

October 15, 2018

Mayor's Task Force on Climate Action and Adaptation Planning,

The Bicycle and Pedestrian Commission would like to express its support of your progress towards the Climate Action and Adaptation Plan. In particular, the Bicycle and Pedestrian Commission supports initiatives that relate to the Built Environment and Transportation focus areas. Along with our support, we offer the following suggestions in the following areas:

Vision (Mode Share %)

- Separate the combined bike/ped trip percentages to show separate goals for each form of travel.

Built Environment Strategy: Increase bikeability/walkability of city/attractiveness of biking and walking

- Remove the idea of painting the entire bike lane white
- Add an additional section for strategies to improve safety for people walking; for example:
 - Improved pedestrian signage and crossing signals
 - Traffic calming that improves walkability
 - Sidewalks set back from the traffic lane
 - Additional and improved crosswalks (e.g., raised crosswalks, crosswalks with bulb outs, lighting)
 - Connected and improved sidewalks (e.g., repairing buckled or broken sidewalks)
- Clarify language from "restrict trucks and SUVs from diagonal parking on Broadway" to "improve safety of downtown Broadway parking (e.g., change direction of parking, increase sightlines, etc.)"
- We **strongly** support more non-motorized connectivity and Transit-Oriented Development

The Bicycle and Pedestrian Commission also suggests adding the following strategies, as we believe they will have a positive influence on obtaining climate goals as they relate to transportation:

- As part of your strategy to achieve mode share goals, include a funding recommendation for biking and walking infrastructure projects. Look at how other cities (foreign and domestic) have funded infrastructure improvements that allowed them to successfully reach their biking and walking mode share goals and, ultimately, climate action goals.
- Increased investment in Vision Zero initiatives to improve safety of vulnerable road users (i.e., people walking and biking).
- Collaboration between the City of Columbia, Columbia Public Schools, and private schools to improve the percentage of kids walking and biking to school through a Safe Routes to School program.
- Comprehensive data collection initiative to accurately estimate Columbia residents' primary transportation modes and related transportation GHG emissions.

Regards,

Lawrence Simonson, Chair
City of Columbia Bicycle & Pedestrian Commission