

Jefferson Transit Authority Transit Advisory Group Remote Meeting Minutes

Wednesday, July 7, 2021 (Corrected from May 12, 2021), 3:30 pm
63 4 Corners Road, Port Townsend WA

TAG Board Members Present: Debbie Jahnke, Darrell Conder, Anne Metcalfe, John Nowak, Brenda McMillan, and Scott Walker with Brandon Maxwell, Tim Caldwell and Viviann Kuehl absent. A quorum was present.

Authority Board Member Present: None

Staff Present: General Manager Tammi Rubert, Finance Manager Sara Crouch, Fixed Mobility Operations Manager Miranda Nash, Grants and Procurement Jayme Brooke and Executive Assistant/Clerk of the Board SJ Peck

CALL TO ORDER/WELCOME

The meeting was called to order at 3:30 pm by Committee Chair Debbie Jahnke.

PUBLIC COMMENT

There was none.

CONSENT AGENDA ITEMS

Approval of May 12, 2021 Minutes

It was noted that the date for the next meeting be changed from June 7, 2021 to July, 7, 2021.

Motion: Darrell Conder moved to approve the May 12, 2021 Minutes with the change of date. John Nowak seconded. Vote: The motion carried unanimously, 6-0 by voice vote.

NEW AGENDA ITEMS

There were none.

UNFINISHED BUSINESS

Committee Name/Acronym

CAC members discussed the Transit Advisory Group (TAG) as the new committee name/acronym because it wasn't spoken for by other committees. Concern was expressed over using the word "group". It was thought this word is more informal than the word "committee". It was noted that other Advisory committees have used the word "group" in their title.

Motion: John Nowak moved to approve the Committee Name/Acronym to Transit Advisory Group (TAG). Scott Walker seconded. Vote: The motion carried unanimously, 6-0 by voice vote.

NEW BUSINESS

Transit is the Answer (Scott Walker) - Attachment A

Scott Walker presented on the following:

- Opportunities for Emissions Reduction
- Rider Friendly Schedule

There was discussion on the need for a shuttle in the Chimacum area. This is under consideration by JTA and a part of the Long Range Plan (LRP).

There was discussion on parking policies and incentivizing transit use particularly at Jefferson Healthcare. Free bus passes, bike lockers, and monthly drawings for using alternative modes of travel have been utilized at the hospital.

A destination schedule for transit was suggested. Frequency is a major barrier to riding transit. Community members don't want to be stranded. JTA will explore making schedules to major destinations.

A Commuter Perspective of Our Transit, Hadlock-PT

JTA worked with Route Match to implement a system called RouteShout for fixed routes. It did not work. JTA will continue to explore real time bus tracking systems.

A question arose about implementing WIFI on the buses. This uses the same technology as the bus tracking services. Cellular signal is unreliable in Jefferson County due to uneven terrain.

TDP Discussion

A suggestion was made to promote transit using a model from Watcom County. Smart Trips of Watcom provides an incentive to ride transit by partnering with local business and giving incentives to ride. JTA looked at Smart Trips a few years ago. At that time, it was expensive to participate in this program. It was outside of JTA's budget. JTA will revisit the feasibility of this program. JTA is also looking at rideshare, carpool and other multimodal transportation to maximize single use vehicles.

A suggestion was made for JTA to better advertise rideshare and other multi model transportation.

Recommendations were made to look at for alternative methods of dealing with hindering tree roots, JTA wait to research no emission vehicles until it is a proven viable option, and JTA looks into increasing bike capacity. It was also recommended the word commuter be dropped from the Kingston route, create rider friendly schedules, and

advocate for transit supportive policies. JTA uses the word “commuter” because it falls under a classification for the Washington State Department of Transportation. The Electric Vehicle study is complete. At this time electric vehicles are only feasible for the Jefferson Transit shuttle route uptown/downtown.

Typos for the TDP will be sent to Jayme Brooks.

Discussion ensued on in-person meetings and the Open Public Meetings Act (OPMA). Jefferson Transit does not have the space to comply with the current OPMA capacity regulations for in-person meetings.

RIDERSHIP REPORT Attachment B

Miranda Nash reported on the following ridership items:

- Fixed Route Daily Ridership Averages
- JTOC Daily Ridership Averages
- Dial-A-Ride Daily Ridership Averages

A comment was made about the lack of conversation on buses when riders are wearing masks.

PUBLIC COMMENT

Margaret Lee commented on pedestrian safety at the round-a-bout on Kearney Street and Highway 20, buses idling at the park and ride, and in-person meetings.

JTA is involved in roundabout design discussions and advocates for rider and pedestrian safety.

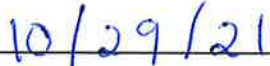
Adjournment

Motion: Scott Walker moved to adjourn. John Nowak seconded. Vote: The motion carried unanimously, 6-0 by voice vote.

The meeting was adjourned at 5:04 pm. The next regular meeting will be held on September 1, 2021 at 3:30 pm.



SJ Peck, Clerk of the Board

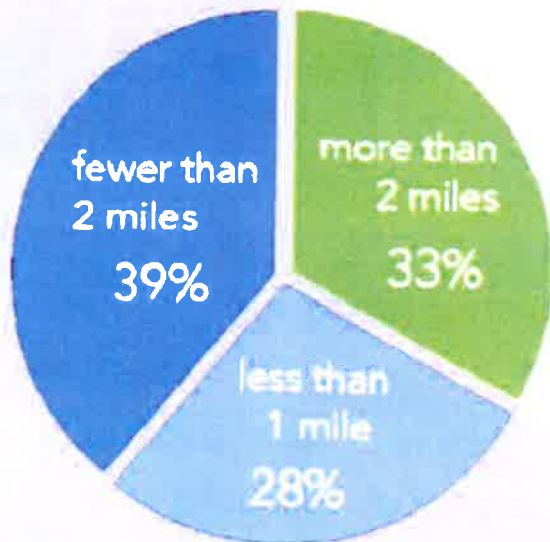


Date

Attachment A

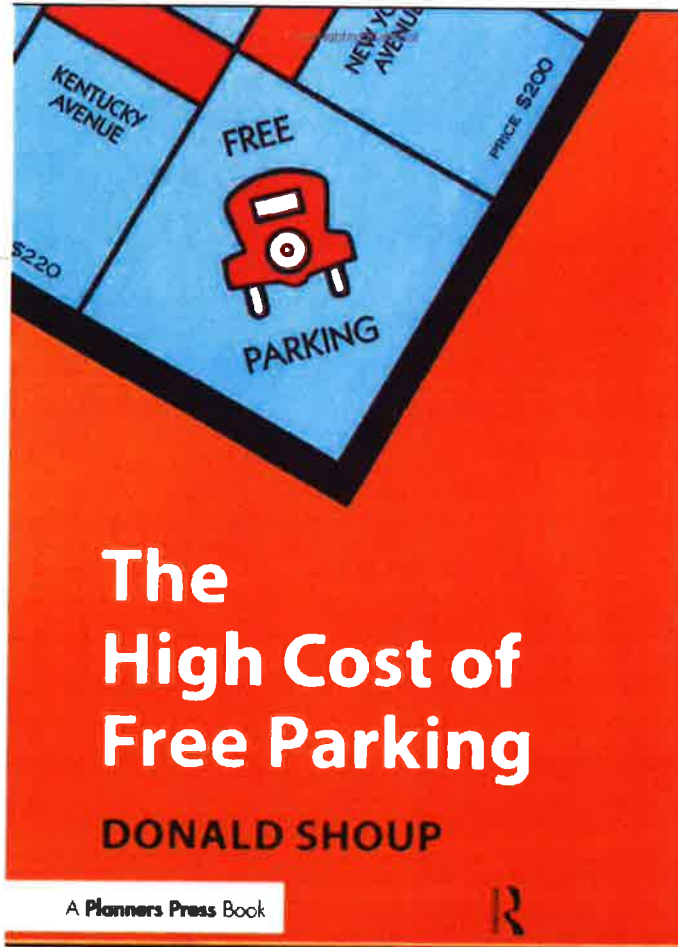
Opportunities for Emissions Reduction

Trips Under 2 miles



- 87% of all trips are by motor vehicle
- Trips under two miles total 61% of all trips





The High Cost of Free Parking

DONALD SHOUP

A Planners Press Book

R

Two Aspects of Parking as Related to Carbon Emissions

- Fee-based parking management in dense commercial areas
- Parking minimums as part of development








Google Earth






**“What Do Residential Lotteries Show Us About Transportation Choices?
Millard-Ball et al.”**

- **Parking availability (or lack thereof) greatly changes decisions around car ownership and driving frequency. With less parking available, fewer people choose to own cars, and fewer people choose to drive to access jobs, goods and services.**
 - **Parking availability (or lack thereof) does not affect employment or job mobility.**
 - **Access to convenient (nearby and frequent) transit reduces frequency of car ownership and driving frequency.**
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**“What Do Residential Lotteries Show Us About Transportation Choices?
Millard-Ball et al.”**

- Greater access to high quality bicycle and pedestrian infrastructure also reduces frequency of car ownership and driving frequency.
 - A building’s parking ratio not only influences car ownership, vehicle travel, and transit use, but has a stronger effect than transit accessibility. Buildings with at least one parking space per unit (as required by zoning codes in most U.S. cities, and in San Francisco until circa 2010) have more than twice the car ownership rate of buildings that have no parking.
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Access to Residential Parking puts More Cars on the Road

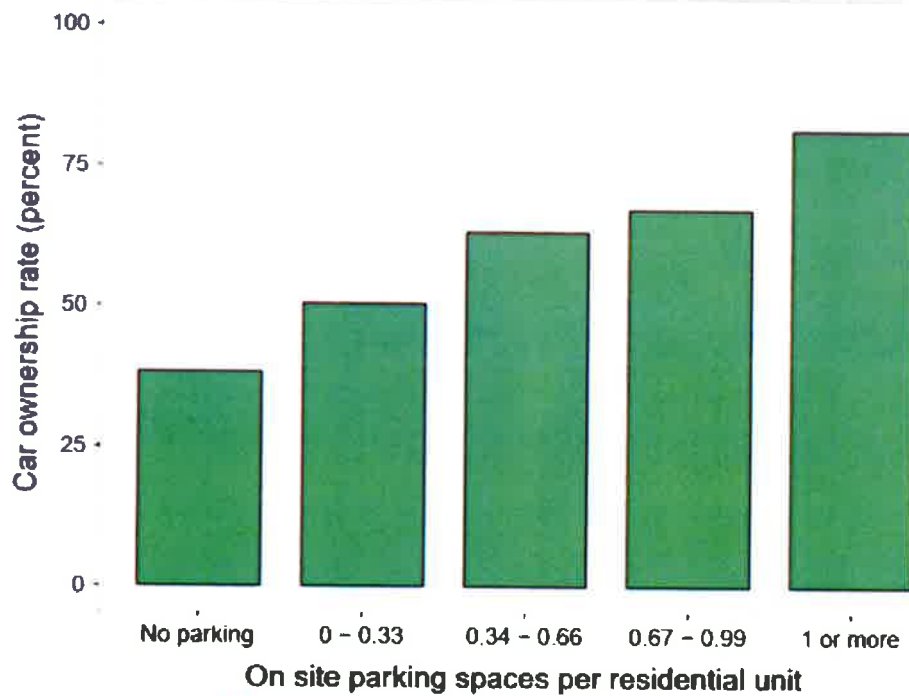


Image: Millard Ball, West, Kezzer and Desai. Used with permission.

Percent Reduction in VMT as Daily Parking Charges and Transit Subsidies Increase

	Daily Parking Charge	\$0	\$2.60	\$5.20
Transit Subsidy of \$0.00		0%	13.10%	28.60%
Transit Subsidy of \$5.20		31%	52.50%	67.40%
		% Reduction in VMT in Green		

From: VTPI Trip Reduction Tables; September 6, 2019



Supporting Research

The Economist (2017), “Parkageddon: How Not to Create Traffic Jams, Pollution and Urban Sprawl. Don’t Let People Park for Free” *The Economist*, 8 April (www.economist.com); at <https://econ.st/2pdbYaD>.

C.J. Gabbe, Gregory Pierce and Gordon Clowers (2020), “Parking Policy: The Effects of Residential Minimum Parking Requirements in Seattle,” *Land Use Policy*, Vol. 91 (<https://doi.org/10.1016/j.landusepol.2019.1040530>); version at <https://bit.ly/2W2v59L>.

King County (2011-2018), *Right Size Parking Project and Calculator* (<http://metro.kingcounty.gov>); at <https://bit.ly/2v0vUmZ>.

Todd Litman (2007), *Parking Management: Comprehensive Implementation Guide*, VTPI (www.vtpi.org); at [www.vtpi.org/park man comp.pdf](http://www.vtpi.org/park_man_comp.pdf).



More Supporting Research

Todd Litman (2011), "Why and How to Reduce the Amount of Land Paved for Roads and Parking Facilities," *Environmental Practice*, Vol. 13, No. 1, March, pp. 38-46; at <http://journals.cambridge.org/action/displayJournal?jid=ENP>. Also see, *Pavement Busters Guide*, Victoria Transport Policy Institute (www.vtpi.org); at www.vtpi.org/pavbust.pdf.

Todd Litman (2018), Parking Planning Paradigm Shift. More efficient parking management can benefit everybody, including motorists, businesses, residents, and any planner who becomes an expert on this subject, as I can report from experience. (<https://www.planetizen.com/blogs/99462-parking-planning-paradigm-shift>).

Todd Litman (2021), *Housing First; Cars Last. Underutilized parking lots are a costly waste. By managing parking more efficiently, cities can free up land to house people rather than cars*, Planetizen (www.planetizen.com); at www.planetizen.com/blogs/111790.

Christopher McCahill, et al. (2016), "Effects of Parking Provision on Automobile Use in Cities: Inferring Causality," *Transportation Research Record Journal of the Transportation Research Board*, 2543, pp. 159-165 (DOI: 10.3141/2543-19); at <https://bit.ly/2XufqiP>.

Steven Spears, Marlon G. Boarnet and Susan Handy (2014), *Policy Brief on the Impacts of Parking Pricing Based on a Review of the Empirical Literature*, California Air Resources Board (<http://arb.ca.gov/cc/sb375/policies/policies.htm>).

Richard Willson (2015), *Parking Management for Smart Growth*, Island Press (<http://islandpress.org>); at <http://islandpress.org/book/parking-management-for-smart-growth>.

We can significantly reduce Local GHG emissions from Transportation with Key Policy Changes

- 1. Rescind parking policies that lead sprawl**
- 2. Rezone to encourage density**
- 3. Implement a fee-based on-street parking management plan for dense commercial zones where demand is high; use revenues to subsidize transit**



Transit Authority Board recognize that in their respective city and county government roles, for Transit to be the answer in addressing many problems, including GHG emissions, housing affordability, water pollution, sprawl, and more, that transit will never be what it can be without city and county parking policy changes and zoning changes. I encourage us to make a bold statement in this regard.



What Can the Climate Action Committee Do?

Recommend that the chair works with Scott to develop a draft recommendation to the city and county councils for the CAC to consider that summarizes the tie between parking policy and reduced VMT and GHG emissions, and recommends parking policy changes for GHG reduction, considering both zoning and managed parking.



Climate Action Committee



SCOTT WALKER

JUNE 8, 2021



Attachment B

2019 Ridership Total Including JTOC 258,956															2.8% Increase in JT fixed route service, 5.0% decrease in JTOC service	
2019	Jan	Feb	Mar	Apr	May	June	July	August	Sept	Oct	Nov	Dec	Total Riders	Monthly Average		
#1 Brinnon	1541	1172	1313	1541	1423	1351	1258	1419	1309	1468	1105	1099	15997	1333		
#11 Shuttle	5559	4818	5692	5898	5860	6184	6697	6809	5368	5920	5186	5212	69011	5751		
#2 Ft. Worden	1684	1363	1690	1727	1820	1898	2061	2037	1840	1620	1431	1421	20460	1706		
#3 Castle Hill	1441	1204	1540	1850	1574	1727	1723	1791	1584	1703	1431	1391	18750	1563		
#4 Upper Sims Loop	3590	3100	3871	3788	3684	3834	3343	3735	3120	3437	3350	3485	41387	3450		
#6A Tri Area	1264	1122	1341	1488	1473	1328	1284	1405	1283	1616	1280	1208	16078	1340		
#6B Tri Area	1163	989	1298	1287	1282	1284	1270	1413	1084	1174	1005	1117	14286	1191		
#7 Poulsbo	1823	1606	1698	2016	1943	1838	2057	2302	1826	2018	1746	1834	22804	1899		
#8 Sequim	1716	1374	1848	1811	1948	1837	1716	1673	1847	1881	1580	1470	19772	1648		
Wooden Boat									4979					4979		
Riders	19791	16565	19998	20993	20679	20548	21297	22886	23940	20815	18124	18807	243643	20304		
Average Per Day	761.19	720.22	769.15	807.42	795.35	821.92	819.12	847.68	997.50	778.93	755.17	728.28	798.88			
On Time Performance	94.56	95.39	93.96	90.07	86.84	87.22	87.91	90.21	88.84	89.69	91.47	89.72	87.07	90.52		
#Days in Service	26	23	26	26	26	25	26	27	24	27	24	25	305	25.42		
Mileage	39041	35624	38319	39037	39056	36660	38990	39859	35765	40597	35050	37376	455374	37948		

2019 Notes

Feb 9, 2019 All JTA routes Cancelled due to SNOW

Feb 11, 2019 JTA 11A at 0740 missed due to snow/Closed JTOC service at 10:00, last three JTOC routes of the day Cancelled due to SNOW

2020 Ridership Total Including JTOC 106,716															58.5% decrease in JT fixed route service, 63.5% decrease in JTOC service	
2020	Jan	Feb	Mar	Apr	May	June	July	August	Sept	Oct	Nov	Dec	Total Riders	Monthly Average		
#1 Brinnon	1206	1333	1004	265	230	299	307	307	280	399	449	538	8617	551		
#11 Shuttle	5230	5078	3425	1016	654	1169	1348	1478	1414	1548	2015	2358	26932	2244		
#2 Ft. Worden	1470	1498	948	302	338	351	483	358	353	388	644	754	7884	655		
#3 Castle Hill	1351	1428	887	232	347	452	532	348	372	435	849	810	7844	654		
#4 Upper Sims Loop	3372	3418	2322	878	845	923	985	911	888	957	1497	1681	18288	1521		
#6A Tri Area	1250	1370	1075	489	479	511	579	505	493	533	526	627	8447	704		
#6B Tri Area	1091	1101	851	284	288	324	308	288	259	313	562	615	6283	524		
#7 Poulsbo	1601	1860	1158	402	443	478	471	488	478	440	508	708	9030	753		
#8 Sequim	1536	1491	1029	516	555	654	685	871	813	813	841	734	8718	810		
Wooden Boat									CV18					CV18		
Riders	18107	18576	12698	4194	4179	5159	5679	5359	5151	5604	7462	8833	101001	8417		
Average Per Day	696.42	743.84	488.38	196.64	208.95	234.58	246.91	255.19	245.29	254.73	324.48	338.79	364.62			
On Time Performance	89.68	91.3	92.34	91.84	88.69	94.81	94.51	89.17	87.2	93.18	96.4	96.1	92.1	92.20		
#Days in Service	26	25	26	22	20	22	23	21	21	22	23	26	277	23		
Mileage	38539	36680	36988	15423	13992	15583	16090.8	14692	14692	15391	34180	38991	291001	44769		

2020 Notes

Week of January 13th, 2020 snow storm, ridership for the week was down approx 600 riders

1/31/2020 Bridge Closure due to winds, closure approx 7 hours, last two Poulsbo routes unable to go to Viking TC

3/30/20 began reduced service due to COVID-19

11/2/2020- Returned to full/regular Monday-Saturday service

2021	Jan	Feb	Mar	Apr	May	June	July	August	Sept	Oct	Nov	Dec	Total Riders	Monthly Average
#1 Brnnon	492	638	670	760	725								3283	657
#11 Shuttle	2193	2040	2808	2737	2482								12338	2468
#2 Ft. Worden	753	678	815	961	881								4088	818
#3 Castle Hill	827	788	1043	1039	883								4888	978
#4 Upper Sims Loop	1608	1881	2074	1883	1788								8804	1781
#6A Tri Area	612	842	884	822	824								3784	757
#6B Tri Area	942	888	833	882	778								3678	736
#7 Poulsbo	678	788	1042	832	1001								4382	876
#8 Sequim	632	888	888	847	878								3848	769
Wooden Boat													0	
Riders	8357	8246	11156	10903	10316	0	0	0	0	0	0	0	48978	4082
Average Per Day	348.21	358.52	413.19	419.35	412.64									
On Time Performance	96.1	96.4	96.2	96.8	96.3									96.36
#Days in Service	24	23	27	26	28									25
Mileage	35050	34160	40384	38991	36661									37888

2021 Notes

2/13/21 There was a snowstorm which reduced ridership

Wooden Boat Festival September 7-9 2018 Ridership			
Fri 9/7	Sat 9/8	Sun 9/9	Total
1322	2185	724	4231

Wooden Boat Festival September 6-8 2019 Ridership			
Fri 9/6	Sat 9/7	Sun 9/8	Total
1374	2872	733	4979

Wooden Boat Festival September 2020 canceled/COVID

2019	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Total Riders	Monthly Average
JTOC	1288	1096	1183	1455	1502	1201	1202	1511	1355	1179	1183	1178	15313	1276
#Days In Service	26	23	26	26	26	25	26	27	24	27	24	25	305	25
JTOC Mileage	12520	10825	12123	12465	12402	11581	12036	12697	11379	12218	11217	11972	143435	11953

Notes: Feb - two days early closure due to snow

Ridership 2018 compared to 2019, decrease of 5.6%

2020	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Total Riders	Monthly Average
JTOC Riders	1058	997	996	204	187	306	314	308	367	357	315	340	5829	486
#Days In Service	26	25	26	22	20	22	23	21	21	22	19	22	269	22
JTOC Mileage	12229	11711	12003	5854	5460	5986	7193	8638	8572	9328	8010	9288	104272	8689

Notes: Snow week of January 13th

CV19- March 30th reduced service

July 22- 7:00am service restored.

Ridership 2019 compared to 2020, decrease of 62.6%

2021	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Total Riders	Monthly Average
JTOC Riders	326	372	464	477	538								2197	489
#Days In Service	21	23	27	26	25								122	24
JTOC Mileage	9444	10894	12923	12365	11692								57318	11464

Notes:

January 19, 2021 JTOC returned to full schedule

Dial-A-Ride

2020	Jan	Feb	Mar	Apr	May	June	July	August	Sept	Oct	Nov	Dec	Totals	Average
Client Boardings	1188	1246	789	189	283	377	612	613	484	522	437	484	6967	580
PCA Boardings	51	100	50	6	18	26	23	14	9	33	18	50	394	33
Other Boardings	4	7	8	0	0	2	0	0	0	0	0	0	21	2
Riders	1223	1352	827	199	279	405	535	527	473	555	453	544	7372	614
Trips	1113	1138	711	187	247	349	489	499	456	489	421	444	6542	545
Service Hours	863	827	481	173	202	253	319	320	294	314	298	302	4216	351
Service Mileage	5988	6886	4322	1428	1829	2487	3314	3315	2881	3182	2846	2843	40388	3366
Avg Riders per day	47	54	32	9	14	18	23	25	23	25	20	22	26.71	25.99
Trip Productivity	1.10	1.19	1.16	1.06	1.13	1.16	1.09	1.06	1.04	1.13	1.08	1.23	1.13	1.12
On Time Performance	95%	93%	92%	93%	94%	92%	92%	91%	91%	96%	98%	96%	94%	94%
#Days in Service	26	25	26	22	20	22	23	21	21	22	23	25	276	23

*February has a drop in ridership due to inclement weather/ snows day in which many riders cancelled their trips.

*February 9th DAR cancelled due to snow routes

2021	Jan	Feb	Mar	Apr	May	June	July	August	Sept	Oct	Nov	Dec	Totals	Monthly Average
Client Boardings	612	482	730	724	801								3229	646
PCA Boardings	30	23	48	56	51								208	42
Other Boardings	0	1	0	4	4								9	2
Riders	542	486	778	784	856	0	0	0	0	0	0	0	3446	689
Trips	482	438	682	684	748								3012	602
Service Hours	322	310	438	397	427								1896	379
Service Mileage	3188	3083	4240	3889	4388								18734	3747
Avg Riders per day	22.58	21.13	28.81	30.15	34.24								27.57	27.38
Trip Productivity	1.12	1.11	1.14	1.18	1.15								1.14	1.14
On Time Performance	94%	94%	94%	95%	94%								94%	94%
#Days in Service	24	23	17	26	25								125	25