I. CALL TO ORDER AND INTRODUCTIONS

II. PUBLIC INPUT / COMMENT

III. APPROVAL OF TRI-COUNTY BPAC MEETING SUMMARY- September 27, 2017

IV. HILLSBOROUGH COUNTY MPO
   - South Coast Greenway
   - Howard Frankland Bridge
   - Hillsborough Health Atlas

V. PASCO COUNTY MPO
   - Projects Update

VI. FORWARD PINELLAS
   - Complete Streets Grant
   - Clearwater Beach Transit Project
   - Courtney Campbell Pedestrian Bridge
   - St. Petersburg Projects Update

VII. NEW BUSINESS

VIII. ADJOURN

IX. ADDENDUM
   - Elements of Complete Streets
   - Gulf Coast Safe Streets Summit
   - How Washington, DC Built a Bike Boom
   - Coastal Anclote Trail Website

The full agenda packet is available on the MPO’s website, www.planhillsborough.org, or by calling (813) 272-5940.

The MPO does not discriminate in any of its programs or services. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Learn more about our commitment to non-discrimination.

Persons needing interpreter services or accommodations for a disability in order to participate in this meeting, free of charge, are encouraged to contact Johnny Wong, 813-273-3774 x370 or wongj@plancom.org, three business days in advance of the meeting. Also, if you are only able to speak Spanish, please call the Spanish helpline at (813) 273-3774, ext. 211.

Si necesita servicios de traducción, el MPO ofrece por gratis. Para registrarse por estos servicios, por favor llame a Johnny Wong directamente al (813) 273-3774, ext. 370 con tres días antes, o wongj@plancom.org de cerro electrónico. También, si sólo se puede hablar en español, por favor llame a la línea de ayuda en español al (813) 273-3774, ext. 211.

In accordance with Title 17 U.S.C. Section 107, materials attached are for research and educational purposes, and are distributed without profit to MPO Board members, MPO staff, related committees or subcommittees the MPO supports. The MPO has no affiliation whatsoever with the originator of attached articles nor is the MPO endorsed or sponsored by the originator. Persons wishing to use copyrighted material for purposes of their own that go beyond ‘fair use’ must first obtain permission from the copyright owner.

If a person decides to appeal any decision made by the board, he or she will need a record of the proceedings, and for such purpose may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.
I. CALL TO ORDER AND INTRODUCTIONS
Mr. Richard Hartman, Pasco County’s Bicycle/Pedestrian Coordinator, called the meeting to order at 5:45 p.m. Self-introductions were provided.

<table>
<thead>
<tr>
<th>Pasco Attendees</th>
<th>Hillsborough Attendees</th>
<th>Pinellas Attendees</th>
</tr>
</thead>
<tbody>
<tr>
<td>Richard Hartman</td>
<td>Michele Ogilvie</td>
<td>Brian K. Smith</td>
</tr>
<tr>
<td>Mabel Risner</td>
<td>Richard Sanders</td>
<td>Becky Afonzo</td>
</tr>
<tr>
<td>Mark Pinson</td>
<td>Lucy Gonzales – Barr</td>
<td>Susan Miller</td>
</tr>
<tr>
<td>Jimmy Lyons</td>
<td>Tony Monk</td>
<td>Lucas Cruse</td>
</tr>
<tr>
<td>Tammy Odierna</td>
<td>Alex Neak</td>
<td>Kyle Simpson</td>
</tr>
<tr>
<td>Joel Jackson</td>
<td>Wade Reynolds</td>
<td>Stephen Lasky</td>
</tr>
<tr>
<td>Gunther Flig</td>
<td></td>
<td>Lynn Bosco</td>
</tr>
<tr>
<td>Amina Anmed</td>
<td>Visitor</td>
<td>Rodney Chatman</td>
</tr>
<tr>
<td></td>
<td>Theo Petritsch</td>
<td>Chris Speese</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Julie Bond</td>
</tr>
</tbody>
</table>

One Citizen (did not sign-in)

II. PUBLIC INPUT / COMMENT
There was no comment made at this time.

III. APPROVAL OF TRI-COUNTY BPAC COMMITTEE MEETING SUMMARY- MAY 25, 2017
The summary of the May 25, 2017 meeting was approved.

IV. FLORIDA BICYCLE ASSOCIATION (FBA)
Ms. Becky Afonzo, Executive Director Florida Bicycle Association (FBA), presented the FBA updates. She provided a brief update regarding FBA legislative efforts in Tallahassee, including plans for the next session to advocate for strengthening the Move Over for People (3-Foot Law), Create Vulnerable Road User Legislation, texting, clean up statutory language regarding definitions of sidewalks, crosswalks, lane position and other related matters and to continue to support SUN Trail and Complete Streets Initiatives. The FBA newsletter, the Messenger, was provided with additional updates and news. Ms. Afonzo noted several bicycle summits, tours and special workshops. Please see floridabicycle.org for more information, schedule of events, and additional resources.

V. PASCO COUNTY MPO
Theo Petritsch, Landis Evans, provided a brief update of the Northeast Pasco (The Hills) Multimodal Safety Study to the advisory committee. He indicated that a lot of outreach is being done to get the public involved. Mentioning meeting with bicyclists that rode in the San Antonio area on a Saturday, along with the consultant’s went to a Farmer’s Market held in Dade City to get more public involvement on this project and the Withlacoochee State Trail study that is also being in done in east Pasco County.
VI. HILLSBOROUGH COUNTY MPO
   a. Presentation: Plant City Walk-Bike Plan
      Mr. Wade Reynolds, Hillsborough MPO staff, presented information on the Plant City Walk-Bike Plan. The plan is a way to synthesize the City’s previous planning efforts, identify opportunities to fill in pedestrian and bicycle network gaps and develop priority project concepts that will move projects from idea to implementation. Through a process of review, project prioritization, public outreach, and concept development, the Project Team has worked with the City to develop a Plan that creates an interconnected system of facilities for people walking and biking to enjoy. He indicated an open house was held in Plant City in February. Approximately 40 people attended and provided valuable feedback on walking and bicycling needs and proposals. The consultant team and steering committee made of MPO and Plant City staff have reviewed the initial proposals and updated the proposed pedestrian and cycling network. He provided the draft plan indicating it is also available for review at:  http://www.planhillsborough.org/plant-city-walk-bike/

   b. Presentation/Discussion: Multi-Modal Level of Service
      Mr. Wade Reynolds, Hillsborough MPO staff, presented information on the Multimodal Modal Level of Service bringing out the MMLOS Standards were developed in 1999 and had largely remained unchanged. The purpose of the analysis is to revisit the standards and review best practices from sister agencies in an effort to update to the perceptions of today. Tools for Evaluating Level and Quality Service for all modes include existing methodology, expert interviews, best practices, and challenges and opportunities.

VII. FORWARD PINELLAS
   a. Presentation: SUN Trails Program
      Mr. Smith explained he was also the current chairman of the Florida Greenways& Trail Council (FGTC) and vice president of the Florida Greenways & Trails Foundation and provided information regarding the SUN Trail (Shared-Use Non-motorized) Trail Program. He provided a map that included the Florida National Scenic Trail Connectors and indicating this includes the SUN Trail and community trails that, linked together, form regionally significant trails throughout the state, including the Coast-to-Coast Trail, Heart of Florida Trails, Gulf Coast Trail, Nature Coast Trail, Florida Keys Overseas Heritage Trail, and St. Johns along with several other regional trail systems. Mr. Smith led a discussion regarding the cost-benefits of trail infrastructure, resulting economic impacts, funding opportunities, available resources, and ways of closing the gaps to make it a state trail system to cover north, south, east, and west Florida together.

   b. Presentation: Forward Pinellas Bicycle Pedestrian Program
      Susan Miller, MPO Staff, Forward Pinellas, provided a brief update of the Forward Bicycle Pedestrian program to the Tri-County members that included new trail construction and alignments. She noted the ribbon cutting ceremony for the Pinellas section of the Coast to Coast Trail was held on July 20, 2017. A video of the ribbon cutting is available for viewing.

VIII. TBARTA/REGIONAL PROJECTS
   a. Presentation: Bike Walk Tampa Bay, Julie Bond, Senior Research Associate, Center for Urban Transportation Research, USF
      Julie Bond, Senior Research Associate, CUTR, announced the Bike Walk Tampa Bay educational initiatives and who CUTC was partnering with such as: key to safety cards (hotels along Gulf Blvd), partnering with the Rotary Club, Pedestrian/Bicyclist Education at homeless shelters, businesses, civic associations, Operation Blind Spot with the St. Petersburg Lions Club, and providing educational opportunities to organizations that request presentations along with just go where the people are located that need the education. At the end she indicated that she has them do the pledge to Walk Wise, Bike Smart, and Drive Safe Pledge.
b. **Presentation: Gulf Boulevard – SR 699 Bicycle Safety Enhancement Project Update, Alex Henry, Bike/Ped Safety Specialist, FDOT – District Seven**

Alex Henry, Bike/Ped Safety Specialist, FDOT – District Seven, provided a brief presentation regarding: Gulf Boulevard – S.R 699, from S. R. 682 (Pinellas Bay way) to S.R. 688 (Walsingham Road), Bicycle Safety Enhancement Project Update, and the goals of this project is to encourage cyclists to use bike lanes by enhancing existing facilities, enhance safety and by constructing new bike facilities, and to establish a single continuous bike facility along Gulf Blvd. The project features green pavement makings, new bike lane where feasible, and signing and pavement marking.

**IX. UPDATE / DISCUSSION ITEMS**

None.

**X. NEW BUSINESS**

a. New Port Richey Cyclovia, October 7, 2017 - Informational only

b. Bike Walk Tampa Bay, Fall Regional Summit, October 20, 2017 – Informational only

**XI. ESTABLISH 2018 JOINT BPAC MEETING CALENDAR**

Mr. Hartman indicated that the 2018 Meeting Calendar needed to be established. He provided the months as: January 2018 – Hillsborough MPO, May 2018 – Pinellas MPO, and September 2018- Pasco MPO. Discussion followed. He requested an approval on the 2018 months as indicated. All members voted unanimous in favor.

**XII. PUBLIC COMMENT**

None.

**XIII. ADJOURN**

With unanimous approval from those in attendance, Mr. Smith adjourned the meeting at 7:50 p.m.
Coastal Anclote Multi-Use Trail Project Website Launch

NEW PORT RICHEY, FL ---- Pasco County Engineering Services is pleased to launch the Coastal Anclote Multi-Use Trail Project website for the latest information and updates about the new multi-use trail project underway in southwest Pasco County.

The Coastal Anclote Multi-Use Trail project includes a new, 12-foot wide, 4.5 mile multi-use paved trail connecting the planned Elfers Spur Trail Extension (Pinellas Trail) in Pinellas County to three parks in southwest Pasco County (Anclote River Park, Anclote Gulf Park and Key Vista Nature Park).

The project website is a complete resource for anyone looking for the latest information on Pasco County’s newest multi-use trail. The website has several informative features including:

- Trail Project Overview
- Frequently Asked Questions
- Project map
- Recent Updates
- Project Team

The Coastal Anclote Multi-Use Trail is a Penny for Pasco-funded project. Construction is expected to begin this summer and should be complete by the summer of 2019.

For more information on the Coastal Anclote Trail, please visit coastalanclotetrail.com.

To learn more about Pasco County Engineering Services, click here: http://bit.ly/2rKggmi.
How Washington, D.C., Built a Bike Boom

ANDREW SMALL  DEC 26, 2017
Cycling has taken off in the American capital. Nearly 17,000 cyclists regularly rode their bikes to work in Washington, D.C. in 2016, according to Census estimates, which is about 5 percent of the city’s commuters. That’s nearly triple the “mode share” it had in 2006, putting it in second place on the list of top biking cities in the U.S., just behind famously gear-friendly Portland, Oregon.

In absolute numbers, D.C. is still a dwarf compared to, say, New York, where 48,000 people pedal to work every week (which is only one percent of commuters there). But D.C.’s growth has exploded since the city piloted one of the country’s first modern bikeshare programs, and started building an ambitious network of bike lanes.

Cycling numbers may keep climbing, with the recent boom in private companies spreading “dockless” shared bicycles around the city. But there’s no guarantee. Bikes may be a passing trend in a young and transient city. And as housing becomes less affordable, the bike’s advantages as a mode for everyone may have diminishing returns, even as lanes expand.

What shaped D.C.’s bike renaissance? How can it maintain its progress from here?

**The planner: Build infrastructure for everyday people**

When Jim Sebastian joined D.C.’s Department of Transportation in 2001, the city’s master bike plan hadn’t been updated since the 1970s. But with downtown densifying, gas prices peaking, and traffic worsening, “people wanted more bike facilities,” Sebastian, now the associate director for planning and sustainability at DDOT, said.

To hatch fresh bike plans, Sebastian and his colleagues traveled to famously bike-friendly European cities like Amsterdam and Copenhagen. One takeaway from over the pond: treat cycling as an activity for everybody rather than some specialized hobby for everyone else to drive around. “This whole idea of ‘the cyclist’ is almost passé,” said Sebastian. “What we’ve got is people on bikes.” Treating them accordingly meant building lanes that help everyone feel safe, not just the Spandex-clad few.

“The city’s pioneering bike-share program and growing network of lanes was key. So is “human infrastructure.”
In 2010, DDOT carved out two key spines of what would become a downtown cycling network: the center bike lanes on Pennsylvania Avenue and a protected cycle track on 15th Street. This created safe routes for day-trippers near the National Mall and forged a path for daily commuters in neighborhoods close to the urban core. Their effect on biking can be felt throughout the city. “Once some people ride on a separated lane, it gets their confidence up and they become able to ride on unprotected lanes or just the streets in the city,” Sebastian said.

Another key project gave an option to commuters who might want the option of, say, riding a bike to work, but taking Metro home. Capital Bikeshare, one of the first modern bikeshare programs in the United States, was launched in 2010, drawing about 115,000 trips in its first year. It ballooned from there: By the end of 2017, the program celebrated its 19 millionth trip.

Meanwhile, the city continued to expand bike lanes at about five miles per year. Some neighborhoods have seen their cycling commute share increase to over 20 percent. With 80 miles of bike lanes built since 2000, the city has a goal of expanding to 136 miles by 2040, the majority of them fully protected.

**The advocate: D.C. built “human infrastructure”**

It takes people to change behavior, according to Nelle Pierson, a longtime D.C. bike advocate—not just infrastructure, not just policy, but feet on the ground, hands on the handlebars, and faces on the sidewalk. “You have to have a network of people who are showing you that this is normal, and connecting you to the knowledge to overcome barriers to access,” she said. She cites Adonia Lugo’s concept of “human infrastructure” to describe the constellation of repeated small interventions that it takes required to get more people on bikes.

In some cases, this comes from the top. Pierson credits the work of Mayor Adrian Fenty between 2007 and 2011 for dedicating time and resources to make bike plans work. Every day, city politicians have to balance a diversity of citizen interests, including those in direct competition to bikes, like protecting parking spots and road space. But Fenty helped push the lanes through, Pierson said.
Some advocates worry the current mayor, Muriel Bowser, isn’t as strongly committed as previous administrations to making D.C. a bike city. They’ve stepped up their work in the meantime: As a former outreach and events coordinator at the Washington Area Bicycling Association, Pierson created initiatives to reach people beyond the urban core where lanes were getting built, especially in lower-income neighborhoods and suburbs. No program drew more acclaim than Women and Bicycles, which uses workshops, rides, and mentoring programs to draw women to cycling. Pierson said that stubborn perceptions, especially surrounding gender, take concerted effort to dislodge. But the cycling gender gap has decreased: In 2006, women made up less than 30 percent of the city’s bike commuters; today they make up nearly 42 percent.

From left to right: Jim Sebastian, Nelle Pierson, and Sterling Stone.

Capital Bikeshare also helped universalize the image of cycling for more District residents, Pierson said, by opening up convenient rides for suited professionals, students, and baristas alike. Now, the District is charting new frontier in open-access cycling, with a six-month trial for five new “dockless” bike-sharing companies. About 1,850 shared bikes are sprinkled around D.C. streets, unconstrained by stations or docks, but still rentable by smartphone or pre-paid account to all. Pierson, who is now working as the director of external affairs for Jump, one of the companies involved in the pilot, believes dockless bikes can speed up the spread of cycling to more neighborhoods and new riders. “This is where we all benefit from the competition,” she said. “Everyone is seeing this.”

The shopkeeper: Bikes are still a cultural battlefield

Clearly, the city has succeeded in getting more bodies on bikes. But there’s one standout statistic that shows D.C.’s cycling boom isn’t reaching everyone: In 2015, only about 2 percent of black commuters biked to work, compared to 8 percent of whites. And surveys show that the city’s black residents are less likely than other groups to view bikes as an ideal mode of transport.
The reasons for this are complicated, and touch on job barriers, class perceptions, and social norms. Sterling Stone thinks it also has something to do with D.C.’s rapid gentrification. “It goes beyond bikes,” he said.

Stone is the executive director of Gearin’ Up Bicycles, a nonprofit shop that refurbishes used bikes to sell and trains local kids as bike mechanics. Bike commuting began to gain prominence in the late 2000s, when an influx of Millennials arrived, he said. Once known as the “Chocolate City” for its majority-black population, D.C. rapidly gentrified during this period, displacing many longtime black families. Bikes became a symbol of the D.C.’s changing demographics, said Stone, who is black and a Pittsburgh transplant himself. New lanes became a rallying point against gentrification for many residents of color. That potent symbolism delayed projects like a protected bike lane in a gentrifying neighborhood, which was vigorously opposed by a local black church.

The city has a ways to go to address the needs of communities of color. African American youth have been especially overlooked, according to Stone, even when riding a bike is a rite of passage for other kids growing up in the city. That doesn’t mean they’re not interested in biking, though. In 2012, as part of the Boys and Girls Club summer program he ran at the time, Stone took a group of local kids a a build-your-own-bike workshop. It was the smash hit of the year.
“It’s still the first thing I hear about when I see the kids,” he said. The idea gave root to Stone’s store, which sits in a former church in the neighborhood of Eckington, near the recently rehabbed Metropolitan Branch Trail. But of the 67 bike shops in the greater Washington region, there are none in the predominately African American Wards seven and eight. This year, Gearin’ Up received a grant from the city to run bike repair clinics in neighborhoods without access to shops.

Stone is encouraged by these kinds of partnerships, but he still worries about the future. The question in his mind is, who will be around by the time a bike network is complete? “It’s hard to tell,” he said. “A lot of the families are already gone. The young people in my store likely won’t be counted later if they can’t afford to live here… even though [it’s where] they learned to bike.”

Displacement touches on race, income, housing access, and many thorny issues—which is to say, it goes way beyond bikes. At the very least, Stone said, if D.C. were more proactive about extending cycling amenities into diverse neighborhoods that aren’t already saturated with Millennials, they might carry less baggage—not to mention reach more people of color. “Advocates are starting to see where there’s more need for infrastructure,” he said. “Once we have a bike trail in one part of the city, people start to say, ‘I want that in my neighborhood, too.’”

About the Author

Andrew Small

Andrew Small is a freelance writer in Washington, D.C. and a former editorial fellow at CityLab.
Encouraging the implementation of Complete Streets that are safe and accessible for all!

This event brings people from across the Gulf Coast to learn about transportation safety from one another and from national leaders. As we elevate our individual efforts, sister communities will work together to create cohesive linkages and make a difference in the region.

All modes.

All ages.

All abilities.

February 27, 2018
8:30am - 6:30pm

Register for $60
tinyurl.com/gulfcoastsummit

Glazer Children’s Museum
110 W Gasparilla Plaza, Tampa 33602

planhillsborough.org/gulf-coast-safe-streets-summit
Join us for the first-ever
Gulf Coast Safe Streets Summit!

Speakers include:

Rick Kriseman, Mayor, St. Petersburg, FL
Leah Shahum, President, Vision Zero Network
Ryan Gravel, Founder, Atlanta Beltline
David Gwynn & L. K. Nandam
FDOT District Secretaries
Melissa Wandall, President, National Coalition for Safe Roads
Laura Cantwell, AARP Florida

Schedule:

08:30 - Optional Walk/Cycle on the Riverwalk, led by Tampa By Bike (TampaByBike.com)
10:00 - Opening Address
10:30 - Mayors Panel
12:00 - Lunch and Keynote
01:30 - Advocates Panel
02:45 - Secretaries Panel
05:00 - Reception & Awards at Franklin Manor, 912 N Franklin Street

planhillsborough.org/gulf-coast-safe-streets-summit
This series, supported by the Volvo Research and Educational Foundations, discusses walking and cycling in cities with a special focus on low- and middle-income countries.

Many cities have streets that make life difficult for pedestrians in ways that are not always obvious – uneven and disconnected sidewalks, dangerously long crosswalks, and pathways too close to fast-moving traffic, to name a few. To remedy this, a movement has emerged to encourage a new way of designing urban roadways called “complete streets.”

The concept of complete streets places the same priority on pedestrians, bicyclists and public transport users as on motorists. The initiative aims to improve the quality of life for all users by designing streets that are both safe public spaces and enable high-performance, sustainable transportation networks.

The U.S. states of Oregon and Florida were among the first to elevate the needs of cyclists and pedestrians during roadway projects in the 1970s and 80s. Later, the Federal Highway Administration and U.S. Department of Transportation included elements of complete streets...
in its guidance. The National Complete Streets Coalition was founded by a coalition of advocacy groups, as well as the AARP, American Planning Association and American Society of Landscape Architects. They launched the complete streets movement in 2004, to promote the development and implementation of relevant policies and professional practices.

To date, more than 1,140 agencies at the local, regional, and state levels have adopted complete streets policies in the United States, totalling more than 1,200 policies nationwide. The success of these initiatives, in terms of promoting more active transport modes, more functional and attractive streetscapes, and reducing traffic fatalities, has led other countries to adopt similar concepts. They are the so-called calles completas in Mexico, ruas completas in Brazil, and “streets for all” in India.

So, what do complete streets, in their various forms, look like? While the approach varies from place to place and it is crucial to understand a roadway in the context of the area around it, there are key elements that tend to appear in the mix.

1. An Active Streetscape
A community where people share experiences and interact on a day-to-day basis tends to be a safer community. A mix of interactive uses such as commercial, retail and food service can encourage an active streetscape. Commercial and retail facades not only encourage foot traffic but add colour and diversity to the street. Residential and office spaces, which receive less foot traffic, are better situated above the first floors.

Plazas can also attract crowds and encourage pedestrian use. In terms of specific design features, transitions between sidewalks and plazas should allow easy access for all users, and in an era where people rely on smartphones for navigation, communication and socializing, public wi-fi can be a boon.

2. Pedestrian-Scale Lighting

Well-lit environments are just as important, if not more so, for pedestrians and cyclists as for motorists. Street lighting provides a safer and more secure environment in terms of both traffic safety and crime. Lighting also affects the way spaces are experienced. The lighting and ambience it contributes to can vary substantially for a plaza compared to an outdoor café or green walkway, for example, just as their users do.

Public lighting adds to a city’s total energy consumption, so energy costs and sustainability should factor into designs. Many newer projects, like the Boulder Plaza in downtown Las Vegas, use solar panel technology and motion sensors to save energy and reduce environmental impact.

3. Green Infrastructure
Areas with trees, shrubs and grasses, often referred to as “greenscapes,” benefit cities environmentally, socially and economically. Rain gardens and bio-swales capture stormwater runoff so it infiltrates into the soil rather than flooding over concrete surfaces. Greenscapes help replenish groundwater reserves, provide relief from the “heat island” effect and filter polluted air. Some plants provide phytoremediative properties that naturally clean hazardous pollutants in the soil.

Green infrastructure also adds visual quality, character and health-restoring properties to a street. Studies show that even a short walk through a green space can reduce stress levels and improve people’s mental well-being.

4. Street Furniture

Street furniture has the potential to improve the experience of a public space and make it more active. It can take shape as benches and chairs or be integrated into walls, buildings, tree beds and planters. It serves as space for pedestrians to relax, enjoy and rest, encouraging foot and sometimes bicycle traffic. Bicycle racks, trash bins, bollards, community kiosks, art installations and transit shelters are forms of street furniture that have additional utility.

5. Bicycle Facilities
Making streets more bicycle-friendly is often a central tenet of complete streets projects. The number of people choosing bicycles for short commutes tends to rise significantly after the introduction of protected bike lanes, for example. Various facilities, like bicycle parking, shelters and repair stations, also help improve the experience for cyclists and broadcast safety and comfort to users. They can also improve density and encourage compact development. In the space occupied by a single car parking space, it is possible to accommodate up to 14 bicycles.

6. Signage

Traffic signs are designed to ensure the safety of all road users – pedestrians, cyclists and motorists alike. They serve as an important traffic management tool and should minimize the potential for errors by users. In terms of priorities for pedestrians, it’s important that signage clearly warns motorists where to expect crossings and indicate preferred crossing locations for pedestrians. Signage for cyclists can ensure they are on the right track if they are sharing a road or have the lane to themselves. It can also prepare users for changes in traffic and road conditions.

7. Accessibility for All

Navigating a busy city can be challenging for anyone, let alone users with disabilities. Like buildings, roads should be designed to accommodate all people, regardless of their ability, disability or age, without the need for special assistance. In addition to accessible sidewalks and crossings, attention should be paid to design details such as guide strips for the visually impaired; sidewalk materials and tactile markings to avoid slips and falls; clearly marked parking bays for people with mobility constraints; compliant Braille signage; wheelchair ramps; and markings for motorists near special needs schools and similar zones.

8. Surface Types
Finally, material selection for streets and public spaces can have an impact on durability, sustainability, safety and the experience of users. In general, permeable paving materials such as porous asphalt, permeable concrete and soft paving are more desirable over non-permeable ones. They aid in reducing stormwater run-off, require less maintenance and improve water quality. They can also provide grip and ensure pedestrian safety even during difficult weather conditions. Other factors include road function, type of traffic, vehicle and pedestrian flows, site topography, type of subsoil, functionality and cost.

Complete streets designs ensure mobility to road users of all types by designing facilities that are safe, accessible, and welcoming. They can improve the efficiency of a space, reduce congestion as well as improve the performance of transport networks. Keep an eye out for elements of complete streets in your neighbourhood – and if you don’t see them, help make cities better for everyone by getting involved or speaking to your local government.

**Nikita Luke** is a Sustainable Transportation Intern with the Health and Road Safety Program of WRI Ross Center for Sustainable Cities.

**Anna Bray Sharpin** is a Transportation Associate in the Road Safety and Health practice area of WRI Ross Center for Sustainable Cities

**Ben Welle** is the Global Health and Road Safety Manager for WRI Ross Center for Sustainable Cities.