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Subject: Please share with CAC and TA.
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A very good article from last fall about a report from NextGen Policy. Relevant to the proposals before us to widen freeways, widen interchanges, and add interchanges.

<https://cal.streetsblog.org/2023/09/26/california-has-to-stop-building-freeways-now> about the report <https://climate100.nextgenpolicy.org/california-at-a-crossroads-unleashing-climate-progress-in-transportation-planning/>

One important implication of this phenomenon often goes overlooked: in virtually every scenario relevant to the U.S. transportation context, once highway capacity is built, the associated increase in [driving] cannot be undone through expansions in public transit.

That highway capacity will hold VMT [vehicle miles traveled] at a new, elevated level, and **cannot be mitigated by simply adding transit capacity concurrently**. Attempts to mitigate induced travel with investments in transit, active transportation, and various forms of transportation demand management [TDM] will be undone as the newly freed space on the highway backfills with new cars.

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Drive a bike a bit more often and cars a bit less. You'll be healthier and happier, and so will our world.

Reach out if you'd like to learn to cycle more safely ([LCI #7105](#)).

<https://bikesiliconvalley.org>

<https://www.peopleforbikes.org/news/your-bike-advocacy-playbook>