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To: Gabriel Corley, California Transportation Plan Project Manager

From: Lucas Woodward, Senior Transportation Planner, San Francisco Municipal Transportation Agency

Date: March 29, 2016

Re: **Comments on California Transportation Plan 2040**

Thank you for the opportunity to review the California State Transportation Plan. We are pleased that the state of California is embracing a vision for a safe, sustainable, multimodal, and equitable transportation system. We encourage the project team to consider the following comments and revisions:

Page	Subject	Comment
12	Context	Consider adding "safe" to the first sentence: "…a manner that is safe, economically, equitably, and environmentally responsible, and supports…"
21	People	To strengthen the statement that safety continues to be a major public health concern, consider citing that in 2014, 3,074 people died on California streets and highways.
54	Demographics	Title and header of Table 11 both write "ethnic" when the categories are a mix of racial and ethnic categories. We recommend using the Census Bureau table title and description.
63	Modeling vs Recommendations	Figure 12 is a helpful illustration of the different goals of Chapters 3 and 4.
67	Scenario 3	The plan identifies a menu of strategies that could collectively reduce GHG emissions to 80 percent below 1990 levels by 2050. A resilient, robust plan should not assume that only a couple of these measures would achieve most of this reduction. Increasing fuel economy by 400% and high penetration of zero-emission vehicles (20 million vehicles would be about half the vehicle fleet if ownership rates remain constant) seem to carry a disproportionate share of the reduction. It is concerning to suggest that our climate goals cannot be achieved without ambitious improvements in vehicle and fuel technology. This diminishes the apparent urgency of mode shift and transportation demand management.
70	Reduction Strategies	Transit service expansions should probably indicate doubling *frequency*, rather than doubling *headways*.
73	Interregional SOV Trips	Table 15 is somewhat difficult to understand without raw numbers. The largest percentage changes seem to be for interregional trips with generally light traffic (such as trips between North State and North Coast)
89	Organization	Headers may improve the clarity of this section. The bold subject areas are not immediately obvious.

92	Goal 1	The assertion of what people want from their transportation system might be true, but doesn't cite any evidence. While we embrace these goals, it is possible that many people have priorities other than the environment, public health, or community character.
94	Complete Streets	Is this really the definition of a complete street? Or rather a context-sensitive solution? Often the most challenging debates specifically concern the purpose and context of a street, e.g. whether it is truly urban or suburban, or an important through route or active public realm.
99	Goal 2	The fix-it first policy is a sensible measure that ensures that expansion in highway facilities does not outstrip the state's ability to maintain them. But absent in the plan is recognition that many of the state's public transportation facilities, including vehicle fleet and fixed guideway facilities are also in need of maintenance and replacement, and the state should support transit operators in this need.
103	Typo	"Recommendations"
105	Goal 4	A true Vision Zero approach for pedestrians and bicyclists does include education and outreach, as noted in the plan, but also calls for road designs that are sufficiently forgiving that death or serious injury does not occur in the event of a crash. The plan includes specific engineering measures for rail and highway safety but this section should encourage safer designs for pedestrian and bicycle facilities.
105	Goal 4	In the discussion of public safety and security, there is no mention of speed reduction, and speed is the most important factor determining the survival of a pedestrian struck by a vehicle. We recommend summarizing the research findings on this point.

Congratulations on the completion of this planning effort! We are happy to discuss any of these comments with you and look forward to seeing the final plan.

Regards,

Lucas Woodward