Whereas, the City of Ann Arbor has declared a climate emergency;

Whereas, the City has acknowledged that transportation is a significant source of carbon emissions;

Whereas, AAPS Board Policy 8000 acknowledges that climate change is real and says that the district will support prioritization of "Maintaining and operating district buildings and grounds that reduce the environmental impact of human activities",

Whereas, the Ann Arbor transportation plan says to work with Ann Arbor Public Schools (AAPS) to "establish mobility and sustainability education programs", and to develop "programs for elementary, middle, and high school students that empower students to walk, bike, and use transit",

Whereas current AAPS site plans include repurposing existing city park land to enable more parking and driveway space on school sites;

Whereas, the Transportation Commission would like the City of Ann Arbor to strengthen collaboration with AAPS in areas where our stated values and visions align;

Whereas, a majority of Ann Arbor residents have expressed support for both AAPS' investments in sustainable infrastructure (evidenced by the $1B millage passed in 2019) and the City's efforts to reduce emissions (evidenced by the Sustainability Millage passed in 2022);

Whereas, AAPS is investing in buildings and infrastructure that will impact local transportation and climate for many decades;

Whereas, the Transportation Commission notes the increased prevalence of longer driveways and drop-off loops to facilitate parent drop-offs in the proposed site plans for new and renovated schools;

Whereas, the concept of "induced demand" is well established in transportation literature;

Whereas, induced demand is a result of expanding transportation facilities (like roads) in an attempt to solve perceived problems like congestion; these expansions are not successful in the long-term because the additional capacity encourages more people to use that facility who, prior to the expansion, were using other methods or off-peak times;

Whereas, the impact of expanding parent drop-off facilities, particularly in combination with "drive line" technology, will likely result in higher usage of these facilities;

Whereas, the queuing of automobiles at schools exposes children to concentrated tailpipe emissions from idling vehicles;

Whereas, when car-based single points of entry exist on school grounds, they frequently create queueing and unsafe conditions for vulnerable road users, for example by vehicles idling in bicycle lanes and across sidewalks as they wait to enter school driveways

Whereas, reducing unsafe traffic conditions is preferable to increasing police enforcement of traffic rules around schools; and

Whereas, the design of the built environment, including buildings and parking facilities, affects the behavior of the people in it

Whereas, Transportation Commission expresses concern that the increased capacities for on-site car infrastructure shown on proposed AAPS site plans will incentivize more parents and caregivers to drive students onto school grounds (who might otherwise be able to walk, bike, take an AAPS or AAATA bus, or use nearby public on-street parking;

Resolved, Transportation Commission recommends City Council to direct the City to collaborate with AAPS to develop alternatives to driving onto school property for pick up and drop off and requests that these car-centric facilities be reduced and focus solely on providing drop-off options for buses and people with disabilities;

Resolved, Transportation Commission urges AAPS to partner with the City and to draw upon City staff expertise in transportationihparticipate in transportation planning and revise site plans for new AAPS buildings and facilities with a goal of creating remote drop-off zones and encouraging students to walk, bike, or bus to school.

Resolved, Transportation Commission urges AAPS to participate in the City of Ann Arbor Transportation Commission and joint staff/policy maker Committees to help facilitate such collaboration between the City and AAPS.