



District 4 Pedestrian Advisory Committee (PAC) Meeting

January 19, 2010

9:30 AM – 11:30 AM

Room 220 (Tamalpais Room), 13th Floor, 111 Grand Ave, Oakland

AGENDA

- 9:30 AM 1. Welcome and Introductions
- 9:35 AM 2. Review and Approval of Summary of Previous Meeting
- 9:40 AM 3. Presentation on Caltrans Project Development Procedures Manual (PDPM) (Beth Thomas, Caltrans; Marcia Arrant, Caltrans)
An explanation of how pedestrian needs are covered in the PDPM will be presented. The PAC will have the opportunity to comment on how to better meet pedestrian needs per the new Caltrans Complete Streets policy. The PDPM documents approved policies and required steps for completing projects on the State Highway System. The PDPM also provides applicable statutory background so that a reader can understand the intended outcome of a policy.
- 10:25 AM 4. Update on ADA Legal Settlement (Jeff Wiley, Caltrans)
- 10:40 AM 5. California Manual on Uniform Traffic Control Devices (CA MUTCD) (Beth Thomas)
The major pedestrian improvements in the national 2009 MUTCD and the adoption schedule and revision process for the CA MUTCD will be reported.
- 10:55 AM 6. Adopted California Environmental Quality Act (CEQA) Guideline Amendments (Beth Thomas)
On December 30, 2009, the California Natural Resources Agency adopted CEQA Guideline amendments addressing greenhouse gas emissions per SB 97. The changes relevant to pedestrians will be highlighted, with a focus on the CEQA Checklist.
- 11:05 AM 7. Updates on Policies/Guidance/Studies/Projects Previously Presented:
- Complete Streets (DD 64-R-1) Implementation Plan
- California Highway Design Manual Multimodal Revision Process
- Smart Mobility Framework
- Strategic Highway Safety Plan Implementation
- I-880 Stevens Creek Interchange

11:20 AM 8. Public Comment

11:25 AM 9. Topics for Next Meeting, Update on Scheduling of Subarea Meetings
Announcements and Information Sharing



**Caltrans District 4 Pedestrian Advisory Committee (PAC)
October 20, 2009, 9:30 -11:30 AM
Draft Meeting Summary**

The meeting was attended by the following PAC members:

Lindsay Arnold, UC Berkeley Traffic Safety Center
Rocky Birdsey, Marin Center for Independent Living
Tom Ford, City of Oakland resident
Nathan Landau, AC Transit
Robert Planthold, San Francisco resident
David Simons, Sunnyvale resident
Russ Taft, Contra Costa County resident
Rochelle Wheeler, Alameda County Transportation Improvement Authority
Sara Woo, Solano Transportation Authority

In addition, the following non-members attended:

Wendy Alfsen, California Walks
Roger Bazeley, San Francisco resident
Sean Co, Metropolitan Transportation Commission
Lynne March, Sonoma County Transportation Authority

Agenda Items #1 and #2

The meeting began with self-introductions by attendees followed by a review and approval of the summary from the previous PAC meeting on August 11, 2009.

Agenda Item #3

Beth Thomas gave an update on the US 101/Hearn Ave Overcrossing project. She explained that the purpose and need statement has been revised to include language on

Aprile Smith gave an update on I-880/Stevens Creek Interchange. The project has sidewalks on both sides of Steven's Creek Blvd and the squaring up of the north side of the intersection has been retained.

Agenda Item #4

Chris Ratekin updated the PAC on the Smart Mobility Framework and the Complete Streets (DD 64-R-1) Implementation Plan. A link to the Smart Mobility Framework Draft Handbook had been sent out to PAC members by email on August 12, 2009. Chris reported that she had not received any comments from the PAC on the document.

Chris then described the revisions that were being made to the Smart Mobility Framework final draft report, as follows.

- Principles of social equity and a robust economy have been added.
- The Smart Mobility Framework will look different for different parts of the state and different types of transportation facilities. For instance, it will include a rural model.
- The implementation checklist will have things that the state and local agencies can do for smart mobility.
- The Smart Mobility Framework will be reflected in the California Transportation Plan (CTP).
- On the issue of regional accessibility, value-laden language was removed and a new appendix was added.
- The question was raised how the Smart Mobility Framework will be used. Chris responded that the Department currently has a lot of policy and needs to take action and cascade information throughout the districts, branches and projects.
- The California Air Resources Board (ARB) may put the final on its website. A final draft for Caltrans review should be completely done by the end of the year.
- Approval is needed by the Director; he wants it to be the new direction for the new decade.

Kevin Herritt gave an update on the California Highway Design Manual (HDM) multimodal revision process. The HDM is being enhanced to include language on complete streets, more guidance on determining the design speed and design vehicle or user, more design criteria for pedestrians and bicyclists, and sample cross sections.

Also, the Division of Design is working with the Transit Branch for guidance on transit stops, in addition to potentially releasing a Design Information Bulletin (DIB) for Bus Rapid Transit (BRT). A BRT DIB will open the door to address BRT in more ways. The HDM is just for design standards, while information on signs, signals, and marking is covered in the California Manual on Uniform Traffic Control Devices (MUTCD).

The plan is to release the draft HDM revisions for review and comment in January 2010 and to finalize the revisions in May 2010.

Agenda Item #5

The PAC had a discussion about which agenda item would be discussed because of time constraints. The PAC decided to defer the presentation on the Caltrans Project Development Procedures Manual (PDPM) to the January 2010 PAC meeting.

Agenda Item #6

Richard Haggstrom gave a presentation on the Caltrans Strategic Highway Safety Plan (SHSP) Implementation for Challenge Area 8 (CA 8): Pedestrian Safety. CA 8 has eight action items that are discussed at monthly meetings.

CA 8.4 (“promote pedestrian safety audits and implementation of recommendations”) has a new grant to help raise awareness. The California Office of Traffic Safety (OTS) is working on getting follow-up grant money for more pedestrian safety audits.

Collecting pedestrian data is challenging, but a pedestrian data think tank is being developed to collect data and prioritize high crash areas, per CA 8.5 (“Establish a Pedestrian Safety Data Think Tank”). It should be finalized in June 2010. The Caltrans Division of Research and Innovation is looking at other states and countries to see what type of methodology is being used. The UC Berkeley Traffic Safety Center is working with the California Department of Motor Vehicles (DMV) and Caltrans to get to the issues (short term/long term) that need to be addressed.

Richard then discussed CA 8.3 (“Pedestrian Safety Action Plans”). California has taken the lead in promoting the use of the Federal Highway Administration (FHWA) template for Pedestrian Safety Action Plans to increase walking within local jurisdictions.

Richard also stated that pedestrians are mentioned in CA 7.7 (Improve Intersection and Interchange Safety”), so there is some overlap.

In addition, Richard mentioned that Safe Routes to Schools (SRTS) is housed within Challenge Area 8.1.

Richard described the CA 8 implementation team work and their CA 8 action status table. Some PAC members then asked Beth to forward to the whole PAC the CA 8 action status table and information about the CA 8 implementation conference call scheduled for 10/22/09.

Richard then commented that some challenge areas will need to be revised with the reauthorization of the federal transportation bill.

Roger asked if it would be useful to collect and tabulate data on vulnerable pedestrians and site types (for example, schools). Richard responded that Challenge Area 16 is just for data and a transit person has been added to the SHSP team.

Roger also asked about night lighting. Richard responded that lighting is covered under CA 8.6.

Richard also informed the PAC that Caltrans intersection reconstruction guidelines as they relate to pedestrians and bicyclists are being developed. Various types of intersections are being examined including onramp and offramp types and roundabouts. This document will be used by the Division

of Traffic Operations for pedestrians and bicyclists and there is already general recognition regarding what is missing so modifications will not be a surprise. PAC members expressed interest in Richard returning to give a presentation and take comments on this item.

Agenda Item #7

Public Comments:

Roger commented on the lack of visibility of the crosswalks on West Grand Avenue in Oakland and related safety issues. This street is not a state highway and therefore not under the jurisdiction of Caltrans.

Topics for Next Meeting:

Sara requested an update on the Complete Streets Implementation Plan for the January 2010 PAC meeting

Russ requested an update on the SHSP for the January 2010 PAC meeting.

Announcements:

Wendy announced that the regional Pedestrian Safety Summit is scheduled to be held on 1/29/10.

Caltrans District 4 Pedestrian Advisory Committee
Summary of Caltrans Project Development Procedures Manual (PDPM) Sections
Most Relevant to Pedestrian Issues

Chapter 1: Introduction

- References related manuals and guidelines
Non-motorized reference: Caltrans Bikeway Planning and Design Guidelines document
- Discusses regional and system planning context; transportation systems, including highways, roads, streets and bike trails; and corridor preservation
- Project Development Philosophy:
 - Mobility that is in balance with other values.
 - Economic, social, and environmental effects fully considered
 - Attention to issues like the following:
 - Safe and efficient transportation
 - Attainment of community goals and objectives
 - Transportation needs of low mobility and minority groups
 - Support of the State's economic development
 - Eliminating or minimizing adverse effects on the environment, natural resources, public services, aesthetic features, and the community
 - Realistic financial estimates
 - Cost effectiveness
 - Individual projects selected based on overall system benefits and community goals, plans and values.
 - Decisions place emphasis on making different transportation modes work together effectively.
- Project Development Teams:
 - Studies on major projects must be guided by multidisciplinary teams.
 - As appropriate, include representation from other agencies and the public.
- Social, Economic, & Environmental Considerations:
 - Social, economic, and environmental issues considered in parallel with engineering and technical studies.
 - To be reflected from the very beginning of studies.
- Alternatives:
 - Full range of reasonable alternatives should be investigated to ensure that tradeoffs and opportunities are identified
 - Supporting local and regional goals, providing community and environmental enhancements, and mitigating for unavoidable adverse effects.

- Community Involvement:
 - Must maintain continuing communication with affected governmental agencies.
 - Program of two-way communication with community groups and citizens should be developed, when appropriate.
 - Special effort should be made to seek the involvement of minorities and low-mobility groups.

Chapter 2: Roles & Responsibilities

- Gives roles and responsibilities for:
 - Headquarters Division of Design
 - District: Director, Design Deputy, Project Management Deputy, Project Manager, Project Control Specialist, Design Senior, Project Engineer, Functional Managers
- Describes the process for the local agency project sponsor to appeal district project decisions to the Caltrans Headquarters Deputy Director, Project Development.

Chapter 3: Involvement of Caltrans Functional Units

- Describes project involvement from Planning, Environmental, Surveys, Right of Way, Real Property Asset Management, Materials, Traffic (safety and operations), Structure Design, Hydraulics, Construction, Maintenance, Landscape Architecture, Utilities and District Office Engineer.
 - Pedestrian and Bicycle Coordinators are not mentioned, but states that the District Landscape Architect “should provide consultation on access and safe working conditions for vegetation management, site planning, and pedestrian accommodation.”

Chapter 6: Project Cost, Scope and Schedule Changes

- Scope Approval:
 - District Director (or delegated Deputy District Director) approves project scope, as defined in the Project Initiation Document.
 - Once project is programmed, any changes to the scope may require an amendment of the programming document.
- Minor Scope Changes

Usually do not require amendments to the programming document.

 - Eliminating work that is not required to solve the transportation problem
 - A change in the engineering solution to the transportation problem.
- Major Scope Changes

Major scope changes may require amendments to the programming document.

 - Adding work that is not required to solve the transportation problem
 - Not providing project features as defined in the programming document
 - Eliminating work that will need to be reprogrammed in the next programming cycle

Chapter 8: Overview of Project Development

- Planning:
 - Development of a planning concept and scope identifying the type or mode of the facility as well as location and length of the project.
 - Determination of appropriate transportation mode or modes should occur as part of the planning process for major urban improvements, resulting from a Corridor Study.
- Purpose & Need
 - Should flow out of system planning.
 - Clearly defined and must meet State, regional, and local goals and objectives. For capacity-increasing projects, includes air quality goals.
 - Alternative selected is the one that causes the least environmental damage while still serving the essential transportation need.
- Project Development Team

Includes at a minimum: the PM, a representative of the regional transportation planning agency (if involved), and representatives from District Design, Environmental, Traffic, Safety, Surveys, Construction, and Maintenance Units, and the Right of Way Branch.

 - Additional PDT members, where appropriate:
CHP, Right of Way Utilities, Office of Structure Design, Landscape Architecture, Bridge Architect, local agency advisory groups, District Community Involvement Coordinator or Public Information Officer, public members, local and regional agencies, FHWA, Legal, Ride Sharing, consultants.
 - Additional PDT meeting attendees as needed:
District Real Property Asset Management, Headquarters Design Coordinator and Environmental Coordinator.
- Need for Alternatives
 - Alternatives considered to the extent necessary to (1) minimize costs and adverse environmental impacts, and to (2) maximize public benefits.
 - A minimum fundable alternative and stageable alternative need to be identified
 - Concept and scope of project alternatives can include location, geometric features, mode, or mix of modes.
 - “However, mode or mix of modes should have been determined at an earlier stage, during the system planning process, and only review and documentation of that determination is needed during formal project studies.”
 - Discussing project alternatives with community groups can assist in determining which alternatives have the greatest potential for successful implementation.
 - Value analysis is the preferred method of developing alternatives to identify the one that fully meets the project's function at the lowest overall cost.

- Topics to Consider during Project Development
 - Pedestrian Accessibility

“The *Americans with Disabilities Act (ADA) of 1990*, along with its implementing regulations, and the *California Government Code Sections 4450 et seq.* prescribe that buildings and facilities shall be made accessible to persons with disabilities. Accessibility design standards for the State of California are prescribed in *Title 24 of the California Code of Regulations*; in *Part 2*, the *California Building Code...Design Information Bulletin (DIB) 82* provides design guidance on pedestrian accessibility for highway projects and how to comply with the various Federal laws and State codes.”
 - Transit Related Facilities
 - Should be considered where appropriate, including bus turn-outs, passenger loading areas, passenger benches and shelters, and special traffic control devices.
 - Section 148 of the Streets and Highways Code contains specific requirements.

Chapter 9: Project Initiation

- Project initiation phase is subsequent to the System and Regional Planning process.
- Outcome is a project initiation document (PID) that establishes a well-defined purpose and need statement, proposed project scope tied to a reliable cost estimate and schedule.
- Purpose and Need Statement

A statement of the transportation problem that will be met by the construction of the project, which has two major components:

 - Need – States the transportation deficiency. Typical deficiencies are related to safety, congestion relief, connectivity of the highway system, multi-modal connectivity, access, operation, facility preservation, and legal mandates.
 - Purpose – States the objectives that will be met to address the transportation deficiency. Objectives should be quantified during the project initiation phase and measures should be used to develop, evaluate, and compare reasonable solutions.

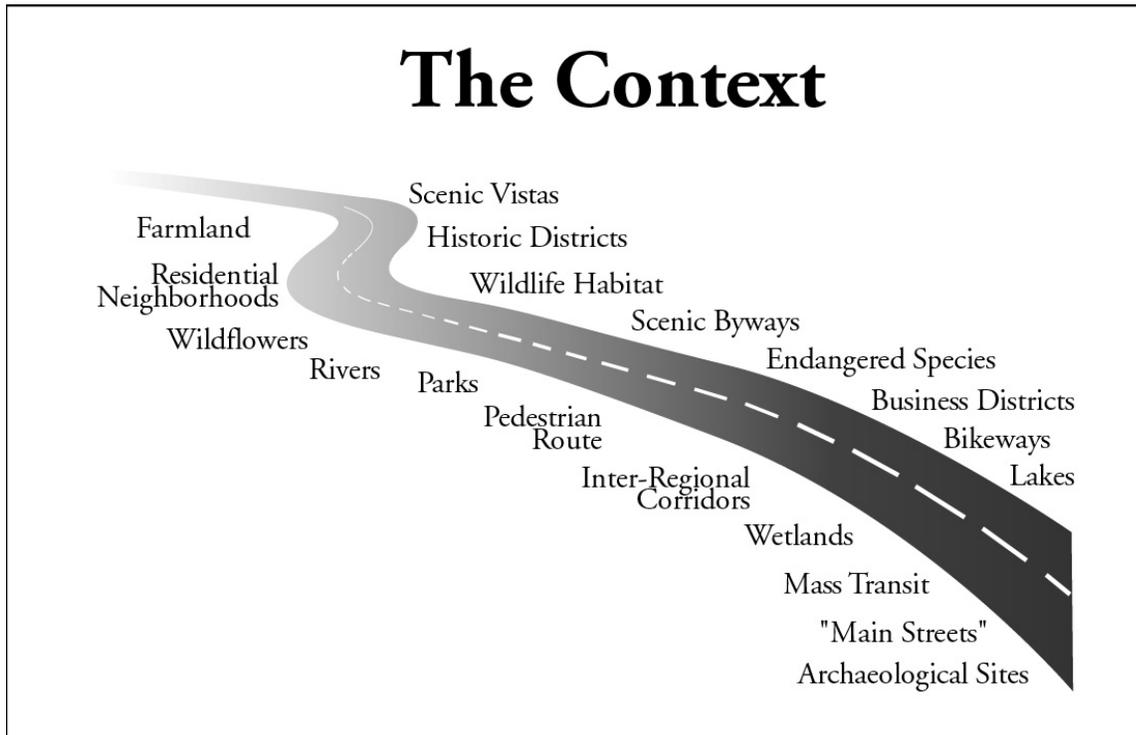
Purpose and need statement may need to be refined until approval of the project.

 - Key factor is participation of a broad range of Department functional units, community representatives, and public stakeholders.
- Design Concept

Defines the type of highway project; e.g., freeway, expressway, conventional highway, major arterial, or mixed highway-rail transit facility.

 - Establishment of design concept will include a review of the Transportation Concept Report, existing route adoption documents, and freeway agreements.
 - Evaluation of general plans, current land uses, and intergovernmental reviews of proposed developments should be performed
- Design Scope
 - Describes aspects of the project that meet the project purpose and need.

- Is an update of the planning scope that is used to assess how the project will impact the regional air quality emissions.
- PID Alternative Formulation Strategies
 - PDT shall develop viable alternative solutions that meet the project purpose and need.
 - Alternatives need to be context sensitive and address other constraints such as funding.
 - “It is Caltrans’ policy to evaluate alternatives that avoid, minimize, or mitigate adverse environmental impacts.”



Based on graphic created by SRF Consulting Group Inc.
University of Minnesota Center for Transportation Studies

- Safety Analysis
 - All rehabilitation projects are to include a safety analysis.
 - Must include both an accident record review and a safety field review.
 - Should address such items as:
 - Pavement condition
 - Existing geometrics
 - Traffic volumes
 - Accident data (typically the most recent 3-year accident history by type). Include an analysis of the causes of accidents.
 - Traffic Safety devices and hardware
 - Roadside obstructions
 - Drainage features
 - Structurally deficient or functionally obsolete bridges
 - Other pertinent factors

Chapter 11: Public Hearing

- Community Involvement

“The public hearing represents the formal stage of community involvement: a process which began during the earliest phases of a transportation project and is intended to identify issues, goals, objectives, values, and concerns related to the project. The most productive interaction with the public and with other agencies takes place in informal meetings, conferences, and direct correspondence, rather than through formal hearings.”

Chapter 12: Project Approvals and Changes to Approved Projects

- A project receives Caltrans' approval when the Project Report (PR) is approved.

- Changes to Approved Projects

Minor Changes:

- Small variations of design that do not significantly affect costs, adjacent properties, or environmental impacts.
- Normally do not require recycling of the environmental and public hearing processes, but do require concurrence from appropriate entities.

Major Changes:

- Include any change in project concept or a substantial change in project scope.
- Should be discussed in a supplemental project report (PR).
- In some cases, it may be appropriate to begin again with a new project study report (PSR).

Chapter 22: Community Involvement

- Philosophy

- Consider economic, social, and environmental effects in order to make project decisions in the best interest of the public.
- Community involvement must be an integral part of the project development process.

- Purpose

- To develop projects that respond to transportation needs with a minimum of community and environmental impact.
- Project team members must understand community values and opinions.
- All affected interests must be aware of a project's impact on them.

Chapter 29: Landscape Architecture

- Landscape Architecture Program provides expertise in the planning, design, construction, maintenance, and operation of transportation system improvements that:

- Balance mobility, safety, maintainability, and economic needs with adjacent land use and aesthetic, environmental, scenic, and community values;
- Improve motorized and non-motorized traveler safety through the design of context sensitive roadways and transit, bicycle, and pedestrian facilities;

- Improve traveler and worker safety by providing design solutions that reduce the frequency and duration of maintenance worker exposure to traffic; and
 - Improve traveler safety through the design of safety roadside rest areas and management of rest area system needs.
- Community Values
- Landscape architects assist in facilitating timely project delivery and building community consensus by implementing principles of community involvement and context sensitive design, including:
- Harmonizing the roadway with existing topography and land uses;
 - Preserving and enhancing community character;
 - Meeting the needs of non-motorized travelers;
 - Preserving historic period resources such as historic landscapes; and
 - Supporting the incorporation of transportation art and community identification.”

Chapter 31: NonMotorized Transportation Facilities

“State and federal laws require Caltrans to promote and facilitate increased use of nonmotorized transportation.”

- Any new projects will generally fall into one of the following categories:
 - Replacement of an existing major route for nonmotorized traffic that is being severed or destroyed by freeway construction (S&H Code -- Section 888)
 - Provision of a nonmotorized facility along a new freeway corridor where nonmotorized facilities do not exist (S&H Code -- Section 888.2)
 - Provision of a nonmotorized facility along a State highway under a Cooperative Agreement at the request of a local agency (S&H Code -- Section 887.6)
 - Provision of a nonmotorized facility along a State highway based upon a finding that the traffic safety or capacity of the highway will be increased (S&H Code -- Section 887.8). The finding is made in consultation with appropriate law enforcement agencies.
- Any development of a State highway project should consider features beneficial to nonmotorized traffic, including (but not limited to) widening shoulders, striping, and signing.
- Coordinate Planning & Design with Outside Entities
 - Must include careful consideration of the needs of nonmotorized users.
 - Must be fully coordinated with federal, State, regional, and local agencies, as well as user groups.
- Early Evaluation of Need
 - Must consider the needs of bicyclists and pedestrians in the initial planning stages of all projects.
 - Must coordinate the planning of nonmotorized projects with relevant outside entities.

- Safety and Design Criteria

“Section 890.6 of the Streets and Highways (S&H) Code requires Caltrans, in cooperation with local agencies, to establish minimum safety and design criteria for the planning and construction of bikeways and roadways where bicycle travel is permitted. These criteria are contained in the Chapter 1000 of the *Highway Design Manual*.”

Other Chapters in the Project Development Procedures Manual

Chapter 4: Programming (describes funding sources and the fund programming process)

Chapter 5: Deleted and replaced by separate Guide to Project Delivery Workplan Standards.

Chapter 7: Uniform File System (for filing project documents)

Chapter 10: Formal Project Studies

Chapter 13: Project-Related Approvals, Agreements and Permits

Chapter 14: Preparation of Project Plans (see also Plans Preparation Manual)

Chapter 15: Final Project Development Procedures

Chapter 16: Cooperative Agreements

Chapter 17: Encroachments in Caltrans' Right of Way

Chapter 18: Hazardous Waste (Interim)

Chapter 19: Value Analysis

Chapter 20: Project Development Cost Estimates

Chapter 21: Exceptions to Design Standards

Chapter 23: Route Adoptions

Chapter 24: Freeway Agreements

Chapter 25: Relinquishments

Chapter 26: Disposal of Rights of Way

Chapter 27: New Public Road Connections

Chapter 28: Resolutions of Necessity

Chapter 30: Highway Traffic Noise Abatement

Chapter 32: Lands and Building Facilities

Caltrans District 4 Pedestrian Advisory Committee - Agenda Items from Previous Meetings

Item	Date Presented	Action	Status
PAC Procedural Documents:			
PAC Charter	6/08, 7/08	Adopted	Complete
FY 08-09 Work Plan	7/08	Adopted	Complete
FY 09-10 Work Plan	4/09, 8/09	Adopted	Complete
Caltrans Policies, Guidance & Plans:			
Deputy Directive 64-R-1: Complete Streets Policy	10/08	Information only	PAC is monitoring the development of the Implementation Plan and reviewing/commenting on related guidance.
California Blueprint for Bicycling & Walking (2001)	1/09	Information only	Complete
California Highway Design Manual (HDM) revisions	4/09	Adopted comments	Comments were attached to the Caltrans Multimodal HDM Review Team final memo. HDM is being revised per the Division of Design FY 09-10 Work Plan, with a revised estimated completion date of 6/30/10. Draft edits to be available for stakeholder review in 5/10.
Caltrans Draft Transportation Analysis Report (TAR) Guidance	4/09	Adopted comments	TAR Guidance development is on hold due to suspension of resources for consultant support as a result of State budget crisis.
Caltrans Draft Smart Mobility Framework	8/09	Information & opportunity for members to comment individually	PAC members had an opportunity to comment on the Draft Handbook by email in 8/09. No comments were received. A link to the Smart Mobility Framework website was sent to PAC members on 1/14/09. The final report is expected to be adopted in early 2010.
California Strategic Highway Safety Plan	10/09	Information only	On 10/20, PAC members were forwarded the Challenge Area 8 action status table and information about the CA 8 conference call on 10/22. Complete
Projects:			
Presentation on PID Process	7/08	Information only	Complete
District 4 PID Work Plan - ranking of projects by ped relevance	10/08, 1/09	Adopted ranking	Need to rank new PIDs for spring subarea meetings.
Santa Rosa US 101/Hearn Ave Interchange	10/08	Adopted comments	Revisions being made based on PAC comments; Ped & bike needs added to Purpose & Need Statement.
San Jose I-880/280/Stevens Creek Interchange Project	1/09	Adopted comments	Revisions being made based on PAC comments pertaining to project area; Ped & bike needs still not in Purpose & Need Statement - staff following up.

Caltrans District 4 Pedestrian Advisory Committee - Items for Upcoming Meetings

Item	Estimated Meeting Date	Proposed Action	Comments
PAC Procedural Documents:			
FY 10-11 Work Plan	4/10	Brainstorm ideas	
	7/10	Adoption	
Caltrans Policies & Guidance:			
Deputy Directive 64-R-1: Final Complete Streets Implementation Plan	4/10	Information	
Caltrans Smart Mobility Framework Final Report	4/10	Information	
Caltrans Redesigning Intersections for Bicyclists & Pedestrians Guidebook	4/10	Review & comment	
California Highway Design Manual (HDM) revisions	5/10 (by email due to timing)	Review & comment	
Multiuse trail time restrictions & Caltrans funding oversight	7/10 or 4/10	Review & comment	
Caltrans policies & procedures on value analysis/value engineering	7/10 or 4/10	Review & comment	
Caltrans Draft Transportation Analysis Report (TAR) Guidance	Unknown	Review & comment	TAR Guidance development is on hold due to suspension of resources for consultant support due to State budget crisis.
Pedestrian Data & Analysis Results:			
National Household Travel Survey California Add-On: survey results for pedestrians	4/10	Information	
University of California Traffic Safety Center survey of public agencies regarding pedestrian issues: survey results	4/10	Information	
Projects:			
Subarea meetings for presentations on project initiation documents	Spring 2010	Review & comment	



Caltrans District 4 Pedestrian Advisory Committee

FY 09-10 Work Plan

1. Review and comment on relevant legislation, policies, guidelines, and standards, including, but not limited to, the California Highway Design Manual and draft Transportation Analysis Report guidance.
 - Review Strategic Highway Safety Plan (SHSP) Challenge Area 7 (CA 7): “Improve Intersection and Interchange Safety for Roadway Users” and Challenge Area 8 (CA 8): “Make Walking and Street Crossing Safer” implementation strategies for application and recommendation to District 4 (either for D4 policy implementation or education/training)
 - Some of the CA 7 priorities include: review of high-crash intersections and interchanges and implementation of appropriate safety countermeasures, including visibility, advance warning, geometrics, and provision of streetscapes that incorporate land use and traffic measures that increase the safety of the intersections for pedestrians, bicyclists and motorists.
 - Some of the CA 8 priorities include: pedestrian safety action plans, pedestrian data think tank, Safe Routes to Schools, pedestrian roadway markings & standard upgrades in routine maintenance & striping, pedestrian infrastructure improvement program (state highway funding), complete streets in plans and policy documents.
 - Review and comment/advise on California guidelines for crosswalk placement, painting, and signage (also covered under CA 8 priorities above).
 - Review and comment on CEQA Initial Study checklist for addressing pedestrian needs and issues.
 - Review and comment/advise on multiuse trail time restrictions and Caltrans funding oversight
 - Multiuse paths intended to serve commuters but with restricted hours are compromised in their capacity to compete with other modes and reduce emissions. Examples of programs where Caltrans selects projects includes the SHOPP, Safe Routes to Schools, and the Highway Safety Improvement Program.
 - Review and discuss Caltrans policies and procedures on value analysis/value engineering and applications thereof to actual projects.
2. Review and comment on project initiation documents (PIDs) for routine accommodation based on recommendations of subarea committees.

3. Review and discuss data on pedestrian collisions and hazardous intersections.
4. Collaborate with District 4 Bicycle Advisory Committee and other committees, as deemed appropriate.