

From: [Travis Close](#)
To: [Casey Moreau](#)
Cc: [Vanessa Böhm](#); rvar [REDACTED]
Subject: Please properly account for induced demand in your 2030 climate analysis
Date: Tuesday, December 6, 2022 5:06:08 PM

You don't often get email from [REDACTED]

Dear Puget Sound Regional Council,

I am a resident of Seattle. Thank you for your work in making sure our region meets its goals in reducing our contribution to climate change. We know that transportation is the number one source of climate pollutants in the region, with "car and light duty trucks" contributing nearly 1.6 million metric tons of CO2 in our atmosphere per year, or [81% of total transportation emissions](#). Given how important it is to reduce driving in this region, it was disappointing to see that PSRC's models have failed to accurately measure the climate benefits of decreased roadway capacity.

For example, you stated that if plans to expand roadways were scrapped, "emissions are not reduced due to the increased delay and amount of time vehicles are in congestion." The idea that emissions are reduced by expanding highways is false because it does not account for a fundamental law of transportation known as [induced demand](#). Making driving more convenient leads to more cars on the road as people are incentivized to drive more and further than they did before. Shortly after a highway is expanded, congestion returns to what it was before or becomes worse. The converse of induced demand is that removing (or not adding) road capacity leads to a drop in emissions because it becomes less convenient to drive than it otherwise would. As a result of this inconvenience, people are encouraged to take other forms of transportation and VMT is reduced.

PSRC's climate forecasting needs to properly understand this relationship. It is imperative for our region and our planet to properly model the destructive role that increasing road capacity has on our climate, as well as the converse -- that removal of road capacity disincentivizes driving, which, when paired with other policies to encourage other modes of transportation, will lead to substantial climate benefits.

Thanks for considering my comment.

Sincerely,
Travis Close

From: [Lisa Pfeiffer](#)
To: [Casey Moreau](#)
Subject: Public comment Transportation Policy Board Dec 8
Date: Tuesday, December 6, 2022 9:46:33 AM

You don't often get email from [REDACTED]

Dear board members:

It is my public comment that the modeling of planned roadway expansion projects incorrectly measures the climate impact of congestion. Expanding roadways will undoubtedly increase emissions, as the report indicates. However, your congestion modeling has been widely criticized as outdated and incorrect, and modern regional planning organizations should no longer be using these outdated and empirically incorrect assumptions. We should be going all-in on reducing the width of single-occupancy car corridors, and using the existing road space to invest in transit. This is the only thing that will get us even close to regional climate goals. You have the responsibility to make sound choices for the Puget Sound Region to get us to meet climate goals. If you don't, you are failing us, failing our children, and failing future generations.

Sincerely,
Lisa Pfeiffer
Seattle, WA

From: [Steve Dolan](#)
To: [Casey Moreau](#)
Subject: Regional Climate Transportation Plan - 2030 Climate Goals
Date: Tuesday, December 6, 2022 5:22:39 PM

You don't often get email from [REDACTED]

Steve Dolan

[REDACTED]
[REDACTED]

December 6, 2022

To the Puget Sound Regional Council Board members,

I'm writing today regarding the Regional Transportation Plan's 2030 Climate Goal Analysis with the simple message, ***"You get the future you design."***

If we use our design powers to continue down the path of freeway expansion, we get more vehicles. With more vehicles comes more congestion and emissions. Given the expected life of the ICE vehicles on the road today and the rate of conversion to electric vehicles, **freeway expansion will not save us.**

We must use our powers of design to reduce vehicle miles traveled if we want to hit our climate goals. Multitudes will continue to move to our beloved Puget Sound region. We need to listen to and empower our experts, folks like Secretary Millar, to *design a future* where walking, transit, cycling, and e biking can be used safely for most daily trips. A future where we reduce our dependency on fossil fuels and our dependency on paving over more and more of our region for freeways.

These are designs where **there are proven models all around us.** One can simply look to the lowland countries, the transformation in Paris, or even in Central London to see how rapid change is happening right before our eyes.

This future already exists in many parts of Seattle. See, I'm off to a Seattle Kraken game this evening. I'll start in SE Seattle, Columbia City, on my e bike. It will take me about 25 28 minutes to get to Climate Pledge Arena, about five minutes faster than driving. Thankfully, about 80% of the ride is in protected bike lanes, though the other 20% is on MLK, which is quite unsafe. Locking up my bike in a personal, secure locker will cost \$.05/hour. Once the game is over it will also take me 25 28 minutes to get home, even in Seattle Center's notorious post event traffic.

My trip tonight will have zero carbon footprint, will be delightful, and is the future of decarbonization in our cities. Past leaders in Seattle designed this zero carbon present for me. **I ask that you use your voice now to empower our experts to design a zero-carbon future of walking, cycling, transit, and e-biking for others in our region so that we can achieve our climate goals by 2030.**

We only have 7 more years, please don't delay.

Steve Dolan



Sent from [Mail](#) for Windows