



## Complete Streets TAC Monthly Meeting

March 5, 2014

2:30PM

### **Attendance: TAC Members Present:**

Scott Brunner, Broward County Traffic Engineer  
 Ivan Cabrera, Broward County Planning Council  
 Arlene Davis, Port Everglades  
 Maribel Feliciano, BC Air Quality  
 Jennifer Fierman, FDOT  
 Lorri Hall, City of Miramar  
 Mark Horowitz, Broward County  
 Andrew Sebo, BCTED  
 Karen Mendrala, City of Fort Lauderdale  
 John-Mark Palacios, Camino Palacios  
 Amanda Parker, City of Pompano Beach  
 John Ramos, Broward County Transit

Brad Swing, City of Sunrise  
 Richard Tornese, Broward County Highway Construction  
 Enrique Zelaya, Broward County

### **Staff:**

Priscila Clawges, MPO  
 Laurie Fucini-Joy, UHP  
 Anamarie Garces, UHP  
 Peter Gies, MPO  
 Ricardo Gutiérrez, MPO  
 Dan Greenberg, UHP  
 Stewart Robertson, Kimley-Horn

## Summary/Minutes

Agenda Item	Discussion	Action Item/Follow-up
<b>I. Introductions/Sign-In</b>	<ul style="list-style-type: none"> <li>Intro of UHP new planner, Dan Greenberg.</li> <li>Meeting was recorded.</li> </ul>	
<b>II. Initiative Update</b>	<ul style="list-style-type: none"> <li>Let's Go Biking Event in Markham Park on March 29<sup>th</sup> – Please attend and spread the word. Link:<a href="http://www.browardmpo.org/projects-studies/complete-streets/broward-complete-streets-initiative/march-is-bike-month">http://www.browardmpo.org/projects-studies/complete-streets/broward-complete-streets-initiative/march-is-bike-month</a></li> <li>Congratulations to Ft Lauderdale on being ranked 3<sup>rd</sup> for their Complete Streets Policies.</li> </ul>	
<b>III. Broward County Commission Update</b>	<ul style="list-style-type: none"> <li>On February 11 2014, Broward County Commission unanimously approved four agenda items related to Complete Streets.</li> <li>See February Meeting Minutes for more details.</li> </ul>	
<b>IV. Update TAC –</b>	<ul style="list-style-type: none"> <li>Please submit proposals for a Walkability Audit in your municipality.</li> </ul>	<ul style="list-style-type: none"> <li>MPO/UHP to continue reaching out</li> </ul>

<p><b>Walkability Audit</b></p>	<ul style="list-style-type: none"> <li>• Proposals due by March 15<sup>th</sup>.</li> <li>• Other TA available, please send requests to Ricardo Gutierrez, gutierrezr@browardmpo.org. <ul style="list-style-type: none"> <li>○ MAP21 Workshops planned for Sept 2014</li> <li>○ 2 Action Plans for Cities Interested Adopting Guidelines</li> <li>○ 2 Evaluation Demonstration Projects</li> <li>○ 2 Speaking Engagements</li> </ul> </li> </ul>	<p>to municipalities about TA.</p>
<p><b>V. Next Steps</b></p>	<ul style="list-style-type: none"> <li>• Next meeting April 14<sup>th</sup>.</li> </ul>	<p>Action Items for next meeting:</p> <ul style="list-style-type: none"> <li>• PBCAT tool for Bike and Pedestrian crash data, mentioned by Mark Horowitz at the February 2014 TAC meeting.</li> <li>• Discuss PEDSTED presented at February 2014 Broward MPO Board meeting.</li> </ul>
<p><b>VI. Seminar – Implementing Complete Streets</b></p>	<p>Presented by John LaPlante Presentation Available Electronically</p> <ul style="list-style-type: none"> <li>• About 1/3 of Americans don't drive</li> <li>• Perceived conflicts with Federal Highway standards and guidelines are in general false.</li> <li>• Setting 2-way progression speed at 30 MPH will increase mobility</li> <li>• smaller turning corner curb radii is safer for pedestrians and increases roadway capacity</li> <li>• 10' and 11' travel lanes are just as safe as 12' lanes on Urban arterials with posted speeds less than 45 MPH. Impacts to capacity is minimal.</li> <li>• Road diets reduce crashes by 29 %. Road diets (from 4L to 2 L) where ADT is less than 20k work best.</li> <li>• Always design urban roadways to LOS D</li> <li>• Time pedestrian signals to 3.5 ft/s walking speed in accordance with MUTCD recommendation</li> <li>• Install visible (for peds and vehicles) countdown signals – 25% reduction in crashes in San Francisco project</li> </ul> <p>Q&amp;A</p> <ul style="list-style-type: none"> <li>• Opinion Buffered Bike: Buffered Bike lanes are safer than having none, but they take more space.</li> <li>• Opinion on color difference in bike path: Green is the accepted color. The only place it is normally done is at the right turn lane that crosses over a bike lane. Green sharrows on a shared lane. Recommend using</li> </ul>	

it in special circumstances.

- Recommended placing of sharrows: Use engineering judgment for placement. It depends on where you want the bike to ride – sharrow placement within the lane will indicate to cyclist where to ride. Minimum 4' from the curb without parking. . Minimum 11' from the curb with parking.
- How to integrate signage into Complete Streets? Make the design obvious to what you need to do, and then you can avoid the needs for too many signs.
- How to integrate older adults into Complete Streets? Check out Older Driver Handbook for guidance.
- Best practices for bicyclist issues with buses pulling into bike lane: When a bike lane comes to a bus stop you make it dashed. You want the bus to pull to the curb.
- How do you incorporate children's unpredictability in Complete Streets: Complete a separate study around a school to look at behaviors of everyone to help create a complete street for all.
- Does bus mirror overhang require 11' lanes: Usually not a problem, bus drivers are trained to maneuver their vehicle around obstructions and can exercise discretion.
- Do raised medians cause a more dangerous situation for crossing? Mid-block can be a safer place to cross.
- Why spend gas tax money for pedestrians and bikes? You have to provide a place for people or they will use the street anyway and unsafely. A lot of the complete streets features make it safer for vehicular traffic as well.
- Recommendations to expand the transit section. The longer presentation has more information.
- Recommendation for bridges over river ways to make it safer for bikers: If is a newly constructed bridge, make room for bike lane. Often narrowing lanes on existing facility does work.
- FDOT did a study that there are more crashes at an intersection, but there are more fatalities at the mid-block cross walks.
- Are there standards for landscaping in buffer area between sidewalk and street? It is a balancing act not to cause site line issues. Check Complete Streets Guidelines.