

Service Planning Public Meeting Notes
January 6, 2009
Port Townsend Recreation Center
6:15 p.m.

Staff Present:

Dave Turissini
Carla Meyer
Rachel Katz

Board Members Present:

Catharine Robinson

CAC Present

Brenda McMillan
Linda Pfafman
Kaheya Cunningham

Public Present:

Richard Dandridge
Patty Crutcher
Bene Hoffman
Mack Boelling
Barb Boelling
Ron Kohl
Sally Robbins
Margaret Logue
Mary TennBrink
Ray Harker
Marion Huxtable
Marcy Jaffe
Scott Haggerty
Jen Fujii
Nala Walla
Keeth Apgar
Julie McCulloch
David McCulloch
Cass Peters
Ann Ljungquist
Theo Abdullala
Leah Meyer

Priorities were identified as:

- Commuters in the county

- Commuters who leave the county
- Discretionary riders

Dave and Carla described the proposed new routes.

Questions/Comments:

- Reduce ¼ mile buffer of 1/8 mile for disabled.
- Will we be tracking to make sure the new routes are cost-effective?
- People would like more information about what service may be dropped and include it in adopted comprehensive plan
- Several people would like service to Marrowstone, even if it is two trips daily. (Dave proposed a possible vanpool or at least a meeting with a citizens group from the island to talk about a possible to solution).
- Brenda asked why her alternate plan is not being presented.
- Once an hour is too long for headways on the connectors routes
- 9th and Hancock needs service more than once an hour, especially for disabled. There are people out there waiting for buses on every trip that goes by there.
- People want service later at night.
- One person said he is amazed at the current level of service.
- Extend NW connector further west to 9th and Hancock neighborhood from Sheridan Street.
- Elimination of trips should not be determined by ridership numbers. County residents end up subsidizing Port Townsend people.
- Eliminating county trips is not consistent with our stated priorities.
- Bus Drivers should be utilized as conduits for information about proposed changes.
- A better effort should be made to be transparent about all proposed changes and how they were arrived at.
- Changes are biased towards Port Townsend.
- Bring draft planning document to public meetings.
- Marrowstone resident wanted to know what service looked like when it operated in the past (Happy Bus?)
- How will the Visitors Center be able to promote transit [targeted schedules for FW, Port Hadlock and park and ride]
- What would it take to get service to Marrowstone? Petition? Commitment to ride a certain number of times per week? Community members have already implemented some transportation solutions on the island but what they really want is bus service, not vanpools.
- Service could be provided to Marrowstone by deviating a Tri Area trip to the island.
- Fort Worden Buses should have a one page map of Fort Worden for visitors.
- Vanpool for Port Ludlow community instead of Tri Area hybrid?
- Brinnon trip that would be cut would eliminate the possibility of being able to get to Olympia and back in a day.
- Regional connections have to be kept in mind.
- Clallam's schedule makes it impossible to get to Port Townsend from the Coho ferry at the end of the day.*
- Eliminate some of the downtown loops to save enough money to reallocate service.

*Coho docks approximately 5:30 p.m.

Clallam bus leaves PA Transit Center at 5:40 p.m., arrives in Sequim 6:15 p.m.

Jefferson Transit bus leaves Sequim 6:50 p.m.

Not enough time to get through customs and get to the bus stop before bus leaves! 10 – 15 minute delay would really be sufficient!