



Climate and Sustainability Advisory Committee Meeting Minutes Regular Meeting, March 27th 2025

Committee Members in Attendance: Jay Kimball– Chair, Chris Greacen-Vice Chair, Kendra Smith, Adrian Kilpatrick, Janet Alderton, Vince Dauciuinas, Barbara Marrett, Matilda Twigg

Committee Liaisons in Attendance: Tim Clark, Faith Van De Putte, Sheila Gaquin, Lynn Bahrych

Ex-officio and County Staff: Angela Broderick, Jane Fuller

Members of the public/guests: Chom Greacen, Laura Parsons, Kit Ledbetter

Committee Members absent: Grant Carlton, Michael Shanks, Jerry Whitfield

Convene meeting

The meeting was called to order by Chair Jay Kimball at 5:31pm. Quorum was confirmed.

- **Public Comment** Faith Van De Putte and Chom Greacen on behalf of the Madrona Institute and Climate Compass project. Faith shared transportation related prioritization goals of the recent Climate Compass outreach, including: increase public transportation services, electrifying ferry fleet and increasing/incentivizing EV's, increase multi-modal transportation infrastructure, reduce impacts from recreational boating by regulating or restricting pleasure boats, and support car/ride share programs. They highlighted leveraging current use taxation programs to incentivize land-use practices supporting climate resilience and supporting renewable energy generation. Chom shared that over 150 COMPASS participants prioritized concerns about electricity adequacy and the need for expanded local renewable energy. To address this, she proposed a new policy to incentivize solar installations on built surfaces and streamline permitting (Policy 6.6). Participants also highlighted resource inequality linked to large, often vacant estates. In response, two policies are proposed: one to expedite permitting for homes under 1,500 sq. ft. (Policy 7.6) and another to disincentivize oversized residential development (Policy 7.7). These proposals draw from precedents in cities like Los Angeles and Austin. She urged the Committee is to ensure the Comp Plan update meaningfully advances climate goals with clear priorities, timelines, and implementation strategies.

Business Operations

- The Agenda for the meeting was approved. **MOTION: Janet moved, Vince seconded and the motion passed.**
- The January 23rd 2025 Meeting Minutes were approved. **MOTION: Vince moved, and Janet seconded, and the motion passed.**

Transportation Element and Strategies

Angela explained that, in considering climate actions, they have been looking at low impact, low cost transportation solutions. Considerations include traffic revisions, speed reductions, and enhanced accessibility and safety for cycling and walking. She referenced a recent presentation on Edge Lane Roads by national expert Michael Williams which will be available [online](#). Edge Lane Roads are a traffic revision strategy with 2-way vehicle traffic in the center, no centerline, and two lanes for vulnerable road users (more info [here](#)). Angela introduced Laura Parsons from the City of Port Townsend, where an Edge Lane Road pilot program is underway. Port Townsend was recognized in Michael's presentation as a great case study, and as a smaller community and a near neighbor we share some similarities.

Laura presented an introduction to Edge Lane Roads with slides. Since 2018, Port Townsend piloted an ELR in the historic downtown area and saw great success. In 2022, the pilot was expanded onto residential streets. Public education on how to use was key. Cost breakdown showed substantial savings over concrete sidewalks (\$3 per linear foot vs. \$230 per linear foot for sidewalks on both side). Rural example of Kuhn Street traffic counts show after the ELR installation, traffic speeds were reduced in sections.

Q&A was opened, with a robust discussion about this possible strategy. Question about tourist education when driving in Pt. Townsend, Laura responded majority of those unfamiliar with how ELRs work simply slow down, and the goal is still achieved. A member asked what type of roads would fit best for this design, Laura answered roads which the center line is already fading, roads where there are crests and multiple trees lining the roadway. Traffic volume over speed determines where ELR can best be used. Councilperson Jane Fuller asked how the project was implemented collaboratively with multiple departments and how San Juan County can implement. Laura said City Council played a large part in support of the project, communication personnel were involved throughout the project for inner department education and then to the public.

Program and Committee Update

Angela summarized updates from the County Fleet Director on strategies for addressing fleet emissions. Key strategies included fleet conversion, fleet reduction, right-sized equipment and monitoring new fuel technology. The ROI gap continues to be the primary barrier to further fleet conversion. The cost for most green vehicles still outweighs the benefit for SJC, though a specific policy around that percentage margin has not been established. Infrastructure maxed out. Grant opportunities may allow SJC to afford further fleet conversion. We can wait, watch and see as vehicles electric/hydrogen vehicles become more affordable. An electric/hydrogen dump truck is a possible future goal. The Assessor's Office now has an e-bike fleet instead of gas-powered scooters, and SJC is supporting the San Juan Island School District in pursuing their first electric bus.

The draft Climate Element was presented to the Planning Commission. The timeline for incorporating public comment, and additional draft revisions, was outlined. Version 2 draft will be released in May. Vince brought up that Washington State does not have a metric to measure if the comprehensive planning process is working or not, and suggested the committee recommend that the climate element include a goal of establishing a comprehensive plan performance monitoring process. Councilperson Fuller requested, from a Council perspective, a concise, streamlined element. Angela clarified the process for reviewing and integrating feedback and will continue to update the process timeline to the group.

An internal Transportation Working Group was started last year but hadn't been meeting consistently. Members of the working group and other staff met with the consultants to review the updates they are working on, including updates to the multimodal level of service required by the GMA. DCD's sub-consultant Transpo drafting updates to Transportation Element to be published in early April. Members shared EV infrastructure ideas, including new lampposts with built-in charging capabilities and electric carshare programs.

Liaison Updates

Lynn Bahrych, Clean Water Advisory Committee: a revised Water Resources Element for the Comp Plan has been considerably tightened and condensed with help from Kendra Smith. The committee is very pleased with the final result.

Sheila Gaquin, Planning Commission: expressed support for edge lane roads as a practical and affordable solution for promoting alternative transportation, such as biking, without the need for costly road expansions.

Tim Clark, Land Bank: appreciated the work done on ELRs and noted his intention to bring relevant insights back to the Land Bank.

Faith Van De Putte, Ag Resources Committee: reiterated earlier public comment and noted a previously submitted memo outlining the Agricultural Committee's views and the oversight of not acknowledging the role of water in food production within the Climate Vulnerability Assessment.

Matilda Twigg (Youth Representative) stressed the importance of transparency and communicating outcomes of climate efforts. She will be working with Angela on upcoming youth outreach initiatives in collaboration with COMPASS to adapt climate engagement for students across local schools in late April or early May.

Adjournment

The meeting adjourned at 7:45pm.

The next meeting will be held on May 22, 2025 at 5:30pm.