

Meeting Notes

Transportation & Land Use Work Group #1

September 24, 2:30

City-County Building Rm. 656

Attendees:

- Madeleine Weil, City
- Beth Reed, City
- Jeff Welch, TPO
- Pat Hu, ORNL
- Joe Hultquist, City Council
- David Reister, Sierra Club
- Cindy McGinnis, KAT

Discussion of process: The work group will develop and evaluate measures to recommend to the task force. Members will bring ideas to the table and evaluate them according to consistent criteria. A template for each evaluation will include:

- Description of the opportunity
- Program design
- Costs and benefits (consumption, \$, emissions, other)
- Implementation
- Case studies from other cities (if applicable)

Brainstorm ideas:

- Transit-oriented development is a topic of interest for TPO. Create density along transit corridors.
- KAT is working on Transit Development Plan – 12-18 month process. Key at this juncture because of new transit center. KAT is planning 10-15 years out. Transit-oriented development is key idea. Ridership increasing year by year – up to 3 mill/yr now.
- KAT has park & ride express service to Oak Ridge and Farragut. Trolley service downtown and paratransit (door to door for disabled).
- Light rail requires density. In other places (eg CA) light rail has supported and been supported by transit-oriented development. Electrified bus lines in Seattle.
- Growth patterns don't respond to bus-rapid-transit the same way they respond to light rail, because there is no infrastructure in the ground.
- KAT's electric trolleys were not reliable – frequently out of service.
- Complete streets concept – streets compatible with all modes of transportation – ped, bike, transit, auto. Implemented through street design, form-based zoning. Safe routes to school program.
- TDOT grant to plan for more complete streets in two locations – Broadway in Fountain City and Kingston Pike/Northshore.
- Congestion management. Signals are re-timed at 4-5 corridors per year to optimize efficiency. Insufficient number of traffic signal engineers - same number now with 50 lights as years ago with 175 lights.
- Proposal to stage priorities with South Waterfront model, 0-5 years, 0-10 years, 0-20 years. Long-term strategies may happen sooner than we can predict if the right opportunity arises. Big ideas take many years to bring to fruition.

- City fleet conversion plan. What is business-as-usual turnover schedule, policy for purchasing hybrids?
- UT switchgrass biofuel program has great potential in the long run. City could be early partner.
- Diesel particulate retrofits for City's heavy-duty fleet. KAT has already committed to retrofitting within 3 years.
- Educate consumers about the cost of car ownership versus living somewhere with good alternatives. Taxes of living within COK are offset by not having a car.
- Location efficient mortgages as possible financial instrument to encourage TOD – engage banking community.
- Good consistency between COK's economic development priorities (close to downtown, mixed use, renovation of existing buildings) and transportation/energy objectives.
- Expand use of Smart Trips by City employees. Wellness angle.

Next Steps:

- TPO will work on complete streets, transit-oriented development strategies.
- ORNL will work on fleet conversion strategy – City will supply fleet information.
- City will develop template for strawman strategies.
- City will develop taxonomy of best practices to start assembling best practices document, with help from work group member.

Next Meeting: October 15th, 2:30, Rm. 656 City-County Building.