

COG Board Resolution on Pedestrian Safety and Follow-Up Actions

Bicycle and Pedestrian Subcommittee
Item #7
July 15, 2008

1

Background

- A workshop on pedestrian safety was held on April 29, 2008 at the National Press Club
- Sponsored by WMATA, MWCOG, AAA
- Over 200 regional leaders and subject matter experts discussed problems
- Breakout sessions produced recommendations for specific actions
 - Education, Engineering, Enforcement

2



COG Board Resolution R32-08

- COG Board was briefed on the Safety Workshop at its June 11, 2008 meeting
- Adopted Resolution R32-08, calling for
 1. Enhancement of transportation safety education
 2. Enforcement of pedestrian safety laws
 3. Walkable communities
 - Pedestrian-safe speeds
 - Pedestrian facilities
 - Well-designed bus stops
 - ADA Best Practices
 - Pedestrian performance measures
 4. Expand TPB's TLC program
 5. Commonwealth of Virginia to change law to "Stop for Pedestrians" from "Yield to Pedestrians"
- COG Board requested follow-up actions

Considerations

- Available resources in TPB work program
- Should rely on agency expertise on individual projects
- Strength of the language
- Consistency with existing and future plans, policies, and laws
- Examples and precedents:

5

TPB Vision (1998)

- TPB Vision calls for:
 - Convenient bicycle and pedestrian access
 - Transportation system safer, more accessible, less intimidating for pedestrians, bicyclists, persons with special needs
 - Walkable, mixed-use activity centers
 - Include bicycle and pedestrian facilities in new projects
- DOT's and most local jurisdictions also have versions of Complete Streets policies
 - Exceptions, Implementation not uniform

6

Sample “Complete Streets” language

- Metropolitan Transportation Commission, Northern California Bay Area, June 28, 2006. “Shall consider” accommodation of non-motorized travelers. Applies:
 - For federally or regionally funded projects only
 - “Shall not replace locally adopted policies”
 - “where non-motorized travel is consistent with current, adopted regional and local plans”
 - Absent local plans, State and Federal guidelines apply

7

House and Senate “Complete Streets” Bills

- No requirement for a Complete Streets Policy currently
- “Complete Streets” requires the needs of all users to be accommodated in all phases of transportation project planning and development
- MPO’s would be required to:
 - Adopt complete streets policies
 - Must apply to new roads, reconstruction, maintenance, and operations
 - Only applies to federally funded projects
 - Should fit context of community

8

“Complete Streets” Bills (cont.)

- Exceptions
 - Pedestrians prohibited on the facility
 - “Cost of establishing complete facilities would be excessively disproportionate to need or probably use”
 - Other documented factors indicate lack of need now or in the future
- Use USDOT Guidance (2000)
“Accommodating Bicycle and Pedestrian Travel”

9

“Complete Streets” Bills (cont.)

- Certification: the State and MPO shall certify that each project in its transportation plan complies with “Complete Streets” policies
- ADA: US Access Board shall issue accessibility standards
- Technical Guidance: USDOT shall prepare a report on Best Practices

10

Related, Current and Potential TPB Actions

- Continue and enhance Street Smart, TLC
- Identify and brief the TPB on the best projects, practices, and programs in the region
- Incorporate “Complete Streets” language into the CLRP
- Professional development seminars on best practices
- Identify and recommend use of multimodal performance measures
- TPB Resolution
 - Adopt “Complete Streets” policy