

## meeting summary

May 10, 2018

6:00 PM – 8:00 PM

Fort Thomas City Building

## Chapter 2 – Transportation & Connectivity

### discussion items:

- Notice to all present: If any of the following items are incorrect or fail to record discussions at the meeting, please contact the writer of these minutes immediately.
- In the weeks leading to the meeting the design team received emails from multiple committee members about crosswalk safety and improvements. As such, the discussion for the meeting primarily focused on pedestrian safety.
- Rectangular Rapid Flash Beacon (RRFB)



- >
- > The lights flash when activated by a pedestrian.
- > A set is currently installed at Moyer.
- > KYTC was not allowing these on State Routes because FHWA had removed them from the Manual of Uniform Traffic Control Devices (MUTCD). Recently, they were put back in to the MUTCD. The City can resubmit to KYTC to install these devices in other location throughout the City.

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- Blinker Sign



- >
- > Lights are part of the actual sign.
- > The lights flash when activated by pedestrians.

- In-street Signs



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- > The signs are placed in the pavement along the centerline.
- > Can be permanent or temporary.

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- In-pavement Flashers

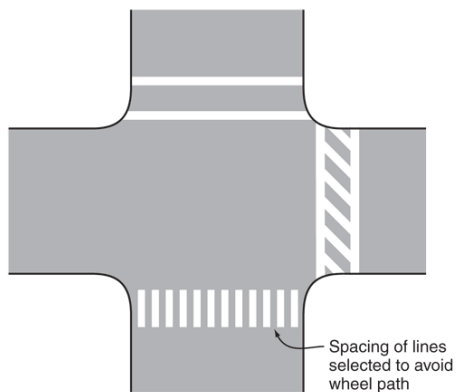


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- > They are used at mid-block crossings.
- > They are only effective at night.
- > They are very expensive, and should only be considered if all other options have been considered first.

- Crosswalk Markings

**Figure 3B-19. Examples of Crosswalk Markings**



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- > Piano key and zebra striping are meant to increase visibility of the crosswalk. These should be utilized primarily on major routes.
  - > Standard parallel crosswalk would primarily be used on local streets, which are less traveled.
  - > The use of pavers or differently colored pavement can be used at crosswalks, but should always have standard striping on the edge.
- Advanced Stop/Yield Lines



- >
  - > Yield lines placed in advance of the crosswalk bring more attention to drivers, and encourage drivers to stop further back from crosswalks.
- Parking Restrictions
- > Restricting parking near the crosswalks can help improve the visibility of the crossing.
  - > Sometimes additional barriers (bump-outs, delineator post, etc.) are needed to prevent people from ignoring parking restrictions.

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- Scramble Crosswalks



- >
- > All signals are red for vehicle traffic, and pedestrians are cross the intersection in any direction.
- > Typically only used at intersection with a high volume of pedestrian traffic.
- No Right Turn on Red
  - > Often used at intersections where sight distance is poor.
  - > Can be used at intersections with conflicting pedestrian movements.
- Leading Pedestrian Interval
  - > The all red phase for vehicles is increased and pedestrians are given the walk signal prior to the vehicle signal turning green.
  - > This gets pedestrians established in the crosswalk in attempt to prevent conflict with left-turning traffic.
  - > Pedestrian only phase is typically between 3 and 10 seconds, depending on the width of the intersection.
- Based on the discussions, the committee believes that the City should develop a crosswalk safety strategy to incorporate the items listed above that would result in a consistent approach throughout the City.

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- The committee also decided to discuss speed limits throughout the City.
  - > The survey results showed that a large majority of respondents felt that the speed limit on the street that they live on should remain the same. However the committee believes that the result do not adequately address the concern, as the results do not distinguish what time of road the respondent lived on. The committee feels strongly that speed limit especially on local, cul-de-sac type roads need to be addressed.
  - > Currently, all streets in the City have a 25 mph speed limit, unless posted otherwise. The speed limit of State Routes is set by KYTC. There are also local streets that have reduced speed limits of 15 mph, in areas that have had incidents and/or the residents requested for a review by the council to have it changed.
  - > The committee discussed the 85<sup>th</sup> percentile speed and how that relates to the set speed limits.
  - > As brought up by the design team, it is not easy to reduce the speed of drivers on the road. Simply changing a speed limit sign, will likely have no effect on the speed of a driver. In order to accomplish a reduction in speed, you have to change the behavior of the driver.
  - > Changes can be broken down into three parts.
    - Physical (speed limits, bump-outs, narrower lanes, etc.)
    - Enforcement (police patrol, ticketing, etc.)
    - Education (teaching drivers, increasing awareness, etc.)
  - > The committee wanted to keep thinking about how to address the speed limit within the City, and continue discussion at a later time. After discussion of other items at the next meeting, the committee will have a chance to discuss this topic.
- Public Meeting
  - > June 25, 2018 @ 7:00 PM
  - > Mess Hall
- Next Committee Meeting
  - > June 6, 2018 @ 6:00 PM
  - > City Building
  - > Topics: Wayfinding, Streetscape, Speed Limit (at the end)