

APPENDIX D

Step 3 Analysis Scorecard and Findings

Prepared by KPFF, Inc.

INTRODUCTION

The 2020 Regional Passenger-Only Ferry (POF) Study used an assessment methodology to narrow scope of review of a 12-county regional route assessment to a select few for further analysis. This appendix provides more detail regarding the findings of the Step 3 analysis process for those routes that were not profiled in detail. These routes include:

- Suquamish–Seattle
- Gig Harbor–Seattle
- Everett–Seattle
- South Whidbey–Seattle
- Shilshole–Seattle
- Fremont–South Lake Union (SLU)
- Port Townsend–Seattle
- Port Angeles–Seattle
- Orcas Island–Bellingham
- Port Townsend–Bellingham
- Southworth – Des Moines

OVERVIEW OF STEP 3 ANALYSIS PROCESS

The Step 3 Analysis includes a weighted ranking of the potential routes that moved forward following Steps 1 and 2. The ranking compared routes according to key regional priorities, with recreational/discretionary trips being of higher focus to some areas while commute ridership was more important for others. Seven key criteria were used and were analyzed using a total of 10 metrics. The following scorecard depicts how the performance of all routes evaluated at this step. Routes that were later profiled (and thus are not addressed in detail in this appendix) have been bolded and marked with an asterisk.

Highest priority elements

Secondary priority elements

| | Travel Time Savings | Existing Commute Demand | Potential Commute Demand | Support Criteria | Modal Connections Quality | Relative Recreational Potential | Modal Connection Distance | Resiliency | Seaworthiness | RANK |
|------------------------------------|---------------------|-------------------------|--------------------------|------------------|---------------------------|---------------------------------|---------------------------|------------|---------------|-----------|
| *Tacoma – Seattle | ● | ● | ● | ● | ● | - | ● | ○ | - | 1 |
| Suquamish – Seattle | ● | ● | ● | ○ | ● | - | ● | ● | - | 2 |
| *Bellingham – Friday Harbor | ● | ○ | ○ | ● | ● | ● | ● | ● | - | 3 |
| *Kirkland – UW | ○ | ● | ● | ● | ● | - | ● | ○ | - | 4 |
| Gig Harbor – Seattle | ● | ● | ● | ○ | ● | - | ● | ● | - | 4 |
| *Kenmore – UW | ● | ● | ● | ● | ● | - | ● | ○ | - | 6 |
| *Whidbey – Everett | ● | ○ | ○ | ● | ● | - | ● | ● | - | 7 |
| *Renton – SLU | ● | ● | ● | ● | ● | - | ● | ○ | - | 8 |
| *Renton – UW | ● | ● | ● | ● | ● | - | ● | ○ | - | 9 |
| Shilshole – Seattle | ● | ● | ● | ● | ○ | - | ○ | ○ | - | 10 |
| Port Townsend – Seattle | ● | ○ | ○ | ○ | ● | ● | ○ | ● | ▼ | 10 |
| Southworth – Des Moines | ● | ○ | ○ | ○ | ● | - | ● | ● | - | 12 |
| Everett – Seattle | ○ | ● | ● | ○ | ● | - | ○ | ○ | - | 13 |
| Port Angeles – Seattle | ● | ○ | ○ | ● | ● | - | ● | ● | ▼ | 14 |
| Whidbey – Seattle | ● | ○ | ○ | ○ | ● | - | ● | ● | - | 15 |
| Orcas Island – Bellingham | ● | ○ | ○ | ○ | ○ | ○ | ● | ● | - | 16 |
| Port Townsend – Bellingham | ● | ○ | ○ | ○ | ● | ○ | ○ | ● | ▼ | 17 |
| Fremont – SLU | ▼ | ● | ● | ○ | ○ | - | ○ | ● | - | 18 |

● : High score
 ● : Middling score
 ○ : Low score

▼ : POF travel time is longer than competitive mode

▼ : Less 0.5 points
 ▼ : Less 1 point

SUMMARY OF FINDINGS FOR NON-PROFILED ROUTES

The routes that were selected to be profiled were chosen based upon the findings of the Step 3 analysis and of the agency outreach. For those routes that were not profiled, the following pages provide more detail on their performance in the Step 3 analysis and on key considerations for each route.

SUQUAMISH - SEATTLE

Connecting Kitsap and King counties, this commute route had some of highest existing commuter demand.

Service Type

Commute focused, year-round, 5 days a week

Travel Time Savings Compared to Car

> 35 minutes

Commute Ridership

Existing- Highest Potential- High

Modal Connections

Parking is readily available in Suquamish while bus and light rail connections are available along the Seattle Waterfront.

Community Support

Feedback received from outreach to representatives of the Suquamish Tribe indicate that Suquamish waterfront has important cultural value and is used for both cultural and economic purposes that are deemed incompatible with POF use.

Resiliency

This route could provide another travel option for travelers using the Agate Passage Bridge and the WSF Bainbridge Island Ferry.

GIG HARBOR - SEATTLE

Connecting Pierce and King counties, this commute route could provide a travel time savings and had high ridership potential.

Service Type

Commute focused, year-round, 5 days a week

Travel Time Savings Compared to Car

> 35 minutes

Commute Ridership

Existing- High Potential- High

Modal Connections

Bus and light rail connections are available along the Seattle Waterfront, but parking availability in Gig Harbor is limited.

Community Support

Feedback received by representatives of Gig Harbor indicate that the community does not support POF at this landing site due to limited ferry terminal options and issues associated with poor site conditions and/or incompatibility with the city's vision for waterfront at potential sites.

Resiliency

This route could provide another options for people traveling across the Tacoma Narrows Bridge.

Though these two commute focused routes scored highly on multiple metrics, the communities where the terminals would be located expressed that a POF route would be incompatible with the visions that these communities had for their waterfronts.



EVERETT - SEATTLE

Though this route had some of the highest ridership demand, travel time savings were low and transit connections to/from the Everett landing were poor.

Service Type

Commuter focused, year-round, 5 days a week

Travel Time Savings Compared to Car

< 10 minutes

Commuter Ridership

Existing- Highest Potential- Highest

Modal Connections

Transit connections are poor and far from the Everett landing.*

Community Support

Survey results indicated this route had low community support.

Resiliency

This route could provide another options for people traveling along the I-5 corridor.

Running north to south along Puget Sound, these two commute routes provide an alternative travel option to the congested I-5 corridor.

SOUTH WHIDBEY - SEATTLE

Connecting Island and King counties, this commute route had limited parking opportunities and low ridership potential.

Service Type

Commuter focused, year-round, 5 days a week

Travel Time Savings Compared to Car

> 35 minutes

Commuter Ridership

Existing- Low Potential- Low

Modal Connections

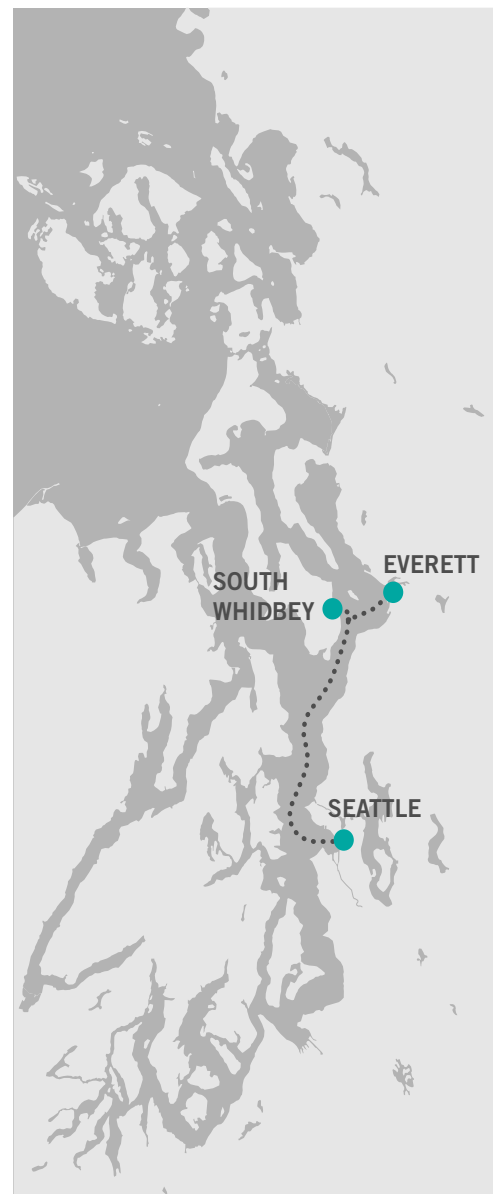
Parking options are limited and are either not within walking distance of or require taking stairs to reach landing options.

Community Support

Survey results indicated low community support for this route.

Resiliency

This route could increase access to key services for Whidbey Island residents and provide another option for traveling along the congested I-5 corridor.



*Please see the South Whidbey-Everett route profile for more information regarding modal connections to and from the Everett landing site.

SHILSHOLE - SEATTLE

Connecting two neighborhoods in Seattle, this commute route had some of highest existing commuter demand.

Service Type

Commuter focused, year-round, 5 days a week

Travel Time Savings Compared to Bus

10 – 35 minute range

Commuter Ridership

Existing- Moderate Potential- Moderate

Modal Connections

Bus and light rail connections are available along the Seattle Waterfront, though transit connections, bike, and pedestrian connections to the Shilshole landing area are currently poor.

Community Support

A feasibility study has been conducted, indicating some level of community support.

Resiliency

This route could provide another option for people traveling across another option for people crossing the Ship Canal via bridges.

FREMONT - SOUTH LAKE UNION

Running exclusively in a no-wake zone, this route had a travel time that was longer than the comparable transit option.

Service Type

Commuter focused, year-round, 5 days a week

Travel Time Savings Compared to Bus

No savings, longer than comparable option

Commuter Ridership

Existing- Moderate Potential- Moderate

Modal Connections

More modal connection options could be provided in South Lake Union to connect people to downtown Seattle.**

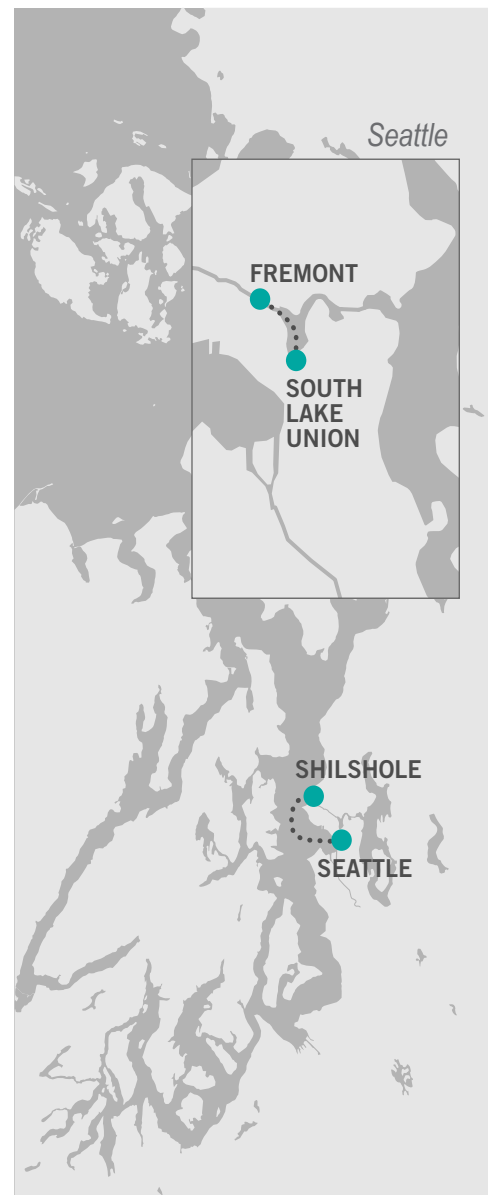
Community Support

Survey results indicated this route had low community support.

Resiliency

This route could provide another option for people traveling across another option for people crossing the Ship Canal via bridges.

These routes connect the Ballard and Fremont neighborhoods to downtown Seattle. Although the Shilshole to Seattle route had high ridership potential, there are few modal connections to access the landing. The Fremont to South Lake Union route did not result in a travel time savings.



**Please see the Lake Washington/Lake Union routes profile for more information regarding modal connections to and from the South Lake Union landing site.

PORT TOWNSEND - SEATTLE

This route had low community support, and due to poor seaworthiness, could only run in the summer season.

Service Type

Discretionary focused, seasonal, 7 days a week

Travel Time Savings Compared to Car

> 35 minutes

Ridership

Existing Commute- Low Potential Commute - Low
Relative Recreational Potential- High

Modal Connections

Port Townsend is walkable though parking is far away from the potential landing.

Community Support

Survey results indicated low community support for this route.

Resiliency

This route would provide an alternative travel option for crossing the Hood Canal Bridge.

PORT ANGELES - SEATTLE

With a sailing time of over two hours, this route also has very low seaworthiness due to a large amount of time spent traversing the Strait of Juan de Fuca.

Service Type

Discretionary focused, seasonal, 7 days a week

Travel Time Savings Compared to Car

10 - 35 minute range

Ridership

Existing Commute- Low Potential Commute - Low
Relative Recreational Potential- Moderate

Modal Connections

Port Angeles is walkable.

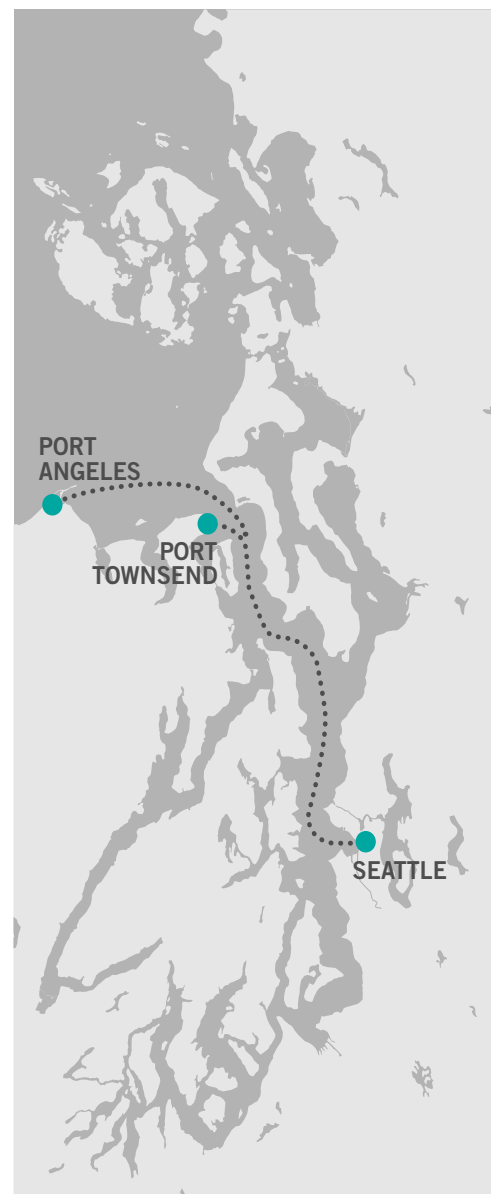
Community Support

Survey results indicated high community support for this route.

Resiliency

This route would provide an alternative travel option for crossing the Hood Canal Bridge.

Connecting Seattle to the recreational opportunities of the Olympic Peninsula, these recreational/ discretionary routes could potentially be implemented with limited service by private operators in conjunction with tourism packages.



ORCAS ISLAND - BELLINGHAM

This route had low community support, and due to poor seaworthiness, could only run in the summer season.

Service Type

Discretionary focused, seasonal, 7 days a week

Travel Time Savings Compared to Car & Auto Ferry

> 35 minutes

Ridership

Existing Commute- Low Potential Commute - Low
Relative Recreational Potential- Low

Modal Connections

Limited parking is available near the Orcas Island potential landing which is an area with poor walkability.

Community Support

Survey results indicated moderate community support for this route.

Resiliency

This route could provide another travel option for travelers using the WSF Orcas Island Ferry.

PORT TOWNSEND - BELLINGHAM

Seaworthiness is very low for this route due to time spent traveling the Strait of Juan de Fuca counter to prevailing currents.

Service Type

Discretionary focused, seasonal, 7 days a week

Travel Time Savings Compared to Car & Auto Ferry

> 35 minutes

Ridership

Existing Commute- Low Potential Commute - Low
Relative Recreational Potential- Low

Modal Connections

Port Townsend is walkable though parking is far away from the potential landing.

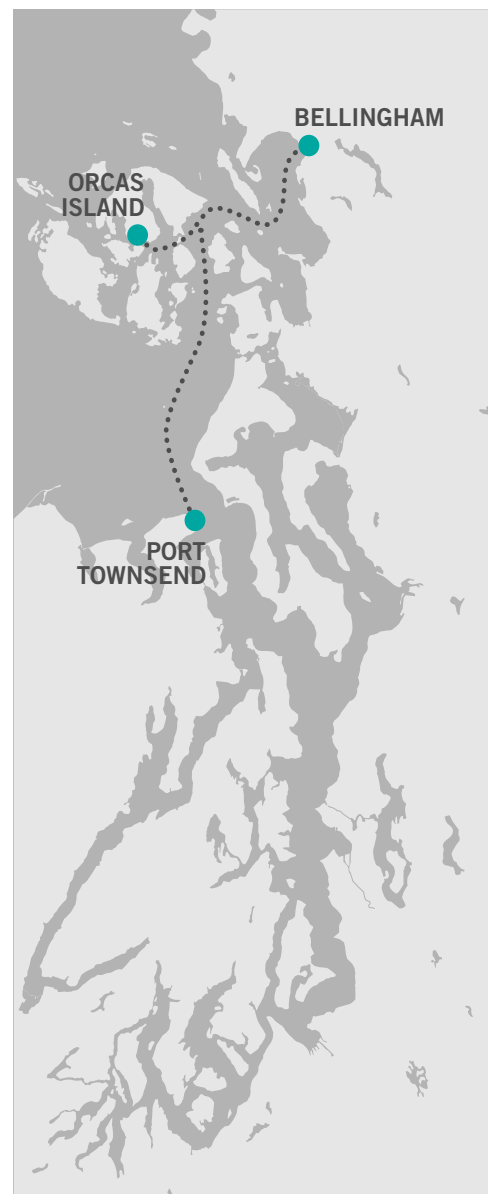
Community Support

Survey results indicated that this route had high community support.

Resiliency

This route would provide an alternative travel option for crossing the Hood Canal Bridge.

Connecting communities across the North Sound these recreational/ discretionary routes had less recreational potential than other evaluated routes.



SOUTHWORTH - DES MOINES

Connecting Kitsap and King counties, this route would provide a connection not previously studied, which contributed to low regional public support in the survey. While the community is interested in exploring service connections from Des Moines, this study did not find high ridership given current data and service assumptions.

Service Type

Specialized service targeted for airport travelers, 7 days a week

Travel Time Savings Compared to Car

> 35 minutes [A 20-minute shuttle to the airport was assumed in addition to ferry travel time for total POF trip]

Ridership

Existing Commute- Low Potential Commute - Low
An airport service demand analysis was not part of this study, which focused on commute service and recreational destinations (not including the complexities of airport connections and demand).

Modal Connections

Parking and transit connections are available near and at the Southworth terminal. Parking is available at the Des Moines Marina, however direct transit to the airport is not currently present.

Community Support

Survey results indicated low community support for this route. Seperate from this study, the City of Des Moines has conducted a market analysis for a Des Moines - Seattle route. The market analysis did not include a Des Moines - Southworth route.

Resiliency

This route would provide an alternative option for travelers to and from the Kitsap Peninsula

The Southworth - Des Moines route review evolved from a previous look at Bainbridge - Des Moines from the 2008 study. This was due to the development of POF service capabilities at Southworth with the upcoming Kitsap Transit service from Southworth to Seattle.

Des Moines is located along the Tacoma - Seattle route. However, additional stops on a route add to travel time and potential impacts would need to be evaluated.

