



Edmonds Climate Action Plan

Results from the Community Survey #1

The Edmonds Climate Action Plan (CAP) provides a roadmap for the City of Edmonds and its citizens to reduce greenhouse gas emissions and achieve their climate goals—carbon neutrality by 2050—with community solutions and individual actions.

In 2020, the City of Edmonds began updating the CAP to better meet the needs and goals of the community. As part of this process, we asked Edmonds' residents to complete a survey and provide feedback on the proposed strategies of the CAP, identify potential actions that individuals can take to support climate action, and identify potential barriers and challenges in implementing the CAP strategies to reduce Edmonds' carbon footprint.

This survey was open from March 29th to May 3rd, 2021. This survey was released on the Edmonds CAP webpage (www.edmondsclimate.com), was announced with a postcard sent to 4,000 randomly selected households, and 600 paper surveys were mailed to randomly selected houses in Edmonds.

Their responses are detailed below.

Summary

In total, we received a total of 415 responses. We received 320 web survey responses and 95 paper survey responses.¹ Some additional demographic information about the survey response are below:

- 285 survey respondents lived in Edmonds.
- 102 survey respondents lived and worked in Edmonds.
- 305 survey respondents provided optional gender demographics, and 354 survey respondents provided optional racial demographics.²

Race and Ethnicity	
White or Caucasian	254
Black or African American	7
Latino, Latina, or Latinx	9
Asian or Asian American	15
Native American, American Indian or Alaska Native	4
Native Hawaiian or other Pacific Islander	2
Multiracial	15
I prefer not to say	48

Gender	
Male	135
Female	170

¹ We conducted a sensitivity analysis between the paper surveys and web responses using three different survey questions. Our sensitivity analysis showed that there were not statistically significant differences between the responses from our paper survey and web survey. Therefore, we combined the responses from both versions into a single analysis.

² These respondents were racially representative of Edmonds.

Survey Results

The following survey results from the sections of survey, [linked here](#).

Concern about climate change

Regional climate impacts

Regional climate impacts will affect all of Puget Sound. The following regional climate impacts ranked the highest for concerns amongst Edmonds' survey respondents, based on the rating scale where: 4 = Extremely concerned, 3 = Somewhat concerned, 2 = Neutral, 1 = Not concerned.

Paper Survey Responses

Regional Climate Impact	Level of Concern (average)	Percent Distribution of Responses			
		Extremely concerned	Somewhat concerned	Neutral	Not concerned
Increased wildfires	3.71	77%	17%	4%	1%
Poor air quality	3.61	68%	27%	4%	1%
Loss of habitat and species	3.60	67%	28%	3%	2%
Loss of regional snowpack in winter	3.45	58%	32%	7%	3%
Drought/water security	3.43	54%	35%	10%	1%
Increased insect pests that threaten crops and trees	3.38	52%	38%	5%	4%
Sea level rise and coastal erosion	3.37	56%	30%	9%	5%
Flooding and mudslides	3.30	47%	40%	9%	4%
Increased temperatures and heat waves	3.29	56%	25%	12%	8%

Online Survey Responses

Regional Climate Impact	Level of Concern (average)	Percent Distribution of Responses			
		Extremely concerned	Somewhat concerned	Neutral	Not concerned
Increased wildfires	3.23	60%	18%	7%	15%
Loss of habitat and species	3.15	56%	19%	10%	10%
Poor air quality	3.09	52%	21%	10%	17%
Increased insect pests that threaten crops and trees	2.96	43%	26%	15%	16%
Flooding and mudslides	2.94	44%	24%	14%	17%
Drought/water security	2.92	46%	20%	15%	19%
Sea level rise and coastal erosion	2.91	43%	26%	10%	21%
Loss of regional snowpack in winter	2.90	44%	24%	9%	23%
Increased temperatures and heat waves	2.83	42%	23%	10%	25%

Local climate impacts

Regional climate change will affect the lives of Edmonds' residents. The following climate impacts ranked the highest for concerns amongst Edmonds survey respondents, based on the rating scale where: 4 = Extremely concerned, 3 = Somewhat concerned, 2 = Neutral, 1 = Not concerned.

Paper Survey Responses

Local Climate Impact	Level of Concern (average)	Percent Distribution of Responses			
		Extremely concerned	Somewhat concerned	Neutral	Not concerned
Well-being of future generations	3.57	67%	27%	3%	3%
Local natural, open spaces	3.38	55%	31%	11%	3%
Public health	3.31	53%	30%	13%	4%
Urban trees and maintained landscapes	3.29	45%	43%	10%	3%
Seniors and vulnerable populations	3.15	45%	33%	15%	7%
Public infrastructure	3.05	33%	46%	13%	8%
Economic vitality of the Edmonds community	3.04	33%	46%	14%	7%
Homes and property values	2.87	26%	43%	24%	8%

Online Survey Responses

Local Climate Impact	Level of Concern (average)	Percent Distribution of Responses			
		Extremely concerned	Somewhat concerned	Neutral	Not concerned
Well-being of future generations	3.07	56%	14%	12%	19%
Local natural, open spaces	2.92	47%	21%	11%	22%
Public health	2.85	44%	21%	10%	24%
Urban trees and maintained landscapes	2.70	34%	26%	17%	23%
Seniors and vulnerable populations	2.69	34%	26%	14%	26%
Public infrastructure	2.60	29%	28%	18%	26%
Economic vitality of the Edmonds community	2.49	23%	31%	18%	28%
Homes and property values	2.34	15%	33%	22%	30%

Responsibility to act on climate change

There is strong consensus that Edmonds survey respondents believe all entities are responsible for acting on climate change. There is a slight preference for more action from individuals and federal government.

	Individuals	Federal government	Large businesses and companies	State government	Small businesses	City government
<i>Paper</i>	80%	81%	82%	76%	71%	73%
<i>Online</i>	71%	66%	65%	61%	56%	53%

Level of support for CAP strategies

A majority of respondents said they believed it is important for the Edmonds CAP to address transportation, buildings and energy, and waste and natural resources. Many of the proposed strategies receive high amounts of support. Additional details on each of these focus areas are detailed below.

		Percent Distribution of Responses				
		I strongly Agree	I somewhat agree	I neither agree or disagree	I somewhat disagree	I strongly disagree
Climate action is good for businesses in Edmonds	<i>Paper</i>	46%	23%	19%	4%	7%
	<i>Online</i>	35%	17%	14%	8%	25%
Climate action can help me save money and resources	<i>Paper</i>	39%	24%	23%	9%	4%
	<i>Online</i>	27%	20%	15%	8%	29%
Climate action is good for the health and livability of my community	<i>Paper</i>	66%	20%	9%	1%	4%
	<i>Online</i>	54%	10%	8%	9%	19%

Buildings and Energy

Level of support for existing strategies

Level of support was ranked on the following scale: 5 = I strongly agree, 4 = I somewhat agree, 3 = I neither agree nor disagree, 2 = I somewhat disagree, 1 = I strongly disagree.

CAP Strategy	Level of Support (average)		Average Level of Support (<i>Paper + Online</i>)
	<i>Paper</i>	<i>Online</i>	
Replace fossil fuels with renewable energy resources for energy supplied to the community	4.34	3.55	3.74

CAP Strategy	Level of Support (average)		Average Level of Support (Paper + Online)
	Paper	Online	
Improve efficiency of existing buildings and infrastructure	4.51	3.8	3.97
Improve efficiency of new buildings	4.64	4.21	4.31

CAP Strategy		Percent Distribution of Responses				
		I strongly agree	I somewhat agree	I neither agree nor disagree	I somewhat disagree	I strongly disagree
Replace fossil fuels with renewable energy resources for energy supplied to the community	Paper	65%	21%	3%	9%	3%
	Online	53%	8%	7%	5%	27%
Improve efficiency of existing buildings and infrastructure	Paper	51%	23%	10%	3%	13%
	Online	47%	22%	11%	4%	16%
Improve efficiency of new buildings	Paper	78%	14%	5%	1%	2%
	Online	63%	17%	6%	5%	9%

Potential newly identified strategies

- Incentives/tax credits to public buildings, businesses, and homeowners to convert to renewables, electric heat pumps, etc.
- Regulations/building codes for new buildings, require new buildings to meet LEED certification standards
- Reduced charges for non-peak usage
- Education
- Replacing gas appliances
- Permeable pavement
- Plant trees
- Focus on water use efficiency
- Greenery in buildings (i.e. green roofs)
- Balance renewable energy use with fossil fuel use
- Housing policy – build more homes to prevent sprawl
- Reduce market regulations
- Targeted incentives for multi-family housing owners
- Conduct carbon emissions assessment of schools
- Community solar
- Allow for private sector innovation
- Move to nuclear energy
- Eliminate new commercial building construction
- Conduct marketing promotion for sustainable buildings
- Expand curbside recycling to include products accepted by Ridwell
- Reduce energy use/lighting
- Transition between fossil fuel and other resources
- Invest in hydroelectric power
- Invest in wind energy

Transportation

Level of support for existing strategies

Level of support was ranked on the following scale: 5 = I strongly agree, 4 = I somewhat agree, 3 = I neither agree nor disagree, 2 = I somewhat disagree, 1 = I strongly disagree.

CAP Strategy	Level of Support (average)		Average Level of Support (Paper + Online)
	Paper	Online	
Reduce VMT through more sustainable land use patterns (transit-oriented development, local efficiency)	4.18	3.49	3.65
Reduce VMT by improving transit systems	4.48	3.73	3.91
Reduce VMT by promoting active transportation	4.12	3.40	3.57
Promote carpooling and vehicle sharing	4.19	3.61	3.75
Promote electric vehicles and other low-carbon vehicles	4.25	3.65	3.79

CAP Strategy		Percent Distribution of Responses				
		I strongly agree	I somewhat agree	I neither agree nor disagree	I somewhat disagree	I strongly disagree
Reduce VMT through more sustainable land use patterns	Paper	51%	28%	16%	3%	3%
	Online	41%	20%	9%	9%	22%
Reduce VMT by improving transit systems	Paper	65%	25%	8%	1%	2%
	Online	47%	20%	9%	6%	17%
Reduce VMT by promoting active transportation	Paper	46%	30%	20%	2%	3%
	Online	36%	18%	16%	10%	20%
Promote carpooling and vehicle sharing	Paper	48%	35%	12%	3%	3%
	Online	33%	29%	17%	7%	14%
Promote electric vehicles and other low-carbon vehicles	Paper	57%	26%	10%	4%	4%
	Online	49%	14%	11%	4%	21%

Potential newly identified strategies:

- Work from home/shorter work weeks
- Office SOV travel reduction
- Incentives for non-SOV travel
- Education
- Purchasing carbon offsets
- Mass transit, walking/biking trails
- Switch to electric engines in landscaping equipment
- Reducing car tab costs, subsidies for EVs and hybrids, EV charging infrastructure
- Rezoning Edmonds (denser housing, more housing, walkability)
- Improved bus service
- Parking by local businesses (to encourage shopping locally)

- Tackling truck, train, and ferry emissions
- Voluntary rationing programs
- Carbon capture
- Discourage SOVs (ie by raising parking rates)
- Address carbon emissions from agriculture
- Garbage to energy
- Carbon taxes
- Affordable green energy upgrades
- Tackle litter
- Land and tree preservation
- Promote reusing
- Develop local living-wage jobs
- “Golf cart community designation”
- Address emissions from air travel
- Eliminate water pollution
- Develop vehicle sharing programs
- Plant trees
- Last mile services and parking garage near transit hubs
- Electrify public transit
- Land management
- Encourage home businesses
- Promote micro-mobility
- Limit road expansion
- Develop renewable energy

Opposition Comments:

- Climate change is natural/good
- It isn’t the government’s job to regulate this
- This is a waste of money
- Climate change isn’t real
- We should be focusing on China

Waste and Natural Resources

Level of support for existing strategies

Level of support was ranked on the following scale: 5 = I strongly agree, 4 = I somewhat agree, 3 = I neither agree nor disagree, 2 = I somewhat disagree, 1 = I strongly disagree.

CAP Strategy	Level of Support (average)		Average Level of Support (Paper + Online)
	Paper	Online	
Increase carbon sequestration	4.34	3.76	3.9
Reduce material consumption, waste generation, and resource depletion	4.51	3.86	4.02

CAP Strategy		Percent Distribution of Responses				
		I strongly agree	I somewhat agree	I neither agree nor disagree	I somewhat disagree	I strongly disagree
Increase carbon sequestration	Paper	57%	27%	11%	1%	3%
	Online	53%	12%	13%	4%	19%
Reduce material consumption, waste generation, and resource depletion	Paper	71%	15%	11%	1%	2%
	Online	54%	14%	10%	5%	16%

Potential newly identified strategies

- Variable rates for energy consumption
- Renters to pay taxes
- Urban forests (and maintenance of)/remove emergency tree ordinance
- Requiring businesses to use compostable containers/tax businesses that use single-use materials
- Requiring building deconstruction over demolition
- Rain barrel and composting program
- Outreach and education
- No more bike lanes
- Team up with Ridwell to recycle waste
- Tax plastic manufacturers
- There are also worries about the cost versus benefit of this.
- Charge for plastic bags
- Bioregenerative farming
- Make recycling easier
- Reduce water and sewer service costs while increasing costs of water usage
- Rebates/incentives for recycling
- Forest management
- Nuclear energy
- Fund healthy eel grass beds
- Raingarden s and bioswales
- Reduce development on undeveloped land
- Focus on maintaining rural forests
- Promote backyard composting

Support for all strategies

Level of support was ranked on the following scale: 5 = Very important, 4 = Somewhat important, 3 = Neutral, 2 = Not important, 1 = Not important at all.

Strategy Area		Level of Support (average)	Percent Distribution of Responses				
			Very important	Somewhat important	Neutral	Not important	Not important at all
Buildings and Energy	<i>Paper</i>	4.30	52%	34%	9%	3%	2%
	<i>Online</i>	3.60	43%	20%	9%	10%	18%
Transportation	<i>Paper</i>	4.36	50%	41%	4%	3%	1%
	<i>Online</i>	3.79	48%	22%	7%	8%	15%
Waste and Natural Resources	<i>Paper</i>	4.43	62%	24%	11%	2%	1%
	<i>Online</i>	3.83	51%	18%	10%	7%	14%

Individual actions

In addition to City-led strategies, the City understands that both City strategies and individual actions by residents will be necessary to achieve its climate action goals of carbon neutrality by 2050. In doing this, the City asked survey respondents two key questions: 1) What individual actions are they already doing that supports climate action goals?; and 2) What individual actions are they willing to do to support climate action goals? Summary of responses are detailed below.

Actions that residents are already doing

Popular actions that respondents are already undertaking include regularly recycling, shopping at local businesses, and using reusable and compostable containers and beverage bottles. Answers are displayed as percent distribution of responses, and respondents were able to select multiple actions. Answers that are bolded indicate that there was more than a 10% difference between the paper survey respondents and online survey respondents.

Action	Paper	Online
Regularly recycle	92%	81%
Save energy at home and work by turning off lights and water, using energy-saving light bulbs, etc.	94%	74%
Use reusable and compostable containers and beverage bottles, or bring my own	66%	58%
Shop at local businesses, in bulk, and/or at re-use or thrift stores	63%	58%
Invest in home energy improvements, such as installing insulation and efficient windows, heating, and/or appliances	64%	55%
Buy locally produced food and/or products	58%	49%
Regularly compost	52%	50%
Eat less meat and more vegetable protein	48%	41%
Wash my laundry in cold water	43%	41%
Combine trips in my car or carpool with others at least once a week	45%	34%
Drive a vehicle that gets more than 30 MPG in the city	53%	32%
Take public transit, walk, or ride a bike to a destination at least once a week	38%	34%
Air or line dry my laundry	19%	14%
Participate in a renewable energy program through my local utility	25%	12%
Purchase or drive an all-electric or zero-emissions vehicle	13%	8%
Invest in solar panels for my home or business	12%	6%
Other (see below)	1%	15%

Other:

- Solar panels
- Native plants
- Ridwell
- EV charging stations
- Business with green investment companies
- Growing own food
- Getting politically involved
- Using public transit
- Walking/ driving less
- Working from home
- Owning efficient cars
- Lowering home thermostat
- Plant based diet
- Energy efficient appliances
- Avoiding delivery services

Actions that residents are willing to do

Respondents were most interested in purchasing or driving an EV and investing in solar panels for their home or business. Answers are displayed as percent distribution of responses, and respondents were

able to select multiple actions. Answers that are bolded indicate that there was more than a 10% difference between the paper survey respondents and online survey respondents.

Action	Paper	Online
Purchase or drive an all-electric or zero-emissions vehicle	38%	35%
Invest in solar panels for my home or business	36%	27%
Participate in a renewable energy program through my local utility	25%	20%
Invest in home energy improvements, such as installing insulation and efficient windows, heating, and/or appliances	24%	14%
Drive a vehicle that gets more than 30 MPG in the city	17%	14%
Regularly recycle	12%	3%
Eat less meat and more vegetable protein	16%	8%
Take public transit, walk, or ride a bike to a destination at least once a week	13%	8%
Regularly compost	21%	11%
Buy locally produced food and/or products	12%	7%
Wash my laundry in cold water	11%	6%
Air or line dry my laundry	13%	6%
Use reusable and compostable containers and beverage bottles, or bring my own	14%	5%
Save energy at home and work by turning off lights and water, using energy-saving light bulbs, etc.	15%	4%
Shop at local businesses, in bulk, and/or at re-use or thrift stores	14%	3%
Combine trips in my car or carpool with others at least once a week	5%	2%
Other	1%	11%

Challenges and barriers for climate action

Finally, the City wanted to identify what challenges and barriers were preventing Edmonds' residents from pursuing individual climate action. Respondents identified costs or resources as being the largest barrier to climate action, both for the Edmonds CAP and their individual action. Answers that are bolded indicate that there was more than a 10% difference between the paper survey respondents and online survey respondents.

Challenges and barriers	Paper	Online
Cost or Resources - I have other competing economic demands in my life that are more important to me and my family	40%	33%
Level of care and interest - I do not think there is enough of a crisis that I personally need to do anything to reduce the risks of climate change	15%	14%
Realizing benefits - I don't plan to live in my current home long enough to recover the costs of making changes to my home to reduce its carbon footprint. OR I live in an apartment and cannot make the types of changes that are needed to reduce my carbon footprint.	20%	11%

Challenges and barriers	Paper	Online
Time commitment - I do not have enough time to think about climate change	17%	7%
Outside forces - I feel that the changes need to be at larger scale than what I can do as an individual- nothing I do will make any difference	29%	20%

Edmonds CAP Engagement Workshop #1 Summary

March 25, 2021 | 6:00pm to 8:00pm

Purpose

The purpose of the workshop is to educate the public about the Climate Action Plan (CAP), inform the Edmonds community about ways they can participate and contribute to the CAP, and gather feedback on draft CAP strategies, actions, and implementation.

Key Outcomes

Survey link: <https://www.surveymonkey.com/r/2RFVKSX>

Links to Materials

- [Workshop #1 Handout Packet](#)
- [Workshop #1 Recording](#)
- [Workshop #1 PowerPoint Presentation](#)

Agenda

Time	Agenda Item		
5:55-6:00	Open Zoom room		
6:00-6:10	Introduction		
6:10-6:30	Presentation on Proposed CAP Strategies and GHG Inventory		
6:30-6:45	Brief Q&A Session		
6:45-6:50	Introduce Breakout Group Discussion Activity		
6:50-7:40	Breakout Sessions + Report Back		
		6:50 to 7:15pm	7:15 to 7:40pm
	Breakout Room #1	Buildings/Energy & Waste/Natural Resources	New Strategies #1
	Breakout Room #2	Transportation	New Strategies #2
	Breakout Room #3	New Strategies #1	Buildings/Energy & Waste/Natural Resources
	Breakout Room #4	New Strategies #2	Transportation
7:40-7:50	Report Out		
7:50-8:00	Closing and Next Steps		

Notes from Breakout Discussion Groups

Buildings & Energy and Waste & Natural Resources Breakout Group

Below are notes and discussion points on existing proposed [buildings and energy strategies](#) and [waste and natural resources strategies](#)¹:

- **EY-1 Replace fossil fuels with renewable energy resources: solar installations**
 - Concerned that solar is **unreliable** and not decarbonizing.
 - Solar is **too costly** and won't get the most carbon out for the buck.
 - Might have **equity considerations** – many people may not be able to afford it.
 - Some want to **encourage solar, but not subsidize** it.
 - **Solar rebate from PUD** is already available.
- **EY-2 Improve efficiency of existing buildings and infrastructure**
 - Need **education and incentives**, especially for expensive conversions.
 - There can be cost-saving incentives – however, there is an **equity issue** of who pays and who benefits. Ways to lower costs could include:
 - Residential **PACE-property** assessed clean energy.
 - **PUD has rebates** for energy efficiency.
 - Incentives that focus on **lower income housing** (e.g., for weatherization).
 - **Loan program** focusing on lower income and older buildings.
 - **Provide loans for retrofitting**, which can include:
 - **Heat pumps** can be effective.
 - Need to **better insulate and to situate buildings** better for energy efficiency.
 - Focus on **converting fossil fuels to electric**.
 - Focus on **building lifecycles** – including its materials.
 - **On-demand hot water** can lower energy consumption.
 - Utilize **building codes** for energy efficient updates.
 - **Carbon tax** can focus on benefits. However, some concern about effectiveness of a carbon tax.
- **EY-3 Improve efficiency of new buildings**
 - Continue **incentives** for LEED-certified buildings.
 - **Educate residents on the various incentives currently available** for new appliances.
 - **Install motion sensor lighting** to reduce energy usage in areas such as underground parking garages.
 - **Research options** for electric options for tankless hot water.
 - **Develop new policies** to require energy efficiency for new development.
 - Considerations:
 - How will this affect people's **ability to buy a house**, especially for people on a fixed income?
 - New houses are not “affordable” because they are brand new – **already a premium on new construction and development**.

¹ More details on assumptions and potential impact of existing proposed transportation strategies can be found [here](#).

- Might be **unfair for construction companies** with these new companies.
- **EY-4 Increase carbon sequestration**
 - Need to determine **where to plant trees** and should **focus on low-income** communities.
 - **Marsh and eelgrass** (blue carbon) can help.
- **W-1 Reduce material consumption**
 - Increase composting throughout the City.
 - All carry-out should be compostable.
 - Education campaigns on how to sort waste.

Transportation Breakout Group

Below are notes and discussion points on [existing proposed transportation strategies](#)²:

- **TR-1 Reduce vehicle miles traveled through sustainable land use.**
 - **Co-locating shopping centers with residential neighborhoods** can reduce car trips, even for a few blocks.
 - Utilizing **incentives or subsidies** can encourage development of business or shopping centers near residential areas. For example, some developments have used a multifamily tax exemption to build additional housing and businesses along Highway 99.
 - In addition to development considerations, **encouraging land use to facilitate other non-motorized vehicles along busy roads** (e.g., Highway 99) will be needed by 2050.
 - In addition to new development, there should be a focus on how we can **improve areas with existing developments to reduce vehicle miles traveled**. For example, encouraging new businesses and shops in residential areas can reduce car trips associated with shopping. This might be most impactful in food deserts or resource-limited neighborhoods of Edmonds.
 - In conjunction with TR-2 and TR-3, should focus on **transit-oriented development**.
 - Should be conscious about **tradeoffs** in this strategy. For example, increased density may reduce vehicle miles traveled, but that may come at the cost of vegetation and tree canopy density.
- **TR-2 Reduce vehicle miles traveled by improving transit systems.**
 - **Reducing fees or costs** for public transportation can lead to increased adoption of transit services. Some options included:
 - Free public transportation for all
 - Encouraging employers to provide subsidized Orca passes for employees, such as the City of Edmonds.
 - Should focus on **changing behaviors and normalize using public transportation**. If we build public transit, they may not necessarily come.
 - Should focus on **reducing commuter or other pass-through traffic**. For example:

² More details on assumptions and potential impact of existing proposed transportation strategies can be found [here](#).

- Work with Sound Transit to increase frequency of the Sounder to reduce commuter traffic.
 - Should focus on **equity**. For example:
 - Utilize dial-a-ride for elders to go to businesses and shops.
 - Utilize frequent buses between senior homes and centers and shopping districts.
 - Should consider **ferry traffic and operations**. For example:
 - Need to decrease cars idling while waiting for the ferry.
 - Support the long-term plan for electrifying the WA State ferry fleet.
 - Should consider **bus electrification** and other electric public transit options.
 - Everett Transit recently got a grant to support electric buses and charging.
 - Can use grants to offset costs.
 - Work to electrify school buses too.
 - Increase frequency of direct public transportation options between Edmonds and the airport.
- **TR-3 Reduce vehicle miles traveled by promoting active transportation.**
 - Should consider **weather and geography** (e.g., hills) in active transportation investments, **especially for elderly population**. For example:
 - Promote e-bikes or electric golf carts, especially elders who may want a more stable option.
 - Can utilize grants or subsidies with partners, such as Sharing Wheels or Hopeworks.
 - Should focus on having protected bike lanes – many people don't want to bike because roads aren't safe.
 - The "Walkable Weekends" in downtown Edmonds has been great to decrease traffic downtown and improve community cohesion.
- **TR-4 Promote carpooling and vehicle-sharing.**
 - Need to consider telecommuting – especially considering this past year. More employers may be more amenable to telecommuting for its employees.
 - A public van system can be more attractive and accessible for elders (e.g., a van to Eastgate for shopping).
 - Is there a way to facilitate car-sharing, especially for ferry traffic?
- **TR-5 Promote electric vehicles.**
 - Should include subsidies for electric vehicles.
 - Need to also add additional charging stations throughout Edmonds. A recent study said that there wasn't enough charging stations currently in Edmonds to meet potential future demand.
 - Should focus on electric vehicle adoption by 2035 since car lifecycles typically last about 15 years.

New Strategies

Potential new strategies that were identified include:

Strategy or Action	Description	Considerations
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Alternative energy use through solar, nuclear, wind, or geothermal energy	Transition away from the use of coal and gas for energy by making use of solar, nuclear, wind, and/or geothermal energy. Partner with SnoPUD on their community solar program to expand it to an Edmonds community solar program.	Energy types should be tailored and suitable for Edmonds. For example, what is the feasibility to capture and store energy with current technology or facilities – if not, will need to invest in new infrastructure capacity in a cost-effective way. Also unsure about the impact or feasibility of wind energy.
On-demand hot water for residential homes	Provide on-demand hot water in residential homes could save resources and easily implemented.	There was uncertainty how much energy (if any) this may save in Edmonds.
Utilize electric cars to store energy as part of a smart grid	Encourage the use of electric cars in Edmonds and build a smart grid that will be able to transfer and help facilitate energy storage and increase energy storage capacity. This can help alleviate future demand on energy sources.	None stated.
Reduce food waste	Reduce the amount of food waste and associated GHG emissions through education efforts or policies. For example, educating residents about urban gardens can lead to more locally grown food for households. Alternatively, a requirement for restaurants to have vegetarian options can also decrease meat consumption.	Unsure about the impact of gardening education for residents and how much that will reduce GHG emissions. There are also space considerations for urban gardens.
Conserve water	Encourage water conservation through education and policy requirements. For example, alternative landscape education can help residents manage yards and lawns that help conserve energy and water, clean up waterways, provide cooling and sheltering benefits, and create habitat for native species.	None stated.
Ban fuel/gas powered mowers and trimmers	Eliminate fuel or gas-powered motors and trimmers (e.g., leaf blowers), as well as gas motors overall. This can also help with localized air quality.	Some people in the community may value gas motors (e.g., leaf blowers, motorboats) a lot.
Implement a bikeshare program	Create a bikeshare program between Edmonds, Shoreline, and Seattle. This strategy, in conjunction with others, can encourage more people to not rely on cars.	None stated.
Implement a natural gas ban		Already included similar strategies but wanted this action to be stronger than just “encourage”.

Increase the gas tax		May push other vehicles to fuel outside of Edmonds, meaning they alienate people and don't get that revenue.
Support a statewide carbon price		None stated.
Support or promote telecommuting	Support businesses to promote telecommuting options or local office-share programs.	Especially during pandemic, this seems much more viable.
Invest in bike infrastructure and education	Build infrastructure that protects bike lane, have bike speed limits, and includes bike education. There should be financial support or programs for people to access bikes, especially e-bikes.	Can help with reducing commute trips. Also increasing bike safety will help people actually feel safe and switch transportation modes.
Educate Edmonds residents about hidden pockets of carbon	Partner with SnoPUD to educate Edmonds's residents about hidden pockets of gas emissions so they can reduce emissions further.	None stated.
Educate residents and restaurants about electrical appliances	Educate residents and chefs who do not want to give up their gas stoves on the benefits and capabilities of electric stoves.	None stated.
Ensure sufficient space in multifamily homes to compost		Many current homes and buildings don't have space to compost.
Preserve and increase access to green spaces	Preserve and increase green spaces in Edmonds, such as planting more trees or exploring a conservancy program (e.g., partner with Forterra).	This can also help increase carbon sequestration.
Encourage circular economies	Implement a program that promotes sharing of resources and goods (e.g., books to libraries) to minimize waste.	None stated.
Institute a last mile program	Implement a last mile program, especially for delivery drivers (e.g., Amazon, UPS, FedEx) to reduce VMT and emissions associated with goods delivery.	None stated.

Other specific questions and topics that were discussed include:

- SnoPUD feels confident about **meeting potential future energy demand**. However, SnoPUD states that at the state level, there is discouragement to fuel switching to remove oil furnaces and they cannot incentivize this.
- Strategies **should lead to GHG reduction as well as conservation benefits**.
- There shouldn't only be a focus on new construction, but we **should also help upgrade older homes with more efficient technology**. This may require partnerships with landlords or developers.

- All strategies and actions should have a focus on **being equitable**.
- There is a tradeoff of focusing on smaller solutions, which might be easier to implement, versus larger solutions that might have a huge return, but would take a long time.
- There were multiple opinions about how to **fund these strategies**:
 - One person was vocally against higher taxes to support implementation.
 - Three people were vocally in favor for higher taxes or fees to support implementation. One participant cited research on carbon taxes as an effective community planning strategy.