

Input on Transportation Goals/Strategies for Climate Action & Adaptation Plan (CAAP)

City of Columbia, Bicycle & Pedestrian Commission

Current CAAP Draft: Built Environment, Transportation

Focus Area Definition

[draft] The form and function of transportation systems: private vehicles, public transportation, and walking and biking infrastructure. Greenhouse gas emissions reduction through design of clean and efficient transportation systems.

Vision

- Commuter bike trips-11%
- Combined bike/ped-35%
- Transit trips-35%

Looking at Mode Shift in Other Cities & Choosing a Goals for Columbia

- San Francisco*: Public Transit: 20%, Walk: 20%, Bike: 10%
- Vancouver: Public Transit: 17%, Walk: 23%, Bike: 10%
- Copenhagen: Public Transit: 28%, Walk: 7%, Bike: 36%
- UC Davis**: Public Transit: 19% Walk: 7%, Bike: 45%

These cities show that anything is possible, it's all about what where investments are made and setting goals directs the investments. For Columbia, here are possible scenarios for a 50% mode shift, let's vote!

- Public Transit: 20%, Walk: 20%, Bike: 10%
- Public Transit: 15%, Walk: 25%, Bike: 10%
- Public Transit: 10%, Walk: 15%, Bike: 25%
- Public Transit: 15% Walk: 15%, Bike: 20%

* San Francisco estimates that in 2018, 19-21% of its population primarily walks, 19-21% primarily use public transit and 8-10% primarily bike.

**These numbers are based solely on UC Davis commuters, the City of Davis as a whole estimates a 20% bike share for modes of transportation.

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b. Strategy: Increase bikeability/walkability of city/attractiveness of biking walking

- i. Improve safety of bikers
 - 1. Discourage texting/talking on phone while driving-
 - 2. Paint the bike lanes white
 - 3. More bike lanes with protective dividers
 - 4. Education for car drivers to teach them bike rules of the road
- ii. More connectivity between trails/roads/lanes
- iii. Reduce surface parking options
 - 1. End parking minimum laws (<https://www.strongtowns.org/parking/>)
- iv. Restrict trucks and suvs from diagonal parking on Broadway
- v. Increase locations prioritized for Transit Oriented Development (TOD)

Current City of Columbia CIP Transportation Spending (excluding Parks & Rec budget)

| | 2015 | | 2016 | | 2017 | | 2018 | |
|--|---------------------|-------------|---------------------|-------------|---------------------|---------------|---------------------|-------------|
| | \$ investment | % of total | \$ investment | % of total | \$ investment | % of total | \$ investment | % of total |
| Streets | \$47,663,311 | 86% | \$36,745,298 | 86% | \$51,204,487 | 87% | \$48,789,224 | 91% |
| Sidewalks | \$7,274,036 | 13% | \$5,297,653 | 12% | \$7,664,701 | 13% | \$4,163,444 | 8% |
| Bike Infrastructure | \$295,000 | 1% | \$755,000 | 2% | \$295,000 | 1%< | \$460,000 | 1% |
| Total Transportation CIP Budget | \$55,346,347 | 100% | \$42,879,451 | 100% | \$59,194,188 | 100% | \$53,412,668 | 100% |

Bike-Ped Funding Goal Ideas from Other Cities

1. **Earmark 0.05% in the 2019 renewal of the infrastructure sales tax to fund** standalone bicycle and pedestrian projects, and consider asking voters to **approve an additional 0.05% sales tax to fund** sidewalk repairs*.
2. **We proposed spending 25% of transportation funds** on bicycles, and hiring a bicycle engineer**
3. **“Allocate \$1 million annually** to bicycle infrastructure in the CIP (capital improvement program) bicycle-pedestrian line item, and **allocate 6%** of FHWA (federal highway administration) project funds to bicycles**.”
4. Within the existing budget of \$7.75 million, the implementation strategy is focused on building a minimum grid of **5.4km (or 3.3 miles) of protected bike lanes** in the downtown core by the end of 2018***.

*[2016 Lawrence, KS, Pedestrian/Bicycle Issues Task Force](#)

**[2017 Lawrence, KS Sustainability Action Network](#)

***[2018 City of Victoria, BC, Biketoria Plan](#)

Potential CAAP Recommendation for Bike-Ped Infrastructure Spending Goal Action

1. Increase investments in sidewalk infrastructure and protected bike lanes, by increasing percent of sidewalk funding within the CIP transportation infrastructure budget from the average of 13% to _____, and increasing the average bike infrastructure portion of funding from 1% to _____.

BPC Recommended Additional Action for CAAP Draft

Develop a comprehensive data collection initiative to accurately estimate Columbia residents' primary transportation modes and related transportation GHG emissions.

SAVE the DATE

- Next Community Climate Discussion is: Wed Nov 28, 2018 5:30pm - 7:30pm