

MTC Regional Pedestrian Committee

August 21, 2008

9:30 am – 11:30 am

MEETING SUMMARY

1. Introductions- members present: Sean Co, Michelle DeRobertis, Rochelle Wheeler, Bob Planthold, Andrew Casteel, Lynne March, Marshall Loring, Paul Branson, Jason Patton, David Grant, Nathan Landau, Sara Woo, Nancy Baer, Anh Nguyen, Brad Beck,
2. 2. Summary of June meeting: no minutes to review
3. Elderly and Disabled Advisory Committee (EDAC) Pedestrian Safety Project – David Grant Handout on Pedestrian Crash Data –
 - A) While with Senior Action Network in San Francisco, looked at pedestrian crashes in SOMA , looked at communities, residents, senior centers at 6th and Folsom. They used the community to do observation for engineering treatments and enforcement actions
 - B) Have SWITRS data for 2006
 - (1) Number of pedestrian and bike collisions
 - (2) Rates per 10,000 population
 - (3) Non-geographically
 - C) What do we hope to do with this? In San Francisco, for example we:
 - (1) Observed percent of cars who stopped prior to Right Turn on Red; Moved stop line 3 feet back further from crosswalk, made observations again
 - (2) Educational – Observed # of bikes riding on sidewalk -could lead to a educational program
 - (3) Red light camera – get support from community
 - D) Recruit people in target communities to develop projects, to try solutions, and document results, and disseminate information to the Bay Area

Comments/Discussion:

- Sean Co – had graduate student intern summarize all collisions for 10 years of SWITRS data, from 1997 to 2006; analyzed in Access by type and others criteria;
- Nancy – data not corrected by counts/exposure; need description of what data is and isn't;
- Sean – Census data is only Journey to Work trips; and Bay Area Travel Survey (BATS) has all trips for pedestrians but it's predicted not observed;
- Nathan – those communities with high rates of walk trip also have high rates for other modes at least
- Rochelle –1) Comparing BATS to collisions is good at city level; in Alameda County, to be more reliable- we looked at it at "Planning Area" level; I'm nervous about releasing it as is – even with a preface. It would be useful to compare it to census or BATS data: e.g. walk to work =3%, walk for all trips =12%.
2) Also interesting to look at percent of total collisions that are fatal, maybe different travel speeds can be attributed to differences.
- David Grant – we also have information on the actual streets, e.g. Sacramento, Shattuck.
- Jason – 1) important to normalize the data somehow; BATS is only significant at county level; but Journey-to-work would be available at the block level.
2) Peter Jacobsen's paper did it – can you use his paper but update it with your data?

3) Suggest talking to Heath Maddox; while at Berkeley, he did some ped volume counts to normalize Berkeley's accidents and found that Berkeley is the safest place to walk.

- Bob P. - SWITRS is the statewide database; it may be impossible to make it perfect. Bottom line is pedestrian die out of proportion to injuries.
- Michelle DeRobertis – We can use travel forecasting model data, it usually predicts bike and ped trips but just does not assign them to the network. But the number of trips can be used as the denominator in collision rates, like we did for the Alameda County Bicycle Plan.
- Nathan –The issue is when you talk about “most dangerous”, then people will start to ask questions and ask what basis the statement is made upon.

4. Regional Pedestrian Planning Needs – Jason Patton

The white paper on a MTC Pedestrian Plan is very near to completion; it addresses the need for such a plan, and what it would look like. Jason went over the changes since the last time we met: it is now an outline of a Regional Pedestrian Plan, not a Scope of Work. Mainly rewrote the Introduction and Recommendations.

Comments/Discussion:

- Brad –Can you incorporate into the executive summary a blurb about the recommendations?
- Marshall – cost of pedestrian facilities, and the glaring lack of accessibility for the disabled?
- Sara – like third paragraph, would recommend moving it, maybe keep in both places, Second Brad's comments, and put more in introduction to make clear what the issues are in the Exec Summary.
- Rochelle - page 10 of RTP – tone of this section seems different; doesn't match the rest of the document; will send specific comments to Jason; Also:
 - RTP does support pedestrians more than previous versions
 - Discussion of MTC's use of term “individual action”
- Nathan – add pedestrian investment, percent of totals, compared to collisions;
- Rochelle – another caveat: commute numbers do not include “walk to transit” trips
- Nancy – “Public Health policies impact pedestrians” is a misstatement; the way people travel, the way we can't walk affects public health. Public Health is an effect not a cause.
- Jason – how do we declare this final?
- Nancy – would like one more opportunity to do micro edits after you have done this round of edits
- Sean – let's set a date to get Jason comments; and he will do his best to integrate them

Next steps

- MTC staff review by September 12th
- Send our comments to Jason by then as well

- Sean – we have already integrated some comments by James and Lisa
- Nancy – is our goal to present this to the MTC Commission
- Sean – RPC is an ad hoc committee to advise staff; However EDAC could also forward it and Advisory Council could support it

Timing

- Sean – adopt Regional Transportation Plan by February 2009; (budget begins around January 2009)
- - October- circulate one last time at Regional Pedestrian Committee
- - November EDAC /AC put on committee agenda (formulate a resolution of support)
- Dec or Jan Planning Committee of MTC

- Sean – AC supports presentation by RPC, but by whom? (ask James/Lisa)
- - do we bring the document to EDAC the month before they make a resolution?
- - suggest bring draft document to EDAC as a heads up – e.g. could be mentioned in subcommittee report at EDAC/AC in September or October
- Sean to check out MTC process with Lisa or James
- Rochelle – Since a Regional Pedestrian Plan will help implement and frame the RTP, it would be useful for setting budget for next fiscal year; the earlier, the better – April is too late
- First MTC must direct staff to put together a scope and proposed budget

5. Regional Transportation Plan – Sean Co mentioned:

- that at the July Commission they adopted staff recommendation for TLC (just capital program), climate protection and Regional Bike Network;
- CMAQ may go away or maybe continued, too early to tell;
- SRTS – education outreach not typically funded;
- SRLT bike station operations - need funding;
- In Fall, Planning Commission will make recommendation on what gets funded first;
- MTC expects SAFETEA-LU to be reauthorized in a new format; first it could be extended for 1-2 years, new programs may/ may not be funded in the next 2 years.

Respectfully submitted,
Michelle DeRobertis, VTA
October 6, 2008