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Sent: Friday, March 13, 2015 4:31 PM
To: ctp2040@DOT
Subject: CTP2040 45-day Public Review Period Comments

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Below is the result of your feedback form. It was submitted by Anna Jaiswal (anna.rahtz@gmail.com) on March 13th, 2015 at 04:30PM (PDT).

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comments: I think the CTP 2040 looks like a great plan. I agree with the point it makes that roadway expansion is not going to relieve congestion long-term and could even worsen it; rather, the focus should be on shifting trips to other modes. So I greatly appreciate the plan. My hope is that steps will be taken to ensure it is implemented. The plan has measures of effectiveness and next steps in it, but there needs to be a detailed implementation plan developed, which will answer the following: Who will champion the plan to make sure it is supported and implemented? Who is going to take what steps for implementation and when? How will success be tracked, by whom, and when? What is the role of Caltrans and other state agencies, and what influence do they have over local agencies (through funding sources, policies, or promoting statewide legislation)?

From my vantage point (working in a transportation agency in a suburban inland county), I still see most Caltrans employees as well as local engineers and transportation planners putting their highest priority on traffic throughput and "congestion relief" implemented through widening. I am continually seeing freeway widening and on-ramp and off-ramp widening (referred to as "interchange improvement projects") being implemented by Caltrans, and I know there are more planned in the coming years in my region. There are also several plans in place for public-private partnerships to build HOT lanes. Rather than converting an existing general-purpose lane to a HOT lane, the plan is to construct an entire new lane. That is still an addition of roadway capacity, which is not going to relieve congestion in the long-term.

In my region, Complete Streets seems to be either viewed as a burdensome unfunded mandate or almost completely ignored. I have even seen Caltrans projects, such as freeway bridge replacements, which have completely removed sidewalk from one side of the bridge and just put up a "No Pedestrian Access" sign. Not to mention all of the intersections (including with Caltrans projects near freeway entrances) where a crosswalk at one leg of an intersection is completely removed and a pedestrian is expected to cross the already-wide intersection three times instead of just once, simply so that cars don't have to wait an extra few seconds to turn left at the light. These kinds of things are completely unacceptable and have to stop if this plan is to be implemented, and we are to see true transportation change.

In order to implement this plan, Caltrans and other state agencies need to make policies with teeth, and enforce them. The standards need to be changed statewide in order to make the "standard" transportation facility designs much more complete-streets-friendly, and get rid of design standards that are outwardly hostile toward pedestrians, such as those mentioned above. The goal of design standards should be safety rather than speed or throughput, with a focus put on reducing speeds to calm traffic (which will also help to encourage the use of other transportation modes).

Policies also need to be set so that state and federal funds cannot be used for any more widening and capacity expansion of general-purpose travel lanes.

And doubling the public transit service would be phenomenal! A serious plan needs to be developed that addresses where the money is going to come from for that.

I really hope that this plan is a real step forward in the right direction for California. Thanks for all the work and effort that went into it, and I hope to see it implemented (the sooner the better!) Thanks!

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