



Sustainability Commission

Regular Meeting

335 South Broadway
De Pere, WI 54115
<https://www.deperewi.gov/>

Agenda

Tuesday, December 13, 2022

5:30 PM

Council Chambers and Virtual

Pursuant to Wisconsin Statutes 19.84, Notice is hereby given to the public that a meeting of the **Sustainability Commission** of the City of De Pere will be held on **December 13, 2022 at 5:30 PM** in the **COUNCIL CHAMBERS, 2ND FLOOR CITY HALL, 335 S. BROADWAY STREET, DE PERE.**

The public may attend the meeting either in person in the Council Chambers or electronically/telephonically. Electronic or telephonic access to the meeting is provided below:

Computer/smart phone accessing <https://www.gotomeet.me/DePere>

OR

You can also dial in using your phone.

United States (Toll Free): [1 866 899 4679](tel:18668994679)

United States: [+1 \(312\) 757-3117](tel:+13127573117)

Access Code: 154-883-285

This meeting may also be rebroadcast on Spectrum Cable Channel 4 and AT&T U-verse Channel 99 throughout the week and available on demand at <http://deperecitywi.igmp2.com/>.

I. Call to Order

1. Roll Call

II. Public comment upon matters not on the agenda. Comments made during the public comment period shall pertain only to matters under the jurisdiction of the Sustainability Commission. Section 6-3(f) DPMC

III. Items

- 1. Approval of the October 11, 2022 Sustainability Commission Meeting Minutes**
- 2. Presentation by Greener Bay Compost on Composting**
- 3. Discuss Commission Vacancy**
- 4. Discuss Sustainable Practices Included in City's 2023 Budget**
- 5. Discuss Winter Salt Use for Driveways and Sidewalks**
- 6. Discuss Distribution of Monthly Sustainability and Stormwater Information**
- 7. Consider and Possible Action on Clean Air Ordinance***

IV. Future Agenda Items

V. Adjournment

Any person wishing to attend this meeting who, because of disability, requires special accommodations should contact the Clerk's office at 339-4050 by Noon, the previous day so that arrangements can be made.

***Items with an asterisk require City Council approval.**

Agenda Sent To:

Alderspersons

City Administrator

Mayor

Department Heads

TV, Newspapers & Radio Stations

Kress Family Library

De Pere Chamber of Commerce

Greener Bay Compost



City of De Pere, Wisconsin

Request For Sustainability Commission Action

MEETING DATE: December 13, 2022

DEPARTMENT: Sustainability Commission

FROM: Betty Sellenheim

SUBJECT: Approval of the October 11, 2022 Sustainability Commission Meeting Minutes

ATTACHMENTS:

- 2022 1011 Sustainability Commission_Draft Minutes (PDF)



Sustainability Commission

Special Meeting

335 South Broadway
De Pere, WI 54115
<https://www.deperewi.gov/>

Draft Minutes

Tuesday, October 11, 2022

5:30 PM

Council Chambers and Virtual

I. Call to Order

The meeting was called to order at 5:30 PM by Alderperson John Quigley

Attendee Name	Title	Status	Arrived
Jayne Black	Commissioner	Present	
Cindy Champeau	Commissioner	Present	
Renee Gasch	Commissioner	Present	
Emily Henrigillis	Commissioner	Present	
Randall Lawton	Commissioner	Present	
Eric Rakers	City Engineer	Excused	
John Quigley	Aldersperson	Present	

Scott Thoresen, Public Works Director

Betty Sellenheim, Recording Secretary

II. Public comment upon matters not on the agenda. Comments made during the public comment period shall pertain only to matters under the jurisdiction of the Sustainability Commission. §6-3(f) DPMC

None

III. Items

1. Approval of the September 13, 2022 Sustainability Commission Meeting Minutes.

Commissioner Henrigillis moved to approve the September 13, 2022 meeting minutes, seconded by Aldersperson Quigley. Upon vote, the motion passed unanimously

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Emily Henrigillis, Commissioner
SECONDER:	John Quigley, Aldersperson
AYES:	Black, Champeau, Gasch, Henrigillis, Lawton, Quigley
EXCUSED:	Eric Rakers

2. Commission Member Introductions

Members of the Commission and staff in attendance introduced themselves and their backgrounds.

RESULT:	DISCUSSED
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3. Update on Sustainability Strategies Scoresheet

Scott Thoresen, Public Works Director, provided an overview of the Green Tier Legacy Community Program and their sustainability strategies scoresheet. Mr. Thoresen elaborated on the scoresheet including the baseline score, the projects completed by staff and the commission, and projects of interest to the commission.

Commissioner Lawton asked staff to explain where the scoresheet came from. Mr. Thoresen explained the scoresheet came from the Wisconsin Department of Natural Resources as part of the Green Tier Legacy Program to help communities and businesses

track their progress on sustainable practices. Alderperson Quigley asked staff to elaborate on the list of projects for 2021 provided in the memo, asking if those were items staff was working on. Mr. Thoresen explained where the list came from and current progress by staff and commissioners and reiterated that commission members will need to invest time into projects they wish to see completed. Commissioner Gasch expressed concerns about progress made on projects brought forward and offered that the group needs to re-commit to making progress. Mr. Thoresen explained that making changes to the ordinance (the next agenda item) would help move items forward quicker and make progress. Commissioner Gasch asked staff's level of support for the items listed on the scoresheet. Mr. Thoresen explained, in terms of commission make-up and ordinance, staff's position for the commission and projects and reiterated that the commission is to work on City-wide projects, not internal operations. Alderperson Quigley explained, from his view as an Alderperson, how some projects get hung-up. Commissioner Lawton expressed concerns about relying on the commission volunteers to create change through the scoresheet. Mr. Thoresen empathized with the concerns and added that staff understands the benefits of having individuals dedicated to working on sustainable initiatives (such as Green Bay) and such an individuals may be requested in the budget process for 2024.

RESULT:	DISCUSSED
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4. Consider and Possible Action on Municipal Ordinance Sec. 10-19 – Sustainability Commission*

Alderperson Quigley mentioned a proposal forwarded to members regarding meeting every other month and having working groups and deferred to Scott Thoresen, Public Works Director, for additional details. Mr. Thoresen explained how the commission and ordinance was created and provided examples of ordinance changes provided by members including frequency of meetings and creating sub-committees. In regards to frequency of meetings, Mr. Thoresen explained no changes were necessary to the ordinance to increase from the minimum of four meetings, but suggested scheduling monthly meetings and cancelling if there were not enough agenda items to act upon. Mr. Thoresen also explained sub-committees or working groups to tackle sustainable projects.

Alderperson Quigley moved to meet monthly starting January 2023, seconded by Commissioner Black. Upon vote, the motion passed unanimously.

Alderperson Quigley clarified that meeting in small sub-committees/working groups would be limited to 2 commission members. Mr. Thoresen stated that would be the suggestion from staff based on conversations with the City Attorney. Mr. Thoresen added that working groups of 2 members would not require an ordinance change. Commissioner Lawton asked for clarification regarding open meetings requirements. Alderperson Quigley and Mr. Thoresen offered insight regarding rolling quorum and other open meeting requirements and added that conversations that were not commission related, were non-issues.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	John Quigley, Alderperson
SECONDER:	Jayne Black, Commissioner
AYES:	Black, Champeau, Gasch, Henrigillis, Lawton, Quigley
EXCUSED:	Eric Rakers

5. Consider and Possible Action on Clean Air Ordinance*

Alderson Quigley outlined the history of this item through the Commission and Council. Alderson Quigley shared concerns brought forward from Council members and how they can be addressed and added that other communities have similar ordinances in place that can be used as reference. Alderson Quigley shared that Council members expressed less support of the use of police resources to enforce the ordinance. Alderson Quigley outlined steps for his new clean air proposal; beginning as a voluntary and educational campaign that ultimately could lead to an ordinance. Commissioner Gasch expressed concerns about idling, the process of this item being presented to Council, and only offering an educational campaign without enforcement options. Commissioners Henrigillis and Black shared their experiences with educational campaigns. Scott Thoresen, Public Works Director, updated the commission on the discussion and lack of action taken by the Council on this project, at the request of Alderson Quigley to have it referred back to Commission. Alderson Quigley added information with regards to how the item got added to the Council agenda for consideration. Mr. Thoresen further explained the process of items from Sustainability Commission being recommended to Council. Alderson Quigley offered to work on fine tuning his recommendation and bring it back in December and asked staff if another member could work with him. Mr. Thoresen suggested having Commissioner Gasch assist, as it was her item initially.

Commissioner Gasch moved to table the Clean Air Ordinance until December 13, 2022 meeting, seconded by Alderson Quigley. Upon vote, the motion passed unanimously.

RESULT:	TABLED [UNANIMOUS]
	Next: 12/13/2022 5:30 PM
MOVER:	Renee Gasch, Commissioner
SECONDER:	John Quigley, Alderson
AYES:	Black, Champeau, Gasch, Henrigillis, Lawton, Quigley
EXCUSED:	Eric Rakers

IV. Future Agenda Items

Alderson Quigley requested discussing/assigning/selecting future sustainable projects for 2023.

Commissioner Henrigillis requested salt use education for private and commercial sidewalks/driveways (Community presentation from Salt Wise or information to social media)

Commissioner Gasch requested revisiting an Energy Efficiency program/educational seminar/workshop with WPS

Commissioner Lawton requested a discussion/summary of sustainable items in the City budget

V. Adjournment

Commissioner Gasch moved to adjourn the meeting at 6:45 PM, seconded by Commissioner Black. Upon vote, the motion passed unanimously.

Respectfully submitted,
Betty Sellenheim



City of De Pere, Wisconsin

Request For Sustainability Commission Action

MEETING DATE: December 13, 2022

DEPARTMENT: Public Works

FROM: Scott Thoresen

SUBJECT: Presentation by Greener Bay Compost on Composting

ATTACHMENTS:

- Greener Bay Compost Presentation to De Pere Sustainability Commission (PDF) (PDF)
- Greener Bay Compost Acceptable and Not Acceptable Materials List (PDF)
- City of Green Bay Landfill Alternatives (PDF)



Because Food Waste is NOT Garbage.

A small, local, family-run business making a BIG difference for our environment.

www.GBCompost.com



OUR MISSIONS:

- 1) Divert as much organic waste (food waste) from landfill as possible, so we can upcycle the material into a value-added soil amendment and prevent toxic methane from being released into our environment.
- 2) Create and maintain a “Culture of Composting” in the Green Bay metropolitan area.
- 3) Produce the highest-quality compost possible, for use in local gardens, flower beds, agriculture, etc., to aid our communities in becoming more sustainable and resilient.

ONE BUSINESS, TWO SEGMENTS



Compost Pickup & Drop-Off Services

Easy, Clean, Convenient, & Green

- Residential Compost Pickup Service
- Residential Compost Drop-Off Service
- Small Business Compost Pickup Service



Compost Sales

Finely Sifted, Premium Soil Amendment

- (1) Cubic Foot bags
- (1) Gallon bags
- Free, (1) Cup sample bags

How our Compost Pickup & Drop-Off Services work (generally):



STEP ONE

We provide you with a clean, Food Safe, five gallon bucket (with lid), with a BPI-certified compostable liner.



STEP TWO

You remove your bucket lid, revealing wood shavings at the bottom (to help control odor and absorb moisture.)



STEP THREE

You place any [materials we consider Acceptable](#) inside your bucket, over the course of at least a week.



STEP FOUR

You place your bucket outside for us, as scheduled, and we swap it out for a new, clean bucket.



IN JUST 13-14 WEEKS, WE TURN

THIS



INTO

THIS

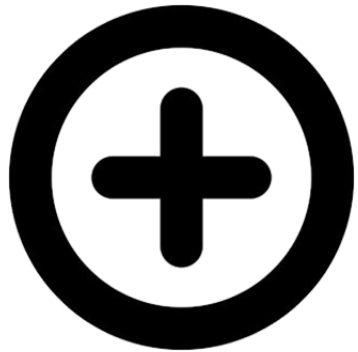


7 OF THE BEST REASONS TO SIGN UP WITH US:



1. Reach your sustainability and waste reduction goals, by diverting as much of your organic waste as possible from local landfills.
2. Reduce your carbon footprint, by having us compost your organic waste, instead of trashing it, so it produces no methane (a toxic greenhouse gas more than 20x more potent than carbon dioxide).
3. Fight “Climate Change” on a very local level and reduce the impact of it globally.
4. Earn a cubic foot of [our finely sifted, premium compost](#) for every 500 pounds of acceptable waste you provide to us, through our [Waste Reduction Rewards Program](#).
5. Reduce the amount of trash your household produces by 20-50% or more (which means less money spent on trash bags and fewer trips to the curb with your trash bin).
6. Impress your friends, family members, and co-workers with your commitment to helping our environment.
7. Avoid the hard work, loss of free time, and frustration (not to mention the risk of complaints from neighbors regarding rats and offensive odors) that often comes with trying to compost at home.

THE MAJOR BENEFITS OF COMPOSTING:



1. Reduces methane (a potent greenhouse gas) emissions from landfills.
2. Upcycles what would have been waste into a valuable soil amendment.
3. Sequesters carbon from our atmosphere, thereby lowering our collective carbon footprint.
4. Enriches soil, via the addition of organic matter and nutrients, which results in better looking, better tasting food and reduces the need for chemical fertilizers.
5. Helps soil retain moisture, which results in less need to water plants.
6. Reduces soil erosion by improving soil structure.
7. Encourages the production of beneficial bacteria and fungi in our soil.

OUR MAJOR ACCOMPLISHMENTS TO DATE

- Grown from 16 subscribers to 140+ in just 16 months
- Diverted over 23 tons of our subscribers organic waste from landfill
- Began selling our compost in June of this year, [first on our website](#), and then out of [Soul Purpose](#), a retail store in Suamico, in November of this year
- Took on our first commercial subscriber, [Glass Nickel Pizza](#), in August of this year
- Been featured on local news three times in the past year and a half, including on [NBC26](#), [Fox 11](#), and [Local 5 Live](#)
- Been featured in the Press Times (the official newspaper of Green Bay) twice, [once in May](#) of this year and [once in November](#)
- Run two [Pumpkin Drive events](#) in the past year and a half, which have diverted over three tons of pumpkins and other associated materials from landfill
- Won the [Wisconsin DNR's 2022 Recycling Excellence Award](#) in the "Overall Program" category for our Residential Compost Pickup Service on November 15th of this year
- Being added to [the City of Green Bay's 2023 Landfill Alternatives list](#), alongside companies like Goodwill, Habitat for Humanity ReStore, and The Salvation Army

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Making Green Bay greener one compost bucket at a time

BY LEE REINSCH
CORRESPONDENT

GREEN BAY — There's an old saying: "One man's trash is another man's treasure."

Green Bay resident and owner of Greener Bay Compost Cory Groshek is that other man.

He turns watermelon rinds, cabbage cores, old newspapers and coffee grounds into black gold — dark, crumbly compost that nourishes plants and enriches garden soil.

"It's magic," he said. For the past 10 months, Groshek has operated a curbside food waste disposal service, helping subscribers keep their biodegradable matter out of the landfill.

Since starting Greener Bay Compost last August, he said he and his patrons have prevented 18,000 pounds of garbage from taking up landfill space.

Launching last summer with 16 subscribers, Groshek said that number has increased by more than 780%.

Here's how it works

Here's how it works: Greener Bay supplies subscribers with lidded five-gallon buckets, along with a handful of sawdust to absorb odor and liquids.

"They pay about \$15 a month for Greener Bay to pick up their vegetable scraps and compostable materials weekly or every other week.

Allouez resident Nik Krawczyk, a Greener Bay subscriber, said he received the subscription as a birthday gift from his wife Lily.

"(She) became tired of me just having random bags of food scraps on our back patio waiting for me to drive them up to our family farm property up north," Krawczyk said. "Tossing food scraps in the trash filled me with pretty intense anxiety, because I grew up in a composting family, and I know how beneficial the process can be to a local environment."

He said Groshek is passionate about spurring positive change at a hyper-local level.

Branching out

Groshek said Greener Bay has grown to the point that it will begin selling the compost it produces — and is moving the composting function of the operation from the backyard of his Green Bay home to a seven-acre plot in Shawano County.

"We outgrew (the backyard) months ago," he said. The compost will be packaged in one-cubic-foot bags and will retail for \$39.99.

He said subscribers get an automatic 5% discount, with the potential to earn a 20% discount if their collection buckets are clean and free of contaminants, such as apple stickers, pieces of foil or plastic wrappers.



Cory Groshek started Greener Bay Compost, a curbside food waste disposal service, last August, and has since prevented 18,000 pounds of garbage from taking up landfill space. Submitted Photos

A different kind of farming

Groshek calls himself a microbe farmer.

"There's more to it than throwing stuff on the ground and letting it rot," he said. "There's an art and a science to it. It takes science to get it to break down these little microbes, which are already in the food waste; it's not like you've got to go buy them."

Groshek said it's about getting the right mix of carbon and nitrogen, while getting enough air and water for it to break down.

"These little microbes are just like people — they need the same things you and I do to live," he said.

When composting fails, Groshek said it's usually because people don't get the correct balance, or they don't turn the compost enough.

"What happens is, you don't get the bacteria that you want," he said. "You get a different kind of bac-

WILL IT COMPOST?

SOME SURPRISING ITEMS GREENER BAY COMPOST WILL TAKE:

Croissants, banana peels, Q-tips and cotton balls (that have not come into contact with chemicals or makeup), droppings from chicken and rabbits, toothpicks, vegan candles, chocolates, baked goods, nut shells (except black walnut) and untreated wood.

SOME THINGS ON THE NO-NO LIST:

Toenail clippings, wine corks, meat, pine cones, diapers (even unused ones), liquor, chemicals, charcoal, baked goods with dairy-based products such as cheese powder or frosting, large amounts of coffee and treated wood products.

teria that stinks, which is actually the same kind of bacteria that exists in landfills."

Groshek said he prefers open-air composting to the enclosed tumbler method — noting it doesn't create methane, therefore doesn't stink.

That's where he said one of the big environmental benefits comes in.

"Not only are we not sending this stuff to land-

fills (and instead) putting it back into people's gardens, but we are not creating methane," he said. "In terms of greenhouse gases that cause our atmosphere to heat up, it's actually more than 20 times more potent than carbon dioxide, which is the carbon that everyone is talking about when they talk about carbon footprint."

Adding compost to the soil enriches it with phosphorus, nitrogen and potassium, and can reduce some plants' need for soil additives, such as fertilizer, according to the U.S. Composting Council.

"Some people don't understand what compost is," Groshek said. "They think it's garbage, but it's not. Landfill is garbage. What I make is magic."

For more information on Greener Bay Compost, visit [rhecompost.com](#).



Greener Bay Compost supplies subscribers with lidded five-gallon buckets, along with a handful of sawdust to absorb odor and liquids, and picks them up weekly or every other week.

OUR “OVERALL” EXCELLENCE RECOGNIZED BY THE WISCONSIN DNR

Per the DNR’s website: The Department of Natural Resources recognizes outstanding recycling and waste minimization efforts through its annual Recycling Excellence Award program.

The DNR offers the Recycling Excellence Awards not only in recognition of efforts made but also as a way of highlighting ideas with proven track records that others might use to improve their recycling endeavors.

The "Overall Program" category of the Awards recognizes programs that are robust and constantly improving, demonstrating a commitment to advance the overall recycling/diversion program.

"Waste reduction and diversion is important to us because we believe that food waste is not garbage. It is a valuable resource, full of nutrients, which should be put back into the earth, not into a landfill." - **Cory Groshek, Founder and CEO, Greener Bay Compost**



So, what does all of this have to do with



- We already count 26 De Pere residents as Residential subscribers of ours.
- This means De Pere residents make up about 20% of our subscriber base.
- We would like many more De Pere residents to sign up with us, to help us help De Pere divert as much organic waste (food waste) from landfill as possible and save the City money on waste hauling/tipping fees, while simultaneously making the City a more sustainable place to live.
- To this effect, we would like to establish a Public-Private Partnership with the City of De Pere.
- As part of this Partnership, we would like De Pere to consider partially subsidizing our services, to reduce the financial barrier to entry to composting for its residents/businesses, as the city of Falls Church, Virginia does for its residents (with Compost Crew), and similar to what the city of Frederick, Maryland does for its residents (with Key Compost).

ANY QUESTIONS?

GREENERBAY

COMPOST

ACCEPTABLE & NOT ACCEPTABLE MATERIALS FOR INCLUSION IN OUR COMPOST BUCKETS

ACCEPTABLE 😊	NOT ACCEPTABLE ☹️
- Any products <u>clearly and individually labeled</u> as BPI or TUV Certified Compostable (including bags, cups, etc.) - Ashes, from untreated, natural wood (no charcoal!) - Bread (such as slices, buns, bagels, croissants, etc.) - Coffee beans & grounds, plus paper coffee filters <u>Cooked meat</u> (beef, poultry, fish, etc.) (no bones!) - Cotton balls & Q-tip brand cotton swabs, <u>unless contaminated with chemicals/make-up of any kind</u> - Dead/dying houseplants & garden waste, unless chemically-treated (no thick root balls!) - Eggs (including raw, hardboiled/Easter eggs, & shells) - Fall leaves (no grass/lawn mower clippings mixed in!) - Fish skins (such as those produced during filleting) - Flowers, unless painted/dyed with non-food-safe paints or dyes or coated/covered in glitter - Fruits & vegetables & their scraps (remove plastics!) - Grains (corn, rice, quinoa, etc.) & grain-based foods of any kind (breads, cereals, chips, crackers, pastas, etc.) - Herbivorous animal droppings (from rabbits, guinea pigs, etc.) & bird droppings (from chickens, etc.) - Napkins, paper towels, etc. soiled with <u>food</u> - Newspaper, B&W or color (remove all shiny inserts!) - Nuts, seeds, & their shells (no black walnut or pecan!) - Old/spent potting soil (perlite is ok; remove all rocks!) - Pits (from avocados, mangos, peaches, plums, etc.) - Plain/matte paper & cardboard items, with or without ink (no receipts!), such as soiled/clean pizza boxes, egg cartons, packing paper, paper bags, paper towel/toilet paper tubes, etc. (remove all stamps, staples, stickers, & tape! NO MACHINE-SHREDDED MATERIAL OR JUNK MAIL, WHETHER OPENED OR NOT, WITHOUT WRITTEN PRE-APPROVAL, PLEASE!) - Pumpkins and gourds, unless contaminated with paint, glitter, marker, etc. or preserved with chemicals of any kind (with all tea lights removed) - Untreated, natural wood shavings & sawdust - Scobies (such as from kombucha production) - Shells from shrimp & other soft-shelled crustaceans (including crab legs and lobster tails) <u>Solid dairy</u> (cheese slices, powder, etc.) (<u>melted is ok</u>) - Tea bags, strings, & tags, but <u>only</u> if made of non-shiny/non-glossy paper or cotton (no pyramid-shaped or "silk" bags! Remove staples & plastic!)	- Alcohol (beer, wine, hard liquor, etc.) & vinegar - Black walnut/pecan products (due to juglone content) - Bones of any kind (including chicken wing bones) - Ceramics (such as terracotta pot pieces) - Charcoal or coal (whether "natural" or not) - Chemicals of any kind (such as make-up, disinfectant/wet wipes, household cleaners, etc.) - Corks of <u>any</u> kind (as they do not compost well) - Diapers, whether used or not - Dryer lint of any kind (due to risk of contaminants) - Feces (including "manure") from any animals besides the ones mentioned in the Acceptable column at left - Frosting, whether dairy-based or vegan (including on baked goods), due to large amounts of milk or oil - Feminine hygiene products, whether used or not - Glass of any kind (regardless of how dull or sharp) - Hair or fur of any kind (as it doesn't compost well) - Hard, woody materials, such as bamboo brush handles, wood chips, pine cones, sticks, etc. - Lawn grass/lawn mower clippings (due to the risk of herbicide/weed killer/Roundup contamination) - Liquids, such as coffee, juice, kombucha, nut milks, pickle brine, tea, etc. (a little bit is ok; leakage from decomposing fruit & vegetable scraps is expected) - Leather goods/products of any kind - Metal of any kind (including foil & tea bag staples) - Plastic or Styrofoam of <u>any</u> kind (including stickers & rubber bands/tags commonly found on fresh produce) <u>Raw/uncooked meat</u> (including raw fish/sushi) - Receipts (which are made of toxic "thermal paper") - Rocks or stones of any kind, regardless of size <u>Soft dairy</u> (milk, yogurt, sour cream, etc.), unless in small amounts on/in, or baked into, other foods - Thick root balls (such as from potted mums) - Shiny/glossy paper or cardboard (including "gift wrap" paper & food boxes lined with "waterproof" material) "Snotty" tissues or Kleenex (for health/safety reasons) - Sourdough starter (due to its stickiness) - Synthetic, semi-synthetic, or inorganic fabrics of any kind (such as nylon, polyester, rayon, spandex, etc.) - Toe & finger nail clippings (due to contaminant risk) - Wax, "baking"/parchment, or "non-stick" paper - Wet wipes, baby wipes, or "Swiffer" pads

RULE OF THUMB: When in doubt, throw it out!

LANDFILL ALTERNATIVES

CITY OF GREEN BAY OIL RECYCLING CENTERS

West Side Location

519 South Oneida Street

(Drop-Off Site entrance on Redwood Dr off W Mason St)

East Side Location

1820 Mills Street

(Drop-Off Site entrance on Henry St)

Hours of operation: Daily (including weekends & holidays) 24/7

ACCEPTABLE ITEMS: used automotive oil, engine oil, transmission oil, power steering fluid, gear case oil (no brake or hydraulic fluids) - free of charge.

BROWN COUNTY HOUSEHOLD HAZARDOUS WASTE FACILITY

2561 South Broadway

Green Bay, WI 54304

www.browncountyrecycling.org

Fees apply.

Hours of operation: Thursdays 12:00 pm (noon) to 6:00 pm, Saturdays 8:00 am to 2:00 pm

Please call 920-492-4950 for current pricing. Businesses must call 920-492-4964 for an appointment.

ACCEPTABLE ITEMS: fluorescent light bulbs, ballasts, propane tanks, batteries, paint, paint solvents, spray or bottled cleaning products, cooking oil, CDs, DVDs, VHS tapes, oil filters, stain, gasoline, antifreeze, vehicle fluids, fertilizer, pesticides, weed killer, pool & spa chemicals

BROWN COUNTY RESOURCE RECOVERY FACILITY

2561 South Broadway

Green Bay, WI 54304

www.browncountyrecycling.org/recycling

Hours of operation: Monday – Friday 7:30 am to 4:00 pm

ACCEPTABLE ITEMS: recyclable materials (glass, plastic, paper, metal)

BROWN COUNTY TRANSFER STATION

3734 West Mason Street

Oneida, WI 54155

www.browncountyrecycling.org/refuse-disposal

Fees apply.

Hours of operation:

January - March

Monday–Friday 7:30 am to 4:00 pm

Saturday 7:30 am to 12:00 pm

April - December

Monday–Friday 7:00 am to 4:00 pm

Saturday 7:30 am to 2:00 pm

ACCEPTABLE ITEMS: bulk household waste, move out waste, household trash, vehicle parts, shingles, roofing material, appliances, tires, glass, root balls, carpet, countertops, windows, doors, cabinets, cupboards, toilets, sinks, lumber, miscellaneous wood products, paneling, construction materials, remodeling materials, demolition materials, drywall, plaster, etc.

**It is required that safety vests are worn at the Waste Transfer Station.
Bring your own with you or they will sell you one.**

APPLIANCES

Search online for appliance recycling centers or place at the curb and the City will collect for a fee.

ELECTRONICS

Search online for electronic recycling centers or place at the curb and the City will collect for a fee.

SEARCH ONLINE FOR **CONCRETE** RECYCLING

SEARCH ONLINE FOR **FILL WANTED** (for clay & sand disposal)



1301 Brosig Street Phone: 920-465-9601
1660 W. Mason Street Phone: 920-569-1596
2814 S. Oneida Street Phone: 920-498-0990

<http://www.goodwillncw.org/>

ACCEPTABLE ITEMS: clothing, shoes, books, housewares, jewelry, furniture, toys, etc.



ReStore

2965 Ramada Way
(920) 338-1650

<http://www.restoregb.org/>

The Restore will accept a variety of different items. They reserve the right to turn down any donation upon inspection. Approved donations can be dropped off anytime during business hours. For larger donations, please call in advance to schedule a pick-up. If you have any questions about items you would like to donate, please contact them.

ACCEPTABLE ITEMS:

Cabinets	Kitchen and bathroom cabinets in sets or pieces	Must be less than 20 years old All doors and drawers Free of structural damage No Water damage or mold
Doors	Interior and exterior, storm/patio doors with frame	Must be less than 10 years old No Lead Paint No damage or fogged glass No used hollow core slab doors No broken door jams
Electrical	All electrical supplies and accessories	No longer accept electronics or computers
Flooring	Wood flooring (new and used), carpeting, tile, vinyl, ceramic, slate, marble	Carpet and Vinyl must be 36 sq. ft. minimum and NEW
Furniture	Bed Frames, dressers, tables, chairs, shelving, hutches, armoires	Must be in good condition No upholstered items, mattresses or futons
Hardware	Handles, hinges, screws, nails	All hardware and fasteners accepted
Home Decor	Art, statues, antiques, memorabilia, knick-knacks, garden art, framed art, sculptures	No dishes, books or glassware
Lighting and Ceiling Fans	Working fixtures and fans for residential use	No incandescent or fluorescent light bulbs accepted Must be complete with all mounting hardware No rust or corrosion on exterior lighting
Lawn & Garden	Bricks, blocks, pavers, unused fencing, birdbaths, shovels, rakes, power yard equipment	Must be in working condition Cannot be broken or covered in dirt
Lumber	Particle board, plywood, paneling, new trim, molding, dimensional and framing lumber	Composite decking must be less than 10 years old Lumber and trim must be at least 6' or longer, with no warping Sheet goods must be at least 1/2 sheet with no damage
Plumbing	Kitchen sinks, pedestal and drop-in bathroom sinks, tubs, solid surface vanity tops (new and used), Granite and Corian countertops, NEW 1.6 gallon low-flow toilets	Must be in good condition No chips, cracks or rust
Windows	Double pane windows	Must be less than 10 years old Complete with all sashes and frame No damage or fogged glass No single pane windows



SALVATION ARMY THRIFT STORE

1125 West Mason Street

920-884-2950

http://www.sagreenbay.org/green_bay/Thrift_Store

ACCEPTABLE ITEMS: clothing, furniture, toys, decorations, stereos, etc.

CRAIGSLIST

<https://greenbay.craigslist.org/>

ACCEPTABLE ITEMS: place an add on Craigslist to sell or give items away



City of De Pere, Wisconsin

Request For Sustainability Commission Action

MEETING DATE: December 13, 2022

DEPARTMENT: Public Works

FROM: Scott Thoresen

SUBJECT: Discuss Commission Vacancy

Commissioner Renee Gasch recently resigned from the Commission creating a vacancy. The Mayor is currently working on filling this vacancy.



City of De Pere, Wisconsin

Request For Sustainability Commission Action

MEETING DATE: December 13, 2022

DEPARTMENT: Public Works

FROM: Scott Thoresen

SUBJECT: Discuss Sustainable Practices Included in City's 2023 Budget

ATTACHMENTS:

- Discuss Sustainable Items Budgetted in City's 2023 Budget (PDF)

CITY OF DE PERE MEMO



To: Members of the Sustainability Commission
From: Scott J. Thoresen, Director of Public Works
Date: December 6, 2022
RE: Discuss Sustainable Practices Included in City's 2023 Budget

It was requested at the last meeting for an update on sustainable practices that have been included in the City's 2023 budget. The 2023 budget approved by Council includes:

- Continued installation of LED lighting in City buildings
- Continued installation of LED street lighting for City owned lights
- Installation of energy efficient boiler replacement for City Hall
- Replacement of four (4) police squad cars with four (4) hybrid cars
- Replacement of Street Superintendent's vehicle with hybrid vehicle
- Installation of four (4) EV charging stations at Municipal Service Center for City fleet
- Replacement of Parks Department pickup truck with hybrid vehicle



City of De Pere, Wisconsin

Request For Sustainability Commission Action

MEETING DATE: December 13, 2022

DEPARTMENT: Public Works

FROM: Scott Thoresen

SUBJECT: Discuss Winter Salt Use for Driveways and Sidewalks

It was requested at the last meeting information on winter salt use for driveways and sidewalks. Wisconsin Salt Wise has some great information on their website regarding the use of salt. Their website is at: <<https://www.wisaltwise.com/>>



City of De Pere, Wisconsin

Request For Sustainability Commission Action

MEETING DATE: December 13, 2022

DEPARTMENT: Sustainability Commission

FROM: Scott Thoresen

SUBJECT: Discuss Distribution of Monthly Sustainability and Stormwater Information

The purpose of this item is to determine if Commission members would like to have the information from NEWSC and other organizations forwarded to them from staff.



City of De Pere, Wisconsin

Request For Sustainability Commission Action

MEETING DATE: December 13, 2022

DEPARTMENT: Public Works

FROM: Scott Thoresen

SUBJECT: Consider and Possible Action on Clean Air Ordinance*

The Sustainability Commission recommended to City Council to create a clean air ordinance at the June 14, 2022 Commission meeting. The Council discussed this recommendation at the July 19, 2022 Council meeting. At the Council meeting, Alderperson Quigley requested this item be referred back to the Commission for further discussion. The intent of this item is for the Commission to further consider on how they want to proceed with this matter. I have included in the packet information previously discussed at the Commission in addition to Alderperson Quigley's talking points pertaining to clean air initiative.

ATTACHMENTS:

- Clean Air Initiative Oct. 2022 - Commissioner Quigley (DOCX)
- Memo to Council - Consider Idle Ban Ordinance 7-13-2022 (DOCX)
- Clean Air Anti-Idling Ordinance (PDF)
- City of Oshkosh Vehicle Idling Ordinance Proposal (PDF)

Clean Air initiative

Research from 2009 (Carrico, et al – cited in Oshkosh study) suggests that average driver idles their vehicle for 16 minutes per day, but not all idling is deemed “unnecessary”. Statistically, 4.2 minutes are spent warming up the vehicle and 3.7 minutes are waiting to pick someone up. The remaining 8 minutes are in traffic or stop lights.

In and around the City of DePere, measurable success will be addressed in 3 stages:

- 1) Education/information campaign. Setting up network of partners, recruiting volunteers. Developing concise language for signs, flyers, social media. Identify locations of greatest impact (school drop offs, larger retail stores).
 - a. Meet with primary stakeholders to explain the goals of program, and identify exceptions needed: police and fire, city vehicles, school districts, large employers, public transit (see example in Oshkosh proposal dated Dec. 2017, pages 7 – 13)
 - b. Any small business or organization may opt-in if they pay the cost of signage.
- 2) After signs go up and information has been in community for a designated period of time (at any one location, it could be 6 months to a year), have volunteers roam those areas at peak usage times. Gently point the driver of offending vehicle to signage, offer a flyer, or direct them to talking points. In addition to a print flyer, use a QR code to direct drivers (idlers) to Sustainability Commissions talking points.
- 3) At some future point (as determined by Sustainability Commission and approved by Common Council), consider a city ordinance for enforcement.

This proposal is intended to address points 1 & 2 as a starting point. The ordinance in item 3 will be for another time and may be impacted by changes in technology and the success of voluntary compliance under points 1 & 2.

I propose a sub-committee of 3 members to develop language and specific actions to address points 1 and 2, and report back to the sustainability commission at a future date.

Reasonable exceptions where clean air initiative will not be enforced:

- 1) Severe weather where outside temp. is above 80 degrees or below 35 degrees.
- 2) Emergency vehicles
- 3) Commercial vehicles in cases where idling is necessary to run auxiliary equipment, such as a refrigeration unit, crane, lift, pump, or concrete mixer, etc.
- 4) Engine idling necessary for service, maintenance or diagnostic purposes

- 5) When subject to an inspection to verify that equipment is in good working order, provided that idling is part of the inspection
- 6) When stuck in traffic, at a traffic signal, or at the direction of law enforcement
- 7) An armored vehicle, when a person remains inside to guard the contents, or while vehicle is being loaded or unloaded
- 8) In a line such as drive-through where vehicles are progressing forward
- 9) Other examples may be added as the proposal moves forward

CITY OF DE PERE MEMO



To: Honorable Mayor Boyd
Members of the Common Council
From: Scott J. Thoresen, Director of Public Works
Date: July 13, 2022
RE: Consider Sustainability Commission Recommendation for Clean Air Ordinance

The City's Sustainability Commission recommended creating a clean air ordinance at their June 14, 2022 Commission meeting. The intent of this ordinance is to reduce City carbon emissions by limiting the time a vehicle is allowed to idle to five (5) minutes. At the Commission meeting the attached "resolution" was discussed as to the rationale with creating this ordinance. The recommendation from the Commission was not unanimous. In addition, I had requested the Police Chief provide input on the creation of the ordinance. The Police Chief indicated he had concerns enforcing this ordinance with the existing police department staffing resources. Also, the Police Chief felt if the end goal is to encourage people to shut off their vehicles while waiting so they are not idling their engines that this could be done by education.

Resolution for a Clean Air Ordinance Limiting Idling to Five Minutes in De Pere

Whereas vehicle idling by combustion engines in De Pere pollutes our air with cancer-causing toxins and endangers the respiratory health of our children as well as people with pre-existing respiratory conditions, such as Covid-19.

Whereas, according to the [Environmental Protection Agency](#), school zones have shown elevated levels of benzene, formaldehyde, acetaldehyde, and other toxins during the afternoon hour coinciding with parents picking up their children from school.

Whereas, because children's lungs are still in development, children face a greater risk of asthma, respiratory problems, and other adverse health effects when exposed to vehicle idling by combustion engines.

Whereas, limiting a vehicle's idling time can dramatically reduce these pollutants and children's exposure to them, according to the Environmental Protection Agency.

Whereas, vehicle idling by combustion engines emits carbon in De Pere, which contributes to global climate change that harms the vital Great Lakes climate on which De Pere is dependent.

Whereas, the Sustainability Commission of De Pere and the City of De Pere has expressed its verbal commitment to lowering community-wide carbon emissions in De Pere, and has limited idling on city-owned vehicles.

Whereas the City of De Pere joined the DNR's Green Tier program, and a community-wide ban on idling is a recommendation on the Green Tier Member Scoresheet.

Be it Resolved

Therefore, be it resolved, that the De Pere Sustainability Commission recommend that the De Pere Common Council pass a Clean Air Ordinance limiting combustion-engine vehicle idling to five minutes or less—including school buses and commercial trucks—throughout the community of De Pere.

Be it further resolved that the City of De Pere launch a public education campaign to educate citizens and visitors about the harms of vehicle idling, including the posting of street signs, especially in school zones, public parks, and the downtown area where children are at greater risk of exposure to emissions.

Be it further resolved that the ordinance not be enforced by De Pere Police Department for its first year in effect, and following the first year, be enforced as a minor traffic violation on par with a parking ticket.

Shelby Brockman, Logan Brooks,
Taylor Hewitt, Jennifer Welles

City of Oshkosh Vehicle Idling Ordinance Proposal



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Shelby Brockman, Logan Brooks,
Taylor Hewitt, Jennifer Welles

City of Oshkosh Vehicle Idling Ordinance Proposal

14 December 2017

Executive Summary

The city of Oshkosh can benefit from the implementation of a vehicle idling policy, this policy would limit the amount of time that combustion engines can run while the vehicles are stationary. There are three main goals that this policy will help the city of Oshkosh achieve. The first goal is to spend less on fuel annually by simply turning vehicles off during times when idling is unnecessary. This will reduce the amount of fuel consumed, meaning that less money will be spent on fuel itself. The second goal is to improve the air quality in our community by reducing the amount of particulate matter in the air caused by vehicle exhaust. Emissions from vehicles are a direct link to illnesses such as asthma, delayed lung growth, and even lung cancer. The final goal of this ordinance is to reduce greenhouse gas (GHG) emissions, and overall reduce Oshkosh's carbon footprint. Emissions are not only harmful to human health, but to the environment as well. This ordinance provides Oshkosh with the opportunity to be a leader in the Fox Valley, and lay the groundwork for other cities to follow suit. Implementing this policy will

allow our community to save money on fuel, reduce CO₂ emissions, protect public health, and improve air quality all while progressing toward the cities sustainability goals.

Background

The problem with vehicle idling is that it increases the amount of CO₂ emissions in the air. This is a health concern for not only children and elderly/medically fragile individuals, but also the health of the environment. Another issue with vehicle idling is the unnecessary costs vehicle owners pay in the way of fuel expenses. By creating a vehicle idling ordinance in the city of Oshkosh we hope to address the problem of excessive CO₂ emissions and pollutants contaminating the air that community members breathe. If the issue is not addressed, Oshkosh will continue to add Greenhouse Gas (GHG) emissions into the air which would continue to make the city an unhealthy place to live. By proposing the vehicle idling ordinance we hope to help the city reach its sustainability goals set in the Sustainability Plan and make Oshkosh a better place to live. Currently, the city of Oshkosh has not proposed anything similar to the vehicle idling ordinance laid out in this proposal.

The city of Oshkosh has the opportunity to be leaders in air quality issues related to idling, by recognizing the many health risks associated with poor air quality. An article from the Environmental Magazine entitled "Flashing Lights- Danger: Polluting School Bus Ahead" explains that because of their developing anatomy, children are more sensitive to diesel emissions than adults, and exposure to particulate matter from diesel fuel has been linked to asthma, delayed lung growth, and cancer (2006). Some cities have acknowledged idling as an issue without implementing an ordinance. These campaigns

focus solely on educating the public about health risks associated with idling in an effort to reduce it. For example, Milwaukee Public Schools hosted an anti-idling campaign in 2010, and now have strict regulations against idling near their public schools, and general idling while students are in the bus. Research shows a correlation between children who are regularly around vehicle emissions have significantly decreased level of health. The city of Oshkosh needs to acknowledge the health implications that come from idling. Oshkosh is morally obligated to protect the children, elderly, and medically impaired individuals living within the city who are most susceptible to vehicle idling emissions.

Recommended Ordinance

This ordinance aims to make Oshkosh a more healthy and sustainable community, while also recognizing the transportation challenges that the city faces. Vehicle idling for things such as extreme weather, emergency vehicles, utility vehicles, etc. are all taken into consideration under the recommended ordinance. By implementing this ordinance it would be a step in the right direction for protecting air quality of our city, especially in areas where children and elderly residents are present. We are recommending a two phase implementation of this ordinance. Phase one would focus on the regulation of idling for municipal vehicles only. Municipal vehicles that require engine idling to operate various equipment are under exemptions 5 and 7 below. After the municipality is comfortable with phase one of the ordinance, phase two will commence. Phase two extends idling regulations to privately-owned vehicles. Under both phases of the vehicle idling ordinance, city-owned and privately-owned vehicles would be prohibited from

idling more than five minutes within a sixty minute period, except under the following circumstances¹:

1. The motor vehicle idles to operate defrosters, heaters, air conditioners, or other equipment while the temperature is either below 20 degrees Fahrenheit or above 90 degrees Fahrenheit;
2. The motor vehicle idles when operating defrosters, heaters, air conditioners, or other equipment solely to prevent a safety or health emergency, including for the purpose of providing shelter;
3. The motor vehicle idles while forced to remain motionless because of traffic, a traffic control device or signal, or at the direction of a law enforcement official;
4. A police, fire, ambulance, public safety, or other emergency or law enforcement motor vehicle, or any motor vehicle used in an emergency capacity, idles while in an emergency situation or training mode and not for the convenience of the vehicle operator;
5. The motor vehicle is owned by an electric utility and is operated for electricity generation of hydraulic pressure to power equipment necessary in the restoration, repair, modification, or installation of electric utility service;
6. An armored motor vehicle idles when a person remains inside the vehicle to guard the contents, or while the vehicle is being loaded or unloaded;
7. When idling of the motor vehicle is necessary to operate auxiliary equipment to accomplish the intended use of vehicle (such as operating refrigeration unit, lift, crane, pump, drill hoist, or concrete mixer), provided that this exemption does not

¹ Exemptions modeled after vehicle idling ordinances from the City of Madison, WI and the City of Evanston, IL. (appendix A)

apply when the vehicle is idling solely for cabin comfort or to operate equipment that is nonessential to the intended use of the vehicle;

8. A motor vehicle idles as part of a government inspection to verify that all equipment is in good working order, provided idling is required as part of the inspection;
9. The engine idles when necessary for maintenance, servicing, or diagnostic purposes.

Recommended Enforcement

It would be most beneficial to assign the responsibility of enforcing the ordinance to parking enforcement officials. This would be an additional duty included in their job, and therefore no additional costs or labor would be required. Parking enforcement officials would have the authority to cite anyone who was not in accordance with the idling ordinance. However, it is recommended that the first corrective action taken against an individual be directed toward a letter that is sent to the address registered to the idling vehicle (appendices B and C). The city of Madison, WI has used this strategy since implementing their ordinance in September of 2017, and this has worked really well to spread the word about why the ordinance exists. After significant awareness of the ordinance is achieved, the Oshkosh Police Department would advance to monetary citations. These citations would be approximately \$50-\$150 based on the severity of idling and type of vehicle. These fines are based off the benchmarking cities, found on pages 13-16 of this document. Subsequent violations would result in increasing fines. It is

encouraged that larger vehicles and diesel vehicles receive a more costly fine, as their impact of idling is more significant than a standard passenger motor vehicle. It is also recommended that a citizens-report method be encouraged, where citizens are able to call a designated number to report an ongoing idling situation. This promotes overall community well-being, and holds the citizens of Oshkosh accountable.

Stakeholders

The following identified stakeholders in the city of Oshkosh may be affected by this ordinance or might have an effect on the implementation of this ordinance. The passing and successful implementation of this ordinance will be determined by these stakeholders and it is important to identify and communicate with as many of them as possible prior to the passing of the ordinance. Listening to all of these perspectives and concerns allows us to propose the most well-rounded ordinance and increase the chance that it will be implemented by the city. There are different degrees of stakeholders in a city depending on various factors such as economics, social status, and environmental concerns. We have attempted to communicate with as many of these different perspectives as possible and any concerns or ideas can be expressed and addressed in our ordinance. We have categorized these different stakeholders according to their relationship with the proposed ordinance.

Primary Stakeholders

GO Transit

Jim Collins is the transportation director for Go Transit and is a primary stakeholder for the vehicle idling ordinance. Jim Collins asserted that the Go Transit busses would need to be exempt from the vehicle idling ordinance, however, they would

support the ordinance. Jim Collins gave the following reasons as to why he thinks that Go Transit should be exempt from the ordinance:

1. It is extremely hard on diesel engines to continually start and stop, and the transit buses are continually moving all day/every day. Continuing to stop and start reduces the engine life and increases maintenance issues and costs. These issues would lead to reduced service reliability which is unacceptable.
2. One of priorities in public transit is passenger comfort – heating and cooling is accomplished while the engine is on.
3. Diesel technology continues to advance. Each generation of buses burns much cleaner than the previous. The technology is pretty far advanced so that environmental impacts are minimized.
4. The buses don't really idle anywhere for more than 5 minutes. When they are idling, it is generally while transferring passengers.
5. Go Transit busses are also parked inside so they don't need to idle in the morning in order to warm up the busses for passenger comfort, which has also reduced emissions associated with idling.
6. Go Transit has ordered 7 new clean diesel buses which alone will help reduce emissions as the diesel technology is so far advanced beyond the current busses in operation. They are replacing seven 2003 buses with 2017 busses next spring.

Public Works Department

James Rabe, director of the public works department in Oshkosh, is a primary stakeholder for this policy. Most of the city owned vehicles that would not be exempt from this ordinance run through his department and it is important that the city work with

him when creating the vehicle idling policy. In speaking with James Rabe, he included a list of all the reasons that city vehicles need to idle (appendix D). Most of these reasons he gave for the vehicles idling were for running equipment that is attached to the vehicles. Exemption number 7 from our recommended ordinance remedies this problem. Because James Rabe plays a crucial role in the future of the vehicle idling ordinance, the city should work with him and take his opinions into consideration when creating a policy.

Oshkosh Police Department

The Oshkosh Police Department is a primary stakeholder for the vehicle idling ordinance because they would be in charge of enforcing the ordinance. Unfortunately, nobody at the department was available for commenting on the ordinance at this time. However, it is crucial that if the city decides to move forward with the vehicle idling ordinance that they are consulted and their opinions taken into account.

Secondary Stakeholders

Oshkosh Fire Department

The Oshkosh Fire Department is a secondary stakeholder for the vehicle idling ordinance because they would be indirectly affected by this ordinance. We talked to Brian Bending, who is the Battalion Chief and Fire Marshal for the City of Oshkosh Fire Department. He expressed that the Oshkosh Fire Department would support our proposed vehicle idling ordinance but emergency vehicle would need to be exempt when on an emergency call. Firefighters are well respected member of the Oshkosh community, and having their support would be beneficial to the passing of the proposed ordinance.

Oshkosh Area School District

Susan Schnorr is the Executive Director of Business Services with the Oshkosh Area School District. She handles the contract between Kobussen Ltd and the OASD. She was not in favor of the idling ordinance due to Kobussen's already implemented anti-idling strategies. Kobussen Ltd. has a companywide rule that prohibits school buses from idling for more than ten minutes. She also stated that buses near the school are routed in a way that prevents excessive idling. Susan Schnorr also showed concern for small children and other students with medical needs that would require a controlled climate. The ability of the OASD and Kobussen Ltd. to revise their contract to comply with the ordinance is a crucial factor to the success of its implementation.

Allison Garner, President of the Board of Education of the Oshkosh Area School District, was in favor of the ordinance. She also suspected that many board members and students would also support anti-idling efforts. Allison Garner stated that it would also be a beneficial learning experience for the students to learn about air quality issues, and has the possibility of inspiring projects for STEM (science, technology, engineering, and mathematics) and APLS (advanced project-based learning for students) based schools.

Taxi Services

The Oshkosh City Cab Co. was not in support of nor in opposition to the vehicle idling ordinance. Their only concern with the ordinance was their ability to keep their cabs at a comfortable temperature for their clients because they are often elderly. This problem can be bridged with the ordinance exception to vehicles transporting individuals with handicaps that require climate regulation.

Oshkosh Resident and Retired Teacher

Tina Haffeman is a secondary stakeholder. Being a former school teacher, she was in favor of this policy as soon as I mentioned that it harms students who are waiting for buses before and after class. She mentioned how she can visibly see the layer of engine exhaust surrounding the buses in the winter and acknowledges that this cannot be healthy for the students. Her solution was a public education campaign to address the issues this can present on school grounds. She also mentioned that she works first hand with homeless citizens in Oshkosh that use their vehicles as temporary shelters, and that allowing them to run keeps the temperatures bearable. This alluded to the exemptions that must be acknowledged, as this is not a one size fits all policy.

Business Owner- Lakeside Plastics, Jeff Seibold

This is a family owned manufacturer of traffic safety products. Chances are, every safety cone you see in the state of Wisconsin, came from this business. Jeff said that he currently employs roughly 160 people. Jeff had a smooth and efficiently operating business that consistently does well. Initially, The idea of implementing a policy change that could affect his business made him skeptical. He explained to me that of the six semis logistically involved with his business, Lakeside Plastics owns, and financially supports one of them. Once he was aware that adhering this idling policy could save him money on fuel and engine degradation. The financial gains acquired his attention and general acceptance of the policy.

Business Owner- Skor Properties and Gartman Mechanical, Scott Olejnik

Both businesses operate out of Oshkosh and employ roughly 26 people, depending on seasonal employment. Gartman Mechanical has a 20-vehicle fleet. Again

he was weary of his business being affected by the policy but also understands that idling is not easy on vehicles. Inevitably, when consider the financial implications, approved of the policy

Supervisor of (UWO) Grounds and Automotive Facilities, Lisa Mick

Lisa is responsible for supervising 20-25 employees, given seasonal jobs. Her job utilizes roughly 15 vehicles, many which are large trucks. She goes as far as telling her own student workers to turn the vehicle off in the winter. The same idea was voiced during the warm months in regards to air conditioning and cooling the vehicle. This sets a standard on campus. The campus itself, is highly influential to the city and other campuses. Ultimately, Lisa Mick plays a highly influential role on the campus and this idling policy can complement that influence.

Experts Madison Police

Captain Richard Bach is in charge of Traffic and specialized services for the Madison Police Department, where they have already implemented vehicle idling ordinance. Captain Bach informed us that their vehicle idling ordinance started out as an educational campaign to reach out to the community. This involved educating people about some of the common misconceptions that people associate with idling and inform people about reasons to reduce idling. Idling factsheets were distributed to households by mail and talked about the dangers to children's health, the ability to reduce fuel consumption, and saving money. This was encouraging to hear because our campaign will be centered around children's health and saving people money. He also informed us

that this isn't a black and white enforcement policy and officers are encouraged to use their discretion when giving out a ticket. This ticket is then distributed in the mail along with an information sheet on the ordinance and why it is important. A person's first offense is a warning so they can be made aware or reminded of the ordinance. The Madison Police department ability to be transparent with the public has resulted in the successful implementation of their vehicle idling ordinance. Captain Richard Bach would be a great resource for Oshkosh to use if the city decides to move forward with the proposed vehicle idling ordinance.

City Manager

Mark Rohloff is the City Manager here in Oshkosh and provided some valuable insight on how an ordinance typically gets adopted by the common council. Ordinances are typically adopted by the Common Council through one of four general ways: (1) A proposal by one or more Council Members; (2) a recommendation from a board or commissions (in this case perhaps from the Sustainability Advisory Board; (3) a proposal, suggestion, or petition by the public asking Council to adopt an ordinance; or (4) a recommendation of staff.

When an ordinance is suggested that covers a new area (such as a vehicle idling ordinance), the Council typically directs staff to analyze where else this is being done, how it works, experiences of other communities with a similar ordinance, and the impact of such an ordinance, including resources (budget and/or staff) necessary to enforce such an ordinance. The Council may also want to know if there are any options which closely resemble such an ordinance and/or offer an alternative way to achieve the desired objective. Following that analysis, the Council may then direct the City Manager

to have the City Attorney prepare a draft ordinance, after which the Council would take action on a proposed ordinance. A new ordinance is subject to a public hearing, and is required to be read at two consecutive Council meetings before it is adopted by Council. Mark Rohloff insight was extremely helpful to help understand what information is necessary to obtain before the creation of a proposed ordinance.

Benchmarking

Madison

Madison Wisconsin just recently implemented their vehicle idling ordinance in September 2017. Alder Ledell Zellers was the main force behind this ordinance passing. She went to many town and city government meetings with the intentions of educating government officials and the general public about the health risks and fuel costs that idling vehicles caused. When speaking with Ledell Zellers on the phone she said that education was key in getting the ordinance passed. She said that most people do not even think about the health problems that idling cars has on young children but once they are educated on the issue they are willing to comply with the idling ordinance in order to keep children safer and healthier. Ledell Zellers also said that the education on costs associated with idling cars helped to motivate people to comply with the idling ordinance and said that there are a lot of misconceptions and myths around engine life and quality and turning your vehicle on and off. Ledell Zellers share the vehicle idling fact sheets that madison used in the education process for this ordinance (appendix B). Ledell Zellers said that there were originally a lot of critics to the ordinance (such as the bus

company and utility workers) but by sitting down with them and coming to compromises and by examining their vehicle use they determined that they could, in fact, follow the ordinances regulations. She stressed heavily that educating people was key to passing the ordinance and that once misconceptions were corrected that almost everyone got behind the ordinance.

Captain Richard Bach, the Police Traffic & Specialized Services director for the Madison police department, was also available for commenting on the vehicle idling ordinance in Madison. Richard Bach said that Ledell was the key force behind the ordinance passing and that her presence at the city council meetings made an important impact in getting the ordinance passed. Richard Bach also said that education was key in getting the community to comply with the ordinance. As for enforcing the ordinance Richard Bach said that each officer can use their own judgement on whether or not to give a citation just as they can with any other laws. The officers do not directly approach a violator, instead they send them a letter in the mail explaining the Vehicle Idling ordinance. Their first offence is a warning and after that citations are given. You can find the sample letter that they send to violators attached at the end of this document (appendix B).

Salt lake city

Salt Lake City Utah passed their first vehicle idling ordinance in 2008 making idling a vehicle for more than 5 minutes illegal. Then in 2011 they expanded on their original ordinance and cut the idling time restriction down to 3 minutes. One of the major concerns that came up during the ordinances proposal was if it would be enforceable among city owned vehicles. They had two options: 1. To install equipment that would

track speeds, vehicle uses, and idling or 2. To create incentives for employees who were able to reduce their total fuel use. They favored the second option because it did not involve the city having to spend additional money. Another concern that was brought up was by businesses with drive- thrus, although normally cars are not in drive-thrus for that long the city will have signs that these businesses can display in their windows to remind drivers of the ordinance.

Appleton

The Green Tier Legacies Community has Appleton listed as one of the communities that has created a vehicle idling ordinance for their city municipal vehicles. However, when I contacted the Appleton public works department they said "I am not aware of any City Ordinance regarding vehicle idling. The Public Works Department does have a section in our Work Rules that states: *'Vehicles shall not be left running, unless necessary to operate essential vehicle accessories, such as warning flashers, generators, etc.'* Our vehicles have GPS units that give us an email notification if a vehicle is idling longer than a specified amount of time. Employees are disciplined if not following any of our Work Rules." (Paula Vandehey, P.E. Director of Public Works City of Appleton). There were a lot of people who I talked to when trying to find the right person to talk to who were very confused when I brought up their Vehicle Idling Ordinance who seemed to have no idea what I was talking about. This was very disheartening considering all of these people were city employees. The goal for Oshkosh is to be better than this by making sure everyone is educated on the implications of vehicle idling.

Eau Claire

The City of Eau Claire also has a vehicle idling policy in place for their city municipal vehicles. This policy can be found at the end of this document (appendix E) Eau Claire is another city that is very similar in size to Oshkosh, making it easy for Oshkosh to adapt the same policy. Eau Claire's policy is a much simpler than the one from Evanston Illinois but still covers all the essential details.

Costs

As previously discussed in benchmarking, other cities have enforced similar policies without developing a new enforcement budget or designating an enforcement group. This is due to the fact that both the workforce and budget already exist. The most efficient way to enforce this policy would be to utilize the parking patrol officers. They are already on duty enforcing lawful parking practices. This idling policy would simply act as another duty prescribed to them and would not require any additional funding. Once the policy is implemented.

Cost of Idling per Vehicle

It has been determined that saving more is going to be a result of spending less, and this policy does just that. Research indicates that the average driver idles their car for 16 minutes per day (Carrico et al. 2009), but not all idling is deemed "unnecessary". Statistically, 4.2 minutes are spent warming the vehicle up and 3.7 minutes are spent waiting to pick someone up (Figure 1.7) . The remaining eight minutes are spent in traffic, or stop lights. During this time for obvious safety reasons it is entirely acceptable to maintain an idling state. The remaining eight minutes are where this policy can be implemented and can amass immense city wide savings. As of 2015, the Census Bureau

observed that there are 26,152 households in Oshkosh and that the average household owns two vehicles (Figure 1.3). From this we can figure there are roughly 52,304 cars in Oshkosh. The census bureau also reveals that 83% (Figure 1.4), or 43,412 drivers in Oshkosh on a daily basis drive alone. If each of those vehicles were to idle for the previous prescribed 8 minutes of idling, that would amount to 5,788 hours of idling time! The average compact sedan consumes .17 gallons per hour while driving, as compared to a large sedan, which consumes .39 gallons per hour of idling (Figure 1.1). To err on the side of caution and eliminate any risk of bias data, we are going to assume every vehicle in Oshkosh is very fuel efficient and uses only .2 gallons per hour of idling. At this rate that is still 1,157 gallons of fuel that virtually served no purpose. If the price of fuel were to remain at the current constant rate of \$2.49, annually that would amass \$1,073,260 that Oshkosh residents did not need to spend. Not to mention each of these vehicles emits an average of 1.4 grams of carbon per second while idling (Frey et al. 2003). That means these vehicles are omitting 391,232 pounds of carbon dioxide into the atmosphere annually, which can also be assumed as a health cost.

Now obviously the fleet size of the municipal vehicles in Oshkosh is much smaller than 43,000. Regardless Oshkosh licensed 185 vehicles this year. The majority of which were comprised of large utility vans and trucks, including waste management vehicles, snow plows, transit buses and excluded all emergency/ first responder vehicles. The idling rates of these types of vehicles are generally very intense (See idling rate chart). Medium- heavy trucks are going to consume .9 gallons per hour and transit buses are going to consume over a gallon per hour of idling (Figure 1.1). We are going to assume that the average vehicle in the fleet consumes .9 gallons per hour. Also, we will maintain

that each vehicle only idles for 8 minutes daily, although given the purpose and use of these vehicles, it is likely much higher. If gas were to again, remain at the constant of \$2.49 throughout the year, and we only accounted for the 5 day work week, the city could still save \$14,411 annually. Other cities that have already been successful implementing a vehicle idling ordinance have used economics and cost-savings as a motivator. Ordinances that limit idling have already been implemented in cities all over the world, and Oshkosh could be at the forefront of this movement. The amount of bridges and railroad crossings in the city make Oshkosh the perfect place to implement this ordinance and start saving it's citizens money. This proves the recommended ordinance can save more by spending less.

Barriers

There are some barriers that exist specific to Oshkosh that we have identified that require further consideration. The first barrier is acknowledging various myths surrounding idling. A common misconception is that engines, specifically diesel engines, need to idle in the morning to warm up the engine. This used to be true because diesel fuel would gel-up in freezing weather. However, new winter blends of diesel fuels have been created that actually make idling harder on the engine. Another barrier that must be considered is the amount of bridges and trains in Oshkosh. Drawbridges often stop traffic in the summer when large boats need to pass under them, and trains stop traffic many times a day all over our community. Both result in vehicles idling for extended periods of time. These areas would be excellent locations for signs that remind citizens of the vehicle idling ordinance. The ability to enforce such an ordinance would likely be the

biggest issue, as it might be difficult to enforce this uniformly as warnings and citations are given at the officer's discretion. However, this is the same barrier that officers face when enforcing speed limits. There are also some concerns that may arise with regards to emergency vehicles that must idle along with concerns about extreme temperatures. However, both of these concerns are addressed in the exemptions section of the recommended ordinance.

Another barrier that will arise with this ordinance is convincing the general public that reducing idling is important. To address this, it will be important to know the specific audience and the values that they hold. The vehicle idling ordinance can be presented in two different ways by appealing to the head or the heart. By appealing to the heart, it will be important to focus on the health related conditions that can affect children and the elderly. The second way this ordinance can be presented is by focusing on the economic factors. This means emphasizing the fuel savings and maintenance savings that can will occur through the reduction of vehicle idling.

When Salt Lake City proposed their vehicle idling ordinance, one of the major barriers that they faced were concerns from the fast food and banking industries with regards to drive-thrus. This problem was combated by collaborating with the business owners, and coming up with solutions. In Salt Lake City, they placed signs in drive-thru windows that helped remind residents of the vehicle idling policy.

Significance for Sustainability

The transportation sector accounts for a large portion of energy use and is easily the least efficient sector. With world population on the rise, more vehicles are hitting the roads every year and total miles traveled has risen as well. Vehicles are among the

leading contributors to air pollutant and greenhouse gas (GHG) emissions, which impact human health and contribute to global climate change. Most of the energy to move a car is lost as waste heat, which is one of the reasons the transportation sector is so inefficient. Idling proves problematic because the vehicle is burning fuel and releasing GHG emissions while providing no motion services to the passenger. Thus, reducing idling time in Oshkosh is an opportunity to promote a healthier atmosphere in the city by reducing emissions and also help to save people money by reducing fuel consumption. Other cities that have already been successful implementing a vehicle idling ordinance have already begun to see improved air quality as well as reduced fuel consumption, which is saving it citizens money.

Cities like Oshkosh have the opportunity to become leaders in reducing greenhouse gas emissions and improve the transportation sector. The city of Oshkosh is on the right path to becoming one of these leaders with the formation of their sustainability plan. Oshkosh's Sustainability plan states that "The best sustainability ideas should simply become the way things are done in Oshkosh" (2012). The city has done a number of things to become more sustainable since the creation of their sustainability plan. So one of the thing that was really important to us was to make a connection between this ordinance and the objectives identified in Oshkosh's Sustainability Plan. How could this proposed ordinance reinforce the overall goal of the sustainability plan which is to improve the quality of life in Oshkosh? There are too objectives that this ordinance really build on and those are the objectives for atmosphere and government.

The city's objective for atmosphere is to "Provide a safe and healthy atmosphere for people, nature and the planet" (2012). When people leave their cars running in the

driveway or outside of the store, they are polluting the air they breathe, while they aren't even driving. According to a study conducted by the Environmental Defense Fund in New York City alone, idling trucks and cars produce 130,000 tons of CO₂ alone ("Attention drivers!", 2009). New York City obviously has a much bigger population and more cars but there is a lot for Oshkosh to take away from this. Any reduction in the amount of time that people can idle for in the city of Oshkosh will reduce the amount of CO₂ and other pollutants released into the air and promote a healthier atmosphere in our city. This would also reinforce Oshkosh's objective for a safe and healthy community, which is to "Promote healthy living, civic engagement, cultural and ethnic diversity; provide safety and protect citizens from disease" (2012). Idling emits greenhouse gases and other pollutants into the atmosphere. This can especially be a problem around schools where parents and buses idle while they pick up and drop off children, who are especially vulnerable to these pollutants. These pollutants have been linked to serious human illnesses including asthma, heart disease, chronic bronchitis, and cancer (Zhang et al. 2013). Reducing the amount of idling time in Oshkosh is a great way to mitigate these illness and protect citizens from disease by reducing the amount of pollutants entering the atmosphere.

Conclusion

If the City of Oshkosh can come up with an effective way to reduce greenhouse gas emissions and improve transportation, these ideas will likely spread to other cities. Oshkosh has the opportunity to become a leader in pursuing small scale actions that drive sustainability and, in aggregate, can have global results. Once these ideas spread to other cities, they can benefit the country as a whole by reducing GHG emissions

(Bloomberg 2016). Oshkosh is following, and in some ways leading, the national patterns to become more sustainable by encouraging individual and local actions but at the same time implementing policies that encourage industries and communities to act as well. An ordinance that limits vehicle idling time in Oshkosh will reinforce the city's pursuit of sustainability. This proposed vehicle idling ordinance is an opportunity for Oshkosh to reduce idling time, which will promote a healthier atmosphere in the city by reducing GHG emissions and also help save people money by reducing fuel consumption. In order to achieve sustainability on a global scale, we need people to improve cities, and in effect states, countries and that can change the world. Implementing this policy will allow our community to save money on fuel, reduce CO₂ emissions, protect public health, and improve air quality, with no expense to the city. The best sustainability ideas should simply become the way things are done in Oshkosh. The time to take action is now, and Oshkosh has the ability to become a leader in combating climate change.

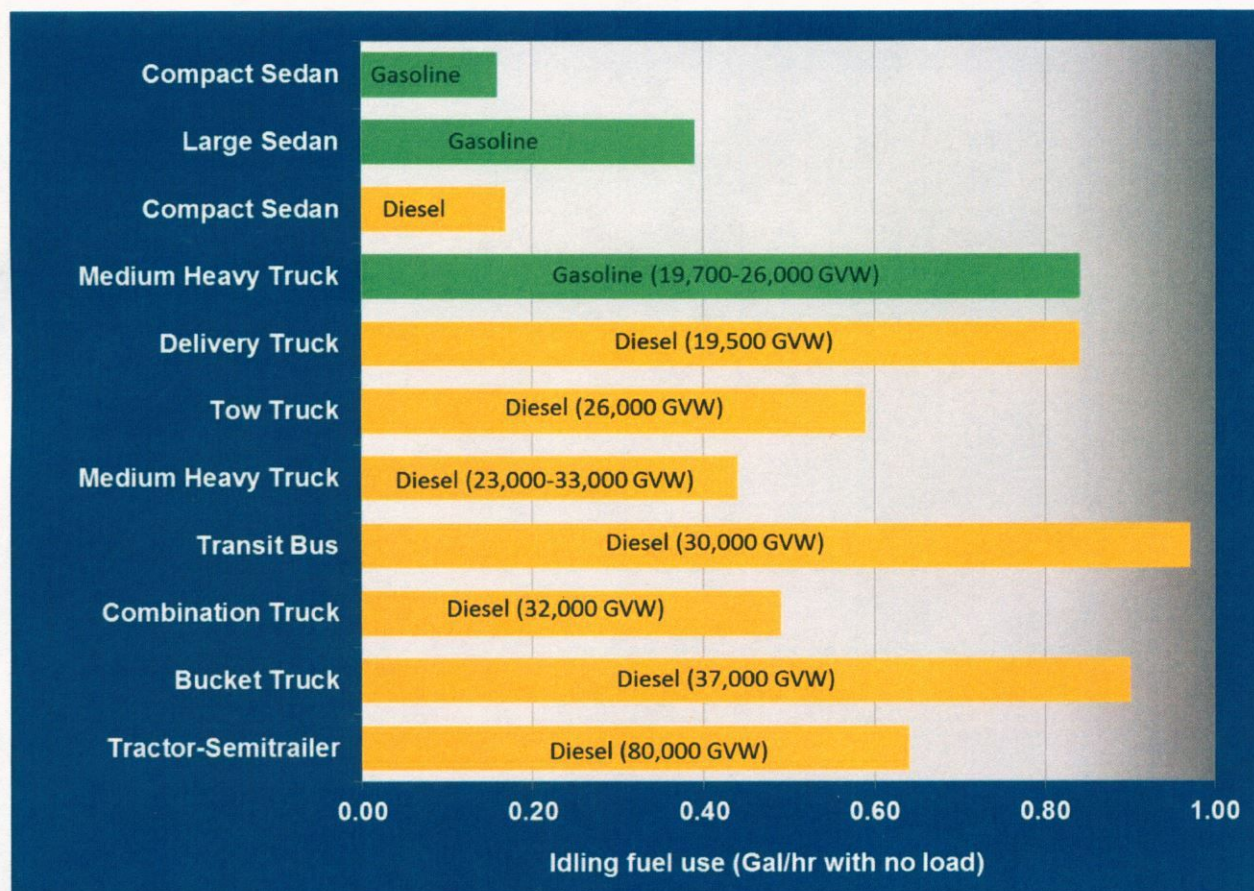


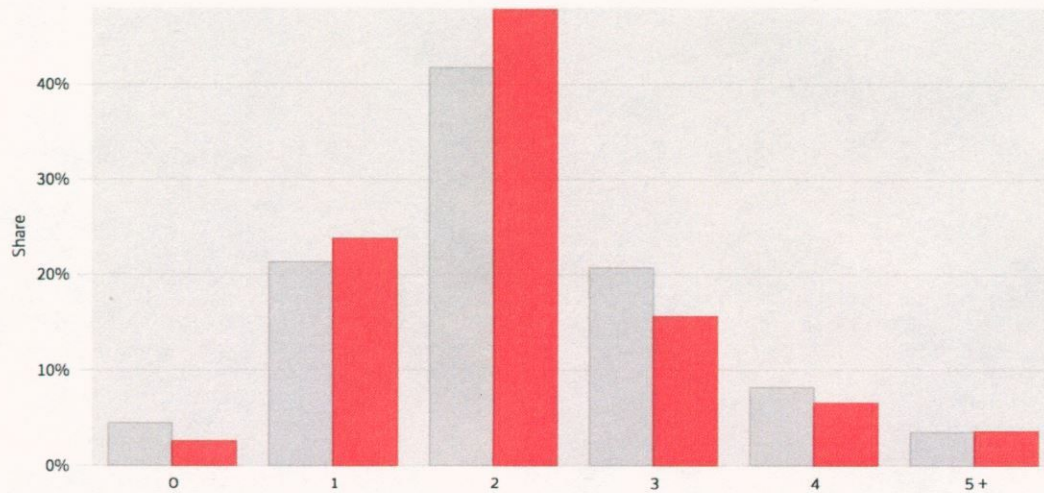
Figure 1.1: Office of Energy Efficiency & Renewable Energy

	min/day	CO ₂ emissions		Fuel consumption	
		Annual per person emissions (pounds/kg)	Annual US emissions (MMt)	Annual per person consumption (gallons/l)	Annual US consumption in billions (gallons/l)
Warming	4.2	283.9/128.8	24.5	14.6/55.3	2.8/10.6
Waiting	3.7	250.1/113.4	21.6	12.8/48.5	2.4/9.1
Traffic	8.2	554.3/251.4	47.8	28.4/107.5	5.4/20.4
Total	16.1	1088.3/493.6	93.9	55.8/211.2	10.6/40.1

Figure 1.2: Carrico et al. 2009

Car Ownership in Oshkosh, WI

Please note that the buckets used in this visualization were not evenly distributed by ACS when publishing the data.



Dataset: ACS 5-year Estimate
Source: Census Bureau

DATAUSA:

Figure 1.3: *US Census Bureau*

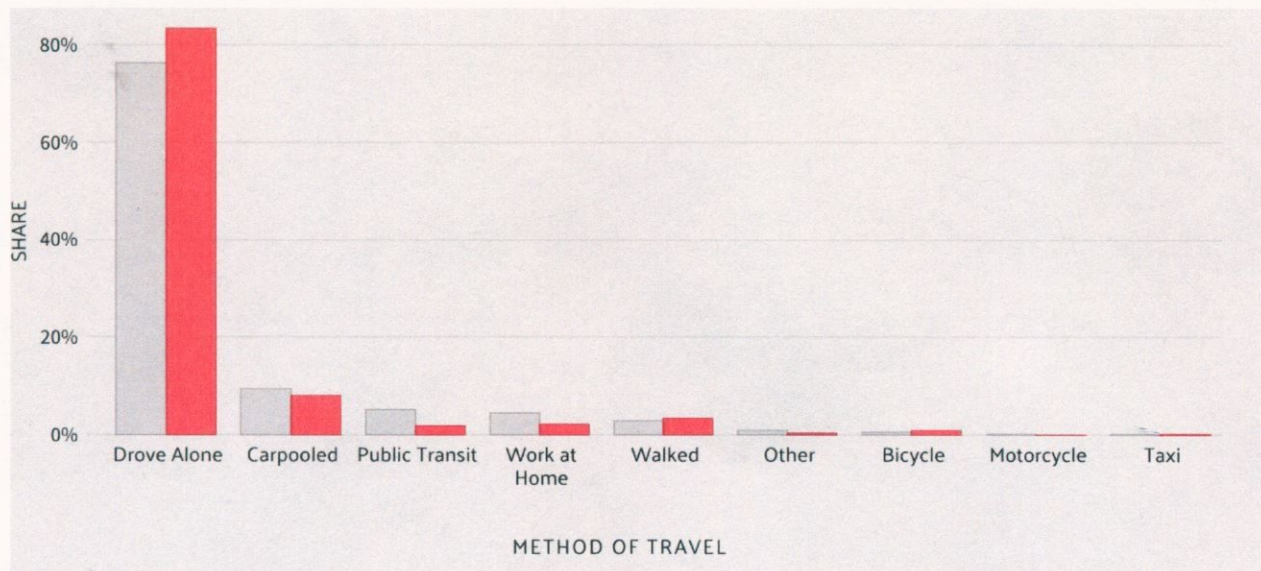


Figure 1.4: *US Census Bureau*

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Captain Richard Bach

Madison Police Traffic & Specialized Services

211 S. Carroll St.

Madison, WI 53703

Office: (608) 266-4877

Fax: (608) 266-4104

Email: rbach@cityofmadison.com

6/27/2006
6/21/2006
6/20/2006

75-O-06

AN ORDINANCE

**Amending Title 10, Chapter 4, "Stopping, Standing Or Parking"
of the Evanston City Code, 1979, to Add a New Section
Regulating the Standing or Parking of Idling Motor Vehicles.**

WHEREAS, pursuant to Chapter 11, Section 208 of the Illinois Vehicle Code, the City of Evanston as a home rule unit may enact local Police regulations regulating the standing and parking of vehicles.

WHEREAS, the standing and parking of idling motor vehicles releases particles which can cause lung damage and aggravate existing lung diseases such as asthma; and

WHEREAS, children and the elderly are particularly susceptible to the negative health effects of motor vehicle pollution; and

WHEREAS, the standing and parking of idling motor vehicles for extended periods of time is generally unnecessary, contributes to noise pollution and wastes fuel;

**NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL
OF THE CITY OF EVANSTON, COOK COUNTY, ILLINOIS:**

SECTION 1: That the Evanston City Code, 1979, as amended, be and hereby is further amended by adding to Title 10, Chapter 4, a new section, Section 18-1, which reads as follows:

10-4-18-1: REGULATION OF STANDING OR PARKED IDLING MOTOR VEHICLES:

No standing or parked motor vehicle with a gross vehicle weight rating of eight thousand pounds (8,000 lbs.) or greater shall be allowed to idle for more than a total of five (5) minutes within a sixty (60) minute period except under the following circumstances:

1. the motor vehicle is an official City of Evanston vehicle being utilized for official City of Evanston business;
2. the motor vehicle idles while forced to remain motionless because of traffic, an official traffic control device or signal, or at the direction of a law enforcement official;
3. the motor vehicle idles when operating defrosters, heaters, air conditioners, or other equipment solely to prevent a safety or health emergency;
4. a police, fire, ambulance, public safety, other emergency or law enforcement motor vehicle, or any motor vehicle used in an emergency capacity, idles while in an emergency or training mode and not for the convenience of the vehicle operator;
5. the motor vehicle is owned by an electric utility and is operated for electricity generation or hydraulic pressure to power equipment necessary in the restoration, repair, modification or installation of electric utility service;
6. when the motor vehicle idles due to mechanical difficulties over which the operator has no control;
7. a bus idles a maximum of fifteen (15) minutes in any sixty (60) minute period to maintain passenger comfort while non-driver passengers are on board;
8. an armored motor vehicle idles when a person remains inside the vehicle to guard the contents, or while the vehicle is being loaded or unloaded;
9. when idling of the motor vehicle is required to operate auxiliary equipment to accomplish the intended use of the vehicle (such as loading, unloading, mixing, or processing cargo; controlling cargo temperature; construction operations), provided that this exemption does not apply when the vehicle is idling solely for cabin comfort or to operate non-essential equipment such as air conditioning, heating, microwave ovens, or televisions;

10. a motor vehicle idles as part of a government inspection to verify that all equipment is in good working order, provided idling is required as part of the inspection;

11. the primary propulsion engine idles for maintenance, servicing, repairing, or diagnostic purposes if idling is necessary for such activity.

SECTION 2: That the Evanston City Code, 1979, as amended, be and hereby is further amended by adding to Title 10, Chapter 4, a new section, Section 18-2, which reads as follows:

10-4-18-2: PENALTY: Any person who violates the provisions of Section 10-4-18-1 of this title shall be guilty of an offense punishable by a fine of one- hundred and fifty dollars (\$150.00).

SECTION 3: That all ordinances or parts of ordinances in conflict herewith are hereby repealed.

SECTION 4: That this Ordinance shall be in full force and effect from and after its passage, approval, and publication in the manner provided by law.

Introduced: _____, 2006

Approved:

Adopted: _____, 2006

_____, 2006

Lorraine H. Morton, Mayor

Attest:

Approved as to form:

Mary P. Morris, City Clerk

Corporation Counsel

Madison Police Department

Michael C. Koval, Chief of Police
City-County Building
211 S. Carroll Street
Madison, Wisconsin 53703
Phone: (608) 266-4022
Fax: (608) 266-4855
police@cityofmadison.com
www.madisonpolice.com

November 9, 2017

Community Member
1234 E Main St.
Madison, WI 53704

Dear Community Member,

On September 5, 2017, the Common Council adopted a new City Ordinance 12.1291 "Motor Vehicle Idling":

No person shall cause or permit the engine of any motor vehicle to operate in idle for longer than five (5) consecutive minutes while stopping, standing, or parking on any highway. Except for the following reasons:

(a) Idling as needed when the ambient temperature is below twenty degrees Fahrenheit or above ninety degrees Fahrenheit.

(b) Idling as needed to operate defrosters, heaters, air conditioners, or other equipment, to prevent a health or safety emergency, including for the purpose of providing shelter.

(c) Idling as needed for testing, servicing, repairing, or diagnostic purposes.

(d) Idling as needed to operate auxiliary equipment for which the motor vehicle was designed, other than transporting goods, including, but not limited to, operating a transportation refrigeration unit, lift, crane, pump, drill, hoist, or ready mixed concrete mixer.

(e) Idling as needed for traffic conditions for which the driver has no control, including, but not limited to, traffic congestion, an official traffic control device or signal, a railroad crossing while a train is passing or the crossbars are down, traffic controls in a construction zone, or at the direction of a law enforcement official.

You are receiving this warning letter because your vehicle was observed in violation of this ordinance on [date and time] at [location]. Please be aware that future violations may result in the issuance of a citation with a fine amount of \$100 for the 1st offense and up to \$600 for subsequent offenses.

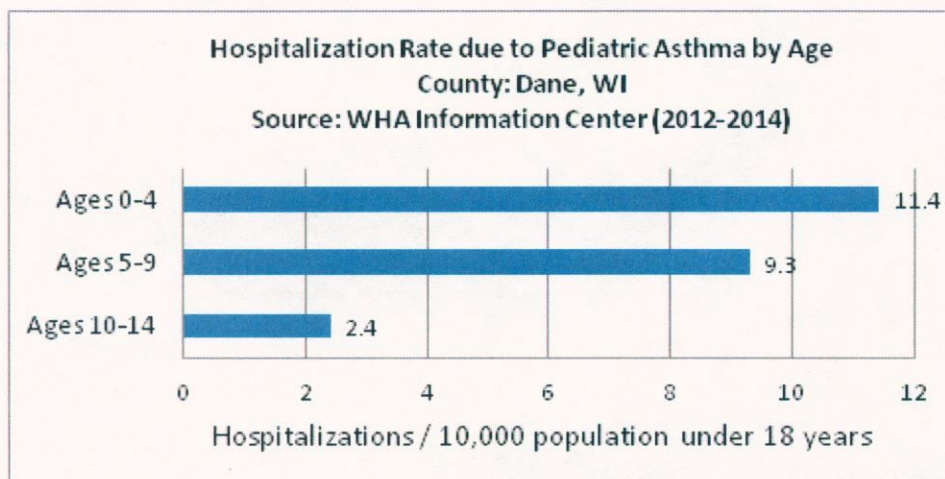
Please contact our office at 266-4622 with any questions.

Madison Police Department
Traffic and Specialized Services

Protect Children's Health, Save Money on Gas and Avoid a Ticket By Turning Off Your Engine

The City of Madison is working to protect health through a new idling regulation. Drivers will no longer be able to idle their vehicles for more than five consecutive minutes anywhere in the City of Madison. Evidence shows that idling vehicles increases air pollution¹ and can cause serious health effects especially for children. Health impacts of idling include cancer,² heart disease, lung disease, and asthma.³

Asthma has become an increasing health challenge in our community with rates of adult and childhood asthma climbing over the past 50 years. According to



Dane County Hospitalization Rate due to Pediatric Asthma by Age Healthy the University of Wisconsin Children's Hospital "Asthma is a disease of the air passages in the lungs. Various 'triggers' can lead to symptoms including coughing, wheezing, shortness of breath and tightness in the chest."⁴

"About one out of 10 Dane County adults and children has asthma."⁵ Children receiving free and reduced lunch and children of color are more at risk of asthma. "The Madison Metropolitan School District reports that approximately 33% of the enrolled children with an asthma diagnosis are African American, 35% are White, and 14% are Hispanic students."⁶ Students with free and reduced lunch are more than four times as likely to have asthma as their peers.⁷ Also, hospitalizations for pediatric asthma in some Madison neighborhoods occur at twice the average rate in Wisconsin.⁸ Efforts to reduce idling should reduce the impact of air pollution on children with asthma.

The American Lung Association recommends three simple steps to reduce the health impacts of idling:

- "Turn off your engine" – No matter where you are – picking up your child from school or an item from the store – turn off your engine when you are stopped for more than 10 seconds.
- Reduce warm-up idling – Begin driving to warm up your car. Excessive idling will harm your engine.

¹ According to the Environmental Defense Fund, idling cars "can release as much pollution as a moving car". Attention drivers! Turn off your idling engines Reducing vehicle idling will cut pollution and save you money. <https://www.edf.org/climate/reports/idling>

² Teletrac. The Real Effects of Engine Idle Time. Why Businesses are Investing in GPS Software to Combat Idle Time. <http://www.teletrac.com/teletrac.com/assets/the-real-effects-of-engine-idle-time-time03.pdf>

³ Burgess, Peffers, Silverman. Idling Gets You Nowhere. The Health, Environmental and Economic Impacts of Engine Idling in New York City. Environmental Defense Fund. February 2009. https://www.edf.org/sites/default/files/9236_Idling_Nowhere_2009.pdf

⁴ UW Health American Family Children's Hospital. Facts About Asthma. <http://www.uwhealthkids.org/kids-health-and-safety/facts-about-asthma/35415>

⁵ Ibid.

⁶ Madison and Dane County Environmental Health Report Card Series – 2014. Air Quality. Public Health Madison and Dane County. 2014. <http://www.publichealthmdc.com/publications/documents/2014RptCardAir.pdf>

⁷ Ibid.

⁸ Dane County Hospitalization Rate due to Pediatric Asthma by Age Source: Community Dashboard. Healthy Dane.org <http://healthydane.org/?hcn=CommunityDashboard>

Appendix C

- **Spread the word** – Tell your family, friends and neighbors about the benefits of reduced idling. Encourage them to help protect our children's health, save money and protect the environment by turning off their vehicles.”⁹

Save Money while Standing Still

- ✓ Shift to neutral while standing still. Idling at a traffic light or waiting for a train to pass is a “fuel-economy killer.”¹⁰
- ✓ Shut off the engine while stopped. Hybrid vehicles use this technology, automatically shutting off the gas engine in most stopped situations. “The engineers ... know the fuel-saving value of shutting off an engine.”¹¹

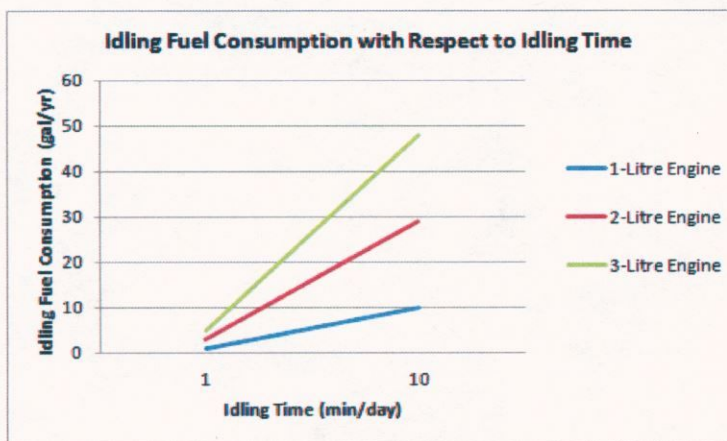
**New Strategies for Cold Weather**

Wisconsin drivers know that winter temperatures can spell trouble. However, the common practice of idling a car to warm it up may harm modern engines.¹² According to Popular Mechanics, idling in winter “does not

prolong the life of your engine; in fact, it decreases it by stripping oil away from the engine’s cylinders and pistons.”¹³ Idling increases wear and tear on diesel engines too.¹⁴

In extremely cold conditions, Popular Mechanics recommends drivers:

- ✓ Take it nice and easy for the first part of your drive, allowing your engine to warm up over the first 5-15 minutes of the drive.
- ✓ Dress warm, brave the cold and get the car moving.



- ✓ Remember the engine will warm up faster being driven.
- ✓ Save fuel and wear and tear on your engine by skipping the wintertime idle.¹⁵

The Department of Energy's Argonne National Laboratory found that a 5 minute warm up increased fuel consumption by 7-14%.

City of Madison New Idling Restrictions

Idling in your vehicle for more than 5 consecutive minutes on public roadways is now subject to a fine of \$100 for the first offense. In addition, idling for more than 5 consecutive minutes on private roadways is subject to a fine of \$187.

Help us keep the air clean and protect kids' health by turning off your vehicle.

engine/

¹⁴ Check your owners manual for recommended warm-up for modern diesel engines. Most manufacturers recommend no more than a three minute warm-up. Diesel Idling Facts and Myths. Indiana.gov <http://www.in.gov/idem/prevention/2372.htm>

¹⁵ Jay Bennet. Warming Up Your Car in the Cold Just Harms the Engine. The long-held notion that you should let your car idle in the cold is only true for carbureted engines. Popular Mechanics January 22, 2016. <http://www.popularmechanics.com/cars/a19086/warming-up-your-car-in-the-cold-just-harms-engine/>

Anti-Idling drawbacks for municipal equipment.

1. Selective catalytic reduction or SCR (an exhaust after-treatment system on 2010 and newer heavy duty trucks and equipment) is not effective at reducing diesel engine emissions when exhaust temperatures drop below 482 degrees Fahrenheit. Due to the duty cycle of municipal equipment, Keeping the engines running and exhaust temp up actually helps reduce emissions.
2. Due to the duty cycle of municipal equipment, battery charging systems on these vehicles need run time to recharge starting batteries and maintain the electrical system, especially with the large amounts of systems and accessories the vehicles are equipped with. The starting systems on these types of equipment would also suffer from additional wear and tear from both increased starting and starting when battery charges are depleted.
3. Some of the salt spreader control systems take a few moments to boot up. Shutting the vehicle down would mean extra time to complete snow and ice control.
4. Not maintaining engine temperatures when snow is falling effects the windshield defroster ability to keep the window clear of fogging and snow. Having a negative effect on visibility.
5. The hydraulic systems on municipal equipment run within a defined range of temperatures. These systems use the vehicle cooling system to heat and cool the hydraulics as needed. Not keeping the equipment running can cause the systems to run either to hot or to cold, affecting vehicle performance and longevity.
6. Water system on both the street sweeping and sewer jetting trucks need to run in recirculate mode when not use when temperature drop below 32 degrees to avoid freezing up. Severe pump and system damage can occur if this is not done.

DT



City of Eau Claire Anti-Idle Policy

The Anti-Idle Policy seeks to reduce use of fuel, wear on parts, and exhaust emissions. Idling is defined as: an engine running while its vehicle is at rest or not in use. Benefits of this policy include cleaner air and less fleet-related expenditures. The Anti-Idle guidelines are listed below:

- This policy applies within and outside City limits.
- It covers all City vehicles owned or leased and equipment utilizing an internal combustion engine (referred to herein as motorized). Rental or personal vehicles are included when used for and during work purposes.
- Motorized vehicles or motorized equipment shall not be permitted to idle within 100 feet of a building's fresh air intake.
- Motor vehicles or motorized equipment shall not be permitted to idle unnecessarily, or stand unattended without first stopping the engine, locking the ignition and removing the key, except in the following cases:
 - o Start up or cool down periods of turbo charged diesel engines shall not exceed 3 minutes warm-up and 5 minutes cool down.
 - o Vehicle idle time may not exceed 10 minutes in any 60-minute time frame in weather conditions of less than 32 degrees for the purpose of engine heating.

Exemptions to the Anti-idle Policy guidelines include.

- Emergency or Law Enforcement operations, but Standard Operating Guidelines shall be followed,
- Operations requiring Power Take-Off or work functions involving Vehicle-Powered Auxiliary Equipment,
- Traffic conditions,
- Mechanical difficulties,
- Ensuring the safety or health of operators or passengers,
- Service or Repair.

Adopted/Approved:

Mike Huggins, City Manager

08.17.2011

Date