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Other people have noted that further reforms are necessary after this passes, so I think this is a good ordinance to start off with because its effects won't hit for several years. That gives us time to implement those other changes. To be specific:

- Parking Benefit Districts to ensure that people who choose to drive pay for the infrastructure they use
- Changes to the MTU routes and schedule to move to 20 minute frequency, an hourly overnight loop, and Bus Rapid Transit routes on South-Downtown-Rose, West-Lang-George, and Losey-16 in order to make the bus system fast enough for the general population
- Changes to zoning to allow high-density construction in more places, particularly along the aforementioned major road corridors
- Changes to design standards to allow for higher-density construction, such as reducing setbacks
- Attracting, or fostering the creation of, businesses which offer short-term car rental to apartments, which would allow residents to run errands (such as grocery shopping) without having to own their own car.

The City should also consider using State Statute § 66.12 to issue bonds to build our own Social Housing rather than relying on a fickle free market process that has to be cajoled into providing affordable housing.

Cars are not "going away" but that is not the goal. The problem is that cars are currently essentially mandatory for life in the modern city. This is not natural or entirely due to preferences, but because governments at local, state, and federal levels have created laws and infrastructure that make car ownership and use extremely easy while making non-car transportation expensive, inconvenient, and time-consuming. If we want to tackle our housing crisis and climate obligations, these are the sort of reforms we need to implement.

Kevin Hundt