

Hess, Raymond

Subject: FW: Reminder of our A2Zero Methods for Transportation

From: Ken Clark <XXXXXXXXXX>

Sent: Wednesday, January 19, 2022 10:15 PM

To: City of Ann Arbor Transportation Commission <TransportationCommission@a2gov.org>

Subject: Reminder of our A2Zero Methods for Transportation

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Dear Transportation Commissioners,

With reference to my comments tonight, let me remind you of our *two* adopted methods of dealing with transportation greenhouse gas emissions under A2Zero. I was on the A2Zero TAC when we made the recommendation to Council, which they adopted. First, a 50% reduction in VMT in Ann Arbor. Second, 25% of within-town trips made by bicycle. They're obviously complementary, but when we voted on them, we didn't indicate that one was secondary to the other.

Consider the State Street improvements that went before you tonight. I'd recommend you look at a project like that - and every project, for that matter - in terms of what role that project plays toward getting us toward our twin transportation A2Zero goals. Consider the goal for us to get to a 50% reduction in VMT (that is, half of our VMT in 2019 or 2020). If we're to achieve that city-wide, there will need to be much more substantial reductions in more bike/pedestrian/transit-friendly areas of the city. A more reasonable goal for this particular part of State Street would be zero vehicle miles traveled except perhaps by transit, or maybe only electric vehicles and transit. How else would we get to a 50% reduction given roads like Washtenaw, where we're unlikely to get even minor VMT reductions?

Likewise, if we're to make it to 25% of in-town trips by bicycle, we would need to get to nearly 50% of trips in an area like State Street just north of a major bikeway. We're unlikely to get more than that here, since pedestrian trips are also trips that count in that goal, and this area should always be a primarily pedestrian area.

You should consider asking these questions of all the proposals that come before you - given the area, what should we expect of that area to get us to our city-wide transportation greenhouse gas emission goals. Then, ask the proposer to demonstrate that the proposed project meets that need. Think of it as analogous to the environmental review process required of federal transportation projects. This was a reasonable way to consider the Med Center Drive proposal, and it would have been a reasonable thing to ask of the DDA for State Street. Please don't forget that the DDA has massively contributed to our transportation greenhouse gas problems by building so many parking structures. They should be working to mitigate the emissions problem they've helped create. A fair analysis would show they have far to go.

Also, you should be aware that the Ann Arbor Bicycle Coordinating Committee, a long-ago predecessor to the Transportation Commission, recommended both the creation of a Transportation Commission, and making Liberty Street a Pearl Street-style bike/pedestrian mall, many years ago. Ironically given the street in question, the highly successful State Street in Madison Wisconsin, one of our peer cities, has been bike/pedestrian only for decades. (https://www.tripadvisor.com/Attraction_Review-g60859-d281199-Reviews-State_Street_Downtown_Madison-Madison_Wisconsin.html)

Thank you for your consideration,
Ken Clark