

Dear Ms. Bransen:

I am writing to applaud the inclusion of strong "complete streets" components within the CTC's draft RTP guidelines and to urge the CTC to retain or strengthen these provisions.

As noted in the draft guidance, "A 'Complete Street' is a transportation facility that is planned, designed, operated and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit riders, and motorists appropriate to the function and context of the facility."

The CTC's draft guidance goes on to: 1) note existing California law pertaining to complete streets, 2) explain how complete streets can improve public health, and 3) encourage (but not mandate) regional transportation agencies to work with their local partners to ensure that complete streets-compatible projects are integrated into transportation planning and funding activities.

Complete streets are badly needed in California, where obesity rates are skyrocketing (CA Dep't of Public Health), transit services are increasingly desired (Public Policy Institute of CA) and fully twenty percent of traffic-related fatalities are people walking or bicycling (CHP).

Complete streets will enable California communities to promote safer and healthier transportation while helping the state achieve key goals related to climate change and public health. The CTC should retain a strong complete streets component within its draft RTP guidelines.

Thank you for your considerations.

Sincerely,  
Daniel B. Shockley