
From: LindellPrice@gmail.com
Sent: Friday, April 17, 2015 4:21 PM
To: ctp2040@DOT
Subject: CTP2040 45-day Public Review Period Comments

Below is the result of your feedback form. It was submitted by Lindell Price (LindellPrice@gmail.com) on April 17th, 2015 at 04:21PM (PDT).

firstname: Lindell
lastname: Price
org: not applicable
email: LindellPrice@gmail.com
address_1: 3672 Millbrae Road
city: Cameron Park
state: CA
zip: 95682
phone: 9168047316
chapter: 1
page: 6
comments: Chapter 1, page 6

Table 1

Under G2, In evaluating multimodal Life Cycle Costs in Project Decision Making be sure that the Life Cycle Costs of conventional motor vehicle facilities are evaluated in Project Decision Making including the pollution produced by motor vehicles using the facility, and the associated need for parking space for the motor vehicles.

Under G3, for Freight, add: "improve efficiency and safety while reducing environmental impacts" Also,see the article "Transportation and supply chain decisions play a key role in reducing carbon emissions" in the February 2015 CTS Catalyst and the research on which the article is based.

Under G4, Collect data by mode for active transportation comparable to the data for motor vehicles to include counts of users, crashes, injuries, fatalities and existing facilities. Especially note that crash and injury data for Class I Bike Paths and multi-use paths is not being systematically collected and analyzed, so the safety and efficacy of these facilities is unknown.

Under Performance Measures

Lumping walking and bicycling together is inappropriate and will not provide the needed information. Measure and report data for walking separately from data for bicycling.

Also add:

- Number of walking trips
- Number of bicycling trips

Add:

- Fatalities/serious pedestrian injuries per capita.
- Fatalities/serious bicyclist injuries per capita.

submit: Submit Comments