

BPAC May 22 Discussion of the CFP

Member Comments Received

From Anne:

In order to address the discomfort with the current top projects on the list of topic bike and ped projects, is it possible to tweak the bike/ped criteria to see if different priorities pop out? Maybe decrease the scoring emphasis on mitigating traffic (where there are alternatives) and increase priority for transit / pedestrian generators?

Is it possible to shift some money into developing bicycle boulevards since we know novice riders want those safe places to ride, and they are relatively inexpensive with signage and a few crossings, and publicity. I think the only CFP need would be to shift some capital funds for crossings on identified routes - in years 2 or 3 of the 6-year CFP. Or should we have to wait until the new comp plan with the bicycle boulevard language is adopted and there is more of a plan?

From Brittany:

The CFP states that one of its goals is to foster & encourage alternative methods of transportation (other than single occupant vehicles) and improve/maintain assets that are already in place. I really support the idea of the increased capacity for "smart corridors" to increase bus usage – but believe that people need good sidewalks, bike lanes & ADA accessible means of accessing their local bus stop. If an easy-to-access bus stop is not available, then that mode of transportation will not be chosen by the user. That that extent, I am disappointed to see that only a small number of the 84 miles of sidewalks in need of construction or repair are slated for work. Instead of building new sidewalk which are likely more expensive per foot, could the focus be put on repairing existing sidewalks & thus do the most good with the amount of money allotted?

In a perfect world, I would also like to see at least a small portion of funds allocated to eliminating hazards, such as putting in a crosswalk or stoplight in accident prone areas, but realize that funds are limited & there are many competing priorities.