

Jefferson Transit Authority Citizens Advisory Committee Meeting Minutes

Wednesday, February 5, 2020, 3:30 pm
63 4 Corners Road, Port Townsend WA

CAC Board Members Present: Darrell Conder, Viviann Kuehl, Brandon Maxwell, Anne Metcalfe, and John Nowak, with Tim Caldwell excused. A quorum was present.

Authority Board Member Present: City of Port Townsend Council Member, Ariel Speser

Staff Present: Operations Manager Leesa Monroe, and Executive Assistant/Clerk of the Board Laura Smedley

Call to Order/Welcome

The meeting was called to order at 3:30 pm by Committee Chair Darrell Conder.

Election for Chairperson

Motion: Vivann Kuehl nominated Darrell Conder. Brandon Maxwell seconded.

Vote: The motion carried unanimously, 5-0 by voice vote.

Public Comment

Brenda McMillan- Would like to see the bus buddies program returned, someone who introduces new riders to transit.

Leesa Monroe responded that JTA has a Travel Training Program and staff that train new riders.

Margaret Lee- Would like to see CAC meetings more often, and asked if there will be other opportunities to ask questions.

Brenda McMillan - Commented on CAC meeting notice.

Ariel Speser- complimented the CAC Board on a great discussion regarding the Long Range Plan at the previous CAC meeting.

Fehr & Peers – Comprehensive Plan Presentation Please see attached presentation

Aaron Gooze of Fehr and Peers discussed results of the Long Range Plan Open House held on January 29, 2020 and gave a PowerPoint presentation.

The following questions were asked:

- The graph shows 7% of the trips are from Sequim, does this represent transit routes only to Port Townsend?
 - The 7% represents all trips, not just transit. The data captured cannot distinguish the mode of transportation used.
- How data is captured?
 - StreetLight Data provides data that is captured through two different sources, cell phones and GPS. The cell phone data is the source used to make the call. The GPS data is the physical location of the phone using satellite. Cell phone data is generated with the phone company using cell phone towers and GPS.
- Are the percentage numbers of the San Juan's, Port Hadlock, and Chimacum still low?
 - No, the numbers have moved up to 27%.
- Does that 27% mean the Tri area route?
 - Yes, this means the Tri area route.
- Does a cell phone need to have a certain application installed to be tracked?
 - Any cell phone that is turned on can ping the cell phone towers. The GPS phone apps need to have location service turned on in order to capture GPS data.
- Does StreetLight consider the volume of people without cell phones?
 - Assuming that this is consistent throughout the different populations of travel. The StreetLight firm has five years of experience sampling and understanding the percentages captured of overall travel vs travel with cell phones. They compare with traffic counts to provide more accurate data, although it is not a perfect comparison.
- Why is the total percent on the graph less than 100%?
 - This is the top fifteen locations of all the trips outside of Port Townsend.
- If the populations of people riding the bus are fewer than those who don't, does StreetLight take that into consideration when numbers are calculated?
 - There is no direct data to back it up, and yes it is taken into consideration. Decisions are not made based purely on this data. This is to highlight big picture of travel trends that could be suited to transit. Survey results and feedback from the open house are additional data being considered. StreetLight is a useful tool to look at data and identify trends. The Long-Range Plan is addressing current and future needs as growth is planned in Port Townsend and other areas within Jefferson County.

Aaron Gooze encouraged the CAC to distribute the Long-Range plan survey to the public. He asked the CAC why JTA is important to them, why individuals are serving on the CAC, and what is the primary objective for JTA.

The following were answers were given:

- The environment; more people riding transit will help protect our environment.

- Transit is a fallback or secondary option for transportation for people who are not transit dependent.
- Health benefits; riding the bus encourages people to walk more.
- Financial benefits; you can save money otherwise spent on gas. The ability to save money while supporting something bigger.
- The comfort and convenience of not having to drive.
- The community atmosphere on the bus.
- Accessibility to bike trails.

There was a discussion regarding bus routes to trails, the bike barn, bike lockers, bike maps and bus bike racks.

Aaron Gooze asked the CAC to think about how JTA should prioritize the following: greater coverage, higher frequency, more hours and new connections to ferries or regional destinations.

The following topics were discussed:

- Circular routes.
- A Kingston route
- An evening run to Hadlock.
- A direct connection to a Seattle ferry.

Aaron Gooze asked about emerging trends that JTA should possibly address in the Long-Range plan.

The following topics were discussed:

- The impact of potential alternative modes of transportation, such as Uber or autonomous buses.
- Real time bus arrival, digital maps and other rider information.
- Fuel efficiency and alternative energy sources for buses.

Aaron Gooze asked about other topics or big changes that could be considered in regards to how JTA provides service.

The following topics were discussed:

- Midday bus service to South County
- Fare free or donation only
- Online or digital options to make buying a bus pass easier.
- Orca cards being honored.
- Token Transit.

The survey is open until February 12th. The Remix tool will be used to look at JTA routes during the next CAC meeting.

A link to JTA's long-range plan information will be added to JTA's website home page.

At the next CAC meeting the Fehr and Peers Long-Range plan discussion will be held after the business is completed.

Motion: Viviann Kuehl moved to approve the corrected minutes from November 6, 2019. Anne Metcalfe seconded.

Vote: The motion carried unanimously, 5-0 by voice vote.

Motion: Viviann Kuehl moved to approve the CAC 2020 Meeting Schedule. Anne Metcalfe seconded

Vote: The motion carried unanimously, 5-0 by voice vote.

Old Business

- a. Recommendations or nominations for a new CAC Member

Motion: John Nowak moved to nominate Debbie Jahnke and Brenda McMillan to the CAC. Viviann Kuehl seconded.

Vote: The motion carried unanimously, 5-0 by voice vote.

- b. Vice-Chair Elections

Brandon Maxwell was nominated for Vice-Chair at the last CAC meeting. A motion and vote are required.

Motion: Viviann Kuehl moved to approve Brandon Maxwell as Vice-Chair. John Nowak seconded.

Vote: The motion carried unanimously, 5-0 by voice vote.

Motion: John Nowak moved to table the New Business and Ridership Report to the next meeting. Viviann Kuehl seconded.

Vote: The motion carried unanimously, 5-0 by voice vote.

Public Comment

John Frasca thanked everyone for serving on the CAC.

Adjournment

The meeting was adjourned at 5:00 pm. The next regular meeting is May 6, 2020, at 3:30 pm, and will be held at 63 4 Corner Road, Port Townsend, WA.


SJ Peck, Clerk of the Board

11/12/2020
Date

Jefferson Transit Authority Long-Range Plan

CAC Meeting #2

Wednesday, February 5, 2020

Open House Recap and Big Picture Questions



What this Presentation will Cover

1. Open House Recap
2. Planning Context
3. Big Picture Questions
4. Next Steps

Open House Recap



Open House Recap

- About 50 attendees
- Covered in local media
- 131 surveys completed by this Monday



FEHR PEERS

SCJ ALLIANCE
SOUTH COAST JUDICIAL DISTRICT

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Open House Recap



FEHR PEERS

SCJ ALLIANCE
SOUTH COAST JEFFERSON COUNTY

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Menu



Peninsula
Daily News

News Sports Crime Politics Opinion Entertainment Life



Rick Hastings of SCJ Alliance discusses a concept called a graffiti wall where participants at a Jefferson Transit Authority open house Wednesday, Jan. 29, 2020, could write down community needs in a venn diagram. (Brian McLean/Peninsula Daily News)

Data to drive Jefferson Transit long-range plan

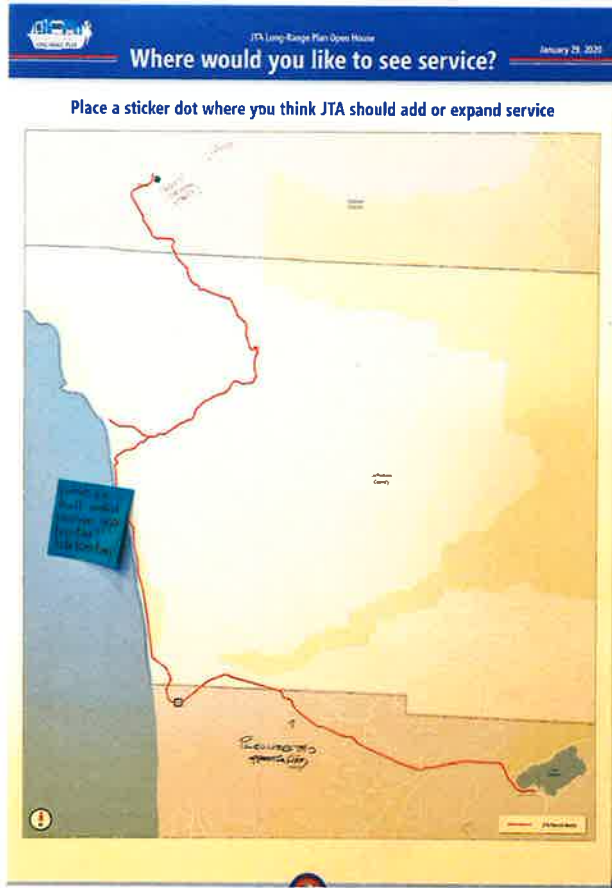
Agency gathering public input on future

By Brian McLean

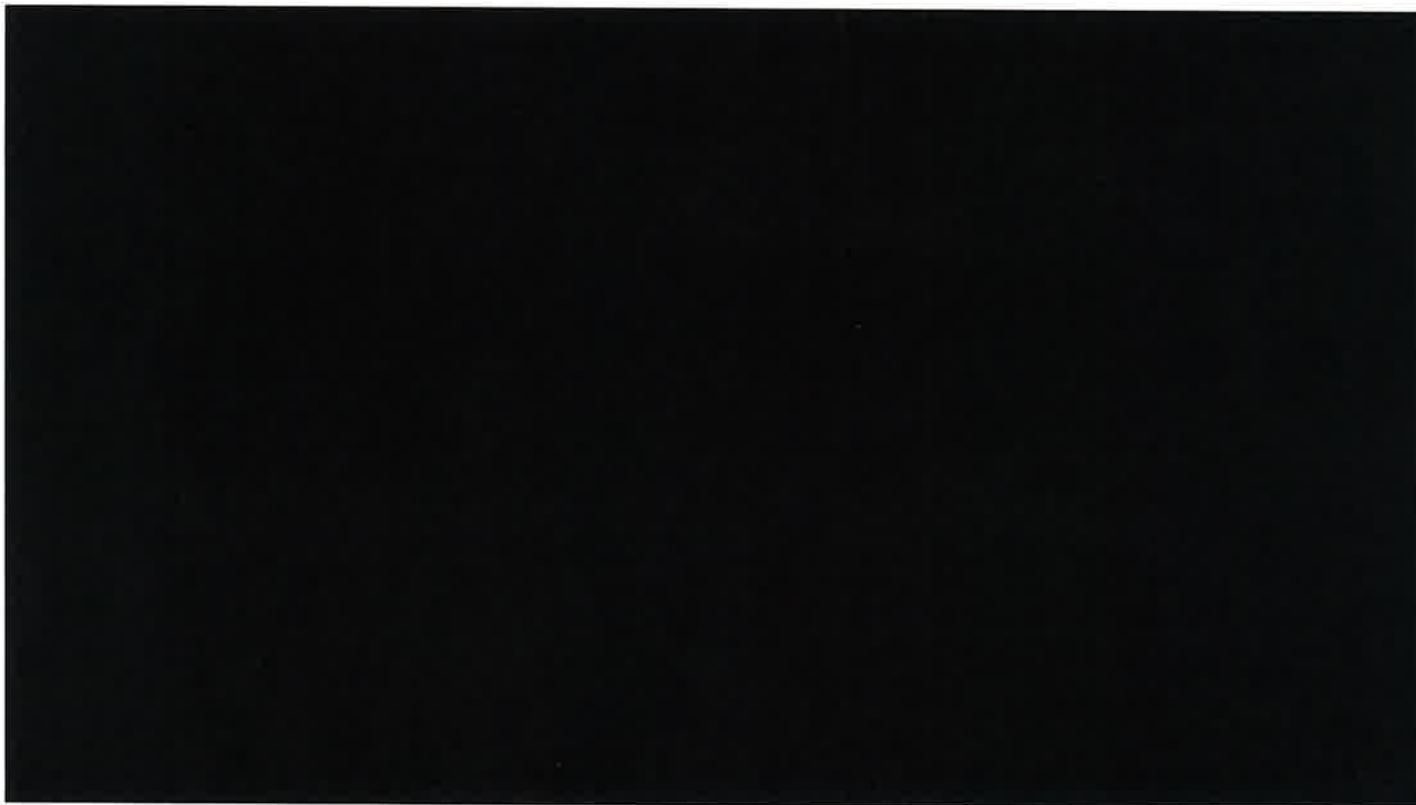
Thursday, January 30, 2020 1:30am

NEWS JEFFERSON COUNTY

Open House Recap



Open House Video



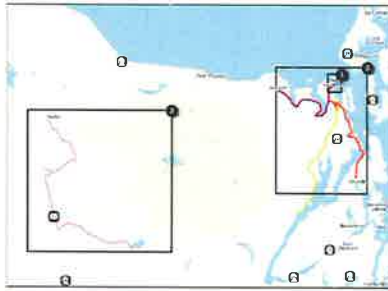
FEHR PEERS

SCJ ALLIANCE
SOUTH COAST JUDICIAL DISTRICT

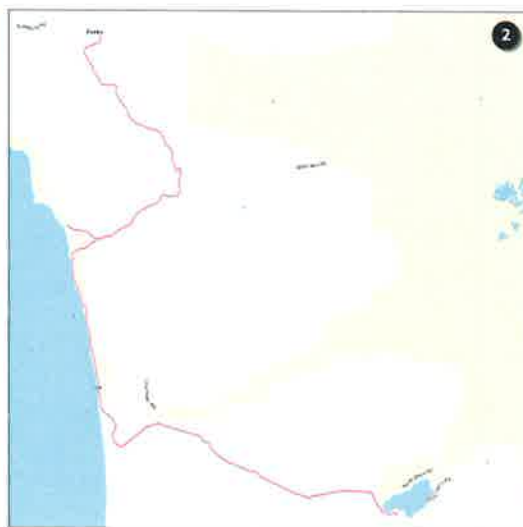
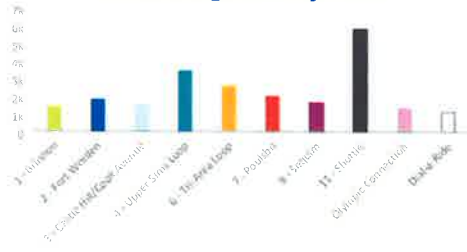
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Planning Context





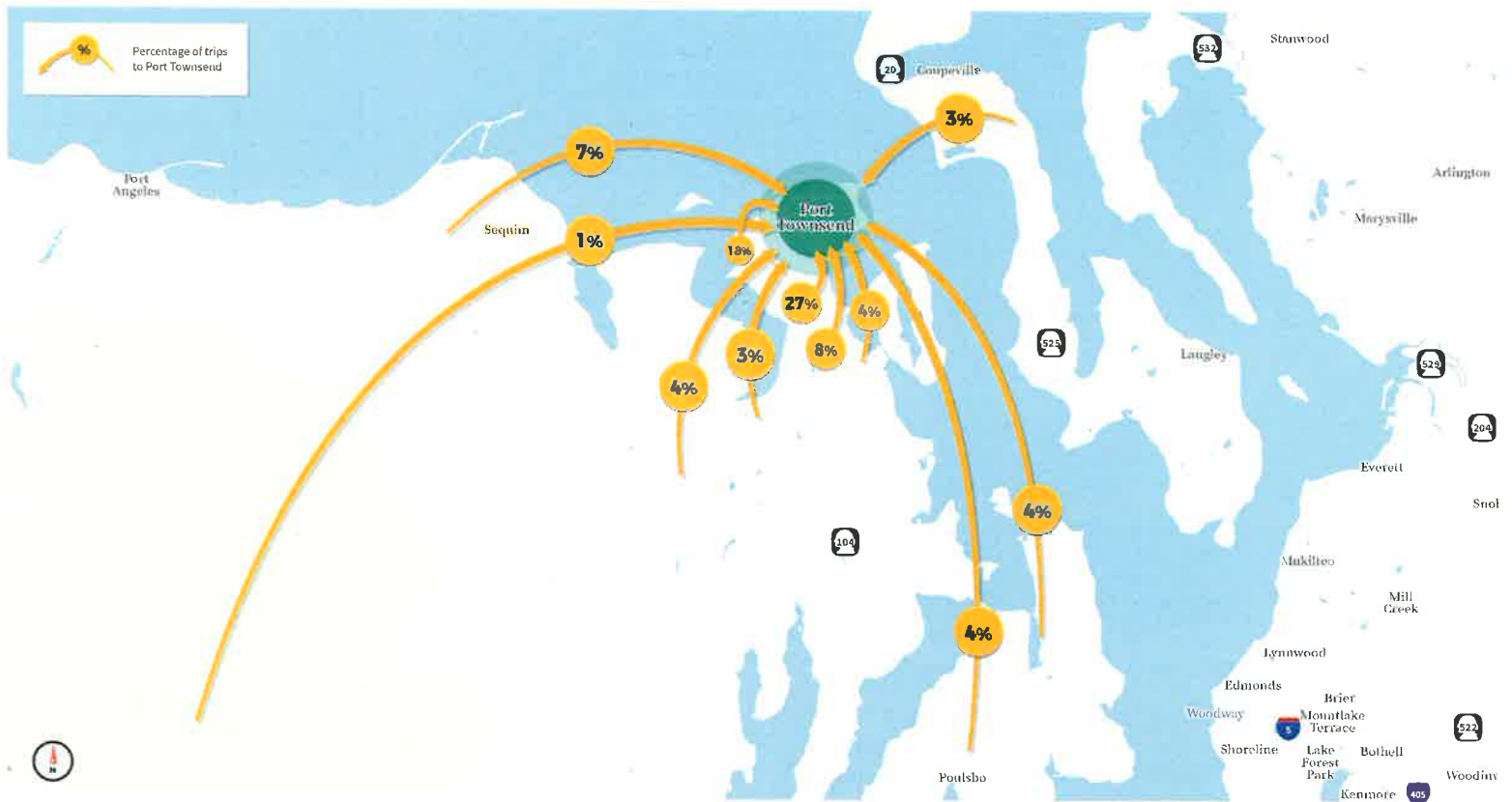
2019 Average Monthly Riders





Where are people traveling to Port Townsend from?

February 05, 2020





20 Year Growth Projections

Jefferson County Comprehensive Plan Growth Projections (2018-2038)

Location (Unincorporated unless noted)	2018 Estimated Projected Population ¹	Allocation Total Growth County-wide	Estimated Projected (2018-38) ²	Projected Population 2038	2010-38 Projected Growth Rate ³
Port Townsend UGA (Incorporated)	9,661	36%	2,814	12,479	1.13%
Port Hadlock/ Irontdale JGA ³	3,795	19.4%	1,516	5,394	1.48%
Port Ludlow MPR	2,759	10.1%	789	3,547	1.11%
Pleasant Harbor (Brinnon) MPR	--	4.5%	352	421	--
UGA/MPR Subtotal	16,215	70%	5,471	21,841	1.28%
Rural & Resource Areas Subtotal	15,452	30%	2,445	17,380	0.63%
County-wide Total	31,667	100%	7,816⁴	39,221	0.98%

Legend: UGA = Unincorporated Growth Areas; MPR = Master Planned Region

¹ Based on 2018 population estimates from the 2018 Jefferson County Comprehensive Plan

² Calculated as a percentage of total projected growth

³ Calculated from Jefferson County Comprehensive Plan published 2010 population data

⁴ Based on total of 2018 population and projected 2038 population, where applicable, using the 2010-38 projected growth rate

⁵ Calculated from Jefferson County Comprehensive Plan published 2010 population data



Big Picture Questions



Big Picture Questions (1)

Why is Jefferson Transit important to you?

- It helps reduce congestion
- It helps people in my community who are transit-dependent
- It's good for the environment
- It's less expensive than driving
- It gets me where I need to go
- It connects me to neighboring transit providers

Big Picture Questions (2)

How should JTA prioritize the following:

- Greater coverage
- Higher frequency
- More hours (earlier/later in day or more days of week)
- New connections to ferries/regional destinations

Big Picture Questions (3)

What emerging trends should JTA address in its long-range plan?

- Autonomous buses
- Battery powered or alternative fuel buses
- Access to transit-bike and pedestrian connections, park-and-rides, etc
- Real time bus arrival info
- Others?

Big Picture Questions (4)










- What one change could JTA make that would make you use transit more often?
- In what ways should JTA evolve to better serve residents of Jefferson County?

Next Steps



Next Project Phase

- Assess Phase 1 outreach feedback
- Develop options for service
- Evaluate service options
- Consider trade-offs
- CAC meeting - May
- Open House - June

Aspects	Frequency service option*	Coverage service option*	Today's service
 Number of people riding the bus	16,000 individual daily trips 15% of people taking transit for their commute	14,000 individual daily trips 14% of people taking transit for their commute	6,500 individual daily trips 9% of people taking transit for their commute
 Frequency during the busiest commute times	10-minute average wait time	13-minute average wait time	17-minute average wait time
 Frequency in the middle of the day, at night, and on weekends	12-minute average wait time	20-minute average wait time	23-minute average wait time
 Percent of people and jobs within walking distance of transit	60% of Everett residents and jobs within walking distance	70% of Everett residents and jobs within walking distance	70% of Everett residents and jobs within walking distance
 Percent of low income and minority Everett residents within walking distance of transit	65% of low-income and minority Everett residents within walking distance	75% of low-income and minority Everett residents within walking distance	74% of low-income and minority Everett residents within walking distance
 Direct service to where you're going, so you don't have to transfer as often	79% of Everett Transit trips are direct	82% of Everett Transit trips are direct	80% of Everett Transit trips are direct
Travel time examples (includes estimated wait, walk, and in-transit travel time)			
 Twin Creeks to Boeing	40-45 minutes	50-60 minutes	60-70 minutes
 Everett Mall to Downtown Everett	35-40 minutes	40-45 minutes	45-50 minutes
 Northwest Everett to Everett Station Light Rail	25-30 minutes	20-25 minutes	25-30 minutes

*Data for the frequency and coverage service options are calculated based on anticipated growth and usage in 2040.

Source: Fehr & Peers, Everett Transit Long Range Plan

Schedule



Remember to take the survey at JeffersonTransitPlan.com by February 12. Share with others!

MEETINGS

-  Stakeholder Workshop
-  Public Outreach
-  Board

DELIVERABLES

- 1** Work Plan & Outreach Strategy
- 2** Workshop & Outreach Materials
- 3** Strategies & Objectives Summary Memo
- 4** Draft Comprehensive Plan
- 5** Final Comprehensive Plan