

Sustainability
Transportation Working Group

April 9, 2010

Susanna, Alisa, Erin, Patrick, David, Cindy, Gordie, Kelley

We talked about a no-idling policy and whether it had been adopted by the City. Sounds like it was adopted but has not really been implemented/enforced. Need training on it, and enforcement, perhaps tying it to performance evaluations. Question of whether KPD vehicles need to be running to keep the laptops/cameras going or if they can run without draining the car battery. KAT is working on a no-idling policy, but are in the midst of other issues right now and will return to the policy later this year.

Gordie suggested there should be a green fleet policy that requires looking at green vehicles first, then low emission, etc, depending on the vehicle requirements (e.g. SUV, truck, sedan). He said City of San Jose has a policy we could look at.

Gordie also suggested that the City promote Smart Trips and offer additional incentives/financial benefits for employees to participate. Kelley said that Stanford Univ offers "Clean Air Cash" of more than \$200 a semester, and Mast General offers \$3/day for bike and transit commuters. A free or subsidized bus pass wouldn't be too expensive because not all employees would take it, but it would be a good thing to offer.

Good habits at work lead to good habits at home. Is there a cost figure for the savings of no idling policy? Make it big picture—if ever citizen stopped idling, it would result in XX dollars saved and that money could be put back into the local economy (shopping, eating out, etc). Public health also big issue, esp with idling at schools. The school buses as well as parents in the pickup/dropoff lines. School Board could make a no-idling on school campuses policy if they were willing to. Health Dept wants to work on this too, and perhaps the Safe Routes to School committee.

For our report, we need to quantify the results of each action/program and show how it's tied to the overall goal. Internal message would be about budget. Cost savings from energy (fuel) and emissions. Community message would be about air quality.

Need to get more specific about how the City would do certain things, meet the goals (e.g. increase density, complete streets).

There was discussion about framing the issues as reducing cost, saving energy, tying the air quality improvement to health benefits and economic benefits (how many companies have we lost because of our non-attainment status?). Opening up more parking spaces could also be a convincing argument.

Kelley listed a few things she had thought of that the City could do as an employer. One was what Gordie said about Smart Trips promotion—being a role model for other

employers in the area. Also having bicycles as part of the “motor pool” for employees to use to get to nearby meetings or run errands during the day. TPO could offer bike safety classes to people who want to use the bikes. She said the City should have someone dedicate part of their time to alternative transportation issues. She also listed some things the City could do for community initiatives. One was carsharing, which the City is already working on.

The Nissan Leaf will be test marketed in Knoxville and driving habits of owners will be studied. There will be a solar charging station downtown and they are identifying locations for other stations. ORNL and KUB are working on the project as well.

Kelley said that Central St could be the showcase project for the new complete streets policy. How to communicate Central St project to the public is the question. The main issue is that the project is not yet funded. Perhaps ask Bob and Anne to present on it to us, infrastructure group and community involvement group. Ellen could present on the complete streets study.

A share the road campaign (perhaps including anti-distracted driving campaign) would also be good.

Need to change development regulations to improve bike/pedestrian/transit potential and safety.

Should look at Portland’s Peak Oil plan and see if we can borrow from it. Frame it as staying economically competitive since less oil will definitely be available in the future. There is a new thing called Transition Movement to get grassroots support for the peak oil planning.

Kelley asked everyone to think about if there were any other programs/actions they think are missing from the report or our discussion, and to start thinking about detailed ways the City can meet the goals set out in the report.