

Transportation Sector Discussion July 8, 2020.

Missing Feasible & Practical Strategies/Technologies	Pitfalls & Dangers of Identified Actions	Prioritizing Our Actions
<p>Colton Brown: Adopt simple and fast permitting procedures for EV charging infrastructure, including DC fast charging.</p>	<p>Doubling the Centre region carpooling, biking, walking, and transit mode shares in 10 years seems unlikely, even with all of the identified actions.</p>	<p>Elizabeth Traut: prioritize smaller/easier actions that will help kick off/accelerate adoption curves such as EV charging and bike infrastructure</p>
<p>Colton Brown: Encourage West Penn Power / PUC to adopt EV charging rate designs.</p>	<p>Ensure that entities tasked with implementation have sufficient staffing/bandwidth to handle programs esp. with additional workload from COVID responses</p>	<p>Elizabeth Traut: Ensure that EV charging is available and highly visible at a variety of public places to reduce any impression (among potential future EV owners) that finding charging would be a problem</p>
<p>Colton Brown: Encourage governments and businesses to offer the federal commuter tax benefit to their employees for transit use. (Allows employees to pay for transit passes using pre-tax earnings to save money.) {Qualified Transportation Fringe Benefits}</p>	<p>Elizabeth Traut: Keep in mind that some of the solutions are more dependent than others on public adoption/behaviour change and that there will be an adoption curve that will take time</p>	<p>Elizabeth Traut: Take advantage of COVID-related bump in biking interest to implement solutions that will keep people biking beyond COVID</p>
	<p>Elizabeth Traut: Avoid undermining internal motivation with external incentives, especially relatively small ones</p>	<p>Elizabeth Traut: Implement highly visible programs such as additional micro mobility across both the university and the community <i>simultaneously</i> to avoid appearance of prioritizing one over the other (also works better for commuters who travel between both areas)</p>

<p>Elizabeth Traut: When implementing LED street lighting, consider integrated EV charging if next to parking - and/or charging for electric micromobility</p>	<p>Uncoordinated land use decisions regarding greenfield development versus infill development across municipalities encourages driving rather than close-in walkable destinations.</p>	
<p>Wider roads encourage speeding and discourages alternative modes of transportation such as pedestrians and bikes. Work with PennDOT on road diet strategies and include bike lanes and sidewalks on wide roads such as Routes 322 and 26.</p>	<p>Competing interests between saving significant ecological resources and promoting mixed-use walkable development (located in the growth boundary) such as the Pine Hall development in Ferguson.</p>	
<p>Elizabeth Traut: Public EV charging in residential areas where it would be more challenging for people to charge at home, such as near houses and apartment buildings that lack offstreet parking, to support vehicles that have residential street parking permits and guests</p>	<p>Parking changes that appear to be reductions may be unpopular</p>	<p>Elizabeth Traut: People may not want to give up a parking pass for a bus pass, but switching to a combo of bus pass plus a limited parking pass (X times per month) may be more palatable due to emergency planning or inclement weather</p>
<p>Eric Donnell: (thoughts on 7 step process) - Measuring actions (step 7) is a great idea.</p>	<p>Eric Donnell: What about the availability/management of data to measure the outcomes of these actions? Do we really know the potential for these actions? (Example: now might be a good time to understand that because our travel has changed so much over the last few months? Unique opportunity to understand that.) Do we understand the preferences of travelers in the area? That will help set successful goals.</p>	

<p>Louwana: Looking at European models for mobility integration - making modes of transportation work together. Thinking of mobility as a service. (Go to one place to plan their trip and see all of their options easily.)</p>	<p>Louwana: CATA - already 100% CNG. Makes it difficult to go farther to reduce emissions.</p>	<p>Louwana: Complete streets - important to get more pedestrians and biking. Some municipalities are farther along in adding this to zoning and planning documents. Important to get this more consistent across the region.</p>
<p>Rob Watts: Bus pass for high school students of driving age. Bring CATA more into the land development process, get them involved earlier in studies to help quantify benefits - works well for the developer, too.</p> <p>Network efficiency</p> <p>Seek signal to roundabout conversions. Look at major, significant intersections in the region to see which ones are appropriate to convert.</p> <p>Live where you work (LU/T). Lower interest mortgages if you locate within a certain distance from work. Workplace incentives for living closer to work and for using public transit to commute.</p>	<p>Rob Watts: Impediments to getting bike projects done - DOT focuses on peak hour service for vehicles. We need to balance the modes and look at them comprehensively. Concerns about maintenance for bike lanes.</p>	<p>Rob Watts: mapping where workplaces have demand for charging.</p>
<p>Hugh Mose: The best thing to do is not to take the trip. If you need to take it, don't use a single occupant vehicle. If that's not possible, get an electric car.</p> <p>Do something in the Borough to reduce the cost to ride the bus - free fare</p>		<p>Hugh Mose: Good land use principles and pedestrian access is important. Fare policy, information, and amenities.</p>

<p>program close in the Borough. CATA does a great job of providing real time information on service. Embracing alternatives - e-bikes, e-scooters, etc. Enhancing one's mobility - accommodate these options. These could do well in our community.</p> <p>Washington State - employers must have a plan to encourage people to drive to work less (commuter reduction program).</p>		
<p>Ngani: electric bikes for mode shift; affordable housing near transit; when people are making a change (like switching jobs) that's a good time to start a new routine - good time to encourage a mode shift decision</p>	<p>Making sure that when you're promoting transit, you're promoting a culture around transit (dignifying the mode).</p> <p>Disaggregate benefits and impacts in general (environmental justice issues)</p>	
<p>Cecily: equitable-oriented transit development; high density mixed use areas in proximity to transit that isn't just reserved for high income residents; micromobility - normalize the use of e-bikes and make it more accessible across users</p>		
<p>Tim Preece: Trips that aren't made make a big difference, but if we continue some level of this beyond the pandemic, it could have big impacts for reducing tripmaking.</p> <p>Incentives for personal electric vehicles -</p>		<p>Tim Preece: School bus fleets might be an easier place to apply battery electric because of their patterns of operation.</p>

<p>charging accessibility and parking availability</p>		
	<p>Paul Jovanis: Parking-related activities (3.F.1) - could have adverse impacts and increase emissions</p>	<p>Paul Jovanis: Priority with actions under # 3 / micromobility</p>
	<p>Joe Guley: whatever infrastructure is going to be implemented along state roads requires coordination with PennDOT, getting their feedback is important</p>	<p>Colton Brown: transportation touches everything; need to think long-term investment for the community and its businesses - how do we make this easier for everyone else in the long term? (Planning, permitting, infrastructural upgrades, rate designs for charging)</p> <p>Community education on electric vehicles - people have a lot to learn, but are open to learn. (Example: you can plug into a regular outlet - most people don't know that.)</p>
<p>Jon Eich: Borough's affordable housing ordinance (multifamily buildings) - 1 unit per 10 unit structures or pay to construct units elsewhere in Borough.</p> <p>Replacing traffic and street lights with LEDs</p> <p>Use parking lots to generate electricity to power charging stations?</p> <p>Park and ride options (interchanges and</p>	<p>Jon Eich: Complete streets - challenge with land use - amenities end at the edge of the development. Bike trails and sidewalks don't necessarily link up in adjoining developments - enhance this linkage for continuity.</p> <p>Dig once policy - major street reconstruction - make it ready for FIOS then rather than at a future time</p> <p>E-bikes - not permitted on sidewalks, not</p>	<p>Jon Eich: Recognize CATA's programs with the rental housing community to increase ridership among residents / also vanpooling program / new operation center is solar ready - perhaps pursue grant funding to install an array</p>

<p>shopping plazas)</p> <p>Bike-friendly community / pedestrian-friendly community designation - promote education and increase mobility</p> <p>Incentivize/mandate bike parking in residential and commercial development in the area</p> <p>HDV to use renewable natural gas or electric</p>	<p>really permitted on the street</p>	
<p>Neil Sullivan: reduce the need for trips and focus on the types of trips and how to accentuate them</p> <p>Land use decisions can encourage walking - compact mixed use developments (one stop shopping)</p> <p>Make pleasant and safe ways of biking and walking (work with PennDOT on road diets to use that for separated bike lanes).</p>	<p>Competing interests of land use - Pine Hall development - 65 acres of forested land.</p>	
<p>Tom Zilla: this will be helpful for the MPO moving forward (transitional plan)</p> <p>COVID has taught us about the need for scenario planning and flexibility.</p>	<p>Tom Zilla: Long range plan looking at 38% decrease in funding over the next 30 years. Impacts from COVID will also have a significant impact.</p> <p>Consensus building for policy and actions - takes effort and time.</p>	

	<p>Diversity of Centre County - economic hub that attracts folks from adjacent counties (leads to incentives to make this work)</p> <p>Technology and rapid pace of change</p>	
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