



1. 1. Policy #162, Pedestrian and Bicycle Facilities. Three alternatives: Original Policy Language Provide networked systems of walkways and bikeways connecting neighborhoods, transit stops, commercial areas, community centers, schools, parks, libraries, employment places, other major destinations, regional bikeways and walkways, and other transportation modes. Three Alternatives: Alternative A: Provide networked systems of pedestrian facilities and bikeways connecting neighborhoods, transit stops, commercial areas, community centers, schools, commercial areas, community centers, schools, parks, libraries, employment places, other major destinations, regional bikeways and pedestrian facilities, and other transportation modes. Utilize separate access-ways for pedestrian facilities and bikeways when street connections are impractical or unavailable. Alternative B: In urban areas, focus pedestrian facilities and bikeway improvements on connecting cities, neighborhoods, commercial areas, schools, recreational facilities, employment centers, other major destinations, regional and city bikeways, and other transportation modes. Utilize separate access-ways for pedestrian facilities and bikeways when street connections are impractical or unavailable. Combination A/B: In urban areas, focus and provide where possible pedestrian facilities and bikeway improvements on connecting cities, neighborhoods, commercial areas, schools, libraries, community centers, recreational facilities, employment centers, other major destinations, regional and city bikeways, and other transportation modes. Utilize separate access-ways for pedestrian facilities and bikeways when street connections are impractical or unavailable. Staff recommends Combination of A/B. QUESTION: Do you agree with the staff recommendation to go with Alternative A/B? (please choose one)

		Response Percent	Response Count
Yes, go with Alternative A/B		54.5%	6
No, go with Alternative A		45.5%	5
No, go with Alternative B		0.0%	0
No, do not use either alternative. Keep original language.		0.0%	0
	Comments:		4
answered question			11

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Original Policy Language Provide networked systems of walkways and bikeways connecting neighborhoods, transit stops, commercial areas, community centers, schools, parks, libraries, employment places, other major destination...

1	A major concern heard during MAPIT meetings is that people getting on/off bus along McLoughlin Blvd. cross the highway without any benefit of signalization, crosswalks, etc., especially where the bus stop is BETWEEN signals. Signals are so far apart that pedestrians are not going to walk any distance out of their way to a safer crossing. So linkage to "transit stops" as noted in Alt. A seems to address this problem because it explicitly notes transit stops. The resulting "improvement" might be the installation of MORE traffic signals along McLoughlin, including Mid-block stops. Pat R	Feb 7, 2013 1:38 PM
2	I thought all of the policies in Document F were for urban areas... do we have to state that in the policy itself (B and A/B)?	Feb 6, 2013 4:02 PM
3	Actually I would like to vote for A or Original, which ever has the most votes. The aspiration should be to provide a networked system. Making improvements is not aspirational enough.	Feb 6, 2013 2:05 PM
4	Very concerned about mandates, I do not like mandates that price or stop responsible transportation projects, on what could be a minor criteria - value.	Feb 6, 2013 1:13 PM