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Dear Fort Worden PDA Board of Directors,

Starting about 5 years ago, the traffic in Port Townsend soared dramatically. We know this because many of us in the Transportation Lab are on our bicycles every day, and frequently ride both during the day and at night. We ride 12 months a year, rain or shine. The number of close calls we experience weekly, and sometimes daily, has gone up dramatically. We are bracing for a difficult transportation experience this summer once again. The recent Jefferson County Carbon Inventory (2018) indicates that Jefferson County roadways have significantly higher per capita vehicle miles traveled (VMT) than elsewhere in the State of WA, and that in the years between 2005 and 2018, the per capita MVT has increased here by 6.3%. The per capita VMT for Jefferson County is now 10,665 miles. In contrast, for the State of Washington, the per capita VMT is 8,272, a drop over the last 13 years. Clearly, Jefferson County is headed in the wrong direction when it comes to over use of motor vehicles and carbon emissions.

Transportation sector makes up 66% of carbon emissions in Jefferson County (only 29% nationally). The 2018 Jefferson County Carbon Inventory also suggests that only 21% of our VMT is commuter traffic. **Tourism is a major cause of the increases in Jefferson County's VMT and greenhouse gas emissions between the 2005 and 2018 carbon inventories.**

Expanding and/or increasing the number of visitors to Fort Worden is an excellent outcome for our community. But not if nearly every single visitor arriving at the Fort arrives by motor vehicle. In response to our previous letter, Roger Schmidt suggests that expanding EV charging stations is a step in the right direction. Actually, moving towards fleet transformation at this point is insignificant and will not come close to meeting the current IPCC target dates. The best way to reduce impact to the planet is to get people out of their cars and reduce vehicle miles traveled:

<https://theconversation.com/why-reducing-carbon-emissions-from-cars-and-trucks-will-be-so-hard-113230>

Roger Scmidts also stated "Certainly, it's a daunting task" when it comes to addressing carbon reduction. Indeed it is. And Mr. Schmidt also asks "Is there any kind of suggestion [from Transportation Lab] for action on our part?" We have a number of suggestions.

1. Stop making it convenient and inexpensive for people who bring a car to Jefferson County/Port Townsend for events at Fort Worden. The first step is to charge relatively high rates for parking in any area related to one of the festivals or events at Fort Worden.
2. Require your partners who hold festivals and mega events (for example, Centrum, Seattle Theater Group, etc.) to offer the option of transit tickets from each of the ferry terminals (Bainbridge, Kingston, and Port Angeles) at the same time they purchase their

event tickets. Give them the option to be able to get here, and back to the ferry without their cars. Of course, this would require working with Jefferson Transit or some other transit group and leasing extra buses specifically for these events.

3. Work with Jefferson Transit or other service to scale up transit services both locally (shuttles) and regionally (from ferry terminals) for festivals and mega events.
4. Stop holding mega events like THING if suitable transportation cannot be planned implemented. Given the urgency called for in the recent IPCC report, to plan and implement these events without including a transportation plan that dramatically reduces greenhouse gas emissions is no longer an option.
5. Require partners (including Seattle Theater Group) to lease pasture land out in the county for parking and to run shuttles into town and to Fort Worden. Many communities insist on this.

In short, we can, and you can, change culture by offering a combination of disincentives to drive, and incentives to seek out alternatives.

We know that the biggest policy changes that reduce greenhouse gasses are coming at the municipal level. This is true all over the world. The changes that must occur to move us away from car dependent systems have to occur at the local level if we're going to change quickly enough to avert catastrophic outcomes. The Fort Worden PDA is an example of a policy team that could make a difference. But, they won't if they behave as if the dollars today from events from THING are more important than taking action to reduce greenhouse gas emissions dramatically and immediately. We know that we face extreme challenges with climate breakdown. But the duration and severity of those challenges for our children and grandchildren are dependent upon agencies such as the Fort Worden PDA taking the right steps today.

An alternative to dismissing our concerns is to take a leadership role to offer alternatives to visitors and send the message that we in Jefferson County and the Fort Worden PDA care about climate issues.

Transportation Lab would love to support you implementing these and other changes described above! Please reach out to us. If not the FWPPDA making a difference, then who?

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