

**From:** [Minona Heaviland](#)  
**To:** [BPAB Comments](#)  
**Subject:** [EXTERNAL] General Plan Draft Bike and Ped Goals and Policies  
**Date:** Tuesday, April 18, 2023 7:48:34 PM

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Dear BPAB members,

I have the following comments on the First Draft Bike and Pedestrian Goals and Policies that you will be reviewing on 4/20. In general, I think the goals and policies seem good, however, they lack quantitative goals or metrics, which creates a lack of clarity. I would suggest the inclusion of the below quantification of goals and metrics to facilitate reaching the broad goals and policies that have been articulated in the document.

1) T-C Pedestrian and Bicycle element should include a mode shift goal of at least 10% of all trips. Mode shift will only happen if it is supported by the implementation of a safe, connected, low-stress bicycle network, so implementation of a connected bike network should be prioritized. Suggested metrics include:

- a budget commitment of at least 15% of all TPW spending to support improvements to bike/ped infrastructure (CIP and staff allocations)
- annual metric of road crossing and intersection improvements for safety and convenience for bike and ped connected routes (possible goal of 20 intersections/crossings per year)
- annual metric of protected bike routes installed to build out a connected network of safe and convenient bike routes (goal of 20 miles per year until network is completed)

2) T-B Vision Zero implementation, T-B-1 Create Safe Speeds, should include this Action from the City Vision Zero Implementation Plan to "Develop and adopt a process to reduce speed limits to 25 mph or below on local roads where appropriate, such as areas around schools, parks, senior centers, and transit stations."

Best regards,  
Minona Heaviland