

## BICYCLE ADVISORY COMMITTEE

### TYPE OF MEETING – REGULAR

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#### 3. AGENDA REVIEW

Vice Chair Dixon stated there were no changes to the published agenda.

#### 4. CITIZEN PARTICIPATION

Stephen Beckley introduced himself and briefly discussed his interest in bicycling.

#### 5. UNFINISHED BUSINESS

##### a. Active Modes Plan Update – Cortney Geary

Cortney Geary, Active Modes Manager, outlined some changes to the Active Modes Plan that are in progress based on feedback received from the Committee at the last meeting, primarily that the 20% active modes share goal for commute trips was not high enough and that the goal should reflect all trip purposes. She outlined data received from the travel diary surveys and noted currently, 22% of all trips are taken by active modes. She discussed the new goal of 50% of all trips being taken by active modes and outlined the main themes of the public outreach, including additional infrastructure recommendations, the need for ADA improvements, additional separated and protected bike lanes, some debate in terms of which users can be where, the desire to reduce speed limits, emphasis on tying the work to climate action, and questions regarding benefit to cost ratios.

Dixon requested clarification regarding the percentages and conversion numbers. Geary replied if half of the three-mile or less trips that are being taken by car could be converted to active modes, then 40% of all trips, regardless of distance or trip purpose, would be taken by active modes.

Dixon asked if the preliminary results of the travel diary surveys include a geographical dispersion of where the three-mile trips are being taken. Geary replied she does not have that at this point; however, it could likely be determined.

Krause commended the work on the changes and supported the link to the greater climate goals.

(\*\*Secretary's Note: Whitney Allison arrived at this point in the meeting.)

Owens commended the changes to the Active Modes Plan and commented on the recommendations related to Land Use Code changes, one being to remove minimum parking and implement maximum parking limits. He asked if that type of recommendation should be included with the current Land Use Code changes. Geary replied the hope is that any land use recommendations will be able to be incorporated with the Land Use Code updates.

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Owens asked about the pedestrian low-distance crossing network map and stated it may be valuable to include information on where low-stress network crossings exist. Geary replied that would be good information to include.

Owens commented on some segment areas that are missing on the map. Geary replied she would check on those areas.

Kelso stated the main goal should be looking at the most strategic ways to reduce vehicle miles traveled.

Chair Williams commented on the budget aspect of the Plan and asked if the investment in active modes through this Plan is where it should be. Geary noted one of the policy recommendations in the Plan is to evaluate how the percentage of investment in active modes projects is aligning with the goals related to climate, mode shift, and equity; therefore, doing that type of analysis will be important.

Krause stated he would like the BAC to recommend a 50% active modes ride share for all types of rides, including a budget that includes recommendations in that direction in order to achieve both that goal and contribute to the broader climate goal.

Dixon clarified the language that the budget prioritization should be consistent with helping to support the 50% goal.

Krause made a motion, seconded by Kovach, that the BAC recommend approval of the Active Modes Plan in conjunction with support for a 50% active modes share achievable across for all types of trips, including a budget prioritization consistent with helping support that goal. Yeas: Richards, Peyronnin, Dixon, Kovach, Krause, Owens, Allison, and Williams. Nays: none.

THE MOTION CARRIED.

## 6. NEW BUSINESS

### a. Letters of Support for Two Grade-Separated Railroad Crossing Planning Grant Applications

Dana Hornkohl, Capital Projects Manager, stated, if the grant applications are successful, supplemental budget appropriations would be sought from Council for the 20/80 cost share split associated with the grants. He noted the two crossings are indicated on the Master Street Plan and the two locations were chosen as they are best suited for the criteria included in the grant application.

Tim Sellers stated these two projects include active modes and provide a great opportunity for the City to leverage local dollars to improve the safety and efficiency of the transportation network.