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To: [Transportation Commission](#)
Subject: Post mortem: Complete Green Streets abandonment
Date: Thursday, May 14, 2026 12:26:13 AM

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Dear Transportation Commission,

Here's something you should check out:

<https://docs.google.com/spreadsheets/d/18iWrwUCdNcyKYt5Zy7BnKPS3Hpuh-5ExJITtofMyePY/edit?usp=sharing>

This is a list of all of the street geometries that Transportation Commission has approved since the adoption of Complete Green Streets, and what facility was included for each mode.

What's clear from this list is that Regent Street is the most serious challenge yet to Complete Green Streets, and it will be the challenge that defines whether CGS is still functioning as adopted policy, or whether it has become...elective. Nice to have. A luxury of better days. As Yang said, not every street needs to be a complete green street. In that case, does any street need to be a complete green street?

This is the first time when approved plans have entirely excluded a mode from the street that CGS explicitly says to include. In all other instances, all modes have been included at least at a baseline level, and then the debate about how to apply CGS has been a debate about how much to relatively prioritize one mode or another.

As you witnessed tonight, excluding a mode entirely, excluding a group of people entirely, takes away the opportunity for that nuanced discussion, because now people are reduced to making a desperate, pleading case to be included at all. Now street design decisions are degraded to contests of popularity and oratory and monied influence, instead of policy debate. It leaves people with an unnecessary amount of anxiety and uncertainty about what their baseline expectation of being included on any future project can be.

Especially since no matter how early you speak up, the preferred alternative has already been locked in from the start, behind closed doors. No matter how quickly you manage poll over a thousand people, it's already too late for the results to matter.

What makes this so baffling is that Complete Green Streets wasn't ever officially repealed. There wasn't any debate--not in any of the publicly noticed meeting--about whether to keep it or not. Traffic Engineering just tried to get away with sidelining it, and they got away with it.

It reminds me of everything we've been seeing go wrong at the federal level. Yes there are laws on the books that say USAID (for example) should be a department that exists and is funded and saving lives, and yet people in power just...pretend those laws don't exist. Habeas corpus is still in the Constitution, and yet in practice, it's sidelined. The president has been violating the Emoluments Clause since day one, and it's still technically in effect, and yet.

When Complete Green Streets was in effect, when that casual lawlessness had not yet spread to our city, that was a much better place to be, and there has to still be a way back there.

Thank you,

Nick Davies