southworth to Vashon. Now also makes very difficult late afternoon/evening from Vashon to Fauntleroy. I see you plan to make improvements at Southworth need terminal by 2026. Yet don't force the issue of a new slip at Fauntleroy. The only improvement that would really work. Bring improved scanners back



to Fauntleroy. Have booths for tickets purchase only.

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51. I'm horrified that there are no direct ferries from Vashon to Seattle all evening from 5:45 pm until 8:20 pm. This means it blocks us from getting to any events in Seattle. Plays, shows, concerts, lectures, school performances by our grandchildren. We are cut off when we wait nearly an hour!! Almost any event in the evening going via Southworth!! This is a huge problem every evening. It's nearly impossible to get off Vashon in a timely manner. Please consider the pendulum route. Consider a traffic light to get cars off the boat. Please have direct sailings from Vashon to Fauntleroy in the evening. Otherwise we cannot attend any concerts lectures, shows, events in Seattle in the evening without adding extra hours to our travel time which means we'd arrive too late to attend most events.
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52. Suggestions: 1. Bring in "LEAN" Process improvements. Team to evaluate and identify constraints. And eliminate waste in the system. There are consultant/experts that could be brought in as well. 2. Short term, low cost, immediate gain improvement idea: eliminate the southern toll booth, creating a "fast" lane for pre-ticketed riders. Configure northern tollbooth to process tickets on either side south side for pre-ticketed north side for purchase and questions.
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53. I am concerns as to how it will affect medical appointments and emergency health trips. We have a program at the senior center supposed to get seniors and disabled who do not drive. (The blue bird program) to medical appointments in a timely manner. This new schedule will affect that program in an adverse manner.
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54. I don't know why WSF goes through the farce of public hearings. I have seen little evidence that you take comments seriously- even from those committees WSF recognizes. A school – Evans at UW was tasked to look at the system but not permitted to look at scheduling which is the biggest problem for Vashon. That makes it a joke.
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55. It depends on the afternoon Fauntleroy to Vashon. We will be competing with Southworth for every sailing in the afternoon. I was expecting an open forum tonight and feel WSF was afraid to have a live presentation with public comment. I want to emphasize Southworth folks can drive around. We cannot. Suggest: Doing something to make Fauntleroy more efficient. Increase dock or increase access to dock. We need some logical thinking here. If students are enrolled in sports after school activities it's a problem to have the longer commute.
-
56. For several decades, that's decades, Vashon and Southworth have shared ferry resources on the triangle route. Vashon has always absolutely depended on allocated ferry service for commuters, businesses, and pleasure, resulting in slow but steady growth. The route between Vashon and Fauntleroy has always been the most vital, connecting people to jobs, commercial traffic, medical, and other critical support for maintaining the island infrastructure. Three years ago WSF terminated the bypass lane process at Fauntleroy based on supposed concerns for safety. This was after several decades of successful operation and zero safety issues. Following that change was an immediate loss of capacity during weekday afternoon rush hours. The loss is



measured in terms of 100+ vehicles left behind daily with boats sailing half empty. In spite of the FAC and many concerned customers voicing the need to reinstate the bypass lane, it has not happened nor has WSF attempted study that process to make it safe. WSF never did measure the benefit of the bypass lane and has ignored customer and FAC feedback. Note that a typical commuter will transit that dock westbound nearly 8,000 times in a 30 year career and direct observations speak loudly but on the deaf ears of WSF. In the last couple of years we have seen an uptick in Southworth traffic that has log jammed the dock and the Fautleroy Way, further exacerbating the failure to fully load Vashon bound sailings. Southworth has been unaffected. The dock is too small and has been too small since the Issaquah class boats began serving Fautleroy well over 20 years ago. The draft long range plan sounds like a good thing, yet there is no mention of any improvements to the Fautleroy dock or operations other than preserving an undersized dock in spite of forecasted increases in traffic volumes. The Issaquah class boats will eventually become history, and larger boats will be required to support this route. The draft long range plan is a real disappointment in this regard. The recent attempts to field a total rewrite of the sailing schedule leave numerous questions on the table. At issue is the elimination of direct sailings and loading boats on the basis of unknown allocations, more likely based on the mix of Vashon and Southworth cars on the undersized dock. So, what is it? Likely a clever method of avoiding having to address the issues surrounding the undersized dock at the expense of Vashon customers who absolutely depend on the levels of ferry service we pay for. Unlike Vashon, Southworth does not absolutely depend on the ferry service. We are very different communities like it or not. In the context of producing alternative sailing schedules, WSF has not been transparent about the comparison of westbound current schedule capacity to proposed schedule capacity. WSF is try to sell us on increased capacity in the eastbound direction. So, what are the allocations for Vashon out of Fautleroy in the afternoons? Sailing westbound with no allocations, will lead to Southworth overwhelming the ferry run. Imagine the four pm sailing with 100+ Southworth vehicles and 10 for Vashon. The proposed schedule scheme lays the groundwork for this outcome. It is frightening to consider the likely adverse impact on Vashon residents, businesses, schools, and the overall vitality of the island. Any reductions in the proposed schedule capacity to and from Vashon is a non-starter. We absolutely depend of the current scheduled capacity and have been hampered for the last three years with continued failures to full load Vashon bound boats when the capacity is needed the most. You would help yourselves with transparency of comparative schedule capacities westbound when evaluating proposals. Vashon demands protection of the current scheduled sailing capacities. In the bigger picture, WSF needs to get serious about right sizing the Fautleroy dock to more effectively manage forecasted traffic volumes. It is a long known root cause of serious shortcomings including those that this schedule is attempting to cover up. Also key to this discussion is what about the tow boat schedule? The two boat schedule is an ongoing colossal failure sailing a quarter filled boat to Vashon. We saw multiple sailings like this last week. And what about the weekend schedule? Time is short and there is much work to be done. In closing, I would say our trust in WSF is at an all-time low. I know it is a pain to WSF when one or two islanders visit Olympia to complain about ferry service. Consider your damage control when busloads of angry islanders organize and march on Olympia because WSF is not listening. We have been there and done that and are ready to do it again.



57. This latest version of the ferry schedule between Vashon Island (which has no alternative means of transportation on or off the island, unlike Southworth) is somewhat improved from the horrible first attempt that was disseminated last month. However there are still two problems with the sailings from Vashon Island to the mainland. 1. Namely, it is nearly impossible to get off the island to attend meetings in either West Seattle, or Seattle, or Bellevue, etc in a timely manner. Every evening with this proposed schedule (which we dearly hope you will change!) we are stranded on Vashon Island from 5:45 until 8:20 pm and will be unable to make a quick crossing to Fauntleroy to have dinner and attend a play or show or attend important meetings on the mainland without having to wait nearly an hour extra when we are forced to detour via Southworth! This is unacceptable! 2. In addition, when trying to return to the mainland after spending the day and evening on Vashon Island, it is mean and cruel to make members of our family (our daughter and son-in-law, and grandchildren) wait close to an hour extra to get home by having to first detour for an extra 45 minutes late at night to detour first to Southworth before being able to get back to the mainland and the rest of their drive home to Bellevue. In addition, from my experience, there are many more people going home to Seattle late at night than are going from Southworth to Seattle. There needs to be a direct ferry from Vashon to Fauntleroy at 10:50 pm. Please consider changing the final schedule enough to take care of these two problems, especially the first one, where every evening we cannot make a timely trip to Seattle without wasting an extra hour detouring via Southworth!! We appreciate your efforts to fix problems with the schedule. However, we still strongly feel that having a pass through land for those of us who already have bought our tickets in advance (nearly all of us who live on the island have prepaid passes!) would greatly speed up all lines and still ensure that you receive full money for every car and passenger boarding a ferry. Thank you for your time and attention to these remaining problems. For the big picture, we need to ensure that money is provided to build and add more boats to our schedule, as there are currently not enough ferries to cover any boat that breaks down. In addition, it is crucial that more ferry boat captains get trained to operate the boats, as so many of them are retiring in the next few years.

58. If the new schedule means boats leave full more often, then their trips would take less time. If not, then it'll be the same, or worse. Need a scanner, like on 520 Bridge, to end [illegible] to stop to pay. Eliminate passenger tickets. Consider the Steve Stockett "full pendulum" plan.

59. Unknown. I'm willing to try this new approach because, frankly, it couldn't get worse. Let's give it a try. 1. Let's please collect good data on outcomes. This seems obvious but I don't always think the data I've seen from WSDOT has been thoughtful or has measured the right things. Let's actually measure whose commute is affected and how. 2. John Vezina is good at his job. His answers are helpful, informative, and non-defensive. I really appreciated his info tonight. (10/24 on Vashon) Best WSDOT conversation I've ever had. 3. It seems like the trickiest puzzle piece is getting a bigger dock at Fauntleroy. Seattle will have to something and agree. Let's work with the energy on Vashon and try and help, rather than just always be "against" each other. What does Fauntleroy need that we could support them in getting?

60. Longer wait times – less ferry service. 4 boats missing from schedule. Too big of a gap between boats leaving Vashon. Boats have 1 hr. gap. 1. Steve Stockett's plan of The Pendulum route



makes more sense. 2. The tollbooth needs to process cars faster to enable all cars to load the ferry. We just crossed on the 5:40 pm and it was not full although the line was back to Lincoln Park. The cars couldn't get through the tollbooth fast enough! Electronic processing techniques are available and already used. Having a bigger boat leave the dock unfilled does not solve the problem of leaving cars behind the toll booth. Why not put the effort to solve the problem with modern technology?? 3. Too much of a gap between boats between 10:35 am and throughout the day. If the ferry is full, you have to wait an hour for next boat, missing an appointment or meeting.

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61. No improvement in wait at Fauntleroy. The 5:10 from Vashon is missing! It looks like the Pendulum Route will make the system work better. Fewer Southworth only boats is going in the right direction. CRITICAL NEED IS FASTER TICKET TAKING AT FAUNTLEROY. We have been 3 cars behind a person at the ticket booth and have watched the boat leave.
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62. Need to work Metro into the scheduling process. No schedule is going to work if you cancel runs because of lack of Coast Guard approved crew members or you have a boat go down w/o a replacement.
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63. There are so many problems with your service. Do you serve people or just want to look good to your supervisors. Leaving boats empty so you can keep on a schedule that is [illegible] messed up.
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64. I know I don't think that your gutless decision to avoid conflict with West Seattle will add Stress and anxiety to my life. It was a cowardly and irresponsible move to present these issues like a power-point. Structuring this to avoid the deluge of public comments you know full well that we have [illegible] a lack of respect for the duties inherent in your Public Service Position. I don't know how you picked your "taskforce" but it's clear the main criteria was how good they made you feel and think about /of yourself. I'm disappointed and disgusted by your lack of respect and dedication.
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65. More-you are putting a band aid on the West Seattle problem. You are clearly avoiding a fight with West Seattle residents who refuse to allow necessary construction of a larger dock at Fauntleroy and additional slips at both Southworth and Fauntleroy. Pitting Vashon and Southworth residents against each other –when there is an obvious solution to improve service for both destinations is under-handed and a truly vile tool of bureaucratic ass-covering. You have let down Southworth and Vashon for way too long for such a weak and manipulative fix. – you bet your butt I'm emailing too.
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66. The proposed schedule change seems alright EXCEPT for the 6:40 via Southworth proposed run. This will affect our students who participate in sports and after school activities. Getting to the dock at 7:25 in too late for them. The WSDOT will be making students decide to either participate or get home which is not appropriate.
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67. Longer on commute home. RN at Swedish hospital. Most bedside RNs work 12 hr shifts. 7am-7:30pm or 7:00pm-7:30am. We would like to see the 7:55pm stay at 8:05pm. A 55 minute wait is grueling after a 12 hr shift. What about those who work outside the normal 8 hr shift (7-3, 8-4, 9-5...) and really want to get home? And, I walk on!! No car. We have one of the vanpools parked at Fauntleroy. If the boat goes out of service, why not delay it to put more cars on and people like nurses? We would appreciate the sincere consideration! Fauntleroy to Vashon proposed 7:55p->current 8:05p
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68. Much longer. No longer having V only or SW only boats will increase the wait time (which is already 1 hour) by at least 30 mins. Getting from SW to Vashon is impossible unless you make the 5:20. Use the pendulum solution.
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69. More time when boat travels from Vashon to Southworth to Fauntleroy instead of directly from Vashon to Fauntleroy. 1. As a Vashon Island resident, this draft looks good. The morning and afternoon departures to Fauntleroy haven't changed dramatically, neither have the reverse departures. With the evening departures, 6:40pm and 7:00pm, going to Southworth first, I imagine this will cause significant overloads and missed boats prior to these runs as people will need to leave much earlier to get to an evening event (off island). 2. I'm concerned this schedule will not ease the long times, traffic issues and boats leaving without full capacity from Fauntleroy. It seems if the Fauntleroy to Southworth option is eliminated, this would free up the loading area on the dock as well as on Fauntleroy Avenue. 3. I'm concerned with the schedule not being coordinated with the Metro bus schedule at the Fauntleroy dock. 4. I strongly suggest WSDOT consideration of the Steve Stockett proposal. A departure every 35 minutes make the most sense. 5. Thank you for this opportunity to comment.
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70. Longer-WSF is not listening to the needs of Vashon. It's disappointing that WSF made the choice to have an open house, rather than a presentation and allow for public comments. Who knows if our comments will ever be read. Vashon has lost (4) sailings leaving the island. Leaving basically every hour I not enough. Boats may fill up – making wait times longer. All boats leaving Fauntleroy go to both Vashon/Southworth meaning capacity isn't really increased. This leaves more room for boats to get off schedule especially for med-evacs. Direct evening sailings from Vashon are limited. Why this change? During peak times to leave the island the trip will take much longer. What happens with medical emergencies. It's like WSF wants to trap people on the island. The same for Southworth Vashon the evening commute all runs are via Fauntleroy.
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71. Coming back from Bremerton/Silverdale, the only option that seems to work for us in the evenings is to bypass Southworth and catch a ferry from Tacoma. But then we can't be too late or we miss that one too. Seattle to Vashon – more PO boats would be great. PO boats from Southworth to Seattle.
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72. For professional meetings, I often will commute off island after the rush hour in the 9-10 AM timeframe. I wait until the worst of Seattle traffic dies down. But I've had trouble w/ the 9:40 sailing from Vashon not having space so I might arrive at the DOC at 9:20, but miss the 9:40 an sometimes the one after. It's difficult if I need to allow a window of a few – or several-hours



because of uncertainty and unpredictability!!! Have you thought of more foot ferry runs?? I'd switch over for much of my travel if there were more water taxi runs. Maybe partner w/ King Co??

73. My actual time on the boat is the same as now except for times I leave the island in the evening. In those cases, my time on the boat will be significantly longer. I think it really depends on the wait times. Leaving the island in the morning, sometimes I have to wait for the next boat because the one I was in line for was full. I imagine this will continue to be a possibility. Leaving Vashon weekday evenings – the infrequency in sailing (reduction) plus the 6:40 and 7:00 going via Southworth will have a significant and NEGATIVE impact. I know between 4:35 and 8:00pm, there is not a high demand. But that shouldn't negate that there is a true need for reasonably frequent sailings directly to Fauntleroy. Please reconsider adding more direct routes from Vash to Fauntleroy weekday evenings.

74. Longer. You've provided the weekday draft schedule three evening sailings which make my weeknights longer. What does the proposed weekend sailings look like? More time, you've cut out crucial sailing times that will force me to be away from home longer. How the weekend does proposed sailing look? In addition, to go to Southworth adds longer commute with less available times. I work for the fire department and the proposed schedule not only concerns me for my personal travels but also for our patients and fire/EMS personnel that need to be back on island for the next emergency call. Our nation is experiencing an unusual high volume of concurrent calls. Our department will respond to three (sometimes four back to back) concurrent calls. All toned out at the same time. What's worrisome is the patient's transport time to their final destination more so getting our staff back for the next call having to ride the ferry 45 minutes. For our island's health and welfare please do not implement your proposed schedule but consider the pendulum schedule.

75. If you can't fill the boats in Fauntleroy – who cares? With a cop it gets filled even with your stupid process at the toll booths. Tired of waiting for you to fix it. I do not trust WSF to load boats in evening at Fauntleroy.

76. Longer work off island – performer off island Friday night with 2 boats at 6:40/7:00 going through Southworth. Longer Mon.-Th. Fauntleroy to –after 4pm – no additions how is that helping commuters home, during rush hour?

77. Many people work 12 hr shifts. The proposed change in schedule will get them home/Vashon an hour later.

78. I would like to become more involved. I have a long history of grassroots volunteering.

79. Longer – the eliminations of routes after 5:45p from Vashon would be a big impact on our community For events/preschools/and families. If I want to leave the island any evening it will take significantly more time – b/c 3 routes have been eliminated and the 2 of the remaining ones will be 45 min. (via Southworth) instead of 15. I think with the current expansion of



Coleman Dock in Seattle it should accommodate more runs from Southworth. If ridership from Southworth has ↑ and if the majority of that pop is headed downtown during commute hours why not go directly there?? –Also- the dock at Fauntleroy needs to be expanded – built it more out in the water/make it multilevel/create loading near Lincoln park/SOMETHING! Please don't keep this new schedule – please add the routes back in from Vashon to Fauntleroy after 5:45!

80. Not sure. Have you studied wait times? I heard about a study being done by IW – it would make sense to consider the data before making a major change. More wait time in Fauntleroy. How will Fauntleroy accommodate all the cars safely when a boat goes down? Cars lined up past California is not safe or considerate to W. Sea. What's happening w/ the weekend schedule? I commute on Sundays and currently give myself a 2 boat cushion to get to work. That equates to 2 hrs. 15 min. for a 1:15 commute to SeaTac. I'd like to know if that will increase, stay the same, or? Can you adjust the 6:40 and 7:00pm boats leaving Vashon so there aren't 2 in a row going via Southworth? That's a huge gap for folks trying to get to events in Seattle in the eve. 4 less boats leaving Vashon per day...

81. Longer. Two points in travel is logically shorter than three points. I'd prefer to choose how I waste my time than having WSDOT decide for me. How is this Q different from the previous Q? 1. It interrupts my life. 2. How do riders receive any accommodations? 3. Vashon has a larger ridership and this needs to be [illegible] in any change. 4. Frankly, WSDOT has NOT consulted Island ridership in any significant way. 5. I respond to every survey and have yet to see any reasonable changes. 6. The docks need electronic bulletin boards to inform ridership of delays, changes, information. 7. Instead of spending so much [illegible] capacity to change schedule for no apparent or reasonable purpose use the money to update the bathroom facilities. The men's room disgusting. The stainless steel troughs are an [illegible]. 8. The info boxes are full of costly and wasted papers. They [illegible] valuable real estate that can be used for better purposes. 9. Provide dock and boat employees to answer Qs without an attitude and with [illegible]. Have them retrain in [illegible]. 10. Get some consulting advice from ferry operators in Europe.

82. It would do both. The morning crossings are an improvement over the current schedule. The evenings would be longer...much longer. As a school teacher on the island, my evenings would be much longer with the new schedule because of the fewer crossings directly to Fauntleroy. ? Has it been discussed adding a direct Southworth to Coleman Dock downtown crossing? It seems most Southworth traffic is going that direction anyway. Vashon and Southworth cannot be compared or treated as the same! Southworth (SW) can drive around, or go to Bremerton, but Vashon depends entirely on ferries. Please remember this in your considerations. SW also has more options available like healthcare, shopping, school, etc than Vashon?

83. Have you considered the Pendulum schedule or elements of it?? What if you combined the Pendulum and a direct crossing to Coleman Dock from Southworth? Even if the crossing to Coleman was only a few a day, it would ease the traffic at Fauntleroy? What is being done to expand Fauntleroy's terminal? It's the busiest terminal and should have more than one slip/dock! Also, the overall dock could be expanded to hold more cars once they pass the



tollbooth.

84. Three more weekday. Water taxi runs would be awesome! -late morning -early afternoon -after dinner 8/8:30 or 9pm?) It would bet me out of my car on the Vashon-Fauntleroy route. Could you explore possibilities w/ the county?? More P.O.!

85. Longer – especially if I have to work nights or go in to work in an emergency. Not necessarily in the mornings, though. My trip, under normal circumstances, might not take more time, but it will constrain my mobility part of the day. There seems to be too much emphasis on “on time” scheduling and not enough on “headway” or the total time of the commute. With the current frequency, I can usually count on being able to arrive anywhere in King County (or Tacoma) within 2 hours of leaving my house. This draft schedule increases the amount of time where a two hour window is not attainable. Also: Cancelling sailings to maintain a schedule drastically reduces service. Putting a 40+ minute trip in place of a 20 minute trip, especially an hour apart effectively lengthens my trip as if I had to take a 30 mile detour.

86. Please consider this! Steve Stockett pendulum. –Dorothy Phillimore, Melanie [illegible], Steve [illegible], Kattie [illegible] (“Our Washington State Ferry System Can do Better” handout)

87. I believe the wait time therefore my commute will be longer. The times when I commute look to be about the same. However it appears there are less sailings during off commuter hours. It looks to me to be a reflection in service to Vashon Island and an increase in service to the peninsula. This I cannot understand as we live on an island with no way on or off other than the ferries and they always have the option to drive across the narrows bridge?? The greatest impact looks to be the afternoon/evening getting off the island with the sailings via Southworth adding 45min to an hour if you can even get on the boat. It baffles me that we are giving up a perfectly functioning schedule and tried and true for years to lost service!! I am adamantly opposed to this new schedule!!

Comments from Southworth Public meeting 10/25/2018
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1. [This schedule will make my trip] longer. Boeing employees will not be able to catch the proposed 2:10. 2:15 is hard enough. There are 6 in our van pool and we know of 4 other carpools that take the 2:15. Under proposed schedule we will have to take the 3:00 and go to Vashon. Not a win win. Our ferry isn't full now. It will be less full leaving 5 minutes earlier. All Boeing employees leaving Seattle to Southworth will get home 45 minutes later to an hour. Please leave the 2:15 from Seattle as is it or bump it out to 2:20.

2. [This schedule] will make me wake up earlier for the 5:50 instead of 6:00 am boat. I am concerned that the 5:50 will not be a limited vehicle load, thus not sure anytime for an earlier start. Also, concerned with losing direct routes after 3:00pm. Another example of Southworth being second class citizens!



3. [I use the ferry for] social purposes and medical.

4. About the same [amount of time]. I like that you're finally matching the schedule with the King County Water Taxi.

5. Not sure yet [if this will make my time on the ferry shorter or longer], will have to look. Make the water taxi at 6:10 am, good. Make the water taxi at 4:30 from downtown to Vashon. Less time because of connection with King County Water Taxi.

6. The same time because I take the ferry to Vashon and board the Water Taxi. Yes because the ferry schedule lines up better with the water taxi.

7. Longer. Now I catch the 5 am to work and (usually) the 3:35 pm home. With the new schedule, I'll catch the 4pm, but I'll have to leave work at the same time. Instead of moving the 3:35pm boat to 3:25 can you move it to 3:40? My work is designed for the 3:35pm. Hire a second cop or flagger to pull people out of line if you make sure, on boats going from Vashon to Fauntleroy, via Southworth, there is room left on the boat for Southworth. The skew to Vashon in allocation is because Vashon, an island, has no options. I contend that with traffic thru Tacoma, Federal Way, Seatac, Renton, etc. People coming from Southworth to Seattle or Bellevue don't have the option to drive around. Not to mention: Washington is trying to reduce single occupancy vehicles.

8. Dedicated routes Faunt-Southworth are far more rewarding. I can plan to schedule and docking time at Vashon is removed. I prefer dedicated routes to higher frequency of F/V/S.

9. Lines up better with Water Taxi so I get home earlier. Can state at earlier hour and get home earlier. Much better! I am largely pleased with the new schedule. I'm glad it lines up with the Water Taxi better for Southworth residents. Also pleased with the addition of a 7:15 am ferry.

10. I agree with the revision.

11. I whole heartedly agree with the proposed schedule as do many similar riders who could not attend tonight's event. Thank you.

12. If it ties to use of Vashon foot ferry my commute [my trip] would be reduced to under 1 ½ hrs and reduce walking required.

13. No difference [to my trip].

14. [My trip would be] longer, since all boats in the afternoon are routed through Vashon first the ride to Southworth will obviously take longer.

15. It could save time if no delays. Unfortunately, there are often delays. I also have concern with the lack of communication with Kitsap Transit. The largest difference in afternoon/evening wait



times is made by an officer pulling cars out of line up Fauntleroy. Personally, I rely on the direction of the Fauntleroy traffic in order to make the 3:35 pm boat. Waiting for a 4:00 pm non direct boat will not allow me to pick up my son from his school bus. Waiting longer pending delays will mean I can no longer use the ferry system with my current SKSD time constraints.

-
16. Maybe a little shorter. Hopefully the WSF can maintain an on time schedule. It seems the biggest issue is dock space and staging area at Fantleroy. Over the years it seems like most (if not all) other locations have managed to significantly expand their staging area to account for growth, larger boats, less congestion, why NOT at Fauntleroy! Expand the dock! Purchase some property! Build a staging structure! Do something effective! The mess at Fauntleroy in the afternoons is horrible and a significant safety issue. The current schedule/system is not working well so I support the change... I hope it helps. Also a second deck passenger load/unload would save about 5 minutes of precious dwell time. Build it! This region is probably going to experience tremendous growth. Get ahead of the curve.
-
17. I'm more concerned about time spent on the dock making the WSF to Water Taxi connection. I day per week from 4:30pm Water Taxi, 3 days per week on 5:30 pm Water Taxi, 1 day per week from home. I understand the challenges of switching to a 2 boat schedule mid-day, but what would a 2 boat schedule look like for a full day. For midday 2 boat, it would be better to reset with a delay to get on the schedule sooner than later for predictability later in the day. Make it easier at the dock and on website to know when the next boat will leave for each destination served from that dock. Consider simplifying fares and charging the same amount for any destination. SW to FL or on/off Vashon. If not for cars, at least for passengers.
-
18. Any chance of a straight thru in am Southworth to Fauntleroy. Why the big hole between 11:25 and 11:40 leaving Fauntleroy.
-
19. Modernize the pay system. Have one scan booth. For S/V/F do not increase boat size >124. Increase trip east for pickup trucks both for length and width. Trucks unfairly dominates the center three lanes of all ferries.
-
20. I think that the line up with the foot ferry on Vashon will help a lot. I fear that any time I drive it will be longer. So less time for work commute and more for leisure. I feel like the schedules favor Vashon and would like to see it evened out. We have more potential for growth so the ferry capacity should swing in our favor. I am also concerned that we won't be able to get to Seattle in the middle of the day and that the 7:55 to 9:20 gap in the am is too large of a gap. Would it be possible to go to Southworth first, then Vashon?
-
21. No direct routes from Fauntleroy to Southworth in afternoon which adds at least 25 minutes to commute. Also having to leave earlier makes the work day longer. I'm already taking vanpool to work, we now have a 12 hour day, 6:00 am ferry and 4:30 pm ferry. With these changes the workday will be 13-14 hours and little family time. The 4:20 direct route is critical for us to have time with family after work. This new schedule completely eliminates direct sailings from Fauntleroy to Southworth. It takes a minimum of 20 minutes now at Vashon to off load and on



load. I've tried it myself. Plus with the new schedule the 4:20 leaves 15 minutes later there's a 35 minutes added in afternoon if the process is streamlined however, with larger capacity we are taking more likely 45 minutes longer at a minimum. Reinstate some direct routes from Fauntleroy to Southworth in the afternoon so more of us will benefit from the larger ferry.

22. Everyone wants a shorter commute and fairer. With no directs from F to SW it will take more time. With fewer directs to V from SW it will take longer. How will you or are you looking ahead to longer loading and unloading at SW when the PO is in operation. Consider reflective stickers S V that we can adhere to our windshield in place of silly lime green and purple paper. Consider loading workers using a flashlight of some sort so we can see them for safety.

23. WSF and Kitsap Transit must ensure that the fast ferry service from Southworth to Seattle happens. The voters/tax payers expect it to happen. Planning and execution of vessels docking at Southworth and downtown Seattle has to be a priority as much as buying the correct boat.

24. Possibly the afternoon sailing from Fauntleroy to Southworth will be shorter as in less time in line, more boats but no direct. Possibly! So much favoritism is shown to Vashon in the loading so we will see. Please consider one or more sailing from Fauntleroy to southworth and then Vashon. The triangle can go FSV. Morning sailings are not much improvised. Then get one additional sailings but few additional cars while Vashon continues to dominate. Please reconsider.

25. I regularly take the 8:20 am from Southworth to Fauntleroy. Removing this run will be a huge inconvenience for me. Please keep the 8:20 am boat!

26. Vashon can get a bridge at the south side of their island for use of medical emergencies! Why do we as tax payers pay for useless to transport only. An ambulance from Vashon get a helicopter!

27. More time, sailing is later than 4:20 and no direct boat! Keep the direct boat no earlier than 4:15 pm.

28. With the new schedules boats are likely to be even later than current schedule, due to loading and unloading issues. All though this schedule addresses getting more cars out of Fauntleroy in the afternoon, it does not increase sufficiently the restricted number of Southworth cars allowed to cross to Fauntleroy during morning commuter hours.

29. No Vashon priority! Good start! Consider dedicated Southworth/Seattle Route, Utilize available/idle dock space on terminal 5 (or other options)

30. I am pessimistic about seeing any difference. I'm concerned that by eliminating direct trips between Southworth and Fauntleroy, and increasing dwell times, nothing will change.

31. Longer trip in the evening, the direct 4:20 is eliminated and now goes to Vashon first. Why are there so many direct routes to Vashon in the afternoon? Southworth needs a direct boat later



than 2:10 pm. Why can't a ferry go to Southworth first than Vashon?

-
32. I'm remaining open to the change. It may make my commute easier by not riding King County metro. The schedule offers a lot of options. I may be able to ride the 4:30 pm water taxi to catch the WSF at Vashon which doesn't work for me currently.
-
33. Would like to see accommodations made for carpoolers, a limit of 2 is more possible than current limit of three people. It's possible this will make my commute shorter if I am able to catch the morning boat.
-
34. What about a fast ferry for walk on commuters only? Southworth to Fauntleroy.
-
35. More time out of my day. It adds 1 hr to my commute. My van pool is pressed to make the 2:15 out of Fauntleroy to go home. 2:10 sailing will not be useful to our vanpool because we won't get there at that time. This 5 minute change will add 1 hr to our day. I have grandchildren to pick up at 3:15 from school this is a hardship for me and my family. The 2:10 sailing will leave me waiting on the dock for 50 minutes. Please don't change the 2:15 SAILING. Thank You.
-
36. [This will make my time on the ferry] shorter. It aligns well with the Water Taxi. It works well for my schedule. Only concerns are gap in the morning 7:55 to 9:20. If I need to stop by my kid's school or any other reason. Gap in the afternoon 11:35 to 1:40 will be hard to get home in case of emergency. Example: my child gets sick and the school calls to get her etc.
-
37. The wait at Vashon sucks! I would have to catch a ferry 10 minutes earlier in the morning. Then leave 15 minutes later just to wait much longer at Vashon before arriving to Southworth. Caters to an Island who should have a bridge. Adds travel time by removing direct boats. Especially since the load and unload process is extremely dated. Does not address real issue. Modernize the toll booths! Fix Fauntleroy dock issues.
-
38. Less time when I catch the water taxi, longer if I drive. The two hour break midday is troubling. If you have a family emergency it makes getting home very difficult (when you walk on). More cars need to be allocated to Southworth. The Vashon boats are empty and they have double the spots allotted. Take into consideration all the Southworth people who drive around because the am wait is over an hour to get on the boat.
-
39. Earlier departure in the morning by 10 minutes and no more direct 4:20 boat in the afternoon. People's schedules are set by this boat. With the new schedule, Southworth commuters no longer have a direct sailing home. All sailings go directly to Vashon. Please treat Southworth commuters equally with Vashon, with as many direct sailings back to Southworth as they have back to Vashon. This new schedule is not fair to regular commuters. You are costing me more money by doing this. Now I am going to be forced to take a later boat home which will get me home approximately 45 minutes later than I do now. I have to pay for childcare.
-



40. Commuting by walk on, same (potential for more missed connections with tightened schedule). Driver in car will be longer. I think my trip will take more time. The current “open house” format is not conducive to giving feedback and feeling like our voices are being heard. If the vehicle allotment is listed at 124 spots, why aren’t the boats being filled to capacity? Is WSDOT communicating with the commuter ferries to ensure schedules are aligned? Will there continue to be officers splitting/directing traffic now that the schedule is tighter? This would be an ENORMOUS miss if they are cut from the docks. Can we increase vehicle allotment from Southworth as our growth potential is significantly higher than Vashon? Why are our growth rates based off of current ridership when cars are being turned away? Is anybody actually reading feedback??
-
41. Less loading all cars on every sailing will definitely help. Concern, still worried the allotment of cars for Vashon is too high. Concern- With loading all cars, how will you determine which cars get to load? Especially with cars for Vashon needing to exit first. I have sat past departure time while more Vashon cars load, even those that arrived AFTER scheduled departure. Kudos- I do like the new 7:15 am Southworth ferry time. I thought a 75 minute gap during the morning rush was unacceptable.
-
42. We need three Issaquah class vessels on the Triangle! The smaller boats make things slower. More time on my trip! By dropping the 8:20 am sailing out of Southworth, commuters will take the earlier boats causing major lines both directions. The original two boat schedule is carefully put together, considering needs of passengers. Changing it to just drop the stickers boat out of the schedule and keep the other 2/3 of the three boat schedule is very stupid, almost insanely so.
-
43. No allotment of Southworth vs Vashon in the afternoon. The choke point is the Fauntleroy ferry dock. Proposed: if you put two police officers on Fauntleroy pulling cars for each destination this fills this dock with more cars to each place. It will be much cheaper to do this than any electronic or dock notifications. Suggestion: maybe you can have ferry dock workers be trained and certified with flagging traffic control certifications with allows them to take cars out of line on Fauntleroy or 2 police offers on peak hours at bottom and 1 walking up Fauntleroy. Keep some afternoon directs from Fauntleroy to Southworth.
-
44. I think Fauntleroy would benefit from a “Good to go” ticking system so that the stops at the booth could be eliminated (or greatly reduced). In general, I’m ok since I commute by bike and connect to the Vashon Water Taxi. But average once a week, I commute downtown by car due to social events after work, and then because there is limited vehicle load on the morning departures. The new schedule perhaps is a little better because there is now not a big gap in the sailings (6:40 am and 7:55 am sailing) due to an added 7:15 am sailing. But how does that increase the service significantly when the number of sailings with the limited load is still the same? 6 sailings between 4 am and 9:20 am? My main concern is that WSF has not realized the number of Southworth commuters because of the limited ferry loads at Southworth? I am curious if the statistics exist for how many would use the ferry if there were no limited loads.
-



45. We'll always have to stop at Vashon. More time because we will always have to stop at Vashon, as I understand it. But, there might be more sailings so we won't have to wait so long on the pier. It looks as if it will increase the number of sailings and do away with so much wait time between ferries. But time will tell. The lines for the Fauntleroy side is horrible. Maybe this will alleviate their problem. There is also a problem with only three parking places for our family to park in if we are "Walk on".
-
46. Longer, removing key direct routes from Fauntleroy to Southworth in the afternoons means I get the pleasure of visiting Vashon on the way home. (sarcasm intended). More time [on my trip] stopping at Vashon and waiting to unload/load.
-
47. Longer, absolutely. It will add an hour to my daily trip each way! I take the 6:00 boat in the morning and 15:35 in the pm. I do not like the new schedule. It eliminates direct routes in the afternoon which adds time to my day and the departures times are not suitable for my work routine that I've developed for the past 15 years. Please consider adding back the direct routes! The new schedule seems very Vashon centric and does not accommodate future growth for Kitsap and the region (Olympic, pierce, gig harbor, etc).
-
48. Little difference [to my trip time].
-
49. Jury is out, I don't see how having bigger boats and longer loading times "reduces" the commute time. I get the more capacity.
-
50. [My time on the ferry will be] a lot longer. I have to wait an extra hour a day to get home to family.
-
51. [My time on the ferry will be] longer. More time coming home, eliminates direct route in evening.
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52. It will extend my time on the ferry because the direct routes from Fauntleroy to Southworth are eliminated. I like the additional sailing out of Southworth in the mornings. But would like to see some of the evening gaps closed coming from Fauntleroy. An hour and a half is a long time to wait for a boat that late in the evening.
-
53. Much longer, increases [my trip] 10 minutes in the morning and 25 minutes in the pm. Need to start 10 minutes earlier in the am, increased load time due to vehicles loading at Vashon, get to Fauntleroy later, on the way home we don't stop at Vashon and now will be required to stop and leave Fauntleroy later. In the afternoon there were previously some Vashon only ferries. Many of them leave with few or no vehicles. This needs to be rethought. Put the new 124 passenger vessel on Peak routes. Some that do not stop at Vashon and allow the smaller vehicles to do the Vashon Triangle Route.
-
54. [My time on the ferry will be] one hour longer at least. Leaves earlier in the morning and goes to Vashon instead of direct. Need another late boat on weekends to Seattle. Not just the Friday



night which is at 9:35pm. There is a large gap on all other nights, 8:25 pm to 11:05 pm. Many people in this area have family who want visit on weekends but have to leave at 8pm or 10:45pm to get back to Seattle area.

55. Please consider adding a direct boat from Southworth to Fauntleroy in the morning commute. Preferable the proposed 5:50 am. This schedule will make my commute longer and cause me to shift my long standing work schedule. Having a direct route in the am, would offset the removal of the direct route in the pm.
-
56. More time due to Vashon stops, but more sailings to Southworth in evenings. In my opinion, this looks like an improvement over the current routes, but time will tell. Less stress and frustration on the Fauntleroy side in the evenings is an improvement.
-
57. Longer, there will still be disable vehicles, people who don't know how to load, not enough worker and medical emergencies. The legislature needs to fund the ferries. Southworth needs its own schedule. This is not going to get better, construction on Kitsap will increase greater than Vashon. You need to accommodate that!! Any possibility you can get King Co. foot ferry to use their vessels for medical emergencies. A gurney with a medic is all you need. We would use the night ferries if they weren't 1.5 to 2 hours between. Of course it is easier to drive around.
-
58. For the most part shorter on days when I can leave work early. In total yes, the connections to the water taxi on the new schedule are far better. I love the alignment of the WSF with the King Water Taxi. Great job there. The lack of direct F to SW in the midafternoon hurts, but having NO ferries for nearly three hours is awful. The gap between 7:55 and 9:20 in the am between sw and v/f is too much. Parents dropping off kids at school will not reach the east side or work till 10:30.
-
59. Maybe the same if I can get on the boat. Dwell time: for 50 years I have suggested overhead loading of walk on to decrease the dwell and make it safer to walk on. Vashon, King County, needs more medical facilities. Add the plus 62 slots available to Southworth limited loads in the morning. Vashon traffic growth estimates are not correct in my opinion. They are limited by growth due to water availability for additional building lots. South worth/Port orchard is growing!
-
60. If I continue to take boats similar to my current commute times (current 6 am, 4:20 pm) my commute will get longer by approx. 35 minutes per day. New times (5:50 am, 4:35pm) I do appreciate the consideration of moving the ferry times to accommodate Southworth commuters being able to utilize the Vashon Water Taxi. I commute to SLU so although the water taxi doesn't realistically shorten my commute, it is another option. Are there concerns about the Vashon water taxi capacity? I have taken the 7:10 am sailing (matches with the 6:40am from Southworth) and it is usually pretty full. No direct afternoon routes to Southworth is disappointing. Having boats stick to a schedule (not wait for each boat to be full) is really important for maintaining work hours and appointments. Please do not switch to a schedule like



that. Thanks for your work and consideration of folks opinion.

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61. No direct boats during my commute, guaranteed a stop at Vashon. More, 7:55 am SW to Faunt. will be very full. I'll need to leave earlier to get in line. On my way home, no more direct boats and MAYBE less time on the faunt. hill. 7:55 will be a nightmare (am SW to Faunt) No one is going to take an earlier boat than they do now. The loss of the 8:20 am will be a nightmare. Then an hour and twenty five minutes to the next one?? Afternoon is fine, if you can deliver on less wait time on the Faunt. hill. A longer ride on the boat is ok. It is a big if.
-
62. There will be no more direct routes to SW and step out Vashon that will add 45 minutes to 50 minutes to my already long commute. More time see previous answer. My vanpool normally takes 6am SW to Fauntleroy and the 4:20 direct home. With no more direct routes we are sitting longer on the dock and on the ferry while we wait at Vashon. You have direct ferries in the middle of the day that will probably be empty. We need the direct sailings during commuter hours. Why not make dedicated boats SW to Fauntleroy and Fauntleroy to Vashon during commuter hours (3:30pm to 6:30 pm) in the afternoon. Mornings are not really a problem for my vanpool. It's the afternoon we don't like.
-
63. The new schedule will increase the commute time and will make ferry rides longer since we now be stopping at Vashon on the way home and in the morning. The new schedule does not make commute time less. You eliminate the direct route in the afternoon (4:20) increasing the commute home by 30 minutes. The one positive on the schedule is changing the 6:00 to 5:50 which gives commuters the option to take the Water Taxi. I am recommending that some of the afternoon routes go to Southworth then Vashon (reverse the triangle) The commute to Seattle is a long day and the proposed schedule on length the day.
-
64. Definitely longer, an extra hour. Every triangle run does not need to go to Vashon first, it can go to Southworth. Vashon and then Fauntleroy. Vashon, ends up getting a direct route each time. Needs to be rotated. What about medical emergencies? If the emergency is a life or death situation they should be air lifted out. Why is it that the senators for Southworth are always the ones that gets cut?

Comments submitted to WSF Planning Email

1. The spring schedule is a disaster for anyone who lives on Vashon and works evenings or nights off island, such as my son and several others. Trying to get off the island for work and having to go to Southworth first is utterly ridiculous. My son works in West Seattle, so taking the water taxi is also not a decent option for him. Aside from having problems with trying to get to and from work in a reasonable amount of time, my son does not drive. He walks and catches the bus. But I suppose you haven't considered bus connections either. Typical... If adopted, this schedule will certainly curtail my use of the ferries in the evening. Since I have many friends and some family who live in West Seattle, it will affect my ability to spend time with them as I do now. No one I know wants to ride a slow boat to Southworth before going to Fauntleroy.



Furthermore, I doubt my family will want to waste their precious time coming over to the island since leaving the island will be such a long ride to go home. At this time, they come early and leave before the boats that require them to go to Southworth. With this new schedule, I suppose they could stay later, but that is not typically what they want to do on a weeknight. In the end, I think this schedule will also hurt businesses on Vashon who depend on people to come over for dinner and art walks, etc. Poor planning folks. I bet the Southworth folks are happier with you. I noticed that they got more direct routes that do not stop at Vashon, while we lost a number of our direct routes to Fauntleroy. This spring schedule is neither workable nor acceptable for the people of Vashon.

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2. I am an older woman with health challenges that limit the times I can drive and get to the terminal to drive from the mainland to Vashon and vice versa. I live in Seattle part of the week and Vashon the other days. I cannot drive when it is dark and avoid the stress of peak commuter hours because driving conditions are stressful. Because of regular morning appointments when in Seattle, I aim for the 11:15 but often can't make it until 11:35 and if I miss that one, take the 11:55. The proposed schedule is essentially cutting the 11:35 (only have van pools and walk-ons) and the 12:20, with one hour between the 11:55 and the next boat. The 11:35 is now a boat in your proposed schedule that a regular car/driver can no longer take from Fauntleroy to Vashon. I am assuming that most of the comments you are getting are coming from commuters and not retired folks like me. But my needs are important to me and I ask that the 11:35 AM be restored. I am personally scared by the restrictions that the changes to the mid-day schedule would pose for my life and I ask that you seriously re-consider. Thank-you and I would appreciate a response if that is possible!
-
3. Hello WSF: The current (October) draft FVS schedule is not as bad as the first disaster of a schedule released earlier this year; however, there are still delays and service cuts that are completely unacceptable for Vashon. Specifically, the 6:40pm and 7:00pm departures from Vashon to Fauntleroy cannot go via Southworth -- they must go straight to Fauntleroy. Here is what it means for me if the 6:40 goes to Southworth first, as proposed in the draft schedule: I own a small consulting business based on Vashon. If I have clients or subcontractors or colleagues at my office for a work session, if they don't leave by 5:00pm to catch the 5:45pm boat to Fauntleroy, they will not get back to downtown Seattle until almost 8:00pm. This is a completely unacceptable impact on Vashon. I say 8:00pm because if the 6:40pm boat leaves Vashon and goes to Southworth first, and then gets to Fauntleroy by around 7:20, and gets unloaded, and then someone has to drive downtown, it will just be too late in the evening, and that is too much of an imposition on people. The island should not have to tolerate this stupid change. It would also impact anyone's plans to go to Seattle after work for events. You should not have the latitude to create new inconveniences.
-
4. In the interest of actually trying to solve the problems associated with Fauntleroy, I would like to see you just put the new larger boat into service with the current schedule first, and see what the real impacts are, before you screw up the schedule further. This would allow time for you to actually evaluate the proposed pendulum schedule, and it would also allow time for you to



actually consider the findings of the UW Evans School Study.

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5. I know that you have worked extremely hard on the revision of the ferry schedule. However, it fails to take into account that Vashon is an island and those commuting from Vashon to Fautleroy have no recourse. Traveling during the evening rush hours to Southworth then to Vashon lengthens a 12 or 13 hour day commute to at least 14 hours. Many have children and the parents will not get home in order to pick them up from daycare within a reasonable time, have dinner, cook, share a family meal and go to bed early enough to get sufficient sleep before having to wake. I taught for 30 years and can only imagine the negative impact that this will have on families and children. Please reconsider the plan that Steve Stockett has spent 18 months working on for the good of all. He has no investment in this except to benefit the community and families. Both Rick Wallace and Steve Stockett can work with you because they are long time islanders and have an ear to the island's pulse. Their intent is good. Please put yourself into a commuting Mother or Father's situation on Vashon Island and dial into their plight. I urge you to please reconsider.
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6. Dear planners, the current proposed scheduled for the triangle route has one serious flaw, though it is a big improvement over the two earlier suggested schedules. The problem: getting to Seattle from Vashon late in the day. It makes no sense to send all this traffic via Southworth. This would cause hardship to many islanders, their business pursuits and their friends. If implemented, this schedule could also encourage people traveling from Seattle to come to Vashon on weekends instead of on weekdays and overload weekend boats severely. I am concerned about teachers and students who work at or attend Vashon schools. This schedule will seriously inconvenience them when there are extracurricular events, open houses, away sports games, etc. I am also concerned about medical needs. Yes, WSF says it will accommodate Vashon Islanders who need to get to a Seattle facility for emergency care, but given the proposed schedule, this will inconvenience many other people waiting to take a ferry. Instead of having boats interrupt their usual schedules to pick up a Vashon patient, why not build direct Vashon to Seattle service into the schedule late in the day? Thank you for working hard to improve triangle route service. I know this is very difficult given budget constraints and available vessels, but please keep remembering that Vashon Islanders have to use the ferries to get to the mainland while mainland folks can always drive around the Sound. We don't have that choice.
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7. **Summary:** The revised schedule provides low priority service for those traveling to south Kitsap and is unfair and inequitable and does not align with federal initiatives or executive orders USDOT must align with. **Background:** The revised schedule continues to demonstrate a growing inequity to those who commute to/from the South Kitsap area into the greater Seattle area. If you consider the statistics you are providing less services and longer commute times to residents that represent a significantly lower income and higher poverty demographic. For example, Vashon gets served 34 direct runs into Seattle a day. That is compared to only 6 under the current schedule and a proposed reduction to 4 under the new schedule. Additionally, none of the direct trips are compatible with a typical commute time. In order to catch the one direct to Southworth at 4:20pm, one would need to leave Seattle/Renton/Bellevue at least by 3:20 to catch that run. Typical jobs hours run from 8-4 and require an hour on each end to catch the



ferry from anywhere other than West Seattle. The current schedule and the proposed schedule present an additional burden to those in South Kitsap; where time is money in paying for additional hours of daycare, eldercare, etc. When considering that at least a minimum of 20 minutes – usually more- is used to stop at Vashon first, that translate to a minimum of 40 minutes a day to 3.4 hours week in addition to the regular commute time. For a minimum wage job, this is approximately \$50.00 a week in lost wages or increase in expenses like daycare because Vashon gets near 100% direct route service. Southworth originating commuters get less than 20% direct service currently, and with a proposed change it goes down to 12%. Using Port Orchard statistics one can see that the poverty rate is nearly 3 times that of Vashon and average income is about half of residents on the Island. **Recommendations:** WSF is a State-wide service and should consider the unjust burdens it makes to communities of lower income, especially ones that it can rectify. Options to address this inequity: Change the direction of the triangle with the first stop being Southworth from Fauntleroy, so that the direct service raises to 50% minimum. Add more, not discontinue, direct routes at the times commutes are high for those traveling from Southworth to Fauntleroy and back. Mornings 6 am to 7:30 am and Evenings 4 pm to 6:40pm. **Statistics:** Direct trips leaving Fauntleroy for Vashon riders (34 runs total) = **34** current to 34 in draft schedule = no change. Direct trips leaving Fauntleroy for Southworth riders (31 runs total) = **6** current to 4 in draft schedule = minus two. Direct trips leaving **Southworth to Fauntleroy: 9.** Direct trips leaving **Vashon to Fauntleroy: 31.**

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8. I attended the meeting at Harper Church on 10/15/18. Here is my feedback: 1) The schedule should not be, as proposed. There are definitely changes that NEED to be made. I have been commuting from Southworth for nearly 21.5 years now. I heard so many commuters stating that their commute times will increase dramatically, if the proposed schedule goes into effect. 2) WSF needs to have walk on riders actually “counted”, on the commuter runs, during a normal week of service, every day, for a week, for probably 10 hours/day, 4:45AM-9:45AM, and 2PM-8PM. This could be done by issuing each person a colored ticket, by destination, when they enter the passenger collecting area, and having a place to put those tickets after they go through the turnstiles, where they could be collected and counted, for each run. It is important to have an accurate count of where passengers are coming from and going to. 3) I think that a WSF employee needs to document the time that it took, at Fauntleroy, when one of the large boats is docked, and the rope gets dropped, to allow passengers to disembark, to when the next large boat gets to the same point, when two of the large boats are following each other, to make sure that the schedule that they create, can realistically be followed, and boats don’t end up sitting in the bay at Fauntleroy, waiting for boats to get out of the slip, for up to 15-20 minutes, as I have witnessed many times. One of my biggest complaints in the past many years, is that the schedules written, don’t seem to be able to followed. 4) Ambulances from Vashon, should not disrupt service on WSF, unless it is a true life and death situation. They need to obtain another ambulance, and staff to run it, when their ambulance is tied up. It is not up to WSF to keep their ambulance available. Interrupting service to thousands of commuters, so that Vashon can get their ambulance back on the island ASAP, is not acceptable, and I have witnessed this happening many times, as have other commuters. Most of the time, it is less than a 20 minute wait for the next departing ferry from Vashon. Diverting a direct sail from Southworth to Fauntleroy, for a non-emergent ambulance “pick-up”, should not be allowed. Life



Flight helicopters, can be used when transport time is critical. 5) There are a few places on the proposed schedule where the “gap” in service, during commuting times, is too great, and the schedule needs to be adjusted to eliminate these “gaps”. There are several of us that ride the 7:50AM direct sail from Fauntleroy, and that departure is “proposed” to be eliminated. This will add 55 minutes to my commute, home from my 12 hour work shift. I propose that the 8:05AM departure from Fauntleroy, go to both Vashon and Southworth, decreasing the huge gap in service. 6) Ridership demand from Southworth, has increased far more over the past several years, than Vashon ridership for the same time period, but it seems that WSF has favored Vashon, for the increased capacity of the larger ferry that we will be receiving in the spring. This needs to change. 7) There should be a “trial period” for any new schedule created, and then it should be adjusted as needed, before it becomes a permanent schedule for the next several years. The last times the schedule was changed, none of the boats that I ride could follow the schedule. The 5:55PM boat NEVER leaves on time, on the days that I commute. The Summer 5:05PM boat, departed on schedule, sometimes, but when it depart on schedule, it would have to idle out in the bay at Fauntleroy for up to 20 minutes, waiting for the previous ferry to get out of the slip. Both of these situations are unacceptable, yet those same schedules were in effect for around 6 years! 8) This comment is not for the upcoming Spring schedule, but I feel strongly, that when the Coleman Dock remodeling project is complete, that there should be at least two, and preferably three sailings, during rush hour, from Southworth to Coleman Dock. The large ferries can accommodate 1200 passengers, and 136 cars. This would eliminate the need for a passenger only ferry from Southworth, increase the number of passengers able to be transported, and keep Service intact, because many passenger only boats can't handle rough winter sailings, so sailings get cancelled. It would also free up the slip at Fauntleroy, to allow more service from Vashon. The boat would come from Vashon, to Southworth and then sail downtown to Coleman Dock.

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9. The proposed schedule cuts direct services substantially between Vashon and Fauntleroy. Vashon is an island. Southworth is not. The proposed schedule will result in commuter time growing, emergency medical services having dire consequences, island businesses feeling the pinch, and tourism declining. People may well be forced to move off island. This is not an answer to the problem. You need to rethink this proposal. Several people on the island have worked with the Univ. of Washington on a pendulum schedule that seems to be much fairer. I've lived on this island 20 years and I've always been struck by the contradiction that comes from WSF. We are always told to get involved, that you value island participation, yet when people have worked months, with the Univ of Wash, on an alternative proposal which is based on a solid analysis, it is rejected.
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10. Thank you for your efforts to improve service and plan for the future. I live on Vashon and have some ideas for you, which you may have already considered. What I have noticed in my 30 years of commuting is the lack of consistency in the performance of the dock workers, deckhands and traffic control officers. There seems to be no standard that any of them are held to. No standard signaling protocol, ferry loading practices or handling of dock and street holding. I'm sure you've heard people complain of boats not filled to capacity while Fauntleroy is a parking lot. I have noticed that when your traffic officers make an effort to "walk the line" and send the right cars



down the road for whichever vessel is loading, that the boat gets filled. Dock workers routinely stand around with hands in pockets haphazardly paying attention or not being clear in directions. To be honest, I find your dock employees very ineffective at their work. Whether it be poor training or leadership, I don't know. These are my observations. I know it's no easy task considering the growth of ridership and the lack of holding space.

11. I attended the meeting October 25, 2018 at Southworth and found it pleasant and informative. I would like to thank all involved with the Triangle Task Force for their patience and answering questions to the best of their ability. I will attempt to follow the comment form that was handed out at the meeting. I use the ferry for commuting to work, health appointments, social purposes, and the airport. I'm retired now, but when I was working (0500 hrs. – 1330 hrs.) I drove around in the morning and rode the 1415 hrs. boat from Fauntleroy to Southworth. Now, I typically start and stop my trip at Southworth via driver in a car, passenger in a car, and as a walk-on. The duration of the trip appears to be longer when loading and unloading larger boats is considered along with no direct boats after the 1410 hrs. boat, but we do gain added sailings thru the afternoon and evening. The Port Orchard area is growing with many new housing/condominium developments currently under construction and forecasted for the future, one with as many as 314 single family homes. With this potential added capacity the state may consider adding a right turn lane at Southworth Dr. SE. and SE. Sedgewick Rd. (160) along with flashing speed limit signs. Signage also needs to be installed on Southworth Dr. SE. indicating "no ferry staging" or something to that effect, along with clearer directions of where to line up for the ferry. All ferry traffic should enter from SE. Sedgewick Rd. only. The parking area at Southworth should consider reconfiguring to accommodate addition staging lanes. This along with a right turn lane would help alleviate the traffic that backs up on holidays and summer weekends presently, but in the future would benefit the growth of the Port Orchard area. It may not be feasible, but adding a boat that would run between Vashon, Southworth, and Coleman Dock in Seattle may eliminate some of the traffic thru West Seattle and the crowding at Fauntleroy. On the Fauntleroy side either additional police or WSDOT personnel that are Flagger Trained and equipped with radio communication with dock personnel, should be staged between the ferry terminal entrance and the south parking lot at Lincoln Park at peak hours to pull Vashon or Southworth vehicles out of line and send them to the dock to ensure more vehicles are loaded on the boats. I have seen numerous times when people chit chat with booth personnel because their boat isn't loading causing vehicles to miss the boat that is loading. The boats leave 1/3 to 1/2 full. The Fauntleroy Dock needs to hold 1-1/2 boats or 186 worth of vehicles, it currently holds 80 meaning the dock must be enlarged either up or out to the sides.

12. I attended the meeting on 10/25 regarding the Southworth ferry schedule and sent in my comments last night. I have an additional comment. Port Orchard is becoming more and more populated and the ferries are getting more and more crowded. Often I have to make sure I am at the dock early in order to make it on my preferred crossing time. PLEASE do not take any crossings away....only adding is prudent.



13. Thank you for eliminating some of the most egregious features included in the two draft schedules released in late August. The revised schedule's elimination of direct early-evening sailings from Vashon to Fauntleroy for a 2-1/2 hour period will affect the island negatively. Among other things, service and delivery vehicles seeking to leave Vashon for Fauntleroy during that time window will have a much longer trip (via Southworth) than at present. Since time is money, some vendors may choose to stop serving the island. The early-evening Southworth "layover" also would create a gap of about 90 minutes in Fauntleroy arrival times for passengers and vehicles whose trips originate on Vashon: The 5:45 boat would arrive at Fauntleroy around 6 pm, while the 6:40 boat (via Southworth) would not arrive at Fauntleroy until around 7:30. Requiring all early-evening Vashon-Fauntleroy vehicles to go first to Southworth also could present logistical challenges, as these vehicles will be boarding ferries already carrying Fauntleroy-Southworth vehicles. Vashon-Southworth vehicles also be boarding the same vessels. How does WSF plan to address this complex situation? Will Vashon-Fauntleroy vehicles traveling via Southworth be required to load by driving in reverse down the ramp? If so, this could extend dwell times and create other problems. WSF maintains the revised schedule will help relieve congestion at Fauntleroy and address the issue of boats leaving only partly full while scores of cars wait in line. We hope WSF is right, but we remain skeptical. Acquiring new scanners for dock personnel so pre-ticketed passengers wouldn't have to stop at the toll booths would be a big step toward resolving this problem. Thanks for considering these comments.
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14. It's hard to believe that there are people at WSF who have decided that this is a good idea to decrease the ferry services on Vashon. I'm wondering if it was all about computer modules telling you what's possible without any fallout regarding actual people who use the ferries. This is to remind you that we don't have highways to anywhere; we don't have bridges to anywhere; we only have the ferry system and it's worked for us since it was implemented long long ago. Kitsap has the Bremerton ferry for back up as well as bridges. Many of the people here are seniors who need to go to medical appointments in Seattle and will need emergency rooms in Seattle. And not only seniors, children need access to emergency care. People here go to all kinds of appointments in Seattle, take classes, have social times, and basically are able to have access to the Seattle area. For it to take 45 minutes at minimum when we are 20 minutes away is unreasonable to ask of our population. Please come up with something that continues to work for us as you know, the ferry routes are our highways and we need direct access to Seattle. We are not all wealthy spoiled brats who demand everything. We are regular folks who would like to be able to get on the ferry for appointments and more and not have it take twice as long. Thank you.
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15. I am writing to urge you to consider the pendulum schedule over your proposed new schedule. Decreasing Vashon Island's service and failing to really work at improving the manner in which cars are processed at Fauntleroy does not address the congestion at rush hour. It is very frustrating to long time ferry users that the ferry system does not seem to really want to look at the problems of the system in a systematic and thoughtful manner. Your customers deserve better from you.
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16. Schedule looks adequate given resources. Would like to see more tech for loading - such as automatic scanning of license plates connected to account - like on the bridges. WSF should partner with King Co water taxi to trial adding a noon water taxi run. Lots of people need to go to city half day - shop, doctor, etc., now must take car or stay in city all day. Thanks for the opportunity to comment.
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17. This whole schedule draft is SO INCONSIDERATE of the Kitsap clients. I have been commuting on the ferry since 2002 from Port Orchard. I have watched how the Vashon Islanders would be loud and nasty at all the meetings until they got their way. Direct boats to Southworth kept getting deleted; 2-Boat schedules only gave the Vashon Islanders more boats. The ridership from Southworth have increased considerably over the years. I could see that the morning runs, especially for peak time, the ridership could fill the boat; these same boats should be direct to Fautleroy. Why even stop at Vashon just to pick up a minor few vehicles, motorcycles and walk-ons when they have a sailing before and after the 6:10am. I say to be fair make every sailing a scheduled stop at Southworth and Vashon. Or put back the direct sailings to Southworth; add direct sailings from Southworth to Fautleroy for peak morning sailings ie the 6:05am weekday. Cut out all direct sailings to Vashon Island; how about schedule some of those sailings to go to Southworth first then end at Vashon? Tell those Vashon Island people to shut up; they were the ones who decided to live on an island. I say redo the draft, be considerate of the Kitsap clients; leave the direct boats on the schedule. AND if this hearing is only to shut the Kitsap riders to have the "opportunity to review the draft when the decision has already been made, then why did you even say "DRAFT". Are you all from Vashon Island just to get your own ferry sailings, BUT only need Kitsap to show increase need for the bigger boats? You are so inconsiderate!!!! Here's what I noticed about the On Time report. States approximately 90% on time for the Triangle. I call that a lie; only 90% on time for the Vashon run; Southworth run I say that person better redo the data crunching again. I say 30% on time for the Southworth run; maybe even less. I say that Statistician is from Vashon Island or the data is garbage. REDO THE SCHEDULE. Put the direct boats back on the schedule
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18. I am a business owner on Vashon Island and I feel your proposed ferry schedule will be detriment to the island economy. Vashon has a very fragile economy. Our business community and Chamber of Commerce has worked hard for years to promote tourism. We need this influx of off island people for our businesses to succeed and our residents to keep shopping on the island. If it takes longer for our goods and services to reach the island then I believe the prices will go up for the deliveries and services. If prices go up then island business will have to raise prices for us to stay in business. Which can drive customers to shop off island. Business on the island have promoted for years to shop on island. With the present schedule people are able to get to the island in the afternoon and to do their shopping and errands. With the new proposed schedule people will do their shopping off island because the sailing time will take longer and businesses will be closed by the time they arrive on island. Which will resort to a loss of income for island businesses. The island has established a growing wedding business. There are at times 6-8 weddings a weekend through the summer. Which brings new customers to all aspects of our businesses. Our bed and breakfasts, floral, restaurants, grocery, catering, down town core we also have a growing farmers market that is very popular our tourists. With your proposals for



longer sailing times coming and going from the island it could keep people from choosing Vashon for their events. After years of our businesses struggling we have all just started to see an increase in tourism all year long. Island visitors check the schedule and see it is only a 20 minute rides and feel it is a perfect excursion for a fun day or weekend. Longer ride times may keep people visiting Vashon. When I leave Seattle at with the present schedule I know it will be an 1 to 2 hours before I get home. With your proposed schedule I am looking at 2 to 3 hours before I get home. Our ONLY access to Vashon is the WSF. No bridge, we can't drive around. I have lived on Vashon for 43 years and I have seen our prices go and our service decline. We cannot change the fact we are an island. Our only hope is that you can support our community and not make these changes to our ferry schedule and in fact improve our ferry service. The island feel our concerns are not heard. I object to your schedule proposal. I hope someone actually reads my email.

19. While I am pleased that WSF is contemplating changing route schedules for the Fauntleroy/Southworth routes, I am concerned about the elimination of the 7:50 am direct boat from Fauntleroy to Southworth. For years I, and my vanpool, have relied on the 7:50 am boat in order to make our commute. If this boat is to be completely eliminated with no replacement, we would be forced to commute on the 7:05 am boat, which is not direct and would add 45-60 minutes to our commute. Not only would this affect our vanpool, but there are other commuters that take this boat every single day, and they would also be forced to take the earlier, 7:05 am boat. I understand that the 7:50 boat is not a particularly crowded route, but it is incredibly important to several groups of commuters and it would be a burden if completely eliminated. I hope that WSF will consider this issue and change their plans to eliminate this route. Please, consider the faithful commuters that travel from Fauntleroy to Southworth and have done so for years. Already Vashon riders get considerably more consideration than the rest of us, and I understand that they make up the highest portion of commuters, but I am asking that you not completely eliminate the direct route from Fauntleroy to Southworth in the mornings.

20. Re Vashon-Fauntleroy schedule, my concerns are: 1) Morning allocation increase for Vashon vehicles is 62/818 or 7.6%, whereas the increase for Southworth vehicles is 62/556 or 11.2%. As I'm sure you know, this is especially problematic since Southworth vehicles have the option of driving around, which Vashon vehicles do not. 2) There are 4 fewer sailings from Vashon to Fauntleroy. 3) The 5:10 PM, 5:35, & 6:35 are replaced by a single, 5:45 sailing followed by a 6:40 running via Southworth, equivalent in arrival to a direct 7:05 boat. Especially if there is any large evening event in Seattle, and probably often even without one, this is likely to overload these sailings and push traffic onto even the earlier boats. 4) We heard verbally at the meeting that the policy of generally using 3 lanes on the Fauntleroy dock for Vashon cars was planned to be discontinued, which would be unfortunate if so. This policy has seemed to help avoid boats leaving partly full when there were vehicles waiting.

21. Thanks for sharing all the information on the new schedule. In general I think it all looks good and I hope it improves operations. I noticed that this effort has been focused on the weekday schedule, which probably needs the most attention. However, I was a soccer parent commuting



off Vashon to West Seattle on Sunday mornings this spring and getting off Vashon was terrible so I was hoping those sailing times would be looked at too. Every Sunday parents would have to show up at least an hour and a half early to try and get off in time to make the game and lines were always way up the hill and the boats were always running late. It was incredibly stressful and frustrating to be dealing with this same scenario every Sunday morning. By the afternoon, things had usually improved, unfortunately most of the games were at 11 or noon so we were stuck in the morning traffic. Because this situation was so bad, the team is seriously considering not participating in the spring league again

22. I really appreciate your efforts to work a new ferry schedule with a larger boat, and more built in dwell time so that hopefully boats can stay on schedule. Certainly the afternoon back up at Fautleroy is unacceptable, and I'm sure this schedule seeks to remedy that as well. However, it is a huge concern for myself, our vanpool, and I would assume anyone in our position with regular work hours on the Southworth side that the route for the direct boat we rely on for work every morning (7:50) is being completely eliminated. The next closest boats are an hour and forty minutes apart during morning commute hours. I can't imagine it is an option for any commuters to take the 8:45 boat. Therefore, we will be forced to take a long boat 45 minutes earlier than our normal commute time. If this boat is overcrowded because of the loss of a morning boat, we will have to get there even earlier to ensure a spot. This would add about an hour to our day, every day. For years, we have yearned and asked for a direct boat home at the normal end of workday. We are glad to see the 4:50 direct route added, but that really doesn't quite accommodate normal work hours. While you are looking at changes, it would be ideal if that could be adjusted to only slightly later as well. Please consider the hard working and well-paying commuters that have homes on the King County side, and work obligations in Southworth. We have done this commute for many years, and rely on the ferry's service for our commute. It is clear that Vashon riders already receive considerably more consideration and routes than we do.

23. I am a Vashon resident who opposes your plans to reconfigure the ferry schedule off the Island in the afternoons. This will cause great harm to our school district, which relies on off-island students to boost our numbers. Kids who participate in extracurricular sports and other activities will now have a much longer commute returning home in the afternoons, which will discourage their parents from enrolling in school here. This will have a very serious impact on our schools and the broader community. Also the change will so negatively impact local businesses who hire people who live in Seattle. It will affect Fed Ex deliveries, it will affect all those who reside here and need to spend evenings in Seattle, whether working or doing something else. It is awful, simply awful, and will cause hardship for our community. You just can't do this to us. You must change course here.

24. I am sure there is some final tweaking or error correct to do. If you find issues with this submitted fishbone diagram please provide specific questions or call outs. In your spirit of transparency, we believe it is not very helpful to have WSF simply say that a pendulum does not work. If we know the detailed specifics of why you believe our draft schedule has flaws we can help by evolving our draft schedule. As you know, schedules are complex, nuanced work



products and it may be most efficient to do this in a face-to-face work session. As they say, "many hands make light work" and we are eager to help develop the best solution. Yes, we understand that Southworth folks have opposed a pendulum schedule when it is described in the abstract. The benefits of a pendulum approach are counter intuitive. But I believe this schedule does take Southworth concerns into consideration. We are looking forward to one of our next steps: Explaining to our Southworth contacts that the pendulum route has the capability to provide many more runs than the currently proposed schedule and even though it involves a stop at Vashon will dramatically reduce their actual portal to portal travel time. It's best to examine these issues with actual schedules rather than at a conceptual level. We understand your concerns about public process and your timing goals. Transparency is the best way. However, we believe the ultimate goal must be the best ferry service obtainable with the available funding resources. Presumably your 2nd Public Meeting presenting another new version of the schedule was intended to elicit input that could help you draft a 3rd version, if needed that addressed concerns. There were overwhelming concerns at the meeting on Vashon and in talking to all of our constituencies on Vashon who serve as consultants to us in the areas of schools, medical, restaurants, services, entertainment, employers, employees, process and planning experts, the fire and EMT departments, real estate professionals, the Chamber of Commerce, etc. there is 100% agreement our Pendulum deserves a thorough, transparent evaluation. In addition, I have taken a full 5 weekday period in May 2017 when volume is at a peak and schools is still in session to review results of this schedule in terms of supply of spaces and demand for spaces by time of day. I have also used slaved weeks of Ferry Cameras and Vessel Watch, and taken my own measurements and videos. The Pendulum Schedule works and will result in no more than 3 sailings in the afternoons where the line will not be completely cleared and none in the mornings based on actual data. Putting all cars on every boat every 35 minutes serves all users far better. It also solves the Fauntleroy Neighborhood traffic and pollution problem.

25. I am an everyday commuter from Southworth to Seattle, and every day I get to watch the ferry I need to get to Vashon pull out while I'm walking to it because of the bus routes. Then another ferry comes right in after it catering to Vashon. All ferries go to Vashon however not all go to Southworth. Many people get off at 5:00 in Downtown Seattle and ride public transit to the ferry terminal. My suggestion is to switch the 5:45 Southworth/Vashon and 6:05 Vashon only. Both boats will go to Vashon Island, and not interfere with the Vashon commuters and the Southworth commuters will only wait 20 minutes to catch their boat instead of the 50 minutes. Every day I sit with multiple people that get off my bus that we catch right after 5:00 and we sit until 6:35 while all Vashon people get to catch a boat every single time one comes in. I understand Vashon is an island, however, the amount of catering to Vashon instead of mainland is unfair. Vashon has a fast ferry, and 2 ferry docks, while Southworth has one option. I sit unhappy 5 days a week with the same people every time. There needs to be some change, and when boats go down Southworth rides get even worse. Most commuters from both Vashon and Southworth would benefit from a time switch of the schedule. Another solution could be to be aware of other public transits and their times. That change is much more uncertain however.

26. I am against the route changes proposed for the Vashon Ferry. Commuters will have an undue extension with commute time. This has only negative impacts on the lives of Vashon residents.



People who use the ferry daily to commute to their jobs, medical appointments, etc.....have no other way to commute than use of the ferry. Southworth commuters can reach any destination without using the ferry. I am not in support of these route changes.

27. Dear WSF ferry schedule planners, I strongly oppose the proposed ferry schedule changes for Vashon which will cause: 1. Vashon to lose 4 ferries going to Fauntleroy in the evening. 2. Two evening Vashon ferries to go to Southworth on the way to Fauntleroy. 3. The morning allotment of Vashon vs Southworth cars on the ferry to be severely reduced. 4. A possible change to first-come-first-served loading at Fauntleroy which will reduce Vashon service. These proposed schedule changes: 1. Threaten the health of Vashon-Maury citizens: Islanders cannot get to doctors for appointments without spending at least an extra hour (over the usual 2 hours to travel to the Seattle area). Emergency transport will take a minimum of 30-45 more minutes to get to Seattle-area hospitals. Medics who have travelled to the mainland for an emergency transport cannot get back to the island in a timely fashion, thus leaving medic and fire crews on Vashon under-staffed. Vashon is an island and residents have no alternative to drive around to get to medical and other vital services on the mainland. Students who travel to or from the island for school will be more vulnerable with longer commutes. 2. Diminish the economic well-being of the island: Employees of Vashon businesses who travel here from off-island are penalized with excessively long commutes and may not be able to work here. Daily commuters off the island will be unable to get to their jobs within a reasonable time frame. Delivery trucks to Island business will take longer to get here and could decide the time is not worth it. Suppliers who continue to deliver to Vashon will find it necessary to raise prices, making already higher-than-mainland costs go higher. Higher prices will cause Islanders to buy less local and more mainland services and goods due to escalating island costs. Drive more people off the island, thus exacerbating the difficulty of island businesses to find employees. Tourists, weekenders, and sports-enthusiasts who come to Vashon will spend their dollars elsewhere because the island will be too inaccessible. 3. Erode the educational availability and viability of the Vashon School District (VISD): Hundreds of students ride the ferries to Vashon schools; the proposed schedule will increase commute times excessively. Make is almost impossible for local and off-island teams to travel to away games and meets. Fewer off-island students means less money for Vashon schools. Vashon schools may be unable to offer the quality curriculum they do now due to budget restrictions. Therefore, it is my feeling that the current schedule and policies, though having over-load and other problems, is far superior to the proposed schedule. In addition, I recommend that WSF give serious review and consideration to alternatives developed by islanders (eg, the pendulum schedule). Thank you for your thoughtful consideration of these comments.

28. A couple of additional thoughts this morning. First, the plan to sync ferry sailings from Southworth to Vashon with the King County Water Taxi schedule sounds fine in theory, but it may fail in practice because the water taxis tend to run pretty full and have hard caps on the number of passengers. I'm told that if a passenger boat gets full, people have to wait an hour for the next one--and there are only three sailings each way in the morning, and again in the evening. So if a significant number of people come to Vashon from Southworth to use the passenger boat, the regular riders on Vashon likely will respond by getting to the dock before



the Southworth boat arrives, to ensure they get on. The Southworth riders are then left on the dock. (An additional consideration is that the water taxi is subsidized by King County voters, and while Vashon is in King County, Southworth is not.) Second, I took a look this morning at your Traffic Statistics Rider Segment report, where I see that the 2017 Fautleroy-Vashon route had 1,090,108 vehicles (each with a driver) and 884,974 passengers. So why not charge each car for one passenger, and stop counting passengers altogether? You lose the fare for 884,974 paying passengers, but you gain an additional fare for 1,090,108 cars. Society is better because transit and carpooling are powerfully rewarded, low-income people get disproportionate benefit, and everybody is better off with a ferry system that efficiently loads cars and people, thereby making it unnecessary to implement devastating work-around such as your proposal to eliminate round-trip runs during rush hour. Your proposal offers a lot to people on Southworth. They get more sailings, and almost twice as many rush hour direct-to-Fautleroy sailings as the people on Vashon. They get access to the King County water taxi. It is true that they have to stop on Vashon more often, but Vashon is on the way. The people of Vashon already waste large swaths of their lives lining up early to bid against each other for an inadequate number of sailing spots. According to your stats, there are fewer than half as many riders between Fautleroy and Southworth as there are between Fautleroy and Vashon. Optimizing the ferry schedule for Southworth riders only adds to Vashon's misery.

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29. Dear WSF ferry schedule planners: I strongly oppose the proposed ferry schedule changes for Vashon. Vashon will lose 4 ferries going to Fautleroy and two evening ferries will stop at Southworth on the way to Fautleroy, making the ride unacceptably long. The morning allotment of Vashon cars on the ferry is severely reduced. A change in the loading at Fautleroy is also being discussed that will reduce Vashon service. Vashon is an island and residents have no alternative to drive around to get to medical and other vital services on the mainland. The current schedule and policies, though having over-load and other problems, are far superior to the proposed schedule. Thank you for your thoughtful consideration of these comments.
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30. People need to get to work so the timing of the morning crossings is the most critical. I take the 7:55 the majority of the time but I also take the 8:20. More importantly, if the 7:55 is full which it will inevitably be more often with your proposed changes, an hour and ½ wait for the next ferry is unacceptable. I did not get a chance to speak to anyone at the meeting but please tell me that boats leaving the Southworth terminal will leave cars behind in order to pick up Vashon passengers. I did see that crossing from Fautleroy you will start taking first come, first serve. THANK YOU! I recommend you add crossings, not take away. I also realize that Vashon people hammer WSF with their needs. They do not deserve any more consideration than anyone else.
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31. After over two years of appalling service to Vashon Island, the newly proposed schedule looks to compound previous inadequacies. The summers, particularly Fridays and Sundays, have been horrid with regularly scheduled backups on Fautleroy reaching near California Avenue. Year around Friday afternoons are similar. Other days of the week are not as reliably awful; they tend more toward being a crapshoot. Ferries that are not loaded fully, delays caused by the inability to substitute for ferries out of service for testing or maintenance, and the failure of management to work sufficiently with unions to ensure available backups for necessary licensed



crew are a failure of will by the State and other entities. Our ferries are lifelines for residents and businesses alike. You fail to treat them as such. You make arrangements when roads are out of service; ferries are part of our roads. Penalizing Vashon further to accommodate increased volume to and from Southworth is unacceptable. Even on Vashon, we recognize the growth occurring on the Kitsap peninsula. Service has been inept and inadequate for more than two years now. The new plan will not improve it. This plan should not be adopted. Scrap it and go to a customer-centric solution.

32. Thank you for bringing your staff over to the Vashon open house to help us understand your proposal. I have reviewed your latest proposed schedule for the Triangle and I have a number of concerns. Most troubling is the loss of capacity leaving Vashon for Fauntleroy in the 6 to 8 am period. Second, this doesn't address the bottleneck at the Fauntleroy tollbooths. Thirdly, it removes the westbound destination limitations, thus encouraging more Southworth service, to the detriment of Vashon. Yes, I understand it's first-come, first-served. But with Southworth growing and Vashon remaining static, that will change the controlled mix. I also oppose the reduction in direct sailings. Feel free to contact me if you need any clarification on my comments.

33. My husband literally experienced an anxiety attack in the Gauntlet of Line last Friday. Took him to the hospital to rule out stroke. You cannot leave the public in these lines that long. It is inhumane. WHY NOT JUST SEND EVERY BOAT ON THE TRIANGLE ROUTE AND EDUCATE THE WORKERS TO "FILL UP" BOAT WITH HALF VASHON AND HALF SOUTHWORTH... VISA VERSA LEAVING SOUTHWORTH... COMPLETELY FAIR!!!! PLEASE REPLY, WE HAVE GONE THRU QUITE THE EXPENSE DUE TO THE INEPT ABILITY TO MANAGE THIS SITUATION.

34. Nice to meet you tonight. I am attaching a soft copy of the proforma "35 minute pendulum for you to look at. After reading the chart of "fatal flaws" of the pendulum at the open house I am even more anxious for you to look at the schedule and tell me where it is fatally flawed or unworkable. A boat leaving every dock on a 30-35 minute schedule ON A PENDULUM on a consistent basis evens out the loads, and separates boats so they are not slowed down in docking and allows adequate dwell time for boats to unload, load and depart. John has stated WSF is comfortable with a 105 minute pendulum but reality and your down just proposed schedule is much less than that for most of the time. So the 35 minute schedule is really a 25 minute schedule some times and a 40 minute schedule at Fauntleroy at very high peak. The overall effect however is more cars loaded on more boats more frequently resulting in less full boats. Most full boats now even at rush are because some of the cars either going to Vashon or Southworth have waited since their last departure for an hour or more or will wait on their next departure if they don't jam into line when a boat is there for another hour. Evenly spaced, frequent boats solve most all those problems. I would be happy to provide hard data, including video of cameras and vessel watch, and 10 years of detailed data by departure from Fauntleroy to explain any problems you foresee with my schedule. Not saying there are no tweaks needed but at a minimum for any important time period provides at least the same number of boats better spaced out and therefore reducing congestion, overloads, standoff boats, late boats, etc.



35. Planning suggestions and ferry schedule changes that all can help take off the pressure of the Fauntleroy commuter hrs and lines. These are long overdue practices we should be implementing to help resolve ferry issues, > Put the Pt Defiance Boat on extended 2 am schedule running every 1.5 to 1.75 hrs. Same number of runs same crew and same cost. Except they go a mirror of the Fauntleroy dock. So people have options coming from Tacoma to Vashon > Work with City of Seattle on Permit Overnight Commuter parking at Lincoln Park and adjoining neighbor hoods which currently block people from parking vehicles which is insanity in these times of relieving traffic. > King County Water Taxi needs day time and weekend runs especially on Saturdays during the summer, this alone would relieve the huge drive on pressure that occurs daily and especially on weekends. Light rail, electric bikes and bussing allow for easy access via downtown. WORK WITH THEM you should already be doing this. >Southworth should have restrictions like more than 1 person in a vehicle and set direct sailing times, they have 3 other ferries and highway they can take, Vashon has no options so why are they getting priority on Fauntleroy dock. >Change the Schedule so Vashon has direct routes to Seattle ALWAYS. The late boats going to Southworth first or ever is not ok we are an island we need immediate fast access to mainland. My own dog died in my arms due to your restricted Southworth first late night schedule. Any of these or all of these plans would create a way more fluid and less bottle neck at Fauntleroy, The parking permits for commuters, more water taxi runs, late night pt defiance runs all help relieve the Fauntleroy bottle neck but for some reason your planning dept seems to live in a bubble and needs to start working these issues as a whole and not feel like you can make changes when you're not really making helpful changes your putting more wrenches in the gears and none of your changes lower the budget cost and all the above do lower the budget costs. Bottom line, if your ferry budget is the issue then start doing what it takes to stay in budget with working with all the parts and not by yourself. we are starting a petition to get these suggestions implemented so be ready to either stand with progressive change or be singled out as an agency who is not working towards a greener safer future.

36. I commute weekdays roundtrip between Southworth and Fauntleroy. I understand that it is my choice to live a significant distance from work but I can assure you that neither I nor any of my fellow commuters enjoy having a long commute. The proposed schedule changes to remove the direct boats from Fauntleroy to Southworth during afternoon commute hours puts a big burden on the Southworth commuters, by adding at least 30 minutes on the way home. My present commute is about 2 hours door to door each way and this includes the 4:20 direct boat to Southworth The schedule change will make my commute an absolute nightmare. This takes time away from living, and being with our families. I'm not sure anyone will read this message, or if it has any impact on the decision - but I implore reconsideration due to the negative impact this will have on quality of life for so very many people from my area.

37. Thank you for holding the open house on Vashon tonight, 10/24/2018. I have a concern regarding the proposed changes for the Southworth/Vashon weekday schedule. You have changed the 6:30 pm boat from Southworth to Vashon to 6:25 pm. This I like. BUT, you changed the route to go to Vashon to VIA Fauntleroy – thus increasing the total compute time about 30-45 minutes. This means one either takes the 5:20 ferry (which is impractical if one has 9-5 work



hours) and arrive at Vashon around 5:30 pm or take the 6:25 and arrive at 7:15 (assuming boats are on time). This is a 1 hour and 45 minute difference in arrival time. By running the boat to directly to Fauntleroy without stopping at Vashon, already loaded with 15-20 vehicles, you are diminishing the value of increasing the boat size and being able to deliver more cars from Fauntleroy. ALSO IF you changed the way you loaded the boat at Southworth (6:30/25 pm ferry only) by FIRST loading the Fauntleroy cars and horse-shoeing them around and THEN loaded the Vashon bound cars straight in (no horseshoe), you would: decrease the load time (eliminate backing cars/trucks) on to ferry, eliminate the backing out and reversing direction of the ferry, reduce the actual ferry travel time (don't have to change boat momentum), reduce fuel cost as the ferry could pull straight out and head for the Vashon. Please consider for the new schedule to have the 6:25 pm boat from Southworth stop first at Vashon and then continue to Fauntleroy. Thank you.

38. Like many others I am unable to attend. Considering the long term implications of the major schedule change, you need to have more face time with people who live on Vashon Island. Please consider the limited opportunity for feedback and as you know, many people wait for more than an hour to return home on weeknights.

39. Thanks to all the staff who coordinated last night's event at Fauntleroy Church and who were available to talk (especially John V & Justin). We really appreciated their time and willingness to listen, as well as their efforts to brainstorm solutions for the Triangle Route. To answer the questions on the survey sheet from last night, we use the ferry almost exclusively on the Fauntleroy-Southworth route (both directions, unless the wait is too long). We live in West Seattle and travel to the peninsula most weekends for recreational/social purposes, often taking family and/or friends with us. We board as driver & passengers in a car. We usually travel Friday and Sunday evenings. The proposed new schedule shouldn't affect the actual travel time on the ferry much for us; we aren't frequently on the direct-to-Southworth route anyway. However, I expect we could see significant time saved – or fewer trips when we end up driving around – because always having the ferry stop at Vashon will keep the Vashon-only drivers from clogging the dock and waiting line along Fauntleroy and will allow more Southworth passengers like us to be able to board the next available boat as a result. It's tremendously frustrating to sit in a long line of cars, knowing we're stuck behind a majority of Vashon passengers, when a half-empty ferry leaves for the direct Southworth route. One point I mentioned to ferry representatives at the meeting is that I'm signed up for text alerts on the Fauntleroy-Southworth route and get nearly daily alerts regarding the wait time at the Fauntleroy dock and we time our trips accordingly, usually waiting out the delays at home. However, I'm trying to remember if I've ever received an alert for the wait on the Southworth side, which means many times we've arrived at the Southworth dock – along with many others – only to find that there's at least a one-boat wait. Most of us end up turning around and driving around, but that means we backtrack all the way to Hwy 3, which could have been avoided if we had known about the wait before we got off at the exit heading to the ferry. Justin showed me the terminal camera option on the WSF app (thanks, Justin!), so I have installed that, but I'd also appreciate a text alert if that were available, especially for Sunday afternoon/evenings when people are returning from the weekend. We don't travel from Southworth to Fauntleroy on weeknights, so I don't know if



it's an issue other nights of the week as well. Thanks again for taking the time to meet with passengers in all the locations served by the Triangle Route.

40. Comments on Vashon Fauntleroy Route- These comments stem from the incredible waits on Friday the 29th due to a ferry outage. 1) The mess was truly horrible and indicative of the fragility of WSF system. Having a boat go out on a Friday, in the summer, can lead to catastrophic waits. (If anyone were asked to regularly wait two plus hours stuck in traffic on I-5, DOT would be hearing about it!) WSF did everything it could, I believe, but the system can't cope with even minor outages. 2) Because the system is mostly old, boats go out. What besides the 2 boat schedule is being done to think out back-up so that a maintenance issue doesn't lead to thousands of wasted hours for ferry travelers? These issues happen with increased regularity. 3) Two plus hour waits are no longer an anomaly in the summer. By 3 pm in the afternoon there have been long delays most weekday afternoons in the summer. 4) In the proposed schedule you remove a late afternoon boat, which guarantees a minimum of 90 minute waits with heavy traffic, and if we hit a two boat wait - it would be horrific. 5) There is no provision for increased boats at times - Friday evenings in the summer or holidays when it is known there will be enormous back-ups. 6) Given that the fares go up in the summer, why is there no increased provision for boats at peak times? I understand WSF is underfunded. For Vashon, we have no choice but to take the ferry to our medical appointments and commitments in the City. I have learned, over time, to take the ferry as little as possible because of the waits and outages. So if you count ridership numbers, you need to factor in people like myself who have radically cut back on our trips to Seattle because we couldn't face the waits as well as the ever increasing expense. Thank you for recording these comments.

41. You have taken the few afternoon commute direct routes that do exist away. This seems to give all the benefit to Vashon at the expense of Southworth riders. If one of the main arguments is this ferry run is their only reasonable option I would argue they have another option to Tacoma and around. That is just as reasonable as it is for us Southworth riders to drive around or drive to Bremerton, pay to park and take a longer ride. Not to mention all Vashon residents and businesses new this when they choose to locate there. I appreciate the request for comments but I'd be naive to think the decision has already been made. Your open public forums could be packed, voicing like comments and it will make no difference other than providing you an opportunity to explain your rationale for what you've already decided you are going to do. And check the box you listened to the constituents.

42. This is a flawed schedule that is not based on data, trials, citizen input, or tests. No thorough analyses have been made in terms of: 1. How the Southworth-Seattle passenger ferry and the completion of the Coleman dock might change the projected increase in Southworth traffic on the triangle route. No thorough analyses have been made in terms of 1. Vashon need for transport to work, to medical appointments, to move emergency vehicles and police to-and-from island, and the need for transport of goods and people to-and-from the island, lacking any other access/egress. 2. The WSF meetings are always scheduled for WSF staff convenience at times when commuters and swing shift workers cannot attend to provide input. No attempts have been made to test other systems than a schedule change 1. WSF rejected out of hand an



economic analysis and a proposed schedule. No attempts have been made to test other schedules or other loading/unloading procedures. Instead, from the beginning WSF has steadily been moving toward a schedule change. 2. At the very least the Pendulum proposal needs to be tested. Citizen and Expert Input has not been included in schedule change proposals. 1. WSF hand selected initial participants in its "citizen input" committee and then had those selected individuals pick the remainder. It then prevented committee members from freely communicating with the communities they were to represent. It did not allow public comment in any meaningful way at its "working meetings" and ended up with a result that in no way reflected citizen input. 2. WSF ignores and refuses to use data simulation programs that are used in most cities and traffic issues although readily available to test its schedule changes on the Vashon populace and the boondoggle at Fauntleroy. 3. WSF ignores and takes no responsibility for the dangerous traffic situations its loading/unloading procedures have as well as the negative effect on the elderly and sick who now spend hours waiting in line without access to bathrooms or water. These issues need to be addressed first OR a detailed, science based explanation of how the proposed schedule changes will alleviate these situations. 4. WSF completely ignored a data based approach to the schedule changes proposed by an economics professor, instead simply dismissing it as an "opinion piece" of no value. 5. WSF holds "public meetings," typically on Wednesday evenings on Vashon, at times and dates that exclude commuters and swing shift workers. And WSF then ignores completely suggestions made at those meetings. The WSF proposal is incomplete.

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43. I have looked over this new plan where I do appreciate the more sailings, I was hoping to see more direct routes between Southworth/Fauntleroy. The Port Orchard/Southworth/Manchester area is growing very fast any many of us work in or around the Seattle area. To see that all direct sailing to Southworth are removed in the prime afternoon commute was very discouraging. By this change in schedule and route you have added on to my commute time by over 30 mins in the evening. This schedule seem to favorite the Vashon as in the morning I have to stop at Vashon and in the evening I have to stop at Vashon. Right now our Vanpool takes the 6:40am ferry and the 4:20 Ferry 6:40 - arrives @ Fauntleroy at 7:30 4:20 - arrives @ Southworth at 4:50 Now we will have to 6:45 - arrives @ Fauntleroy at 7:25 - no real change 4:35 - arrives @ Southworth at 5:15 - this adds on an additional 30 mins. - as my work hours are not changing. Now this only is accurate if the ferries are on time. Which I have rarely seen. This biggest flaw I see with this proposal is the load times at Vashon. I don't see how these numbers were determined. When we are docked at Vashon it can take up to 10 mins to off-load and reload the current smaller boat. By adding a larger vessel how do you think we can keep these numbers? Offloading walk ons seem to take the longest as some individuals can't walk very fast, due to health reasons. Is there a way to off load walk on passengers better and safer like we have at all the other ferry terminals? I have done walk on for a good period during the winter and the walking on the ferry boat surface during bad weather is very dangerous. It would speed up the loading process and make it safer if they could off load like the other ferry terminals. I know that you can't please all of the ferry riders as we all have different wants and needs, but I ask that you please don't forget that not all your sailings come from Vashon. And that people who moved to Vashon knew that would be isolated on an island and they should not expect to have on demand ferry support. We all need to share the route and try to



accommodate for all commuters.

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44. Thank you for accepting public comments on the proposed Vashon/SW/Fauntleroy triangle route changes. The reduction of weekday afternoon sailings between Vashon and Fauntleroy would significantly affect our family. We are residents of Vashon. My son plays soccer on a West Seattle team. His practice start times vary between 6 pm, 6:30 pm and occasionally 7 pm. We take the 5:10 or the 5:30 ferry twice per week. Without these ferries he would lose access to his team. The 4:35 pm ferry would create a commute time just too long to tolerate. Please reconsider the loss of these ferry runs specifically and advocate for the residents of Vashon generally. We have tenuous access to larger scale athletics for our youth, medical care options and other important services. I am a lifelong resident of Vashon and understand the compromises living here requires given the dependency on ferries. However, it is unfair to retreat from the availability of ferry runs. Getting to and from Vashon has become increasingly more difficult, especially with long lines and wait times. The fact that we live here necessitates the ferries (and we have paid into them for years) and the ferries in turn contribute incalculable benefit to the State of Washington. The ferry system and the region's diverse shorelines and islands is to a large degree part of its economic strength and enduring livability. Please do not isolate Vashon residents further, we all benefit from a strong transportation linkage between the communities served by the ferries. Thank you very much for all that you do to make things better!
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45. Hi-- I commute to Bremerton, via Southworth, from Vashon 5 days/week (M-F) for work. I've been doing this for the past six or seven years. I leave on the 7:30 boat from Vashon to Southworth, so I'm happy to see that is not proposed to change. I usually come back on the 6:30 boat directly to Vashon, since I can't make the 5:10 without leaving early (and the next boat is 6:30). On the Proposed Draft, I couldn't make the 5:20 either, so the next boat would be the 6:25, but via Fauntleroy. Ouch. That will add 40 minutes plus unload/load time at Fauntleroy to my commute. So, say, an additional hour? I live on the north end, but it'll still be pretty late by the time I get home. Well, I appreciate the ferry service, and know you can't dial it in just right for everyone. I wanted to let you know my situation, though. If the proposed 5:20 were to leave at 5:40, I could make it. Or, skip the Fauntleroy stop for the 6:25 that would work too. For what it's worth.
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46. As a regular commuter from Vashon, it looks to me like there has been a lot of thought that has gone into creating a better ferry schedule. I regularly take the 6:40 off Vashon and return anytime during the 3:00 to 7:00 window. I appreciate that this schedule window has been scrutinized and it seems like what you are proposing is better. My concerns are for the emergency vehicles leaving the island during early evening when the ferries run from Vashon to Southworth to Fauntleroy schedules. Will those be rerouted directly to Fauntleroy? Can you keep the schedule if so? Also as growth pushes further to Kitsap County, will Vashon see more cuts or routes directly to Southworth rather than ferries running directly to Vashon? This would be a serious problem for Vashon. Thank you for your efforts.
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47. Thank you for taking public comments on the new proposed ferry schedule. I take the Fauntleroy – Vashon ferry everyday as I am a teacher in the Highline School District. I very much appreciate the additional 3:25 route from Fauntleroy to Vashon as I can, on occasion, make an earlier sailing than 4:00, but not as early as the 3:00. Additionally, when I have meetings after school, I am too late for the 4:00 sailing, but then end up waiting awhile for the 4:45, so the additional 4:35 ferry benefits me as well.
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48. I am glad to see that in the new proposal our morning and afternoon school commute to Vashon schools are about the same. I am however very concerned about the big changes in evening schedule from Vashon to Fauntleroy. On the new schedule there are no direct sailings from Vashon to Fauntleroy between 5:45 and 8:20pm. This will significantly impact commuter families' ability to participate in school events. This difficulty getting off island in the evenings will also seriously impact resident students' off-island family members (grandparents, aunts/uncles, etc.) in Seattle from being able to attend school and community events with them. I really hate to see the 7:40 and 8:45pm direct V-F boats go away. Losing those creates the biggest impact. The 8:20 really doesn't serve since it creates a longer wait for those normally leaving at 7:40pm and leaves too early for events that go until 8:30. For events ending at 8:30pm we wouldn't be able to get off the island until 9:55! Way too late and too long of a wait late at night. The newly proposed 7:00 boat is a complete non-starter since it is both too early to even attend most events and would take almost 50 minutes to get back to Fauntleroy (V-S-F route)! I am confused as to why the boats are going to Southworth first at that time of night. How many cars are traveling from Vashon to Southworth and from Vashon to Fauntleroy at that time of night? Will cars have to be loaded on these boats backwards if going all the way to Fauntleroy? Further, since loading times were cited as a major issue, I wonder if the addition of two smaller boats was considered in lieu of purchasing a bigger vessel. Adding two smaller capacity boats seems like it would decrease loading time and increase throughput, increasing rather than decreasing sailings. This would be greatly preferred!
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49. I want to make it clear that Ms. Rita Santiago, from Kitsap Transit Vanpool 2048 and a City of Seattle Employee, does not speak on my behalf, nor did she have my permission or authorization to use my name, my email, or reference my vanpool in her email below with her "opinions" and concerns regarding the upcoming schedule change being proposed in 2019. At no point did Ms. Santiago think to ask me if I would be interested in sending a joint response, and felt it was her right to speak on my behalf and for the others. I do not need an employee from the City of Seattle, speaking for me, nor do I need them making an assumption that I share their "opinions" or concerns, or implying they know how the schedule change is going to impact my work hours with my employer or the members of my vanpool. Especially when Ms. Santiago has never taken the time to personally speak to me or members of my vanpool about this issue. I was contacted by two other vanpool drivers today, in response to Ms. Santiago's email, as they did not authorize Ms. Santiago to speak on their behalf either, nor did they give her permission to use their names or email addresses as listed in her email. Apparently, Ms. Santiago took it upon herself to obtain the Kitsap Transit vanpool drivers' names and email address listed in her email directly from Kitsap Transit's Website and lump us into her email, to possibly make it more dramatic and to grab your attention. The fact that Ms. Santiago thought this was



appropriate, is disturbing to me and not something I would expect from a City of Seattle Employee. I would hope that employees of the City of Seattle would have better sense and judgment than to use their City of Seattle computer/e-mail, as well as their official City of Seattle Title, to send emails to other State Agencies and State Representatives, complaining about their ferry commute. Maybe this is allowed in the City, but most Tax Paying Citizens would find that it is not the best use of their tax dollars and it would be more appropriate to be done on the employee's personal time and not on City time. I would caution you to not take Ms. Santiago's email at face value, since she is NOT writing on behalf of the other vanpool drivers she stated.

50. I am one of the riders of Kitsap Vanpool #2016, I am writing on behalf of our van and the other riders who are directly, and adversely, impacted over the proposed Spring 2019 schedule for the Triangle Route. We are not opposed to changes that make sense and are reasonably equitable in their impacts. The proposed schedule, however, imposes undue hardship on Southworth to Fautleroy commuters. The few direct boats we have heavily relied upon for many years have made it possible to maintain established work schedules (generally 7:00am to 3:30pm), and distributing peak commute times among other Kitsap and Metro vanpools, and passenger vehicles. The vanpools average 4-7 riders each; the proposed schedule would thus require those 44-77 individuals to request a work schedule change from their employers. How likely does WSF believe all these employers will be to change work schedules that have been in place for many years? On the personal side, Southworth commuters have used these long-established direct sailings from Fautleroy (2:15pm, 3:35pm, and 4:20pm) to make arrangements for doctor appointments before offices close, and manage childcare and elder care. Think of the additional personal hardships the proposed schedule will have on us – appointments after work may not be possible, and care for family members will necessitate making other arrangements which may or may not be possible. Are these additional stresses to an already long commute to be borne by Southworth commuters alone? It is important for the management team at the Washington State Ferry Offices visit the Fautleroy dock at peak travel times to see firsthand the impact of your misinformed decisions has on customers. Your continual surveys and studies do nothing to alleviate the issues for the Vashon, Fautleroy and Southworth commuters. Also, I hope you have established relationships with Metro and Kitsap Transit to accommodate meeting the bus schedule at the Fautleroy dock and Southworth dock. By changing the ferry sailing times we must have public transportation that meets the needs of all the impacted ferry passengers. It is simply not equitable to lose these few direct sailings during peak commute hours to accommodate Vashon Island bound commuters. Virtually every ferry goes to Vashon, but only these few are dedicated to Southworth and they never leave empty. We are also part of a large community and we deserve the same attention afforded to our island neighbors.

51. I am one of the vanpool riders mentioned below and in my case, adding more time to an already exhausting commute is concerning to me. I am a mother of two small children (3.5 yr and 6 months) and adding another 30 minutes to my commute will impact my quality of life and reduce the time I get to spend and take care of my children. Please keep direct routes during the evening commute hours.



52. I am one of three drivers (one of six riders) of Kitsap vanpool van #2016. My fellow riders and I are extremely concerned about the potential impacts your proposed Spring 2019 Triangle Route Schedule changes will have on our commute, our jobs, and our personal lives. For years I commuted from Port Orchard via the Bremerton ferries in part because of the availability of Seattle shuttles provided by my employer and also because I mistakenly believed that there really was no faster way to/from work. After experimenting with the Southworth/Fauntleroy route and a share in a vanpool I discovered that I could cut almost thirty minutes off my morning commute and over an hour off of my trip home. Imagine that: 90 minutes of my daily life back with no impact to my workday! Your proposed Spring 2019 Triangle Route Schedule changes will effectively eliminate all of that time savings and probably necessitate that I go back to my old commute. I doubt seriously if my employer will permit me to leave work any earlier than 3.30 pm. While it's not clear to me what problems you're trying to resolve with these changes, to whom these changes may provide improved benefits, or even what advantages they may have over the current schedule, what is painfully obvious is that they resolve nothing for nor give any advantages to me or my fellow Port Orchard vanpool commuters. In fact, it feels as if you practiced a bit of "blatant disregard" for our interests as these changes produce distinct and impactful disadvantages. It makes no sense to cease all evening direct sailings during peak commute hours simply to accommodate Vashon Island commuters at the expense of those from Port Orchard. Please consider retaining at least two of the afternoon/evening direct sailings to Southworth.

53. Vashon Island is totally reliant on ferry service. Southworth and Kitsap County is on the mainland. Prioritizing mainland or the island community makes NO sense. This will hurt our schools, medical services, economy and way of life. We need more frequent and reliable ferry service for the islands, not new holes in our schedule. Don't make us over-educated liberals mobilize in Olympia against the WSF. That could get ugly.

54. I would like to know two things: 1. Are you going to coordinate with Metro Transit to move the C-Line bus arrival back 10 minutes from the current schedule the 4:10 am Southworth sailing? The bus cure arrives at Fauntleroy Dock at ~5:05am and it would be great to coordinate this with the ferry arrival under the new schedule. 2. Is there a 2 boat schedule proposed u set the new plan?

55. The information you have about my van is old and inaccurate as Ms. Trudeau is no longer a member of my vanpool and has not been for over a year. Also for future I would appreciate a heads up when someone plans on including me in an email that voices ones concerns or opinions to a state agency, especially when YOU DID NOT HAVE MY PERMISSION TO INCLUDE ME IN SUCH AN EMAIL, OR MY PERMISSION TO USE MY WORK EMAIL AS PART OF YOUR OPINION OR CONCERNS. Please be sure to get my permission before you use my name or email again. If I have an issue with WSF I will voice my concerns on my personal time using my personal email and not my state work email. I have policies and procedures I am required to comply with, regarding communications with State Legislatures, Politicians and State Agencies and using my work email is not to be used for such communication!!!! PLEASE DO NOT



RESPOND TO THIS EMAIL AND REMOVE THIS EMAIL FROM ALL FUTURE COMMUNICATIONS!!!

56. Thanks for working on this!

57. The majority of the loading and unloading (dwell time) issue at Fauntleroy has been caused by decisions made by the ferry system. Ferry management's refusal to implement two simple solutions that have been recommended over and over again. This refusal is the reason it is difficult to load boats in a timely manner. Those solutions are: 1) Add a controllable light at the intersection where the dock meets Fauntleroy, allowing cars to leave the boats and enter Fauntleroy in an efficient manner. That will allow the exit lanes to be used to load vehicles as soon as the vehicles have left the boat. The light can be timed to ensure traffic on Fauntleroy is not delayed for unreasonable periods of time. The excuses ferry management makes regarding this solution are not credible. WA Ferries simply needs to ask the legislature for the funding to do this and the community will support you in Olympia. The budget numbers we have heard are clearly overstated. Reasonable numbers will be approved. Just do it. If you won't do it, write a clear and well-reasoned explanation so we can respond to it. With this issue unaddressed, there is no valid reason to suggest a new schedule. 2) Implement either new handheld or overhead scanning technology to allow pre-paid drivers to bypass the tollbooths. This technology already exists and is the solution used by nearly every other tolled system in the country. Ferry management's refusal to implement this obvious solution is what is causing such distrust of management. Your concern about lost revenue from car passengers is the wrong-headed. As it stands now, many folks don't come to Vashon or the Kitsap, or they leave their cars behind, because the Fauntleroy dock is mismanaged. If all the boats were filled in a timely manner, you would increase the number of cars taking the ferries and your revenue would increase. Let's be dollar-wise, not penny-wise. Ignore the passengers in the cars and fill the boats. With this issue unaddressed, there is no valid reason to suggest a new schedule. A third reason we have the "schedule" issue at Fauntleroy is the ferry system's refusal to address the obvious shortcomings of the legislature's direction that the top priority is that the boats leave on time. In all likelihood, the legislature does not even understand the impact of that language. Clearly the important thing is not that the boats leave on time, it is that the people leave on time. Boats leaving less than half full does not meet the legislature's intent. If having the people leave on time is the highest priority, then the two solutions above would be a high priority. With this issue unaddressed, there is no valid reason to suggest a new schedule. Changing the schedule is a red herring. What ferry management is suggesting is that we implement a schedule that makes everyone later than they need to be because we have made that reality the new schedule. That does not solve the problem, it makes the problem permanent. Obviously, this is simply a way for ferry management to appear to be meeting the schedule, rather than actually solving the problem. Fewer boats can certainly make the ferry system appear to have better on time performance, but that is not the goal. The goal is to move the maximum number of people. The new schedule utterly fails in this regard. It is a widely held belief on Vashon Island that the reason management is unwilling to recommend and then implement the obvious solutions above, is because ferry management is wedded to the idea of changing the schedule. Many of us are deeply suspicious of the motivation. Management's unwillingness to properly address these solutions is unacceptable. Regarding the specific proposed changes to the



schedule: These changes are utterly unacceptable for Vashon. Many of us leave the island during the late afternoon and many off island contractors need those routes going directly to Fauntleroy in order to complete their work day in a timely manner. The 11:50 am Vashon departure is a popular one. The gap between 8:20pm and 9:55pm is preposterous. You have given us four fewer boats departing Vashon on the weekday when ridership is rising. This makes no sense. The only reason you show an increase in capacity is because you have a new larger boat. Without that, the proposed schedule actually decreases capacity. Finally, we need a clear response to the schedule changes suggested by Vashon residents who recommend a pendulum schedule. If the suggestions above were implemented at Fauntleroy, the dwell time issue would be resolved and the pendulum schedule could be far superior to other approaches. In fact, some have said that the pendulum schedule works with the current dwell times. The fact that ferry management refuses to address these issues clearly and in writing leaves us angry and untrusting of management. The changes you propose are unnecessary. They are designed to distract us from the real issue: Ferry management is ignoring the obvious solutions to the issues at Fauntleroy and refuses to provide rational responses to these suggestions.

58. In regards to the new ferry schedule (Southworth/Vashon/Fauntleroy) I feel like you're really not building in any extra capacity for the early morning (4:10am, 5am) Southworth sailings. You have to get to the dock pretty early to get a 4:20am spot currently and the 5am spots fill up almost before the 4:20am leaves. It seems like you could figure out how to do a couple dedicated direct trips from each dock in the 4am and 5am time frames thus allowing some extra capacity (for future growth) and allowing passengers a little more time to sleep and not have to sit at the dock forever. I work at Boeing in Tukwila and quit taking the 4:20am ferry because I can save 1/2 hour each morning by driving around from Port Orchard to Boeing Field. I'm sure I'm not the only one that is driving around due to the fact it takes a lot extra time to take the ferry (due to wait times and the stop at Vashon). It seems like some early morning direct sailings would make a lot of sense since they would add capacity and the shorter boat rides and waits at the dock would attract a lot more customers. As far as the afternoon schedule I think split sailings will probably help. The current situation is a mess after 3:30pm. I really think you should allow commuters to pre-book for there usually ferry time and let the vacationers and occasional travelers fill in the extra spots. The everyday commuters are the ones paying the bills. By making the everyday commuters sit in Fauntleroy for hours on end every summer day your losing customers and you're not exactly making it appealing to live in places like Vashon/Port Orchard and take the ferry system.

59. I wanted to contribute input to the proposed revised sailing schedule for the Triangle Route. I am very happy to see the addition of a 3:25pm sailing from Fauntleroy to Vashon. This is an important and very smart addition to the schedule and I would like to convey my strong support and desire for this to be a part of the permanent schedule change. I am also very happy to see the addition of a larger boat to the route. I have concerns about the back to back sailings from Vashon to Fauntleroy via Southworth at 6:40pm and 7pm. That makes for a much longer commute for West Seattle students who live off Island and attend school and participate in extracurriculars on Island, as well as for Islanders who are planning to go off Island for evening events. However, I raise this as more of a convenience issue, as opposed to necessity (I think the



addition of a 3:25pm sailing from Fauntleroy to Vashon is a necessity). My biggest concern is about the loading procedures. These proposed schedule changes are good, but if boats are leaving half full as they have done during peak travel times (and did on Friday 10/19 causing a 3 hour wait that was not acknowledged or updated via ferry bulletins, yielded a significant amount of line cutters, resulted in a line that backed up past the intersection of Fauntleroy and California Ave, and no available traffic support (leading to several road rage incidents and verbal altercations, that thankfully did not escalate) then I am not sure how much smoother lines and wait times will be. I do hope the ferry system will be willing to address procedure, as well as schedule, in their proposed changes. Thank you for taking the time to read and consider my comments. I would be happy to discuss further of it would be of any help.

60. Thank you for working to improve the ferry schedule and for requesting public comment. I have been living in West Seattle and commuting daily to Southworth on the 7:50am direct ferry for the past 13 years. I know that the majority of ferry commuters do the opposite commute (AM So to Fa or Va to Fa), but there has always been a regular group of commuters doing the 7:50AM Fa to So commute (or 7:45am before it was changed to 7:50am). Please keep the 7:50am direct Fa to So ferry in the new schedule. The 7:50am ferry is the prime ferry for people who work in Southworth. It is direct, and allows people to arrive at work by 8:30am, which is a common work start time. The new schedule deletes this ferry and the only direct ferry options around this time are at 6:40am and 8:45am...too early and too late for most commuters. If it is necessary to delete a run, it would be better to delete the 8:45am direct Fa-So, and keep the 7:50am direct Fa-So.

61. I have lived on Vashon Island most of my life, (60 years+). I have seen controlled growth over that time, partly due to the ferry system (inconvenience, time, and cost), but mostly because of lack of water and sewer systems and cost of real estate. However the WSF has seemed to realize over the years that Vashon residents have no other transportation option than riding a ferry boat. Greater growth on the Kitsap peninsula has occurred over that time and based on this...the ferry system should consider how to deal with that condition separately in lieu of juggling the Triangle route times and capacity limitations. Why not add another ferry to the Triangle...or Bremerton or Winslow route...and/or consider adding another ferry during peak hours at Tahlequah for the commuters/riders who could travel off either end of Vashon Island, or for peak travel times. B. I have commuted to Seattle, although primarily to Tacoma, since I have been old enough to work. The Tahlequah/Pt Defiance route has seen incremental improvements over the years, however I have noticed consistent overloads during peak time all year round. This seems to indicate that the boat is operating beyond capacity for possibly 40% or more if it's scheduled runs. (Any data on that?) When the Tahlequah/Pt. D. route has a boat down...or a ferry worker who sleeps in some morning...and WSF cancels sailings...this puts a lot of pressure on the Triangle route (where I typically go to Southworth), so when that occurs...how will this revised schedule and capacity limits be able to accommodate that? C. My wife owns a bookshop on Vashon, and sees approximately 50% of her sales coming from off Island patrons. For a retailer, this number is critical for her to stay in business. If the ferry system makes it harder for people to get to Vashon, (ie: changes that reduce number of runs on weekends and summer/holidays, and/or capacity of vehicles/people boarding boats), and those



patrons decide not to visit Vashon, she will lose patrons and business...and most likely have to close her bookshop. This most likely will also impact other retailers on Vashon who depend on the off-islander's business. D. The ferry system is vital to Vashon Island, maybe more so than other communities who happen to have alternate transportation means to access their communities. The ferry system is also an extension of the roads and transportation system of the State, and like other transportation routes...they will continue to require improvements and expansion. I would recommend that efforts to add boats to the Fauntleroy, Vashon, and Southworth routes (and possibly Tahlequah/Pt. D) should be made, that will address the increased ridership from the Kitsap peninsula, while not restricting capacity and frequency of trips from Vashon, especially during times when Vashon ridership needs it the most. Show us the data that supports current use and peak use times, so we can filter our comments accordingly, and better understand these proposed changes.

62. I cannot attend the open house and would like to pass along my comments via this email. I'm not sure how decisions are made in the WSF system. I know numerous passengers that ride ferries between Southworth and Fauntleroy. NONE of them think your changes make any sense or are good in ANY WAY. MAJOR EXAMPLE: Your decision to eliminate direct rush hour ferries (i.e. 4:20 pm) between Fauntleroy and Southworth MAKES NO SENSE. For all of the passengers who commute between Fauntleroy and Southworth you are making an already lengthy commute THAT MUCH WORSE. Why doesn't the ferry system focus on improving their timeliness for their existing schedule? Currently, we joke that if the 4:20 ferry between Fauntleroy and Southworth isn't 15 minutes late, it's doing wonderful. ONE LAST NOTE: Every passenger that rides between Southworth/Fauntleroy - Fauntleroy/Southworth believes you've already made the decision and that any open house is allow people to complain but ULTIMATELY RIDER'S OPINIONS DON'T MATTER. You can be sure of one thing: this discussion isn't over, and it means that we will now be pestering our area congress people to do something about the management of this system. Clearly, the ferry system doesn't take into account the actual end consumer's lives into their decisions.

63. The Vashon Meeting is scheduled for hours 6pm-8pm on Wed, Oct 25. Many, many people will not have made it back from work. Two hour meeting times are not adequate time to address ad schedule which determines our ONLY access to our homes and ability to leave the Island. Remember the fact that Vashon Island has FERRY ONLY access. Cutting the access drastically is like intermittently, consistently closing a state road and /or a highway because fewer people live there than another area.

64. I'm a resident of the Southworth community and I commute to downtown Seattle every day in a Kitsap County Vanpool. We take the 6 AM ferry in the morning and return on the 4:20 PM direct route in the afternoon. The proposed new schedule shifts the sailing 10 minutes earlier in the morning and eliminates the direct routes from Fauntleroy to Southworth in the afternoon adding another 10-15 minutes to our commute. This proposed changes significantly impact my work schedule and make it very difficult to work an 8 hour day and ride in a vanpool. Participating in a vanpool makes the commute to Seattle everyday bearable for many riders, including me, and the 5 fellow riders in my van. Taking the 5:50 AM would cause us to leave 10



minutes earlier in the morning (which I can handle), leave work 20 minutes earlier in the afternoon to catch the proposed 4 PM sailing, and return to Southworth at the same time that we currently do. I understand the need to take extra time to load the larger ferry, but at least one of the routes during the afternoon commute should go directly to Southworth. The proposed 2:10 PM direct is not considered part of the peak commute hour for a traditional work day. I know it's challenging to meet the needs of Southworth, Fauntleroy, and Vashon riders, but please consider the voice of the Southworth customer more in your proposed changes. Many people who take this route live all over the Kitsap Peninsula and can't make the meeting to share their opinion.

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65. I have been a Vashon Island resident and ferry commuter since 1982. As a result I have several comments on the revised schedule. 1. Presentation of the schedule. As presented on the website, the schedule looks very similar to the existing one. But it is difficult to study. The size of the document does not work on my printer. There is not an indication of which times reflect the changes that double the Vashon commuter time. From comments here on Vashon and from articles in the Beachcomber it seems that mid-day times are long, but I can't get that information from what you have sent out. Also, I asked at the ticket booth on Fauntleroy on Friday if they had a print copy of the revised schedule, so I could study it. The gentleman's response was "What revised schedule? I know nothing about a revised schedule!" I found that shocking! If employees at the front lines of service are not aware of possible changes how can communication help? 2. After 60 years in marketing I am a firm believer in the principle that the consumer is king and all processes must work as closely as possible to meet consumer needs and demand. You say that you examined ridership statistics, user schedules, crew schedules, etc. when changing the schedule. To my knowledge these few public meetings have been the only opportunity for consumer input. Surely riders on the ferry offer a perfect opportunity to capture attitudes and usage information. There appears to have been no market (consumer) research to include with the input on all the other elements involved. We all recognize that there are many cogs in the gears but it seems that the final user has not been a part of the decision making. 3. Island businesses, and those who deliver products to the Island, will be greatly impacted by the longer times. There are already several major suppliers who no longer come to the Island, just because of the time involved for their trucks and crew. Those that do come are on a once-a-week schedule that could be threatened. This is likely to mean that Island residents will either not get any service, or will have to make more off-Island trips on their own - not a happy circumstance with the travel time at off-peak hours* is doubled. *I only know that the off-peak hour times will be doubled based on local information. As mentioned above, this is not clear on the print out of the revised schedule. 4. Those who now travel mid-day, to avoid the rush hour, may well (as I have heard from several) shift their usual trips to the Point Defiance/Tahlequah route, just to avoid the longer trip. Certainly there will be implications there for enough room to get off the South end of the Island. It is already a considerable inconvenience to deal with the mid-day gap in that schedule, and the resulting long, long lines for 1:40 p.m. return boat. 5. Those of us of a certain age, who now rely on emergency services to get us to medical assistance on the mainland, understand that the fire and rescue crews are concerned about the length of the longer trips, and about the long time required for them to get back on the Island to assist others. Those of us who travel mid-day for medical appointments



are also concerned, and those who are heading to SeaTac have also scheduled mid-day departures to avoid rush hour. They certainly need consideration as well. 6. I understand that Fauntleroy presents an exceptional challenge. BUT there was a time, before the policy of all vehicles stopping at the ticket booths that the lines did move more smoothly. That change has made a considerable difference. Dock crew (now retired) who were experts at the ebb and flow of traffic in the afternoons at Fauntleroy, used to walk the line to take/scan tickets and allow pre-ticketed cars down the exit lane. The current process is not working. Most of us feel that the brief "test" reversal of this change wasn't sufficient and that the current system is just no help. What about a portable electric sign, as used in construction zones that can indicate that Southworth-only cars can pull out of line up the hill in order to get onto the dock? I recognize that the number of cars that can do this are limited, but there could be some fairly simple solutions to turn the sign on and off. 6. Signals to drivers. Deck workers' signals are not always easy to read. In the dark or the rain a simple finger or two motion with a bare hand is nearly impossible to read. Please consider having the deck crews use broader movements and also wear reflective gloves, as the police at the top of the Fauntleroy dock do when directed traffic. 7. Change. So there hasn't been a schedule change since 2003. Those of us who regularly use the ferries have patterned our lives around the existing schedule. As have other transportation sources, schools, business, etc. Change just for change sake is of no value. Change to improve service to customers is of value. You have asked for customer input and this is it!

66. I have no comment on the proposed schedule changes, as they are largely meaningless unless you make some real commitment to upgrading/replacing the Fauntleroy Terminal. We all know it is a failure, and leads to most of the delays in sailings. Yet, WSF refuses to meaningfully acknowledge this and put a realistic plan into place for replacing it. The solution is obvious to seemingly everyone but WSF. The existing pier needs to be replaced with one that can actually accommodate the volume on cars that fit on the boats. The on street "staging" lane also must be changed to a no parking zone at all times. That's it. Please, let's have common sense prevail. We know it's going to be expensive, but do you know how expensive the current mess is for Vashon residents? I leave 2 hours for weekend commutes/ trips to the airport, and 3 hours in the summer. Absurd when the Water Taxi runs perfectly smoothly. If there was a public pier at West Seattle, I would give up on WSF and use my own boat. I already do that to go to Gig Harbor and Tacoma.

67. Hi there - Thanks for reading my comments, unlike other ferry destinations - Vashon Island lives and dies by Ferry service (we don't have a drive around option - it's the ferry only). I care about Vashon and want it to be viable & valued area in the region. Reducing Afternoon departures from Vashon (with an added backward stop in Southworth) is likely a disaster in the making for the limited amount of workers & service folks that will come to Vashon for jobs. You are likely impacting commerce on Vashon and increasing pollution overall with this schedule - which seems at odds to your own "mission" "Our mission is to make a positive contribution to the livability and economic vitality of our region by providing a safe, reliable, and efficient ferry transportation system.' My further comments: Senior WSF staff should visit the Fauntleroy dock unannounced from 3:30-5:30 on a Friday to appreciate the complexities of the situation Innovate the Fauntleroy dock asap, with a focus on quicker processing cars during dwell times



(check out the 445pm ferry on any weekday). Follow-up on various items in your FVS FAQs from Nov 2107 that have yet to materialize or be studied Promote prepaid ticket sales and stop selling signature required multi-ride tickets during peak times BTW - I suggest you stop the "larger boat" PR spin, see the Beachcomber Editorial last week for reasons

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68. The revised schedule looks hideous to me for us Vashon residents. We are truly on an island here and at the mercy of the ferry system to connect off island. I find it appalling that so many evening sailings require we travel the opposite direction to Southworth before we get to Fauntleroy. We don't have other options like the residents of the Kitsap Peninsula. I also don't understand the large gaps in ferry departures from Fauntleroy to Vashon, i.e. from 11:55 a.m. to 12:55 p.m., then from 1:40 to 2:45 p.m., then again in the evening 7:55 to 8:50 p.m. It seems that every time our schedule gets updated, things get worse for traveling. But the evening travel from Vashon to Fauntleroy is definitely the worst I've seen!
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69. If the definition of boat space designated is by population growth percentages, this logic, taken to its end would mean a decrease in Vashon space as the population of the Southworth area increases exponentially. The fact that there is no way off or onto Vashon without the ferries seems not to be considered at all in the rescheduling process. I am very unclear about the intent of the proposed schedule. If it is to squeeze out the island from egress or ingress by us or anyone who wishes to visit this is certainly a step. Remember that emergency services, home values, local business, school programs and employment will all be affected adversely by your decision.
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70. I work for the Neighborcare Health primary care clinic on Vashon Island and while my comments are my own and do not represent Neighborcare, I want to share the impact of having less frequent sailings for "opposite-commuters" who live in Seattle but work on Vashon Island. In reviewing the latest draft of the Fauntleroy to Vashon ferry route to go into effect in Spring 2019 it appears that the 7:05am sailing from Fauntleroy to Vashon and the 5:10pm sailing from Vashon to Fauntleroy have been eliminated in favor of sailing more vehicles at other sailing times with the larger capacity replacement boat. For some of our licensed professional roles, I have to recruit staff from the greater region to commute to Vashon Island in order to provide fundamental primary care services to the community. The ferry commute, as you can imagine, is a barrier to recruiting experienced administrative staff, licensed providers, medical assistants, etc. Even in the current state I have had staff decline roles that we have offered because 1) the frequency of sailings doesn't work for them or 2) there is little in way of transportation from the Vashon dock to the town/work location from any of the ferries that dock at Vashon. It is imperative that you maintain nothing less than the current opposite-commute frequency so we can continue to retain our staff and recruit for new clinical team members from the greater community. Unemployment rates in healthcare are at one of their lowest points in our region meaning that staff have many options to work in quality healthcare environments across Puget Sound close to their home. We are fortunate to have a great mix of on and off-island residents who staff our clinic and I want to do everything possible to continue to retain them. Finally, I myself, also rely on a greater frequency of morning boats to Vashon and evening boats back to Fauntleroy so that missing a boat does not negatively impact my ability to be onsite on time to



support the team and also respect my work/life balance. Thank you to for taking the time to consider my comments in regards to keeping the 7:05 Fauntleroy and 5:10 Vashon sailings.

71. I travel to Vashon Island 4 times per week to work as one of the pharmacists at Vashon Pharmacy. I take the 6:50 or 7:05 am ferry in the morning and usually grab a ferry between 630-730pm at night. I commute from Bothell so it can be a long commute at times. I would request that you maintain the direct Vashon-Fauntleroy evening ferry rides as adding any more time to my already long commute would no longer allow me to work on the island. The additional time would no longer make that feasible. Please do not eliminate the direct sailings and force us to go to Southworth in the evenings.

72. I am in favor of anything that adds capacity Southworth/Fauntleroy/Southworth and increases direct sailings between the two points. The proposed schedule seems to be a good step in that direction. Keep it up!

73. I reviewed the new ferry schedule and VERY UNHAPPY: you removed both direct ferries from Fauntleroy to Southworth for working folks! Both the 3:25 and the 4:20 in your new schedule move slightly in time (I am fine with that) but neither new ones are DIRECT!!!! Have you looked at the crowd at the 4:20 sailing? There are about 15 van pool/van shares at that time, 32 motorcycles, full complement of cars, and a crowd of walks-on. Why penalize the working folks that live in Port Orchard area by canceling those afternoons' direct ferries when they are obviously very popular? I am asking that you please reconsider and reinstate those direct ferries, in particular the 4:20ish or 4:35 one whatever time works out.

74. I can't attend the meetings in-person and would like to submit my comments regarding the proposed changes to the Fauntleroy-Vashon-Southworth route. First, I think the AM options out of Southworth are vastly improved under the proposal. The current route leaves too large a gap between 6:40 am and 7:55 am for commuter service and the proposed changes rightly address that issue. What is concerning to me is the shift in the afternoon route from Fauntleroy to Southworth. I commute home each afternoon on the 4:20 pm boat leaving Fauntleroy. That boat is currently a direct-route and saves a decent amount of time over stopping at Vashon. The 4:20 pm timing of the route is also great because I'm able to share more time with family in the evening. I understand and support the goal of reducing congestion at the Fauntleroy terminal. However, I believe that the proposed schedule change to the afternoon boats - specifically the 4:20 pm - doesn't balance the benefits of the current schedule with the needs of moving traffic. I also believe that the change in the afternoon schedule will encourage more people to drive on the boat, rather than take transit and walk on, due to the convenience of not having to wait as long at the Fauntleroy terminal. This doesn't align with our region's goals of reducing carbon emissions. My thought is that either changing the route to no longer being a direct route, or adjusting the timing of departure back to 4:35 pm to accommodate an additional departure that falls in to the "commute hours" is ok, but that making both of those changes is too much. Personally, I would advocate that the direct route boats be kept. For me, the proposed change means getting home at 5:30 pm versus 5 pm, and 30 less minutes each evening to spend with



my 8 month old. Thank you for your consideration.

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75. I live in Seattle and commute to Vashon 5 days a week. The draft schedule would make getting on and off the island even more of a hassle for me. The 6:50 am Fauntleroy to Vashon boat is vital in reducing the congestion from all the kids being dropped off and going over to Vashon for school. Without it, all that foot a car traffic will be squeezed down to the 7:05 ferry only. The Fauntleroy drop off area is not designed to have so many people being dropped off at once and I worry it will become even more dangerous for the kids running to make the boat. Especially in the winter months when it's dark at that time. I would recommend a 6:45 and 7:05 boat as a solution to still allow for the longer dwell times but keep the congestion at a minimum. I often have to work late. Leaving the island after 5:45 happens fairly regularly. Having to go via Southworth for 45 minutes is not a good solution for me or for any of the kids that have after school activities. Please take another look at other options that don't require this extra-long ride during those times
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76. Please have a trial period for the Vashon pendulum schedule or reinstate the bypass lane.
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77. Making it so there are no trips for two hours to Southworth in the middle of the day is a problem. There are three trips to Vashon during that time. There have been times I get sick or need to go home in the middle of the day and if I get there at 11:40 I have to wait two hours to get back home. I usually walk on to the boat and don't have a way to get back around to the peninsula. That wait is unacceptable when you are not feeling well or need to get back in the middle of the day. Please fix that issue. Also please put direct boats to Seattle in the morning and to Southworth in the evening back in the schedule. What would be great is if there was a direct boat to one stop then the next boat would be direct to the other stop and keep switching it that way but have each boat stop at both stops no matter what.
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78. I looked over the proposed schedule and overall, it looks good. One thing that will cause a significant hardship in the schedule for Vashon commuters is the weekday evening departures from Vashon to Fauntleroy. Currently, the early evening departures go directly to Fauntleroy. In the proposed schedule, there are two times in the early evening where the boats leaving Vashon go to Southworth, then Fauntleroy, adding 25 minutes travel time. The problems are: The two proposed times of 6:40 and 7:00 are back to back, and will impact a number of people who need to get to Seattle in a timely fashion (returning from work on Vashon, going to events in Seattle). This is at the tail end of prime commuting time. By being back to back, there is a nearly two hour gap between departure times from Vashon to Seattle where it is the typical 15-20 minutes. Vashon travelers are used to the longer travel time for late evening departures. Putting this in the early evening as well will dramatically impact travel times for folks leaving Vashon (and not just Vashon residents). I see this adding travel time to folks working on Vashon, commercial traffic, and folks traveling to Seattle for social events.
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79. Good morning. Just wanted to thank you for considering the commuter kids in coming up with your new schedule. The changes barely impact them and us parents are SUPER grateful. It is



already a long day for them and adding additional commuting time would have caused problems for a lot of families. Thank you! Greatly appreciated! 😊

80. I have reviewed the proposed changes to this route and find it unacceptable. This plan cuts many sailings from Vashon to Fauntleroy in the afternoon and evening. This means if I want to go to Seattle for an evening event I cannot without leaving at least one to two hours earlier. My time is valuable and I do not understand why you are not interested in serving our ferry dependent island in a respectful way.

81. I am a daily commuter from Southworth to Fauntleroy. I currently take the 4:20 am sailing out of Southworth. I have put in substantial work to have this sailing line up with the Metro Transit C-Line at the Fauntleroy Ferry Terminal. With the Sailing time moving to 4:10 am, I would ask that we work with King County Metro in advance to adjust the schedule of the C-Line back 10 minutes in order to align with the new arrival time.

82. ... I live in Southworth Washington and currently rely on the ferry system for my commute to and from Seattle. My wife does as well. We both take different forms of transportation, I drive my car and she walks on then takes a bus. Both of us would be negatively affected by both your proposed leaving times, as well as your removal of the direct ferry routes back to Southworth. We understand ridership from Vashon is higher than from Southworth, and I would wager that is because there are literally no other options for people to leave the island, where if I miss a boat, I can still drive around, and make it roughly in the same amount of time. This adds a trip over a toll bridge, higher traffic commute times, as well as much more wear on my vehicle than I would like to use. The ferry system losing its direct route boats to Southworth eliminates a commute option for far more people than I think you realize. There is already enough instability having to rely on the boat system and the public transit system to coincide with each other, eliminating options for people only makes our commute cummutivly longer. I have to have my wife take a different bus, she will have to wake up earlier, and get home later as a result. I'm more likely to be late, or if I drive around, will definitely be late. I will also get home later. You haven't given due consideration to the people on the peninsula. I think you should re-add a direct ferry route from Fauntleroy to Southworth in the afternoon, and reconsider the removal of the morning route. These decisions affect people's lives, I was lucky to come across an article talking about this proposal but without really addressing the people this affects, I feel the body making these decisions are doing so at the expense of far too many people. I hope you will reconsider your course of action.

83. I reviewed the new schedule and it appears as though Southworth riders will no longer have any direct sailings in the afternoon. That's very upsetting and adds considerably more time to my afternoon commute.

84. I am not well enough to attend these meetings, but do want to make an ardent plea on behalf of senior and/or ill islanders (50% are over 50 years old): we need to get off island in a hurry to medical appointments/hospitals. Vashon has shockingly poor Neighborcare Health services & NO hospital. Even dental emergencies are referred off island. This would put additional stress on



our EMTs & Fire Department who currently "rescue" very ill islanders. It will cost health & lives if Vashon ferries are re-routed 45 minutes because in some emergencies even the 20 minute ferry ride is too long and the airlift/helicopter is very expensive. Other places have options, but we on Vashon rely on reliable & quick ferries: It is literally our life line with no bridge. Workers will also be negatively impacted as most people must commute ON & OFF Island twice a day, and some children do the same for school. Adding that much commute time to their days is both cruel and unnecessary.

85. I am writing to provide my comments on the proposed new triangle route schedule for Southworth. This schedule is doing a great disservice to those of us who rely on the 4:20 direct sailing to Southworth each day. I have been a ferry commuter for 20 years and heavily rely on this boat to get back home for elder care. Work schedules are set based on this sailing. Most of the people on the 4:20 direct sailing are commuters who are on the 6am or earlier boat from Southworth (proposed new departure time is 5:50am). Now, you are making our commutes even longer, and in some instances will cost us money. For every minute we are late getting home, we have to pay someone else to look after loved ones (child/elder care). I realize that you feel you need to change the schedule to accommodate empty sailings and a bigger boat. Please work with the commuters to tweak some of the emptier mid-day sailings and not punish the daily Southworth commuters by taking the most popular afternoon run (take a look at all of the vanpools on this run, for example). The proposed 4:00 sailing will leave too early for most of us, as we do not get off work in/around downtown Seattle until 3:30. With the viaduct being taken away, surely it will take those of us in vanpools longer to get to Fauntleroy from downtown. The 4:30 sailing is not a direct run to Southworth and will now get us home at least 30-45 minutes later. Every proposed run in the afternoon stops at Vashon first. Perhaps stop at Southworth first? Why does Vashon always get priority over Southworth? If you need proof just look at the 2 boat schedule. It's based on Vashon commuter needs, not Southworth. We've complained about it for years and it always falls on deaf ears. Please work with the Southworth commuters and do not take the 4:20 direct sailing. With all of the cars on this extremely popular direct run you will be able to fill the 124-car boat. If this absolutely isn't possible, please have the proposed 4:30 sailing stop at Southworth first before Vashon. This will help mitigate the extra commute time and cost for Southworth commuters. Please prioritize our needs equally with Vashon.

86. I am writing about the proposed changes to the Fauntleroy to Southworth ferry schedule. I commute from Fauntleroy to Southworth and back each day and I am very worried about the removal of the 7:50 am direct ferry from Fauntleroy to Southworth from the schedule. I and many of my co-workers at NOAA's Manchester field station rely on this ferry each day. Switching to a 6:40 am ferry is not feasible for many of us with childcare and other considerations. Additionally the 8:45 am direct ferry would get us to work too late and not allow us to be home in time for child care etc. There are a number of people who work in Kitsap County but live in West Seattle that rely on this 7:50 am ferry each day and have built their schedules around this ferry at this critical commuting time! Please Please Please do not remove it from the schedule!!! The upshot here is that a direct ferry from Fauntleroy to Southworth between 7 and 8 am is critical for many professionals that "reverse commute" from West Seattle to work in the Port



Orchard area. Please keep us in mind! On a more positive note, I am thrilled about the addition of a 4:50 pm direct ferry from Southworth to Fautleroy!

87. In response to the Triangle Route draft, it's clear that WSF has made its decision. Any further "public comment" is really quite meaningless. That said, 1. Install Good to Go or get a cell phone app like the one used by Alaska Airlines or Disneyland. Both work far better than anything WSF is doing, move a lot more people on a daily basis, and both are likely available now. Find out who did their programs versus recreating the wheel. There is really no good excuse for not implementing a system like this. 2. We don't need receipts for every multi-ride card transaction. That's a total waste of time, paper and money. If you need an audit trail, get a better system. See #1. 3. Review the proposed afternoon schedules from Vashon to Fautleroy. Routing the later boats from Vashon to Southworth first effectively puts a dent in anyone trying to commute for business. It's already hard enough to get tradesmen to the island. For schoolkids heading back to the mainland, this just extends their day further. The proposed schedule exacerbates the problems with both issues. 4. Add a later Vashon run to the Tacoma schedule to help relieve Fautleroy pressure. 5. Finally, bring back the bypass/ingress lane. It worked well for 30 years with no problems. The alleged problems are made-up by someone at WSF who simply refuses to admit they made a mistake. The Fautleroy dock may need to be increased by but you have an available way to move more cars through if you'll just have an open mind. I'm just disappointed in WSF and will ultimately turn to the ballot box for help. Good luck with implementing the need program.

88. Please do not delete the 8:20am sailing from Southworth. It is tremendously unfair that Vashon gets more frequent sailings while those of us who commute from Kitsap will not have that time slot as an option during morning commutes. We pay to commute to and from Seattle. Vashon does not. Think about that when you are looking to cut corners and money lost if people are forced to drive around Tacoma to Seattle. You have needed bigger boats to service this area for a few years now. You should have planned for the future years ago. West Seattle should have two slips as well as Southworth. Of course Vashon already has two. No surprise there. They also have a foot ferry. When will Southworth have a foot ferry? Seems there is a needed and would cut down on vehicle traffic.

89. May we please have an 8pm sailing from West Seattle to Vashon/Southworth? There is a large gap between sailings if you cannot make the 7:30pm leaving West Seattle to Southworth. Daily commuter and sick of having driving around through Tacoma so I can get home before 9pm.

90. I don't understand how in the world WSDOT has determined the already extremely inadequate sailing times and frequency between Fautleroy and Vashon should now get worse with less sailings when everyone sitting in Vashon lines is aware that we need more sailings. Eliminating 4 sails is criminal really

91. I am very thankful for this proposed schedule. Much less disruption than the last proposal, and much closer to what Vashon has had for years, with the addition of a larger boat. I am so glad



that WSF understands the needs of Vashon Island and accessibility via our marine highway. Many thanks to WSF for listening to our community!

92. I attended the meeting on Vashon on 10/24/18 and talked to several of your representatives. The primary points that I want to make and be heard on are: 1) There has to be a MAJOR change in the way cars are loaded onto the boats at Fauntleroy 2) There has to be a change in the toll both/ticketing area with people that have prepaid tickets or passes allowed to bypass others that are buying tickets. It is not my job to tell you how to accomplish this, but I can say that having cars lining up on Fauntleroy Way for 1/2 mile having to move around parked vehicles at Lincoln Park and never being sure that we are actually in "The Line" waiting to get onto the dock is a very bad situation. It is only going to get worse as the population/use increases. The only obvious solutions are a larger dock or MUCH FASTER loading/moving onto the dock when a boat arrives. I am very disappointed in your online plan that does not mention at all the possibility of expanding the dock. Representatives at the meeting spoke of that as an option when I questioned them, but you do not admit it in writing and discuss the pros/cons and issues involved in your long range plan. Please remember that the Vashon community does not have any other option for getting on/off the island other than the ferry system. The other communities you serve (other than the San Juan's) do not have this gigantic restriction. I hope your group can objectively look at the issues and truly put yourself in the position of those of us on Vashon that rely on your service for all life activities that people living on the mainland take for granted
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93. As one of the people who has struggled and toiled with this ferry schedule in bygone days, I applaud WSF for taking a new fresh look at the issues surrounding this schedule. Overall, this is a really solid effort. I agree that with three 124 car ferries the minimum depart to depart time needs to be 20 minutes. In reality that means 12 to 15 minutes in the dock because one still has to allow for the clearance of one vessel from the slip and arrival of the next. As a frequent user of the King County ferry making connections to and from Southworth, I appreciate the accommodations in the proposed schedules to make all those connections viable. The addition of making the 6:10 am connection workable will make my life easier and is much appreciated. While I seldom take the ferry that arrives at 4:55 pm due to the terrible connection, I will almost certainly avail myself of that opportunity with the accommodation in the PM in the future. A really nice job. Thank you. One comment I have about the assumptions behind the PM schedule leaving Fauntleroy. It may be fine, but there is a significant amount of auto capacity early in the commute. 2:45, 3:00, 3:25, 4:00. First of all I would be concerned about "snugging" (highly technical term) the 3:00 pm sailing to within 15 minutes of the 2:45. Secondly, you may already have done this, but I would compare the capacity offered in the schedule to the actual vehicle arrival rate at the Fauntleroy terminal. This data cannot be captured by looking at the volume of vehicles on each sailing due to the well documented issues with dock capacity and single destination departures. Rather I suggest some data collection using rapid time lapse photography on Fauntleroy Way to get a better sense of the actual arrival curve by time of day. The time lapse technique is presently used by SDOT for a wide variety of traffic studies including intersection counts. Within the past two years we used it as a way to conduct a bus dwell time study in downtown Seattle to ascertain the benefits of all door boarding. Anyway, my sense is



you might get better capacity utilization by stretching that series of vessels closer to 4:00 pm like 2:50, 3:15, 3:40, 4:00 pm. I realize that such a change also has reflexive impacts throughout the balance of the schedule and have not attempted to evaluate that trade-off. Anyway, my sense is that the current spread of times in the proposed schedule will have vessels leaving most days of the week (not Fridays), with less than full loads. Most auto commuters I know do not target their arrival to any particular sailing, rather they leave from wherever as soon as they can and head to Fauntleroy in the vain hope that they get on an earlier sailing. So the arrivals are more random than they are targeted. I am not sure it is still the case, but that used to be the case in Mukilteo, as well. So getting a handle on the early commute arrival rate might allow the potential to keep 20 to 50 cars from sliding into the period where we already know that vehicles arrive much faster than the boats can remove them from Fauntleroy, thus the long lines on Fauntleroy Way. I do not want to misrepresent this suggestion as one I think will solve the line problems on Fauntleroy Way, it will not. But it might help mitigate them a little bit and help a few more commuters get home a little earlier. By the way, this issue seldom, if ever, impacts me personally as I seldom drive a vehicle onto the Fauntleroy Dock, I much prefer my shoes to my tires. It is just a suggestion based on observation. By the way, I would be willing to help you out on this in the background if that would be helpful. I know what it is like to be in your shoes and do not envy your position. I just think you all are doing a fantastic job in a thankless situation.

94. Dear Members of the Ferry Schedule between Vashon and Fauntleroy: This latest version of the Ferry schedule between Vashon Island (which has no alternative means of transportation on or off the island, unlike Southworth) is somewhat improved from the horrible first attempt that was disseminated last month. However, there are still two terrible problems with the sailings from Vashon Island to the mainland. 1) Namely, it is nearly impossible to get off the island to attend meetings in either West Seattle, or Seattle, or Bellevue, etc. in a timely manner. Every evening, with this proposed schedule (which we dearly hope you will change!) we are stranded on Vashon island from 5:45 until 8:20 p.m. and will be unable to make a quick crossing to Fauntleroy to have dinner and attend a play or show or attend important meetings on the mainland without having to wait nearly an hour extra when we are forced to detour via Southworth! This is unacceptable!

95. This two boat schedule must be changed to all stops. People have been waiting in line since 3 today and it is 7:15 at night with no Southworth in sight.

96. I am a Vashon resident and deeply concerned over this proposed schedule and the cuts in service to our community. I am currently on the East Coast taking care of my mother and will be unable to attend the next meeting. Will it be streamed so that those of us who cannot personally attend can at a minimum understand exactly what is said? Again this will help shape comments that are considerate of the discussions. At the last meeting I asked for explanations of the specific changes proposed aligned with the specifics of what will be accomplished with each change. Can you point me to the answers to these questions? Additionally can you point me to the link to all of the data used to make these proposals? This will allow me to reasonable assess your proposal. I'm looking forward to working together to find solutions that meet our



community's needs and the capabilities of WSDOT. In addition, when trying to return to the mainland after spending the day and evening on Vashon island, it is mean and cruel to make members of our family (our daughter and son-in-law, and grandchildren) wait close to an hour extra to get home by having to first detour for an extra 45 minutes late at night to detour first to Southworth before being able to get back to the mainland and the rest of their drive home to Bellevue. In addition, from my experience, there are many more people going home to Seattle late at night than are going from Southworth to Seattle. There needs to be a direct ferry back from Vashon to Fauntleroy at 10:50 p.m. -Please consider changing the final schedule enough to take care of these two problems, especially, the first one, where every evening we cannot make a timely trip to Seattle without wasting an extra hour detouring via Southworth!! We appreciate your efforts to fix problems with the schedule. However, we still strongly feel that having a pass-through lane for those of us who already have bought our tickets in advance (nearly all of us who live on the island have prepaid passes!) Would greatly speed up all lines and still ensure that you receive full money for every car and passenger boarding a ferry. Thank you for your time and attention to these remaining problems. For the big picture, we need to ensure that money is provided to build and add more boats to our schedule, as there are currently not enough ferries to cover any boat the breaks down. In addition, it is crucial that more ferry boat captains get trained to operate the boats, as so many of them are retiring in the next few years.

97. Dear WSF ferry schedule planners: I strongly oppose the proposed ferry schedule changes for Vashon. Vashon will lose 4 ferries going to Fauntleroy and two evening ferries will stop at Southworth on the way to Fauntleroy, making the ride unacceptably long. The morning allotment of Vashon cars on the ferry is severely reduced. A change in the loading at Fauntleroy is also being discussed that will reduce Vashon service. Vashon is an island and residents have no alternative to drive around to get to medical and other vital services on the mainland. The current schedule and policies, though having over-load and other problems, are far superior to the proposed schedule. Thank you for your thoughtful consideration of these comments.

98. Alternating sailings: Fauntleroy to Southworth to Vashon and then back to Fauntleroy.
Fauntleroy to Vashon to Southworth and then back to Fauntleroy.

99. I've just reviewed the proposed schedule changes: how did Vashon's interests get so discounted in the midst of all this change? All of a sudden, burgeoning plans to raise a family here are being negatively colored by such substantially reduced access to the island (the likes of which we couldn't have foreseen). Please consider VIFR's recent plea by Chief Krimmert and his for adjustments -- thanks in advance for considering alternatives. By the way, do Southworth crossers to Fauntleroy pay the same fares as Vashonites do?

100. As a long-time resident of Vashon and mother of two children I am writing to voice my opposition to the proposed schedule change to the Vashon-Fauntleroy route. While things have clearly deteriorated over the last few years and a change to the schedule is desperately needed (I have waited hours numerous times on the Fauntleroy side for a ferry, sometimes as early as 3:00, just to watch or hear of a half-empty boat leaving) the proposed change IS NOT to the benefit of Vashon residents. I am often off-island for work and for activities related to my



children, including doctor's appointments for my daughter for medical services that are not available on the island. The loss of direct routes between Vashon and Fauntleroy in the evening is outrageous and will mean lengthy stays in West Seattle after afternoon medical and work appointments. I know you have heard this before but Southworth has other options for travel. Vashon does not and removing runs from Vashon during a critical time is not the solution. Please do not implement this schedule. It is ill-conceived and ignores the needs of Vashon residents

101. I have studied the material you submitted with the proposed schedule and believe the plan is viable to improve flow and increase timeliness. I have heard plenty of complaints from both Southworth and Vashon commuters that reflect a lack of consideration for the big picture; it is simply a difficult problem you are trying to solve. The proposed schedule is a good one, and much better than the first two published for consideration.

102. As a Vashon Island resident who is dependent on the ferry's to get to Seattle for not only work, shopping & entertainment (like any sporting events, movies, dinners out, etc.) but also for any emergency care, I hope you'll be revising the schedule to accommodate the ambulance system so Vashon is not left without emergency medical care when the proposed gaps in trips to Vashon would be taking place. When our responders must transport patients to Swedish & Harborview they need to be able to get back to Vashon. There is no hospital or ER care on the island aside from their transportation. The proposed schedule is short sighted in that regard.

103. What is the purpose of the triangle route? Is it to serve all users (the tax payers and commuters who pay your wages) on an equal basis? The new schedule doesn't reflect this, and so I am wondering why you don't just come out and state what the revised, real purpose is? Why is there only one direct ferry in the afternoon (2:10) to Southworth? Why are there no additional direct afternoon ferries to Southworth during the height of the rush hour? Is this because you have the intention to discourage riders from Southworth and you want us to clog the I-5/Highway 16 corridor instead? Why pretend to serve South Kitsap at all?

104. I have serious concerns regarding the proposed elimination of the sailings of the 5:10 and 5:35pm sailings leaving Vashon and the later evening via Southworth routes. These changes would substantially affect me personally as well as other Vashon residents. I am employed in the arts at McCaw Hall at the Seattle Center in the evening. The proposed schedule change would require me to spend a much larger portion of my day in transit and a lot more loitering time in Seattle in order to be where I am required to be at 7:30. In general I think your proposed schedule does not address the fact that many people here on Vashon attend concerts, plays, shows sporting events, social events, lectures, religious events, family events, school events in the evening in Seattle. Your proposed schedule is skewed entirely on behalf of the 9 to 5 commuters. Some recommendations: 1) a fleet of passenger only boats running to downtown Seattle from morning to night. (With an expansion of the currently over capacity commuter parking lot on Vashon) 2) A passenger-only dock at Fauntleroy—I take the Metro bus into downtown as often as is feasible. 3) Some designated "Residents Only" boats for the Vashon/



Fauntleroy sailing. (There has been an unfortunate selling of Vashon as a tourist destination-filling up boats by off islanders. I don't think your schedule changes are adequate—they might be, for some, a very small Band-Aid but for others like myself they make my life worse. Bottom line is you need to spend some real money.

105. As a long time Vashon resident that commutes off island for work, travel and kids sporting events I am writing to inform you that the proposed changes to the "Triangle Schedule" are not well received in my household. Eliminating sailing times from Vashon / Fauntleroy and requiring transit from Vashon to Fauntleroy VIA Southworth is not an improvement. Please receive this email as a vote against the proposed changes. We prefer the schedule as it is.

106. I appreciate all the work and planning to develop the new Triangle Ferry Schedule due in spring 2019. I think it will be a significant help to some of the problems now making travel on the route difficult. I do, however, want to comment on a frequent problem I, as a Southworth commuter, have to deal with on the Fauntleroy dock. Often just three or four cars are left in the Southworth line, to wait for the next boat, over an hour later. Meanwhile, Vashon cars just coming onto the dock are loaded swiftly until the boat is full. Vashon boats leave more frequently and in the usual case, there is another Vashon boat in a half hour. And us Southworth few cars are left to sit for an hour. Just does not seem fair. When asking the loading person on the dock, he usually says it was the decision of the loading head on the boat or that Vashon is an "island" and they can't drive around. I don't buy either of those statements. I've been commuting on this route since 1988 and have experienced the situation many times. Maybe as this new plan is put into action, some fairness will enter into the picture. Or, hopefully, maybe you have an answer. Thanks for reading my comment.

107. I am writing to state my opposition to the latest draft ferry schedule. I support law enforcement and emergency services for the Port of Seattle. I am on call to go to the airport, marinas, or administrative offices downtown. The revised draft ferry schedule introduces too many delays between sailings. This hinders public health and safety. I fail to understand why Southworth is being given equal weight to Vashon as Kitsap residents have alternative means of getting to Seattle vs. being on an island and totally reliant upon ferry systems. I am very disappointed with the lack of insight and design creativity exhibited by WSF staff. Perhaps this task should be delegated to another organization

108. Wanted to say thank you for the meetings and conversations regarding updating the schedules and ferries for the Triangle route. I've only been taking the ferries since 2015, but I've learned a lot during this time. And having spent the last ten years in transit I can respect the challenges you've had in making this happen. I fully support the plan to add the 3rd Issaquah class ferry as long as there will always be a backup ferry. WSF's ferries have reached milestones they perhaps should not be forced to meet and having backup equipment on standby – granted that would be ideal for ALL the routes if it were possible – is the only option we have at this time. Recognizing the regional service changes of the transit agencies and incorporating their schedules with WSFs is the ultimate piece de resistance and will finally bring the Puget Sound region together as a community in reducing carbon emissions and excessive traffic. I look



forward to being able to leave early and catch the “next ferry” knowing that the next one isn’t exclusively for Vashon. Every run should always be the full triangle, no one port should dominate the routing. I spend far more hours in Seattle than I care to (I live in Port Orchard), simply because leaving early doesn’t mean the ferries and water taxis will align. Now, if I take the 4:30 water taxi to Vashon, I have the “joy” of sitting at Vashon until 5:40, and watch two other vessels come in, practically back to back (leaving the second one mostly empty I might add) before the ferry heading to Southworth arrives. Unless you live in Vashon, THERE IS NOTHING THERE. And while WSF has done the best they can in accommodating commuters in the terminal, it’s still very sparse and plain. By the way, if they ever can fund upgrades, a few more charging stations for the electronics at the ferry terminals would be great. Thank you! Thank you and good luck!

109. I am concerned about the proposed triangle route for two reasons: 1) Vashon unlike the other ferry communities is completely dependent on ferry service. All the other communities like Southworth and Bremerton have the options of driving around to either access other ferry terminals or completely driving around by-passing the ferries altogether. Vashon has no other options. Adopting a triangle route will increase waiting lines in all three triangle route terminals and increase traffic on the Point Defiance run as riders adapt their commutes to the longer transit times. 2) The triangle route will impact emergency services transport both in transit to the respective hospital and on the return. This will reduce ambulance availability in a community that is already experiencing increased emergency service needs. I believe the triangle route will increase traffic on the already overburdened infrastructure of the growing Seattle area.

110. It would be a considerable hardship to have evening boats not going directly to Fauntleroy and adding an extra 45 minutes to the route as there is no longer emergency care available in the evening on Vashon Island. And no way to get off of the island except by ferry or helicopter. I cannot, as an older single woman, afford to use the ambulance or helicopter for emergencies than are not life threatening but still require medical attention such as bleeding injuries or broken bones. To have to sit in an uncomfortable car for any extra time is cruel and unusual punishment. I have had to have someone take me to urgent care or emergency a number of times and it is miserable even for the 20 minutes now required. Please remember that we have no other way to get medical help unlike the people in Southworth.

111. My name is Laura Schulman, and I have been a commuter on the Fauntleroy/Southworth route since 2012. My vanpool and I have been riding the 7:50am boat (previously the 7:45am boat) every morning since I began commuting from West Seattle to Port Orchard. The proposed new schedule not only removes this boat, but does not replace it with another reasonable alternative. This change would cause us to have to reevaluate our entire commute, as the next boat would not get us to work on time, and the previous boat would cause an unworkable disruption in our mornings, most likely forcing us to give up our vanpool (and the invaluable savings that comes along with that). My work (and that of my vanpool-mates) requires me to be there between 8:30am and 4:30pm, and I can’t be flexible with those hours. While I understand that we are “reverse commuters,” and our numbers are not nearly as



great as those going the opposite direction, I implore you to reconsider the removal of this boat. Just the other day I rode on the 8:45am boat. It was shockingly empty, and in my anecdotal experience it seems to be one of the least populated boats of the day. I don't mean to pretend that I have a better perspective on these issues than you all do, but if you are trying to reduce boats in the morning, would it not make more sense to eliminate the 8:45am boat rather than the 7:50am? There are a number of regular commuters on the 7:50am boat, and I saw almost no one on the 8:45. The 7:05 boat, on the other hand, is always very full of students going to Vashon Island for school, and I fear that with the elimination of the 7:50 boat the 7:05 boat would become unworkably crowded. I thank you so much for hosting this comment period to allow your riders to have a voice. Washington State Ferries' efforts to improve our "Triangle Route" are greatly appreciated, and I am sure you spent countless hours working out a way to keep this more complicated route running in a way that makes the most sense. But without our 7:50am boat, I fear that our time with the ferries may have to come to an end, and I would hope that our consistent ridership along with our commuting needs hold some weight with you in your final decision-making process. Thank you again for your consideration.

112. I have been commuting on WSF for 22 years and all I can say is how frustrated I am with your schedule. I don't need to tell you where the gaps are you know where you created them for Vashon. WSF fails as a Marine Highway for Vashon. Even though they fought to have themselves recognized as such. WSF is required to give Vashon priority service it is our only means to and from the island. Emergency medical will fail on Vashon with this schedule, to say that you will just reroute a ferry isn't the answer the answer is to have consistent routes to all 3 destinations at all times. There should be no one way routes and now ferry should ever go to Southworth first. YOU WSF are our only means on and off the island, Vashon must be given priority. Pendulum route is really the best way to look at this, but since you didn't come up with it and a third party did you say it won't work. It has been shown it will work but very experienced people who created it. WSF needs to take a hard look at this and don't say the dwell times are a problem the Pendulum route has already been changed to show it will work.

113. As a forty year resident of Vashon Island, I have lived on Vashon and worked off-island through many WSF difficulties and ill-advised plans. This particular plan is not tenable. Two problems seem obvious to me: 1.Vashon is and island; there is no way off without the boats 2.The population of Vashon is limited and CANNOT compete with the endless Kitsap growth. By the reasoning now employed, Vashon will be allotted fewer and fewer spaces in proportion to the competing population growth of Kitsap. The same decisions are not made for the sparsely populated roads within the state. Why should we pay for the maintenance and building of roads traveled by just a few people in more rural areas? Obviously this is a ridiculous as holding islanders hostage on Vashon. Making work off Vashon Island nearly untenable you will seriously impact families and income and the businesses on Vashon. The comment only "meeting" you had on Vashon was unconscionable and a "token" fulfillment of your responsibility for adequate review of transportation available to Vashon citizens. Please reconsider your decision.

114. Thank you for the opportunity to submit comments on the proposed schedule. We appreciate the time that WSF/WSDOT staff has dedicated to this effort, and thank them for



remaining calm and composed when confronted with many questions and concerns. I am including others from WSF staff and elected officials that were on my earlier emails expressing my concerns. As I had pointed out at the meeting on Vashon last month, there are two major remaining concerns. First, we have not seen any analysis of how this will actually operate at the Fauntleroy dock. This is especially concerning because this has been given as the primary reason for adjusting the schedule with the addition of ferry vehicle capacity. There is apparently no data nor analysis of the demand, nor analysis of the potential change in queuing. Beyond the statement of "Show up and sail", it does not appear as though this important analysis has been conducted, and if it has been, it has not been shared with the public. If the Fauntleroy dock operations are truly the bottleneck, changing the schedule without analyzing the Fauntleroy dock operations has been a waste of our time and money. We heard from Ms. Rodero that this new plan will be monitored and if it isn't working, it will be changed. But then, we also heard from her and others that the current schedule, despite it not working, has not been changed for more than ten years. Given the number of meetings and effort at adjusting the schedule it is difficult for us to know what to trust. My second major concern is the AM vehicle allocations from Vashon and from Southworth to Fauntleroy. The current schedule has 818 spaces allocated for Vashon and 494 spaces for Southworth. Given that there is no additional measure of travel demand from either Vashon or Southworth, these spaces should be allocated based upon the data available. The WSF long range plan shows 1,094,400 Vashon vehicles and 556,000 Southworth vehicles to/from Fauntleroy in 2017, which are 66% and 34%, respectively. If the total of 1312 vehicles were fairly allocated based upon these volumes there should currently be 870 (66%) vehicle spaces for Vashon and 442 (34%) vehicle spaces for Southworth. So, the Vashon allocation is already 52 vehicles less than equitable based upon WSF data. This may seem like a small number, but it is close to half a full ferry, and if you are one of the 52 left on the Island in the morning, you are the one missing work, a meeting, or your airplane. The proposed new schedule allocates 62 vehicle spaces to each Vashon and Southworth. At the meeting, when I asked why it was done this way, I was told it was a political decision and was not based upon any data. I was told that there are Southworth riders who would say that if more spaces were allocated they would use them. I am sure that same argument could be made for Vashon which, unlike Southworth, has no bridge or other state highway alternatives. In fact, reviewing one chart of vehicle departures by time of day shows Southworth traffic decreasing after the morning peak (the period of these vehicle allocations) whereas Vashon traffic increases after the morning peak. This could be because the extra demand has shifted to a later hour because of the lack of equitable allocations. Changing these allocations based upon political decisions is simply plain wrong and bad policy. I am sorry that I did not have the opportunity to discuss this further with Mr. Vezina, who I understood was behind the political decisions, during the meeting, but he was busy speaking to others every time I went to speak with him. Given current WSF volume data Vashon should receive 66% (952) of the total (current and new) AM spaces and Southworth should receive 34% (484) of the spaces. The WSF long range plan shows the Southworth vehicles increasing at a higher rate than the Vashon vehicles and this might lead to the conclusion that more space should be allocated to Southworth because of this higher growth rate. However, reviewing the WSF forecasts shows that the number of Vashon vehicles increases by 147,200 and the Southworth vehicles only increase by 107,200 in the same period. So giving equal growth allocations to both is again simply wrong. Using the WSF 2040 forecast



numbers the allocations of the additional capacity should give Vashon 936 AM vehicle spaces and Southworth 500 AM vehicle spaces, which would be an adjustment based upon data, not politics. I still feel very strongly that any changes should be based upon data. We all want the most efficient operation we can have, given the resources. The Fauntleroy dock operation needs analysis to show this proposed schedule will improve operation rather than make it worse. The AM vehicle allocations need to be based upon travel demand, not split based upon political clout. Thank you again for the opportunity to provide these comments. Please feel free to contact me if I can provide any further information.

115. In general, I believe the current proposal to be far superior from the two plans which were originally considered and shown to the community months ago. I believe it is a step in the right direction and am very interested to see if it helps to maintain on-time status of the boats. As we all know, any serious improvements to ferry life for both Vashon and Southworth is only going to come with more significant improvements; including to the dock/loading procedures, increasing the size and reliability of the ferries and staffing improvements to prevent “lack of Coast Guard certified crew” cancellations. Regarding the proposed schedule, the change that I and many others that commute regularly from Southworth to Vashon would love to see enacted, is to have at least one of the boats that leave Southworth late at night into the early morning hours stop at Vashon first before continuing to Fauntleroy. As I have mentioned in prior emails, the ferry service appears to ignore the fact that people commute from Vashon to Southworth and vice versa. After working a twelve-and-a-half-hour shift, to not be able to get home to Vashon in a timely fashion after 11:00 at night is a hardship. I don’t understand why all three boats, 11:10PM, 12:30AM and 1:45AM must go via Fauntleroy. My commute time doubles from one hour to two and means that if I leave work at 11:45PM, I do not arrive on Vashon until 1:30AM and home at 1:45AM. I am not suggesting that all three boats stop at Vashon, but that we be provided with at least one direct route option at that time of night. On the rare occasion where I have been on the boat and it gets diverted to Vashon from Southworth at that hour, it has taken all of five minutes to unload and leave the dock again. I believe this time could easily be built into the schedule without major disruption. Finally, on a different topic, one huge improvement that WSF can make overall that would help to improve relationships with our ferry communities is to improve their alert system. As it stands, it does not work to alert residents as intended in time to modify their travel lead time. Currently, most of the time, alerts are not being sent out as required. When they are sent out, they are received after the boats are either massively delayed or the number of cars in line have already caused a 1-2 boat wait (equal to 60-90 minutes in most cases). Residents are unable to plan at all for these delays due to lack of alerts. In this age of technology and the already existing cameras on all docks, WSF should have a system in place to monitor lines at all docks and alert accordingly, regardless of the time of night, so people can leave early as necessary to avoid serious disruption of their plans.

116. In response to the above proposed Triangular Vashon Is. ferry schedule change, I am adamantly opposed to changing our existing seasonal ferry schedules. As a long term Vashon Is. resident who commutes to Seattle several times a week to work in the medical field weekdays, I strongly urge NO CHANGE to the existing schedules that we have had for decades, which



provide direct service / access to Vashon Is. I work 12.5 hour day shifts in a face paced, level one, urban trauma hospital, several times a week, and every other weekend. The change will add a much longer commute time to my already exhausting day, saving lives. On behalf of several other coworkers in other departments who also live on Vashon Is., who have also expressed a resistance to the proposed schedule as some of whom work 12.5 night shifts! In a disaster or medical emergency situation involving Medic 1, anyone who seriously needs to get to a medical facility as swiftly as possible would be slowed down by the increased commute time, and it can increase the likelihood of mortality and potential death by increasing the commute time; even if a patient gets priority boarding! This is a change that we did NOT bargain for when purchasing our property. We purchased our King County, Vashon Is. properties with an understanding of the existing seasonal schedules which have been in place, as I mentioned above, for decades. As our King County Island property taxes increase, I firmly believe that this proposed triangular ferry schedule with increased commute time will decrease our property values and make it harder to sell Island property if so desired. It's bad enough to have the new tunnel which will require a severe change in our commute and an entry toll. I urge you to please DO NOT change our existing ferry schedules. Thank you for consideration.

117. Please do not do this drastic change to our diminishing ferry schedule. I have been a property owner on Vashon for over 25 years and have watched my property taxes double and triple as our services are cut yearly. With the viaduct coming down and access to downtown ever more limited we are left with no options. At the very least give us expanded trips on the water taxi to downtown. How can you cut service to Vashon when this island contributes enormous tax dollars to king county? We are at your mercy and we are hoping that you will realize the terrible error with your new schedule. Please reconsider. thank you,

118. Dear Washington State Ferries, as a retired senior citizen on Vashon Island, I rely on the ferry system to get me where I need to go. I have activities in Seattle about 4 times a week, usually in off-peak hours. I volunteer, take classes, have medical appointments, and participate in numerous social, educational and cultural activities. Often these activities begin in early afternoon or at 7:30 pm. I also rely on the ferry system as the highway to/from Vashon for services provided by off-island vendors and tradespeople. Similarly, people visit me on Vashon, usually during the day but sometimes at night for arts events. Furthermore, I rely on ambulance service to/from Seattle hospitals when needed - services that have been efficient and reliable in the 30+ years I have lived on Vashon. The new schedule puts all of the above activities and services at risk by eliminating direct evening service from Vashon to Fauntleroy. Travel via Southworth will make off-island businesses reluctant to take on-island jobs when they must take an extra-long route home. Movement of ambulances between Vashon and Fauntleroy will be jeopardized, per the Vashon Fire Chief's letter to you. My personal activities will take even longer as I will have to leave the island earlier to avoid the Southworth leg or take longer with the trip to Southworth - either way, the trip takes longer and the number of personal trips to Seattle will be curtailed. The new schedule simply does not provide the service I need to feel comfortable living on Vashon. I doubt that was the intended impact of the new schedule, so let's look at alternatives. The "pendulum" route (Fauntleroy-Vashon-Southworth-Vashon-Fauntleroy) proposed by Eicher-Cooper researchers suggests a predictable ferry schedule that will provide



regular and consistent service to Southworth and Vashon. The Vashon-Maury Beachcomber and King 5 news reported that Washington State Ferries has rejected this pendulum schedule. The reasons for this rejection are not clear to me but surely we can look at it again, have a true public discussion (an open public discussion, not just an open house), adjust it and give it a try. One of the reasons for rejecting the pendulum schedule might be insufficient dwell time to unload/load at Fauntleroy. I suggest you adjust the pendulum schedule to provide sufficient time. Also, take some steps to reduce the dwell time. Here are some suggestions: Load walk-ons after the cars load, not before. Always have an officer directing traffic during unload. Dedicate one tollbooth to pre-ticketed cars. Unticketed cars can go through the other booth. Stop printing paper receipts for pre-ticketed cars. We never had them when there were scanners. We don't need them now. They are waste. Since the pendulum schedule takes both Southworth and Vashon traffic on every boat, there is a potential problem getting the suggested ratio of cars (70% Vashon and 30% Southworth). If this is a reason for rejecting the pendulum schedule, please consider accepting traffic at Fauntleroy on a first-come first-served basis. Cars would still need to be sorted, either on the dock or during loading, but those logistics are surmountable. The advantage is that the line on the street doesn't need to be sorted. The officer will always be available for unloading. The system would be fair and hopefully diminish complaints. Allotments on Southworth loading would still be necessary. You may have more reasons for rejecting the pendulum schedule. I understand having concerns about how it would work since it is a big change. I believe it would solve a number of problems. If the pendulum schedule is not workable as proposed then let's optimize it. It could provide a very predictable schedule with a predictable level of service and that would be a big win for all. At least open the dialogue! Don't just shut it down without discussion or proper trial. One more thing. Public meetings should have a public record of the information exchanged. The open house meeting is inadequate. It provides no way for all attendees to ask public questions, hear public answers, and have a record of that exchange. Please come back to Vashon and have a real public meeting. Thank you for your consideration.

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119. RE: Triangle Route Schedule/ Service Thanks for the efforts to improve service. Replacing a smaller boat with greater capacity boat should be an improvement. Apologies that WSDot Ferries are caught between ineffective tolling practices, lack of funds to research improvement options (smaller dwell times with shorter wait times) and insufficient capacity at Fauntleroy Dock. Hopefully the legislation approved Evans School analysis of tolling practices will provide much needed data, recommend changes to tolling practices, with resultant improvement of service on this critical marine highway. 1. Please Delay implementation of any significant ferry schedule changes until after the Evans Group has provided options on improving tolling. Implementing the proposed schedule not only has a significant decrease in level of service to Vashon, but has a very significant domino effect as a high percentage of users must modify their schedules to; leave earlier to arrive at work on time, make a connection with other transportation (buses, water taxis, trains), change deliveries to move groceries, fuel, supplies, etc. School districts, both for regular schedules and after school activities will be impacted. Most notably the rerouting of two departures via Southworth means a whole new set of connections must be created. Assuming the Evans School information will result in improved dwell times, we can anticipate revising the schedule, and again, resulting in another domino



effect to re- revise the schedule. As a former Deputy Chief in charge of reviewing Transportation Projects for Seattle, part of my mission was to ensure changes to the transportation system did not adversely impact fire response and patient survivability. Since the Vashon Island Fire/EMS staff resources are very limited and additional resources from off island are an hour away, the proposed draft schedule has a significant negative impact on already strained Vashon response system. Unlike large metropolitan fire/ems systems with numerous responders, Vashon has very few responders and the responders must transport patients off island (No private ambulance service to Vashon). One transport off island can reduce fire, basic ems staff capacity on island by 50%. Also, when advanced life safety patients (cardiac, respiratory distress, major trauma) are transported there are NO remaining paramedics on the island. Unfortunately, WSDot policy fails to prioritize return of Vashon responders resulting in lengthy delays to recover from sending staff off island. In addition, the reduced sailings to/from Vashon and sending boats via Southworth compounds these problems. A direct result of the draft schedule there will be more medical preemptions of ferry schedules to accommodate medical emergencies. The draft schedule also reduces the ability for people to self-transport medical emergencies off island, and adversely impacts routine medical appointments as well as patients returning home from hospital medical procedures and hospice care. There is no hospital and limited medical services on the island.

2. Review your performance metrics – use ‘wait times ‘Using ‘on time performance’ metric is commonly used for mass transportation systems, but combining this metric with current tolling practices results in degraded level of service, e.g. multiple boats leaving partially empty. Although you cannot hold all boats until they are full consider how the delays created by your tolling practices create impact wait times. Make efforts, through legislature if necessary, to improve your performance. For example, adding another peak time ‘splitter’ on the Fauntleroy dock to improve dock worker safety would allow drivers to skip toll booth, i.e. dramatically improving the ‘wait times’. Oddly you have assumed riders want on time performance as the most important metric. You might be surprised to learn this is not the case, they want reliable service (no two boat schedules) with minimized wait times.

3. Revise your public message. Your FAQ repeatedly states ‘why’ you are in the situation of proposing a decreased level of service, but fails to state what WSDot is doing to remedy the questions that are raised. Stating the ‘pendulum’ route has a ‘fatal flaw’, is simply stating you are unwilling to change current practices and policies since the ‘fatal flaw’ could be addressed with changes. WSDot Ferry’s message should be a commitment to improving service rather than defending practices and policies which are detrimental. Delaying implementation of the draft schedule until some of the Evans School recommendations can be implemented would be a good start.

4. Long Range Plan although not specific to the current draft schedule, the failure to specifically recommend modifications to the Fauntleroy dock, or another alternative for car ferries to/from Seattle area is, at best, stunning. The 2040 plan identified increasing demand, adds another slip at Southworth, but no capacity change to Fauntleroy. The message to the Fauntleroy community who might oppose capacity changes should be to demonstrate how increasing dock capacity will reduce impacts to the community by eliminating and or reducing the lengthy lines through their community. Summary WSDot Ferry service is critical component of the region’s economy, emergency services, and thus must provide schedules and planning which optimizes existing capacity and plan for significant growth. The draft schedule plan (and long range plan) simply misses the mark. Delay



implementation of the draft schedule.

120. I am a Vashon resident and am concerned about some aspects of the proposed changes to the route schedule. 1. The two-pager "Fautleroy/Vashon/Southworth Sailing Schedule Revision" claims that both the Vashon and Southworth boats see an extra 62 sailing spaces on the morning run. The only way to reach this conclusion is to count sailings that leave Vashon all the way up to 9 am. Given that most work schedules require people to arrive by 9:00 that is a hollow promise. Bear in mind that people who take the car ferry are then continuing through Seattle traffic to their destinations. Even the 7:20 sailing from Vashon lands the commuter in the midst of bad congestion on the West Seattle Bridge, and the 7:55 is wholly inadequate to allow people to arrive at work reliably by 9:00. In your proposed schedule, of the 880 spaces allocated to Vashon, only 210 would allow people to arrive in the typical work arrival window of 8 to 9 am. (i.e., 6:40, 7:05, and 7:35) Here's a workaround: Instead of having 3 prime-time commute sailings where there are only 40-50 Vashon spaces, put one Vashon-only sailing in the middle of that time. Alternatively, rebalance the 7:15/7:35 sailing to allow significantly more cars from Vashon (e.g, 20/100 instead of current 70/50)2. Long gaps between direct sailings are extremely inconvenient. Traffic makes the time of arrival at the Fautleroy dock very uncertain. So the new gap from 7:05 to 8:05, at a peak travel time, between Fautleroy to Vashon departures, is problematic. Similarly, the fact that you wouldn't provide for a direct sailing from Vashon back to Fautleroy between 5:45 and 8:20 is pretty crazy, and would interfere with the ability to make evening plans in the city. 3. Southworth passengers have other options, such as the Bremerton ferry, which take them directly across the Sound. Vashon has no other options to get to Seattle. Thank you for your consideration.

121. I own a veterinary clinic on Vashon Island. As our clinic has grown and regional demographics have changed, we have employed increasingly more people who live off island. These employees are highly trained and specially licensed people who fill an essential role at our clinic. Our staff utilizes all 3 routes to Vashon: Southworth, Fautleroy and Pt. Defiance. The Southworth and Fautleroy routes have definitely had many more reliability issues than the Pt. Defiance route. I do appreciate the steps you are making to make the north end sailings more consistent and reliable. The current proposed schedule does seem to be the most reasonable of the recently posed options. Regardless, I stand a high chance of losing my employees who commute from West Seattle on the Fautleroy route. My West Seattle employees have relied on the 6:35 pm and 7:00 pm sailings to get them home quickly after a long 10 hr work day, especially since they need to get home in time to rest up and do it all again the next day. I cannot predict how the morning sailings will affect them. The times seem ok, and if the boats load efficiently and completely things should work out fine on that end. Are the weekend schedules changing too? I thought at one point I had seen a new proposed weekend schedule but now I can't find one. In any case, pets do not take weekends off, therefore neither do we? Hopefully there are no surprises in the works for the weekend schedules, because those are very important to all Vashon businesses too. I am hopeful that in the process of working out schedules, the insight and input of the ferry workers who work the triangle route has been given serious consideration. Every one of these workers is an expert on the triangle route scheduling problems and potential solutions in a way that no one else could possibly be. I have two



requests that you have certainly already heard but they do bear repeating: Please eliminate the scanning of Southworth-Vashon passenger tickets on the Vashon side. If So-Va car driver tickets can be taken care of on the Southworth side, passengers can too. If you lose a little passenger revenue because someone happens to sneak on, it can't possibly cost more than the \$/hr it is costing in wages and schedule delay as passenger tickets are painstakingly taken during vehicle offload on the Vashon side. Also, please have a permanent traffic director available for offloading every single sailing, every day at the Fauntleroy dock. The ability to safely and efficiently drive onto Fauntleroy from the dock makes the offloading and thus subsequent loading much more reliable. Thank you for the work you have done on the schedule. It will certainly be interesting to see what shakes out once it gets going.

122. I'm a resident of Vashon and my family use the Vashon-Fauntleroy route daily. I am concerned about the changes for evenings leaving Vashon. It seems a bit drastic to have 5 out of 7 sailings after 6pm going through Southworth. If we have to go out of the way to get off island it really adds significantly to the travel time and will make leaving the island in the evenings quite tedious. I'd prefer to see a few more of those evening sailings as direct. I'm also curious what proposed changes are being considered for the weekends as this was not addressed in the schedule I saw

123. I am writing these comments to support changes to the proposed ferry schedule to ensure that service to Vashon is not diminished. Specifically: The number of sailings should not be reduced, the number of spaces on sailings should not be reduced, and Sailings between Vashon and Fauntleroy should not require a stop in Southworth. The following points support these comments. Economic Impact: The proposed schedule would negatively impact Vashon's economy: Services: It is already difficult to get off-island repair businesses and other businesses to service Vashon (e.g., just try to get someone out here to repair a dishwasher or refrigerator). This is especially important for services that are not provided on Vashon Costs: Requiring a stop in Southworth for service providers traveling to Vashon will make it more expensive for islanders. Those businesses who choose to continue servicing the island will charge for their extended time to get to the island. Tourism: The schedule will discourage visitors to the island making it more difficult to get back home. Impact on Commuters: The current schedule is already a burden on those who commute to the island for jobs (e.g., firefighters) and those who commute off the island for jobs. Healthcare: Lack of On-Island Services: There is a current lack of suitable healthcare on the island. With only a limited number of providers (especially doctors) and lack of urgent care, limiting service to Vashon will negatively impact the health care of islanders. Emergencies: Reduced service to Vashon will negatively impact the ability for islanders to get to the mainland to for emergency care. Even for non-emergencies, an ill person should not have to go via Southworth to get care. I encourage Washington State Ferries to continue the existing schedule until more studies are completed on the impacts of the proposed changes and until the proposal by Rick Wallace is more thoroughly considered. Improved loading procedures at Fauntleroy should also be considered (e.g., license plate readers).

124. I am writing these comments to support changes to the proposed ferry schedule to ensure that service to Vashon is not diminished. Specifically: The number of sailings should not



be reduced, the number of spaces on sailings should not be reduced, and Sailings between Vashon and Fauntleroy should not require a stop in Southworth. I encourage WSDOT-WSF to continue the existing schedule until more studies are completed on the impacts of the proposed changes and until the proposal by Rick Wallace is more thoroughly considered. Improved loading procedures at Fauntleroy should also be considered (e.g., license plate readers). For the future how about widening the Fauntleroy doc by two holding lanes and adding a second service head like there is at Vashon dock. Thanks for all that you do for us. We do appreciate it!

125. I'm disappointed in the proposed schedule as produced by the Washington State Ferry planner. Please implement the community produced pendulum schedule for a sea trial as it better serves our communities. Please
reference:https://drive.google.com/file/d/0B17VWK_dUj0ScEZ5THJrUy1mRElaQUVxVE0wQldHX3JZSEZr/view look forward to your consideration and a reply.

126. I live in Seattle but own a business in Port Orchard. I ride the Fauntleroy-Southworth every weekday and some weekends. I have reviewed the proposed changes and am hoping you will reconsider cancelling the 7:50 direct route from Fauntleroy to Southworth – the non-direct 7:05 does not improve the situation. Currently the 7:50 direct route is usually pretty well used, and having NO DIRECT route between 6:40 am and 8:45 am will be devastating for me and my family. Quite frankly, if the proposed schedule is implemented as drafted, I will have to stop taking the ferry if this route change is implemented. At the same time, I want support the new evening/afternoon schedule form Southworth to Fauntleroy. Specifically the 4:50 pm direct ferry makes a lot of sense and I think will alleviate the bottleneck that often occurs currently between the 3:45 direct and the 4:10 direct. Sometimes the 3:45 pm ferry seems to leave so late that I think it ends up taking a number of the 4; 10 pm passengers with it. I have thought for some time that a direct ferry departing sometime between 5:00 and 5:30 pm would serve a number of riders that do work in Kitsap County and comment home to King County. Thank you for taking the time to consider my comments – most especially regarding the morning Fauntleroy to Southworth run, it is personally incredibly important to me.

127. As an aging islander with several chronic diseases, I am very dependent on medical care in Seattle. The wait for an appointment with a Primary Care Physician on Vashon can be as long as 3 months. Unacceptable when my diabetes becomes out of control. Also, with only a primary care clinic on the island, more serious ailments must be taken to Seattle/Tacoma by AID car, which takes it out of service. A longer ferry ride means longer waits for aid cars. Yes, Vashon is growing more slowly than Southworth, but we cannot leave the island when there is no ferry service. A larger ferry will not solve the issue of inadequate loading space. Where are our (very high taxes going)? I know many people who are being taxed off the island. Please consider funding more ferries and faster trips.

128. I am writing to offer a comment on the proposed revised schedule. Your goal as stated was to provide more service to Southworth, shorten waiting lines and maintain car and driver capacity for Vashon. Your fix falls short because your assumptions at the minimum untested. The planners assume that one modestly larger ferry can make up for all the cancelled sailings as



well as service the coming growth in ridership. Another assumption is that 5 minutes more dwell time along with using one offloading lane will dramatically ease loading. Was any testing done to prove that? Yesterday I saw a Rapid Transit bus use that lane to pick up passengers from the ferry thereby preventing your use. My main concern is that you are trying to fix a problem without all the needed tools. Such as revise and improve Fauntleroy dock, install electronic ticketing, and increase capacity by more than the stated 34 cars. I ask would you try and fix a broken ferry without a screwdriver, without pliers. Those tools and many more are necessary for the repair. If the tools were missing you wouldn't start the work until they were available. What's the hurry to do a poorly planned and thought out plan.

129. As an aging islander with several chronic diseases, I am very dependent on medical care in Seattle. The wait for an appointment with a Primary Care Physician on Vashon can be as long as 3 months. Unacceptable when my diabetes becomes out of control. Also, with only a primary care clinic on the island, more serious ailments must be taken to Seattle/Tacoma by AID car, which takes it out of service. A longer ferry ride means longer waits for aid cars. Yes, Vashon is growing more slowly than Southworth, but we cannot leave the island when there is no ferry service. A larger ferry will not solve the issue of inadequate loading space. Where are our (very high taxes going)? I know many people who are being taxed off the island. Please consider funding more ferries and faster trips.

130. Please reconsider the schedule and keep the 3:35 p.m. direct Fauntleroy to Vashon sailing. My time is valuable – not so much as in dollars but in the time I can spend with my family. The proposed schedule change will take me away from my family an additional $\frac{3}{4}$ hour per day, which adds up to 187.5 hours per year. How does that work? I currently catch the first sailing from Southworth at 4:20 a.m. That sailing moves up to 4:10 a.m. That's 10 minutes more per day away from home each morning (and 10 minutes less sleep). I currently catch the 3:35 p.m. direct sailing from Fauntleroy to Southworth and arrives at about 4:05 p.m. Note that I am obligated to be at work until 3:00 p.m. as "core workday hours". Leaving right at 3:00 p.m. I get to the Fauntleroy dock at 3:25-3:30 p.m. in good traffic. I have rarely missed the 3:35 p.m. sailing to Southworth. Using the proposed schedule, I would not be able to get in line in time for the 3:25 p.m. sailing; I would be catching the 4:00 p.m. sailing, which is not a direct route. If it really is a 40 minute sailing, we arrive at Southworth at 4:40 p.m. That's an additional 35 minutes for the afternoon commute. Adding it up: 10 minutes in the morning + 35 minutes in the afternoon is 45 minutes extended commute time. $\frac{3}{4}$ hours 5 days per week is 3.75 hours. 3.75 hours times 50 weeks is 187 hours per year. Using a 40 hour work week, that's 4.7 work weeks away from my family every year! Currently, the price to use the ferry is slightly more than the cost for me to drive around Puget Sound through Tacoma, but I get home quicker using the ferry. With the proposed schedule, it will be faster, and less expensive to not use the ferry and drive around. I guess that will free up some ferry space next year, but congest I-5 by one more vehicle. Please reconsider the schedule and keep the 3:35 p.m. direct Fauntleroy to Vashon sailing.

131. This proposal can endanger the lives of people who live on Vashon Island. I am a 73 year old single woman who needs to have access to hospital and doctor care off the island. We have



no other way of getting there except by ferry. Southworth/Kitsap has other options. I am very upset about this proposed change. Please consider the needs of Vashon Islanders.

132. As a Kitsap County employee I've been using Southworth-Fauntleroy ferry for years. We truly appreciate your efforts to work on a new ferry schedule, but the outcome may be, I, along with other co-workers, have to opt out from our current ferry and as your loyal customers, we are forced to seek for other commute options. We enjoy our ferry rides so much and we get to know lots of Ferry employees, so it's sad for us to leave the ferry. The new schedule is a shock to us, and I would assume anyone in our position with regular work hours on the Southworth side that the route for the direct boat we rely on for work every morning (7:50 am) is being completely eliminated. The next closest boat is almost 2 hours later during morning commute hours. I can't imagine it is an option for any commuters to take the 8:45 boat, and it's just not the normal work hour to start work from 9:30 or 10 am. Therefore, every commuter on the 7:50boat will be forced to take a long boat, which is 7:05 am one. If this boat is overcrowded because of the loss of a morning boat, everyone will have to get there even earlier to ensure a spot. This would add about an hour to every regular commuter, every day. Please consider the hard working and well-paying commuters that have homes on the King County side, and work obligations in Southworth. We have done this commute for many years, and rely on the ferry's service for our commute. It is clear that Vashon riders already receive considerably more consideration and routes than we do. We sincerely ask that the 7:50 am direct ferry should remain on the schedule.

133. As late as last night, the website said comments could be submitted through today, Friday, 11/9/18. However, it now says public outreach has ended and gave no link to submitting a comment. So here mine is: Please give serious consideration to the issues raised in the 11/5/18 open letter to WSF and the Vashon Community from Vashon Island Fire and Rescue's Chief Charles H. Kimmert. The proposed changes could have a life-and-death impact on Vashon residents. Everyone served by the Southworth route can reach a hospital by car. We cannot. I remember reading that one of the justifications for increasing Southworth service at the expense of Vashon service is the increased growth in Kitsap County. Apparently the current level of service hasn't hampered growth there, so why reduce our already-less-than-needed service? Kitsap residents seem to be doing just fine with the status quo. Again, they have the option of driving anywhere they want to go, while we don't. Finally, I learned in an 11/8/18 Seattle Times article that Kitsap Transit "plans to launch a Southworth route in 2020" for a fast ferry. Because Kitsap County residents already stand to have better service in two years, it seems even more unfair to reduce ours. Thank you for reading my comments.

134. I am writing as a 30 year Vashon Island resident to comment upon the latest proposed ferry schedule change, which, just to cut to the chase, makes no sense whatsoever. Under the current schedule the ferries which depart only 20 minutes apart often, actually almost always, end up idling on the Fauntleroy side waiting for the prior ferry to depart. This pattern continues under the proposed schedule and you will continue to have the same problem. You need a minimum separation of 30 minutes between scheduled departures from Vashon to Fauntleroy and they need to be coordinated with the direct sailings from Southworth so that there is



adequate time to unload and load at Fauntleroy without delaying the landing of another ferry. Of course the Fauntleroy dock needs to reconstruct to allow for the docking of two ferries at the same time. The idea of increasing the number of Vashon/Fauntleroy crossings that go via Southworth lacks any analysis or factual basis whatsoever. The ridership numbers do not support such a modification and the proposed changes make traveling from Southworth to Vashon and Vashon to Fauntleroy very inconvenient in the early evening hours for no apparent reason except to harass the local residents. The proposal also does not discuss or take into account the Kitsap County passenger only ferry from Southworth to Seattle which is scheduled to begin service in 2020. The analysis and proposal presented several months ago which provides for sailings from Fauntleroy to Vashon/Southworth every 30 minutes and from Southworth to Vashon/Fauntleroy every 30 minutes until the late evening when you convert to the reduced vessel schedule makes the most sense. It is straight forward and addresses the problems encountered under the current schedule. Finally and obviously, the system needs a number of new vessels and a number of the current vessels need to be updated. You cannot do this job without a serious infusion of capital. You need to invest in our marine transportation infrastructure; and you should reconsider proposing a bridge from Kitsap to Vashon to Burien, except this time do a better job and prepare a design which takes into account shipping lanes and other permitting issues.

135. The afternoon/evening VA->FA schedule is a plain and simple confession of your intransigence centered around this fetish of making sure as few ferry workers as possible have to get up out of a chair at Fauntleroy, especially around the ticket booths. For more than 20 years a system that worked perfected well where those passengers who already had a ticket did not wait in line behind those who needed to buy a ticket, was scrapped due a sycophant desire to make all ferry docks operate by the same procedures. Well, all ferry docks are different, and in the case of Fauntleroy you broke it. Rather than admitting a mistake, to save face you instead create this abomination of a schedule to introduce artificial delays in the system so that you can keep employees comfortably in their tool booths. Go back to the system that worked perfectly well for 20 years and there's no need for the Southworth layover. I don't want to mention this employee by name, as I'm certain no good deed would go unpunished at WSF, but when the line is backed up he would go one car / one round trip to the ferry booth (by foot) at a time, up the line and take people's cards back to his booth and buy them their tickets and deliver them so that when the line started moving again it was more efficient. He was a model employee, going above and beyond the call of duty for the public good, and would no doubt be fired if upper management found out about it because it would make WSF policy and decisions look so pathetic. In the short term, please go back to the bypass lane and eliminate the need for this schedule. In the long term develop GoodToGo at Fauntleroy to make it even more efficient.

136. Sorry for the delay in responding to the new plan. I have been out of town for a month. I have to say I am surprised at the cut in service for Vashon and the extended service for Southworth. All well and good for a bigger boat so there will be 3 bigger boats when they are running but the cut in hours will impact my work schedule and commute. I am looking at longer commuting times as I fit in the new schedule with trips to Southworth first. Also Vashon has the



bigger volume of travelers than Southworth so to give them more runs really makes no sense to me. I do not see this schedule change as a win win.

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137. Dear Ferry Planning Committee, We've just read a proposed solution as well as three comments for the Triangle Route Ferries sent to you from Steve Stockett and Rick Wallace on November 9, 2018. WOW! The endless time spent in analyzing the entire schedule and ACTUALLY DEVELOPING A VERY FEASIBLE AND CONSTRUCTIVE PROPOSAL IS IMPRESSIVE, to say the least. We agree with Steve Stockett and Rick Wallace's comments that you need to both fully understand and recognize ALL the factors involved when making a decision for the adoption of a new schedule. Five reasons were provided to you why their proposal would be the most cost effective approach at this time! As residents of Vashon we are interested in the BEST proposal, not necessarily the quickest one, especially if information based for your decision is flawed. Thank you for listening to us. ☺ Hoping you can take a deep breath ☺ and take the time to consider the Three Community Solution for the Triangle Route Ferries.
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See additional comments as attachments.

WSF Staff Comments

1. The 315 is not good, just leave it at 330. The afternoon crew has to catch an 1110 boat and start at 1220 and tying up the boat at mid-day is a bad idea just go back to the old schedule leave Fauntleroy at 1110 to Southworth then Southworth to Vashon for 1150 end time. That way you relieve both crews at Fauntleroy and Southworth like it had been for years you have 4 boats going to Vashon within an hour from 1040 to 1150 no need for that the numbers are not there.
2. I'm working the #1 boat today. 0505 start. I arrived in Fauntleroy at 0430 and the designated parking is already full. Now I have to illegally park on the street and hope I don't get a parking ticket. This situation will only get worse if we make the #1 boat start time earlier as proposed.
3. I've noticed several concerns issues with the proposed Fauntleroy/Vashon/Southworth Schedule at first glance. Firstly and hopefully an easy fix. #3 Boat departs Fauntleroy @ 1255 and the #1 Boat Ring off time is 1300. The crew working 0500-1300 will obtain overtime every day. It is not possible to maintain the 0.5nm limit of Approach and arrive in Fauntleroy prior to 1300 for the crew change if there is a boat in the dock until 1255. We need to have a 10mins window to safely allow this evolution to happen. Perhaps shift #3 vessel to 1250 Departure. What will be the parking situation for the 0500 Crew and 0530 Vashon Start? Street parking won't be an option (ZONE 3 PERMITS ONLY) and the Fauntleroy Hall designated WSF parking does not have sufficient spaces for all required employees. Fauntleroy will need a minimum of 30 parking spaces for Deck and Engine. The employee lot can hold half that maybe. Typically #3 Boat crews arrive and park after 5am so they won't be ticketed. That won't be an option if they need to be on a 0505 sailing. #1 Boat Schedule. The 0500-1300 does not provide an easy relief for any Southworth Crew members. The best option with the proposed schedule is to get off and WAIT in Fauntleroy for the 1340 that will get them to Southworth @ approx. 1415. The Crew who get



off at 2100 have a similar issue of a V-O at the end of the shift getting them back to Southworth around 2300. #2 Boat Schedule 0345-1145. This is still terrible for anyone who commutes through FAUNTLEROY. We either catch the 0220 with no parking available or we drive to Southworth for the 0315 Shuttle. The Boat will now tie up at 1130. Crew going back to Southworth can catch the 1155. But Crew going to Fauntleroy is stuck on Vashon until 1225. 1220-2020. This is a difficult watch to get to. You need to catch at 1110 out of Southworth and will likely be in Vashon before the boat even ties up. The connection is slightly better from Fauntleroy where you can catch the 1155. The problem with any midday start on Vashon however is always the same. If the boat shuttling the crew is off schedule than the boat being un-tied is almost always going to be late due to lack of crew. All connections at the end of shifts are good for this watch. 2015 to Southworth and 2020 to Fauntleroy #3 Boat Schedule the morning watches haven't changed much. Connections are pretty good for both Fauntleroy and Southworth. The PM Shift it is still very hard to get to Vashon @1400. From Southworth you need to catch the 1300 departure via Fauntleroy. This is the 1340 Fauntleroy Departure any crew heading to Vashon for 1400 could be delayed. Getting off is slightly better if everything is on-time you can catch the 2155 back to Fauntleroy however Southworth once again has trouble getting home. They don't get to Southworth until approximately 2300. They need to catch the 2250 Vashon – Southworth.

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4. Attached is a copy of the 3-boat schedule currently in use on the FVS route. I have attempted to transcribe the proposed schedule into this format, which is also attached; I would appreciate if you could confirm whether the transcription is accurate. The unscheduled runs do not appear on the proposed schedule you provided, which include the #1 boat's 1105(?) departure from Vashon, the #2 boat's 0725(?) departure from Fauntleroy, and the early-morning crew shuttle between Southworth and Vashon. Are you able to confirm departure times for these crossings in the proposed schedule? In addition, I'm sure the engineers would be very interested to know when sewage pumping trips are allotted. The quick notice mentions the #2 boat tying up for "an hour" in the middle of the day; this appears to occur between the 1115 departure from Fauntleroy and the 1235 westbound departure from Vashon. Is this accurate, and would the #2 boat use a car slip or shift over to the tie-up slip? One problem I see with this schedule is that it calls for several crossings between Fauntleroy and Vashon to turn around in 20 minutes. This does not seem like enough time. Specifically, they are the #1 boat's 0505, 1135, and 1955 all-stop departures from Fauntleroy, the #2 boat's 0405 and 0705 from Vashon, and the #2 boat's 1340 all-stop from Fauntleroy. The crossing takes 16 minutes at normal running speed, leaving less than five in the dock – as the proposed schedule is written, these departures will leave late close to 100% of the time. Since we don't yet have the crew schedules, I can't comment yet on how those connections look, other than to say the #2 boat's afternoon connection from Southworth (apparently the 1215) looks very tight, especially since that boat (#1) is scheduled to do an all-stop leaving Fauntleroy only 40 minutes earlier. If this connection is late, which it very frequently will be, the #2 boat will often leave late on its first afternoon sailing due to having insufficient crew. At any rate, I hope others find the herring-bone schedule helpful in assessing this proposal, and thank you Justin for your efforts.
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5. SAFETY 1. #2 vessel morning start time - remains the same. However, crew members receive 15 minutes less sleep each work night. They have to be on the dock for a crew shuttle leaving 15 minutes earlier [0315 instead of 0330] from Southworth - for No apparent advantage. Their actual work start time remains exactly the same - you just short them 15 minutes of their personal time. 15 minutes of sleep might not seem like much - but it does have an effect. 2. In Seattle; Bars close at 0200 'Last call' can be at 0130; so the Bar does not get into legal trouble, etc. Minor issue: but having a #1 vessel 0220 Faunt leave time (instead of the current 0210) - gives a bit more time - for the drunk bar patron to arrive and board the vessel . . . It also requires Fauntleroy Terminal employees to be at the dock later (10 minutes) - while the proposed schedule also Opens the Fauntleroy dock earlier (5 minutes). 3. Unscheduled Aid Car. Currently vessel #1 has approximately 30 minutes between last scheduled sailing & crew shuttle. This has in the past - allowed for vessel #1 - to accommodate an Aid Car and still manage the crew shuttle and the 0420 Southworth leave time without significantly being late. The proposed schedule removes 15 minutes from the scheduled crew shuttle; and requires a 0410 (instead of 0420) Southworth leave time. On the occasion of an Unscheduled Aid Car after the last run - this will negatively impact the Morning 0410 sailing. PARKING 1. The Fauntleroy dock is surrounded by 'Zone 3' parking. Between 0200 & 0500 - it is ILLEGAL to be parked on ANY street anywhere near the dock - without a valid Zone 3 permit. WSF employees who work the Fauntleroy dock have really needed a Zone 3 permit - OR for WSF to negotiate parking with Seattle Parking Enforcement - for years. Seattle DOES regularly ticket WSF employees who are caught parking on the street - in order to report to work - before 0500 The early morning Fauntleroy Terminal Employees try to park in the few parking spaces located in the small triangle at the end of the dock. Vessel boat crew - do NOT have that option; and it is extremely limited for the Terminal employees as well. Vessel boat crew must park on the street or in the NOT LIGHTED; NOT SECURE; NOT PATROLLED - very limited 5 blocks away – former Fauntleroy Elementary School playground 'lot'. The proposed schedule starts F/V/S 'A' & 'C' watch AT 0500! It is IMPOSSIBLE to legally park on any nearby residential LIGHTED street - and NOT be late for your watch. The current 0505 gave a couple of minutes - but is still actually untenable. Crew members HAVE received tickets!! If WSF insists on this new 'proposed' schedule - they should seriously negotiate with Seattle Parking Enforcement; OR obtain Zone 3 permits for ANY WSF employee who works out of the Fauntleroy Dock or Terminal. MISC ISSUES / CONCERNS 1. Per the WSF documents - the REASON why this schedule revision is being adopted - is because we must adapt to Ridership changes; and Vessel Capacity changes; etc. 2. #2 Vessel Hazmat sailing @ 0730 (instead of 0725) does give the Hazmat trucks more time to arrive at the dock - and be loaded. However - the scheduled 0755 leave time is exactly the same - no change - and give the vessel crew 5 minutes less time to load the Vashon Traffic - & this is a significant load. This will encourage off schedule vessel leave times (since you have 5 minutes less loading time); and ends up putting a bit more daily stress on the crew - trying to keep the vessel on time. 3. A fair number of people get OFF work @ 1545 or 1600 The #3 Vessel Fauntleroy 1600 depart time does not change. However, it WAS a 'VO'; and is now proposed to service both Vashon & Southworth. Fine! However - the NEXT scheduled sailing (#2 Vessel) is 1635 (instead of [V#1] 1645). The #2 vessel is scheduled to leave 10 minutes earlier! This sailing also goes from a 'VO' to now include Southworth. But individuals CAN drive to Southworth. You CANNOT drive to Vashon. And the proposed change makes it IMPOSSIBLE for those Vashon Customers who get



OFF work at 1600 or 1545 - to make this sailing. The removal of these 10 critical minutes messes up numerous Vashon residents. They currently fight to make the 1645 sailing - and now you are going to remove 10 precious minutes. This will force numerous Vashon commuters to the #1 Vessel 1710 departure. This sailing time is exactly the same. However - the 1710 sailing is MASSIVE on the Fauntleroy dock! It is CRAMMED! Vehicles are LINED up on Fauntleroy Way - trying to make that sailing. And now - with this proposed schedule change - you are going to ADD to that mess - a bunch of vehicles which could not make the 1635 sailing - because you removed those 10 critical minutes. The previous sailing change from 1645 to 1635 - is going to aggravate the 1710 bitch of a Terminal load into an even more negative situation. Even MORE vehicles are going to be backed up along Fauntleroy Way; hoping to make Vashon or Southworth; and being EXTREMELY upset with the Fauntleroy Terminal workers at the traffic mess - which this change of sailing time - WILL have a very negative impact on . . . The increased vessel capacity does NOT help in this case - since the problem is the limited capacity of the Fauntleroy dock and the adjacent roadway - coupled with the fact that removing 10 minutes from the previous sailing - puts MORE cars already on the dock than before. 4. The 'proposed' schedule goes from #1 Vessel leaving Southworth @ 1605 - for a 1645 Fauntleroy departure (40 minutes) - to the #2 Vessel leaving Southworth @ 1550 for the 1635 Fauntleroy departure. Which is 45 minutes (instead of 40) for LESS traffic - since you have removed a critical 10 minutes for people to arrive. 5. WHAT is the reason to CHANGE any part of the F/V/S graveyard 'D' watch schedule?? You start the watch 5 minutes earlier. Which creates more of a problem for the Morning relieving crew; but does not significantly impact 'D' watch. PLUS, you keep the Vashon (VO) 2155 sailing exactly the same. But you increase various vessel departure times (so that the crew sit at docks with very minimal traffic waiting to leave); ultimately causing the vessel to 'tie up' significantly later; and then having the Morning 0330 Crew shuttle change to 0315 - shorting those crew members with 15 minutes less time; at no increased pay or at any change to their schedule - OTHER than they have to GET UP earlier!! So that is truly messed up. You could do virtually ALL of the other changes; and still leave the F/V/S 'D' times the same. Which allows more leeway for various Aid Car issues. Which do 'regularly' occur. SUMMARY I strongly encourage the WSF staff who are proposing to introduce this schedule change with the spring 2019 start - to reconsider. Although this was a valiant effort - I don't believe that this proposed change is going to be beneficial. And finally - PLEASE negotiate with Seattle Parking enforcement - so that WSF employees are not regularly ticketed for just parking in the neighborhood where they are going to be working.

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6. There must be a way that during the commute hours that the boats could remain dual stop boats, but alternate stopping first at Southworth or Vashon. Quite honestly the circle of stops should be reversed during the commute hours simply by reversing the circle of travel that the boats make. Make Vashon the second stop to every route during the commutes. Perhaps be biased toward Vashon in the morning to get them to work and be biased to stop first at Southworth to get their passengers home. There is no need to make Southworth passengers wait for Vashon going both directions. Even though there will be three larger boats, it will not take as long for Southworth or Fauntleroy to load and leave, but it is my experience that Vashon Island for various reasons seems to take longer to load and leave no matter the size of the boat. I think that research will show that despite the destinations Vashon Island will remain slower



than the rest. The Southworth terminal does not have a fast ferry to assist its passengers, nor does it have a second ferry terminal on the other side of town. I think that the bias nature of the previous schedule could lean slightly more to the Southworth terminal for the next few years under this new schedule since the last schedule biased Vashon for so many years. Let us also consider which region is growing more. If the Southworth regions are increasing than the schedule should accommodate new future passengers, rather than lean toward the Vashon passengers who can use two other modes of transportation to get on and off the island. If Southworth passengers can get home earlier to see their families they will promote the boat to new riders, where Vashon does not give any hope to newer future passengers, only suggestions for a different mode on/off the island, which the state primarily controls. The Southworth terminal feeds, Gig Harbor, Belfair, Shelton, Allyn, Port orchard, the Southern part of Bremerton and Gorst. Which region complains the least, can that not be considered. Southworth passengers have no derogatory name. Yet the Vashon name never goes away, because Vashon passengers are mean. I know as a worker for the Ferry System, the Southworth passengers only complain about the Vashon passenger's. Southworth passengers are less in your face about little mistakes or missing a boat, and should be rewarded by getting boats that stop first at Southworth. Many workers at Fauntleroy will have a similar stories stating that Southworth passengers are less in your face and contribute to an easier day and less stress. Research whether line cutting complaints are primarily done by Vashon or Southworth passengers. Do Not Reward aggressive complainers. Reward the growing region, the stops that have one slip and one ferry, and those who contribute less stress to your staff. Vashon will always have more frequent boats. They are the only terminal that has two slips they will always have another boat coming to feed them. Consider reversing the flow of the boats during the afternoon so they stop at Southworth first. Let the boats stop at Southworth first for the afternoon commute or at least half of the afternoon commute.

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7. I know this all is in pieces but it's hard to see the whole picture with just pieces of paper without all the information on it at the same time in the same place. So if we are going to be loading SW and Seattle out of Vashon, obviously there must be a load limits on Seattle. My question will be: what's going to happen when we have big stuff either going to SW or Seattle since we will have to block off our bows by the stairs so that SW at Vashon can swing around the boat on the lower levels because I'm sure the upper levels will have SW that was loaded out of Fauntleroy. It's the big things that will be the big question because the tunnel space on a double decker is limited and if there's any kind of 'event' occurring on Vashon, like a power outage, we've seen upwards of 15 Puget power trucks coming over to help out and they generally are all trying to leave the island at the same time. There is no standard on what a load can look like. I've already done the math in my head about how to get around some of these issues but I've also been on this run for 15 years. We have a lot of low seniority people here, including Mates who aren't as familiar as to how to work out some of what's going to come up with these new loading issues. Of course, if we are at SW and have to go back to Vashon for an ambulance, that will be another kaffuffle to muck up the on time performance. Something to think about.
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8. Q: The 25 minute midday dwells in Fauntleroy for the vessel pump trips are presenting challenges in my draft schedule. Question for you: could the vessels pump twice a day using two



different dwells of 18-20 minutes? I've got plenty of those, and those 5 minutes can make or break some other issues I'm trying to solve. A: It will not be possible below 20 minutes.

9. I'm deck crew at WSF. Although this isn't in the triangle, but nevertheless gives Vashon Island an extra option. I know it all boils down to money, so here it goes: *Monday through Thursday the Pt. Defiance ferry cuts out a round trip(12:35), but not on Friday, Saturday and Sunday. How about doing that extra 12:35 round trip Monday through Thursday? "A" watch would go from an 8hr watch to a 9+hr watch. Fueling of the Chetzemoka would be disrupted, but could be changed to night time when the vessel isn't in operation. Also, if you look at the statistics on the Friday trip (12:35) you will see that it's heavily utilized. *F-S-V Triangle: Create 10 hour watches on 2 vessels (#2 & #3) and operate them longer to facilitate getting passengers/vehicles to and from Vashon and or Southworth. The #1 boat can't operate on 10hr watches as there's 24hrs in a day, hence three 8hr shifts. This'll create a high seniority job fulfillment on #2 & #3 boats and cut down on "sick call-outs." Look at the "sick call outs" on the 10hr watches in Bremerton & Kingston compared to the ten day in a row shifts in Bainbridge and elsewhere around the fleet. (I worked a 4-10 shift this summer and my quality of life greatly improved. Granted, they were four long days, but that extra day off was definitely worth it.) I do not envy you all one bit as the Vashon natives seem to be getting quite restless. I sure get an ear-full every time I fill in at the Triangle...

Additional feedback –

- 3:15am crew commute is extremely early.
- 2-boat schedule needs to cover school kids and King County Water Taxi. Look at previous 2 boat schedules for ideas.
- 9:30 FS is often late and crosses with 940 VF. Then 955 VS is lightly used.
- Additional terminal staff member comes over from Southworth to Vashon to help land the 7:20 FV – could this continue?
- Can we move #1 pump to get out of way of #2?
- 11:10 crew deadhead from S to V for 12:35 #2 start is long – many crew come from the west side.
- Pushing 2:10am FV to 2:20am means more terminal staff time.



- Check out Captain Brett Bartanen's schedule.
- 20-minute VS turns are tight in peak.
- Talk to Andy Nelson.
- #2 often gets stuck behind #3 at 1445.
- FSV would likely mean the SV is Vashon only.
- SVF has 3-minute loading rule for V.
- Did #1 pump trip change to 7pm? Could it?
- S passengers figured out the Issy 124 on route for the Sealth's week out very quickly and more people began showing up – sign of demand.
- Should boat capacity be 120 or 124?
- Does new #1 11:35am FVS need to stop at V? Could it be FS?
- New #1 FVS 5:05am – 5:25am – 5:50am sequence may be tight.
- #2 tie up loses 11:15am informal crew change in F.