

ITE Pedestrian and Bicycle Task Force

THE FEATURES IN THIS ISSUE OF ITE JOURNAL ARE DEVOTED TO PEDESTRIANS AND BICYCLES. THIS FIRST FEATURE PROVIDES AN OVERVIEW OF THE OBJECTIVES AND ACCOMPLISHMENTS OF THE ITE PEDESTRIAN AND BICYCLE TASK FORCE.

AS THE TRANSPORTATION community evolves, there has been a growing need to better understand how our profession can improve facilities for non-motorized travel modes such as pedestrians and bicyclists, especially in the area of accessibility for the disabled. A Task Force comprised of 45 Institute of Transportation Engineers (ITE) members was formed in July 1999 and held its first meeting in Las Vegas, NV, USA, during the ITE 1999 Annual Meeting. Follow-up meetings were held in Washington, DC, USA, during Transportation Research Board Week in January 2000 and during the ITE April 2000 Spring Conference in Irvine, CA, USA.

TASK FORCE RESPONSIBILITIES

The ITE Board of Direction formed three Task Forces in 1999, of which the Pedestrian and Bicycle Task Force is one. The responsibilities of each Task Force are:

- Identify issues and needs not being currently or consistently addressed by existing ITE Councils;
- Determine the mission and goals of the Task Force;
- Draft a mission statement for the Task Force, including ITE membership-supported goals;
- Operate to deliver products consistent with the draft mission statement and goal;
- Determine the level of interest and analyze the added value of various products to the ITE membership; and
- Develop an Action Plan for Year 2000/2001 aimed at delivering products that the membership will find useful.

TASK FORCE ACCOMPLISHMENTS

As of June 2000, the Task Force had completed the following activities:

- Sponsored and provided speakers/moderators for the following three sessions at the ITE 2000 Annual Meeting and Exhibit:
 - *Pedestrian Safety at Non-Signalized Intersections*
 - *Pedestrian Safety at Signalized Intersections*
 - *Making Communities Pedestrian and Bicycle Friendly*
- Provided LED Pedestrian Signal Specifications to the Traffic Engineering Council Light Emitting Diode (LED) Committee;
- Appointed two Task Force members to review the Bicycle and Pedestrian Sections of the third edition of the *Residential Streets* publication being sponsored by ITE, the American Society of Civil Engineers and the American Public Works Association;
- Established a listserv for the Task Force;
- Drafted a scope of work and tasks that would be accomplished for a research project that could potentially receive federal funding to study the impacts of traffic calming installations on the disabled community; and
- Obtained information from the United Kingdom on the use of Pedestrian Refuge Islands to improve the safety of uncontrolled crosswalks on multi-lane arterial streets to be developed into an informational report.

FUTURE ACTIVITIES

During the next year, the Task Force will focus its efforts on the following activities:

- Develop a mission statement and set of goals for the Task Force;
- Work with the Transportation Planning Council to conduct a seminar on “Making Communities Pedestrian and Bicycle Friendly” at the ITE 2001 Annual Meeting and Exhibit in Chicago, IL, USA;
- Draft an informational report on “Alternative Treatments for Pedestrian Crossings”;
- Update existing information on the “Impact of Traffic Calming Installations on Bicyclists” to develop an informational report; and
- Activate projects that the membership considers to be the most important, based on the results of the membership survey.

IDENTIFICATION OF FUTURE PROJECTS

To gauge the level of interest in various projects that could be undertaken by the Task Force, a survey will be conducted via e-mail and the ITE Web site. A random group of ITE members will be asked to help prioritize potential projects and to suggest any additional topics that the Task Force might undertake. Potential projects already identified by the Task Force address the following issues:

- LED Pedestrian Signal Specification;
- Accessible Intersections;
- Planning, Designing and Construction of Facilities for Pedestrians and Bicyclists;
- Interorganizational Cooperation on Pedestrian and Bicycle Issues;
- Survey of ITE Members;
- Retrofitting Facilities with Interim Sidewalks and Bike Lanes;
- Traffic Calming Impacts on Pedestrian and Bicyclist Circulation;
- Publicize Pedestrian and Bicycle Task Force Activities;
- MUTCD: Suburban Treatments; Mixed-Use Trails; and School Pedestrian Guidelines;
- Pedestrian Crossings at High Volume Corridors;
- Publicize Pedestrian and Bicycle-Oriented Products;
- Train and Road Intersections;
- Level of Service Identify Estimates;

- Impacts of Traffic Calming Installations;
- Pedestrian and Bicycle Circulation in Small Communities;
- Crosswalks: Laws and Perceptions;
- Impacts of Calming Impacts on the Disabled;
- Pedestrian and Bicycle Movements at Freeway Interchanges;
- Trail Along Active Railroad Rights-of-Way;
- Roadside Design Orientation for Bicyclists;
- Safety at Uncontrolled Crosswalks; and
- GIS-based Bike Lane Implementation Models: Accommodating Bike Lanes.

The complete list of Task Force proposed projects can be viewed at www.ite.org/councils/pbprojects.htm. If you want to ensure that you are a part of this survey process, you are invited to complete the Internet version of the survey at www.ite.org/councils/pbsurvey.htm.

PEDESTRIAN AND BICYCLE ISSUES

As a start, the Task Force has identified a number of points of interest that would be viewed as appropriate for the Pedestrian and Bicycle Task Force. They cover a wide range of issues and will affect the way ITE addresses public issues in the future. The specific areas of focus are:

1. **Inadequate funding:** This is a continuing issue. The need for pedestrian- and bicycle-related improvements, services and staffing almost always exceeds the funding available. What options exist to improve funding availability? Can ITE help to establish priorities among competing transportation needs?
 - *Funding for capital and operating needs:* Do opportunities to expand the understanding of programs such as the Transportation Equity Act for the 21st Century for the benefit of the pedestrian and bicycle community exist? Are there opportunities to expand federal funding during the next reauthorization process?
 - *Funding for resource development:* How should the limitations of funding that result in non-existent allocations for expanding technical competence through training or needed equipment be addressed?

2. **Regionalism:** The development of facilities for bicyclists and pedestrians is often undertaken on a piece-meal basis by individual communities. How can this be changed into a more regional approach, whereby the facilities in individual communities within a metropolitan area are developed in such a way as to be part of an integrated system?

3. **Safety:** Traffic collisions involving pedestrians and bicycles are major public safety issues in most cities. Many of these collisions are the result of pedestrians and bicyclists not exercising due care or obeying traffic laws. Is there a way to place the onus on bicyclists and pedestrians to exercise personal responsibility?

4. **Professional Development:** As conditions change, there is a demand for more “well-rounded” transportation professionals who are aware of the needs of the pedestrian and bicycle community. Is training available to improve the leadership and management skills of transportation professionals?

5. **Public Education:** Construction of new bicycle and pedestrian facilities to connect neighborhoods and adjacent communities is frequently met with heavy opposition from citizens who feel that crime will increase as a result of increased non-motorized mobility. How can this pervasive public perception be changed?

6. **Balancing the Needs of the Pedestrians and Bicyclists with Broader Community Objectives:** Transportation professionals have the reputation of being biased towards designing facilities that are mainly for the benefit of motorized transportation. How can that perception (whether real or imagined) be changed?

7. **Information Sharing:** Are there best practices that are not shared with the industry to protect notions of parochialism that only hinder cooperation? What is the best way to encourage broad use, exchange among communities and multi-organizational cooperation that develop creative and effective alternatives for problem solving? What can ITE’s role be in sponsoring open communication?

8. Development of Specialized Competence: Transportation professionals have many opportunities to work in other areas of the profession. There is a need to attract and train professionals to work in the area of developing and constructing facilities specifically to serve the pedestrian and bicycle community. How can that be done effectively?

The Task Force will review these and any other suggestions that could form the basis for future technical activities that the Task Force can undertake. The Task Force encourages those with pedestrian and bicycle issues to become involved and present problems or solutions that they have experienced. Any member of this Task Force would welcome your thoughts on the development of a council, as well as additional concerns or issues not identified here. Alternatively, please send your thoughts and comments to the chair of the Task Force, Nazir Lalani, via e-mail at nazir.lalani@mail.co.ventura.ca.us. ■

TASK FORCE MEMBERS

Nazir Lalani, Ventura County DOT, CA (*Chair*)
David Noyce, University of Massachusetts, MA (*Vice Chair*)
John Adinolfi, Dialight Inc., NJ
Peter Axelson, Beneficial Designs Inc., CA
Janet Barlow, Accessible Design for the Blind, GA
Billie Louise Bentzen, Accessible Design for the Blind, MA
Steve Bolt, Orth-Rodgers Inc., PA
Julie Carroll, Paralyzed Veterans of America, DC
Angela Christo, Parsons Transportation Group, OH
Ray Davis, City of San Leandro, CA
Charles Denney, SCI, VA
Charles Denny, City of Philadelphia, PA
Michelle De Robertis, Wilbur Smith Associates, CA
Bruce Douglas, Parsons Brinckerhoff Inc., MD
Richard Edmonston, City of Newport Beach, CA
David Edwards, Intertek Testing Services Inc., NY
John Fegan, U.S. DOT-FHWA, DC
Steven Garren, Stimsonite Inc., IL
Joseph Gellings, Otak Inc., WA
Colin Henson, Ove Arup & Partners, Sydney, NSW, Australia
Michael Jones, Alta Transportation Consulting, CA
Elona Kastenhofer, State of Virginia DOT, VA
Richard Killingsworth, Centers for Disease Control, GA
Julie Kirschbaum, Beneficial Designs Inc., CA
John Laplante, TY Lin BASCOR Inc., IL
Andrew Lipman, Uniroyal Optoelectronics, CA
Richard Marshall, San Luis Obispo County, CA
Peter Moe, National Center For Bicycling and Walking, DC
Richard Moeur, Phoenix, AZ
John Moffat, Washington Traffic Safety Commission, WA
Scott Nodes, City of Peoria, AZ
Tim Oliver, Maricopa County DOT, AZ
Kyran Quinlan, National Center for Injury Prevention, GA
Matthew Ridgway, Fehr and Peers Associates, CA
Kevin St. Jacques, Wilbur Smith Associates, TX
Lois Thibault, U.S. Access Board, DC
Harold Thompson, National Safety Council, IL
Jennifer Toole, SCI Sprinkle Consulting, MD
Thomas Walsh, City of Madison, WI
Katherine Watkins, City of Cambridge, MA
Russell Webb, Vanasse, Hangen, Brustlin, Inc., NH
Philip Weber, Toronto, ON, Canada
Stephen Weinberger, W-Transportation, CA
John Wetmore, Perils for Pedestrians, MD
Bill Wilkinson, National Center for Bicycling and Walking, DC
Charles Zegeer, University of North Carolina, NC
Bettina Zimny, The RBA Group, NJ