

Safe to Cross? A Summit on Pedestrian Safety
Friday, January 29, 2010

Interactive Wrap-up Notes

- Q: Safe Routes to Schools clarification. A. Eligible for outreach activities and infrastructure possibly.
- Best practices clearinghouse; different fund source timelines, etc. Need a regional pedestrian plan to put all these things together. Can ID projects and set priorities and raise issues via the plan. (Use county models, Seattle's model.)
- Operations and maintenance funding needs to be addressed.
- MTC - Instigate both carrot/stick for localities to have a pedestrian plan (i.e., extra points in TLC program).
- Federal reauthorization – How can we plug into that effort and raise pedestrian profile in the bill?
- Make an economic case for injury prevention (pedestrian injury study and analysis).
- Transit cuts a disincentive for people to walk/bike – need to continue to discuss and address the issue.
- T4America campaign partnering with organizations on pedestrian/bike and transit aspects of federal reauthorization – want to increase the slice of the pie available for pedestrian projects and help MPOs have more control over allocation of funds.
- Q: When are we going to stop spending money on roadways/freeways (expanding and widening); also need light rail in the region (BART is not the answer): street cars, trams; won't solve the land use/transportation problem until there is better transit.
- Supports regional pedestrian plan idea; now is the time to ask MTC to include this as part of new advisory council work plan.
- School busing – Encourage the use of it where it's available (it's under-utilized where it is available).
- Promote Safe Routes to Schools because of school-bus cutbacks during this financial crisis.
- Safe routes for seniors as a pedestrian safety issue.
- Need to think about funding what we want: if we want more, how are we going to fund it? (Must be willing to pay more taxes.)

- Strategic highway safety plan is a requirement (at the regional level); encourage sending requests in at the local level to meet this requirement. (Mentioned several strategies and comments mentioned earlier today.)
- Regional pedestrian plan could play a role in looking at where there are gaps in funding at regional level (in terms of pedestrian safety, environmental justice issues in certain neighborhoods); establishing regional best practices and policy on analysis.
- Interested in repeating this event, maybe every two years (but not in January; February would be better).
- Possibly break down a regional pedestrian plan into smaller pieces over time. Are there research/data pieces needed for developing regional strategy? (There is no document that summarizes pedestrian data and pedestrian needs.)

By Pamela Grove, Public Information Officer

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