

# Request to prioritize pedestrian funds for pedestrian safety

Akos Szoboszlay, President, Modern Transit Society

(Updated July 2008)

- 1) That County Roads Department abide by the Board directive (of 8/20/91) to “provide pedestrian pathway facilities along the expressway system,” and maximize mileage of pedestrian paths along expressways by promptly creating unpaved paths, and hold off paving over existing paths until all paths are complete. These pathway locations are depicted as future sidewalks in the (draft) pedestrian expressway maps, in [agenda #9](#) of the Expressway Policy Advisory Board at their May 22, 2008 meeting.
- 2) To maximize safety, the highest priority for funding for pedestrian facilities *along* expressways needs to be the creation of pedestrian paths in these situations:
  - (a) “Intersection areas and along the travel way so pedestrians do not have to enter the travel lane.” [Source: 2003 Expressway Master Plan / Implementation Plan, approved 8/19/03, page 93]
  - (b) Where people are forced to walk in the traffic lane, including where shoulders were eliminated for more traffic.
  - (c) Where pedestrians are prohibited. This would “Encourage cities to repeal the pedestrian prohibition” [Source: 1991 County Board of Supervisors policy, approved 8/20/91, page 3, line 7]. Repeal would increase pedestrian safety by *reducing the number of crossings of intersections and driveways by pedestrians*, by not forcing large walking detours.
- 3) Funding for the path creation shall include the \$75,000 annual path appropriation [per Board action of 8/20/91] and other funds used for pedestrian facilities along expressways, such as TDA and CDT funds.
- 4) Until the Board action (of 8/20/91) to “provide pedestrian pathway facilities along the expressway system” is completed, County Roads Department shall recognize that “[Wide] shoulder ... facilities can serve ... for occasional pedestrian use” [Source: 2003 Expressway Master Plan / Implementation Plan, page 93], and that Vehicle Code 21966 allows pedestrians, including those using wheel chairs, to use bike lanes where the road lacks “an adjacent adequate pedestrian facility.” Bicyclists, bicyclists with trailers, tricyclists, persons in wheel chairs, and pedestrians can safely use wide shoulder facilities, including those shown on the pedestrian-expressway maps.
- 5) That County Roads Department abide by Vehicle Code 21949 that states in part, “all levels of government ... work to provide convenient and safe passage for pedestrians on ... all streets and highways, increase levels of walking and pedestrian travel, and reduce pedestrian fatalities and injuries.” [2001]
- 6) County Roads Department should recognize that ADA (Americans with Disabilities Act) law does allow pedestrian paths surfaced with “soils mixed with stabilizing agents” or “crushed rock.” [Source: FHWA’s *Designing Sidewalks and Trails for Access*, page 83].

**More information:**

For the rationale behind each of these items, see:

[moderntransit.org/expy/bpac-reason.pdf](http://moderntransit.org/expy/bpac-reason.pdf)

For the online copy of this request, see:

[moderntransit.org/expy/bpac-request.pdf](http://moderntransit.org/expy/bpac-request.pdf)

Our Expressway topics, links page is at:

[moderntransit.org/expressway](http://moderntransit.org/expressway)

**Contact:**

Akos Szoboszlay, President, [Modern Transit Society](http://ModernTransitSociety.org): 408 221 0694.