Broward MPO
Metropolitan Planning Organization

Broward Complete Streets Advisory Committee (CSAC) Meeting

Monday, July 10, 2017

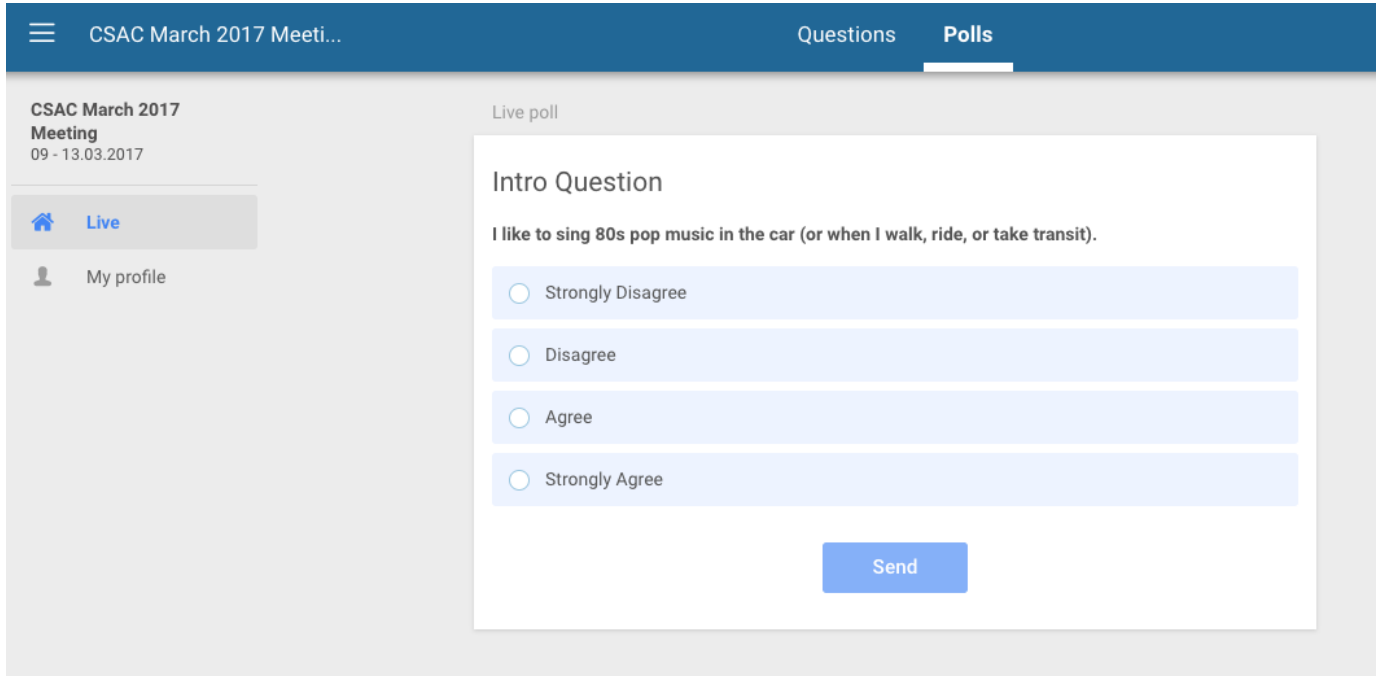
BROWARD COMPLETE STREETS
Safer, Healthier Streets for ALL Users

HOUSEKEEPING

- Please make sure you have signed in and have an agenda.
- This meeting is being recorded.
- Please introduce yourself and the organization(s) you represent.

INTERACTIVE MEETING POLLING

- Looking for your feedback during the meeting today
- **Event code: G318**



MPO CURRENT EFFORTS

- Groundbreaking Events
- Let’s Go Walking! 2017 – Planning
- Complete Streets Master Plan – PAC Kick-Off
- CSAC Commuter Challenge

GROUNDBREAKING EVENTS

- Hollywood Boulevard – June 27
- Over 90 people in attendance!

LET'S GO WALKING! 2017 - PLANNING

Broward MPO
Metropolitan Planning Organization

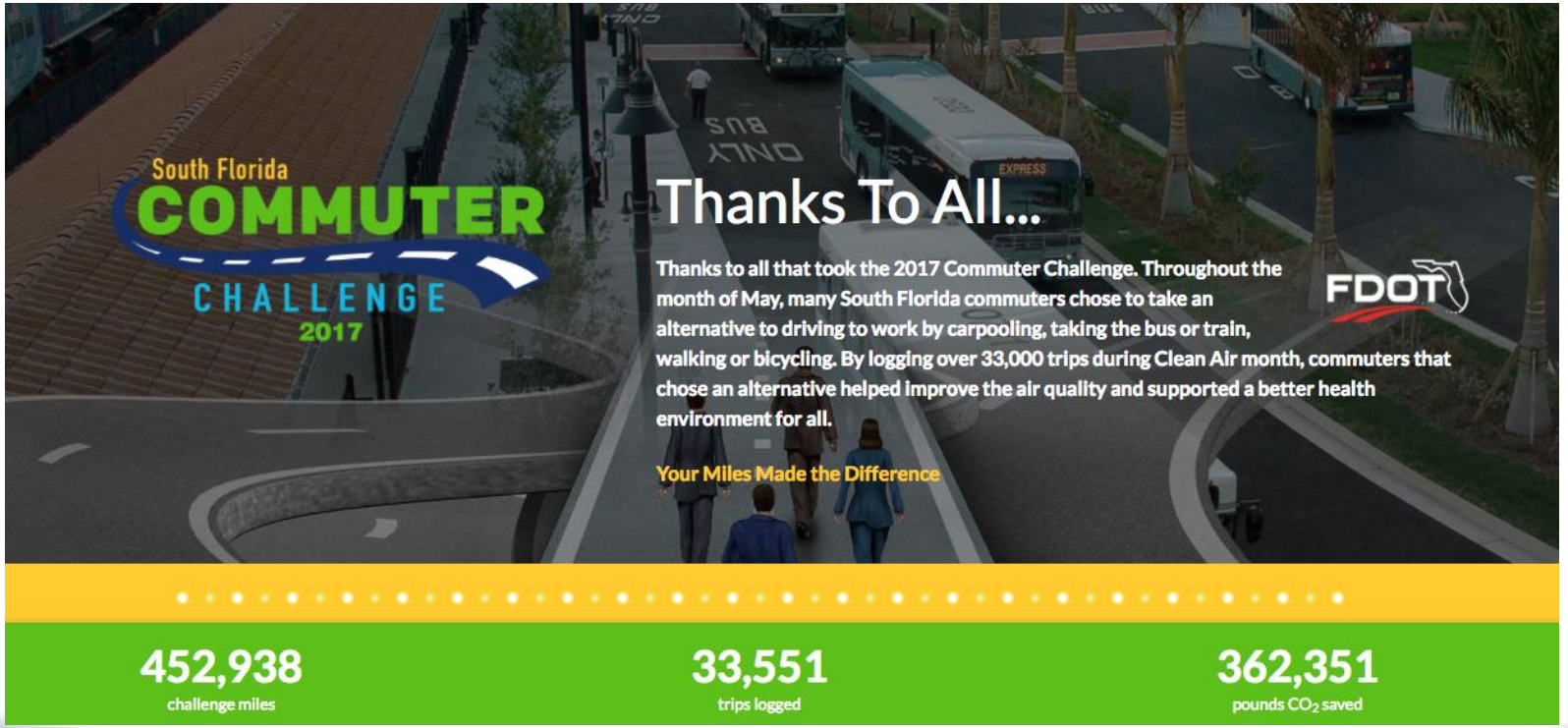
BROWARD COMPLETE STREETS
Safer, Healthier Streets for ALL Users

COMPLETE STREETS MASTER PLAN - PAC

- Next phase of mobility projects is being developed focused on the comfort and safety of non-motorized users
- Public outreach will occur in Fall 2017
- Lane elimination project coordination process is being developed
- Top 3 Priorities as selected by PAC
  - *Safety*
  - *Social Equity*
  - *Added Mobility Options*

CSAC COMMUTER CHALLENGE

- Schedule for September 2017 to November 2017



FDOT Complete Streets Handbook

Presented by:

Alexander Barr

Complete Streets Coordinator

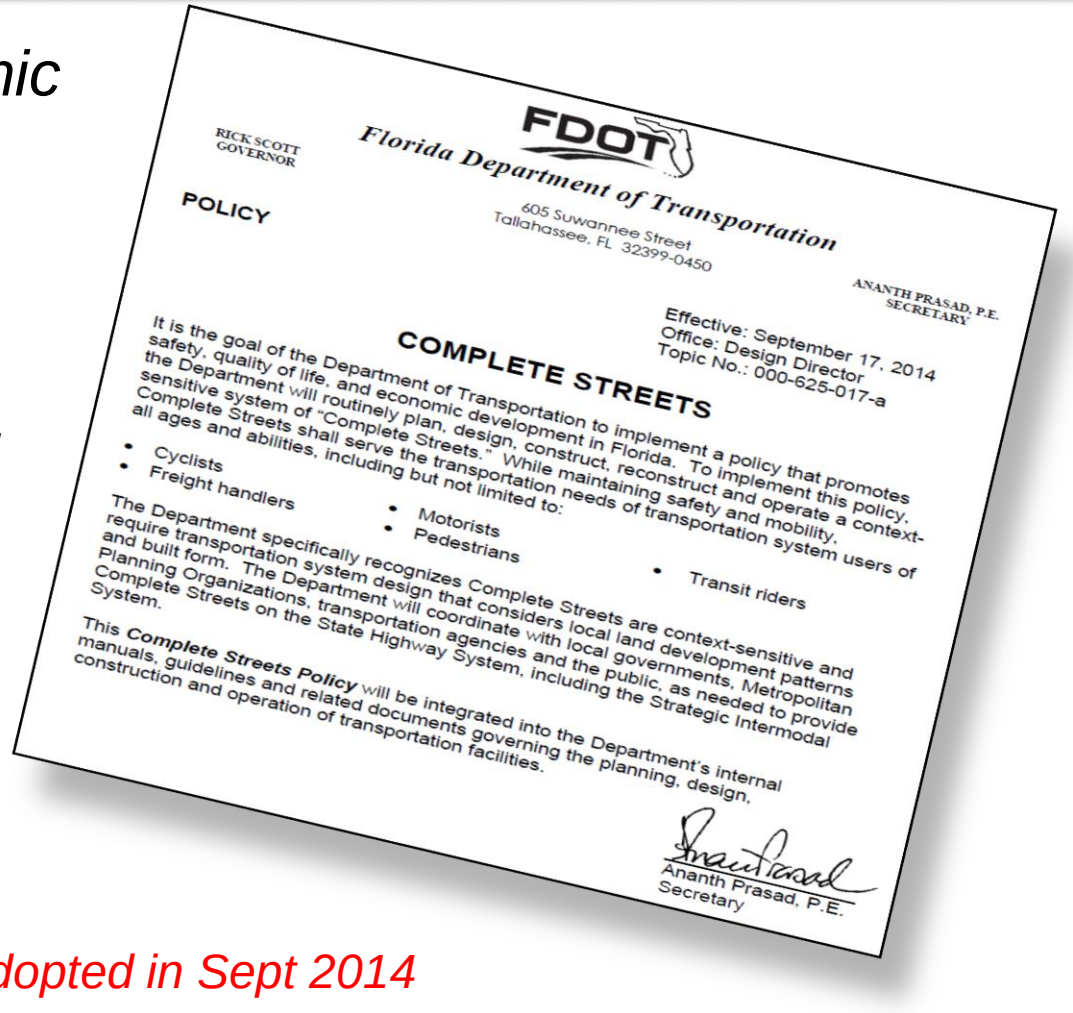
Florida Department of
TRANSPORTATION

Complete Streets Handbook and FDOT Design Manual Update

July 2017

FDOT Complete Streets Policy

- *Promotes safety, quality of life, and economic development.*
- *Context sensitive system of "Complete Streets."*
- *Serve the transportation needs of transportation system users of all ages and abilities, including:*
  - Cyclists
  - Freight Handlers
  - Motorists
  - Pedestrians
  - Transit riders



FDOT

RICK SCOTT
GOVERNOR

Florida Department of Transportation

605 Suwannee Street
Tallahassee, FL 32399-0450

ANANTH PRASAD, P.E.
SECRETARY

POLICY

Effective: September 17, 2014
Office: Design Director
Topic No.: 000-625-017-a

COMPLETE STREETS

It is the goal of the Department of Transportation to implement a policy that promotes safety, quality of life, and economic development in Florida. To implement this policy, the Department will routinely plan, design, construct, reconstruct and operate a context-sensitive system of "Complete Streets." While maintaining safety and mobility, Complete Streets shall serve the transportation needs of transportation system users of all ages and abilities, including but not limited to:

- Cyclists
- Freight handlers
- Motorists
- Pedestrians
- Transit riders

The Department specifically recognizes Complete Streets are context-sensitive and require transportation system design that considers local land development patterns and built form. The Department will coordinate with local governments, Metropolitan Planning Organizations, transportation agencies and the public, as needed to provide Complete Streets on the State Highway System, including the Strategic Intermodal System.

This ***Complete Streets Policy*** will be integrated into the Department's internal manuals, guidelines and related documents governing the planning, design, construction and operation of transportation facilities.

Ananth Prasad, P.E.
Secretary

Policy adopted in Sept 2014

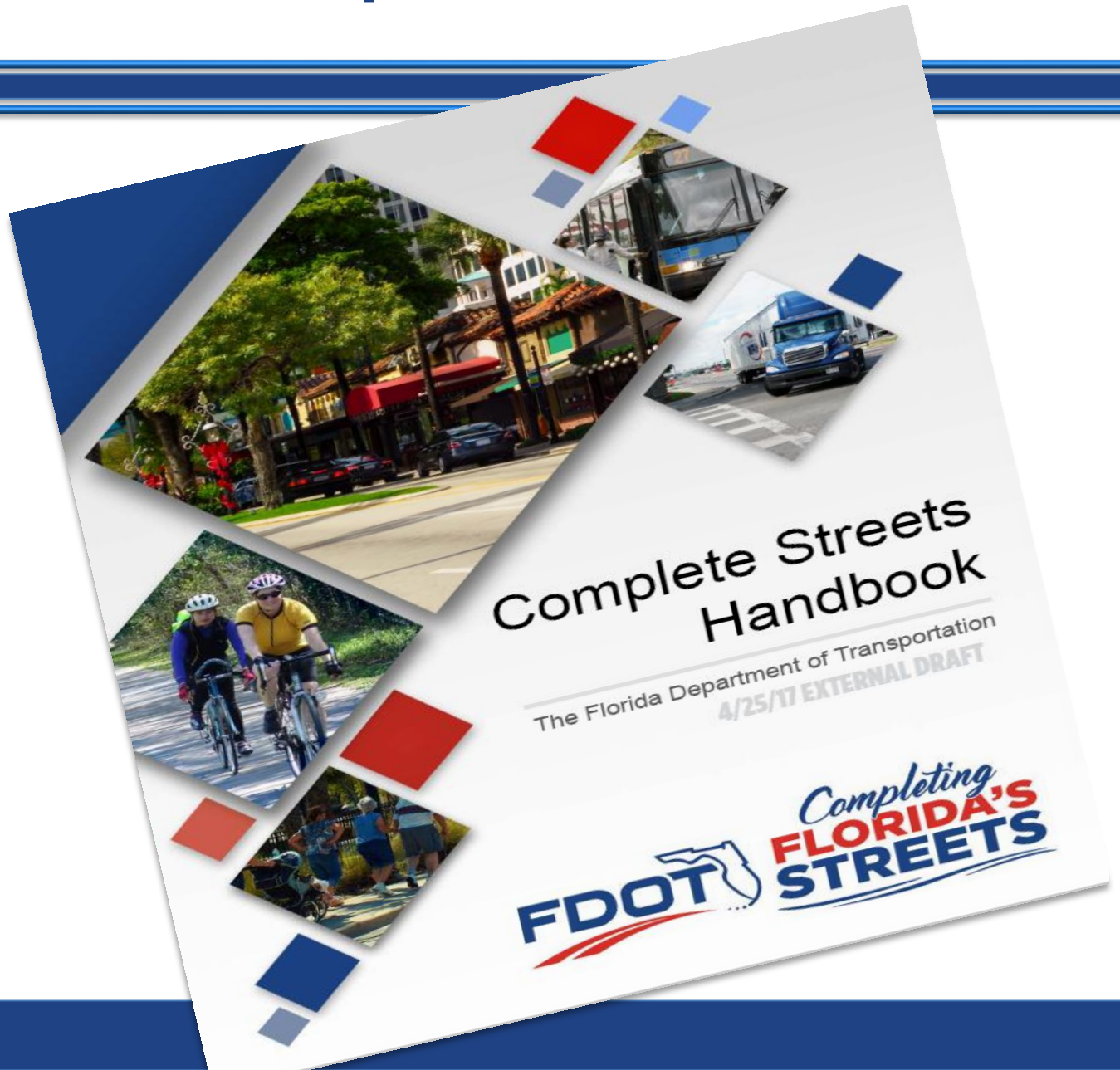
Schedule

Key Milestones

- Apr 25, 2017 First Draft of 2018 FDOT Design Manual (FDM)
  External Draft of Complete Streets Handbook
- May 26, 2017 Comments due on Draft Complete Streets Handbook
- Jun 2017 Final Draft of Complete Streets Handbook
- Jul 2017 Second Draft of 2018 FDM (external)
- Aug 2017 Training on FDM Context Based Design
- Sept 28, 2017 Workshop at D4 with Locals
- Nov 2017 Posting of 2018 FDM
- Jan 2018 FDM becomes effective

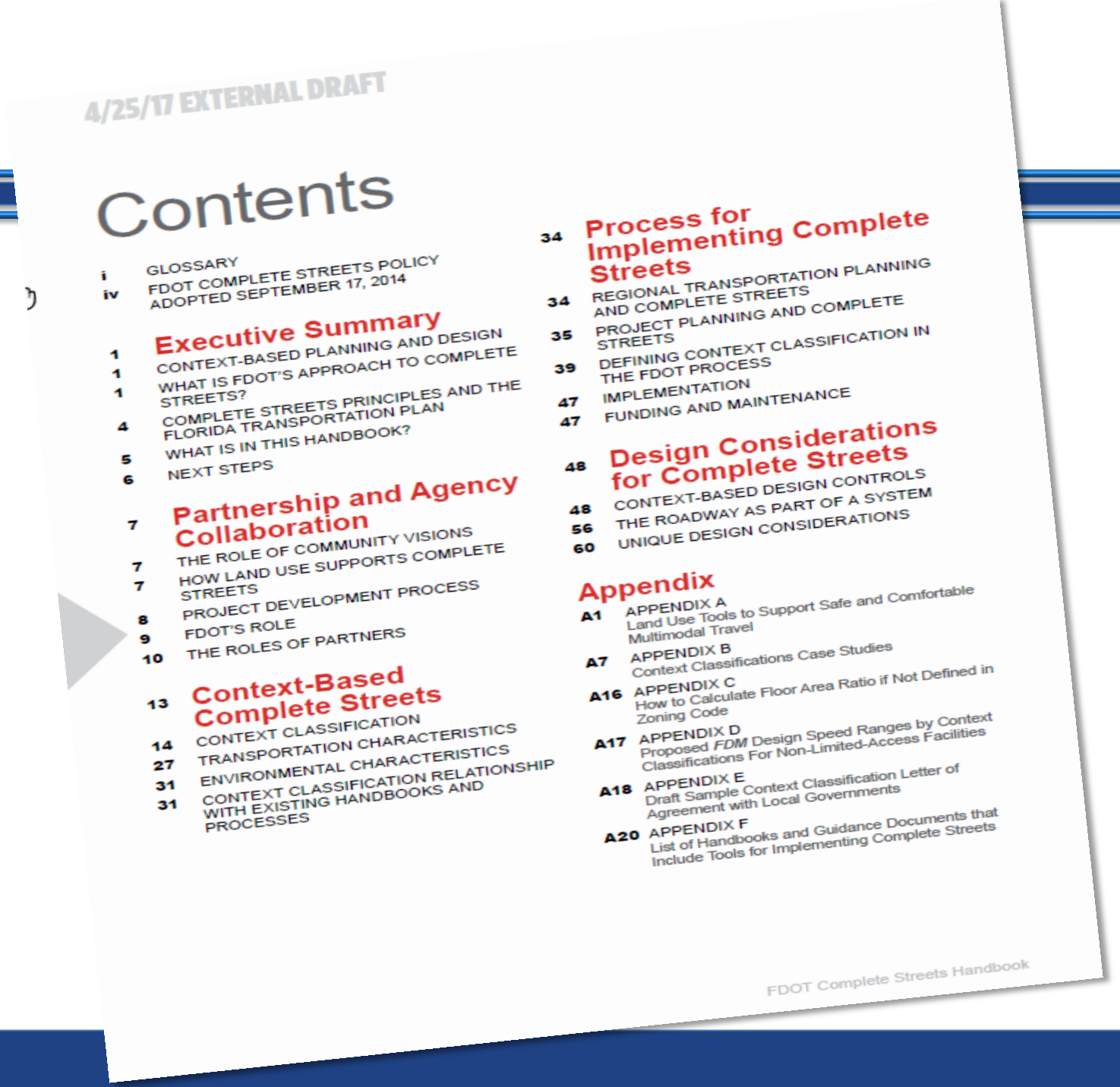
Complete Streets Handbook

- Introduces FDOT Context Classifications
- Adds Context Classification to Project Scoping
- Discusses Role of Local Government
- Discusses Role of FDOT
- **Not a Design Manual!**
- **Not a "Best Practices" book!**



FDOT Completing FLORIDA'S STREETS

- What to expect from FDOT
- What is expected from Local Partners
- Guidance on Context Classification
- Relies on FDM for criteria

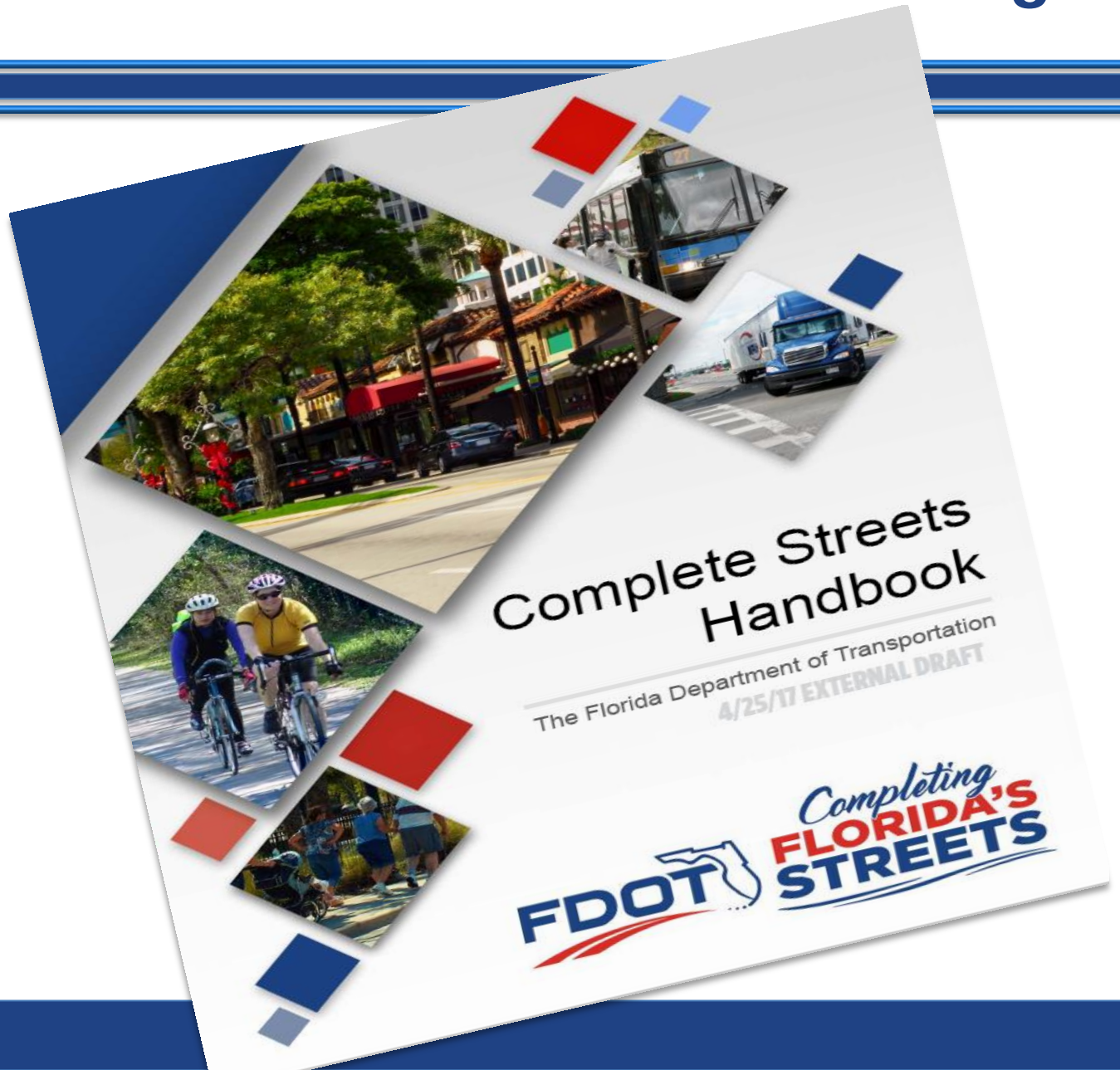


4/25/17 EXTERNAL DRAFT

Contents

No New Funding

- Complete Streets is a philosophy, not a funding program
- Projects will be programmed and funded as they are today but……*will now include context classification*
- Increased emphasis on partnerships and assembling funding packages

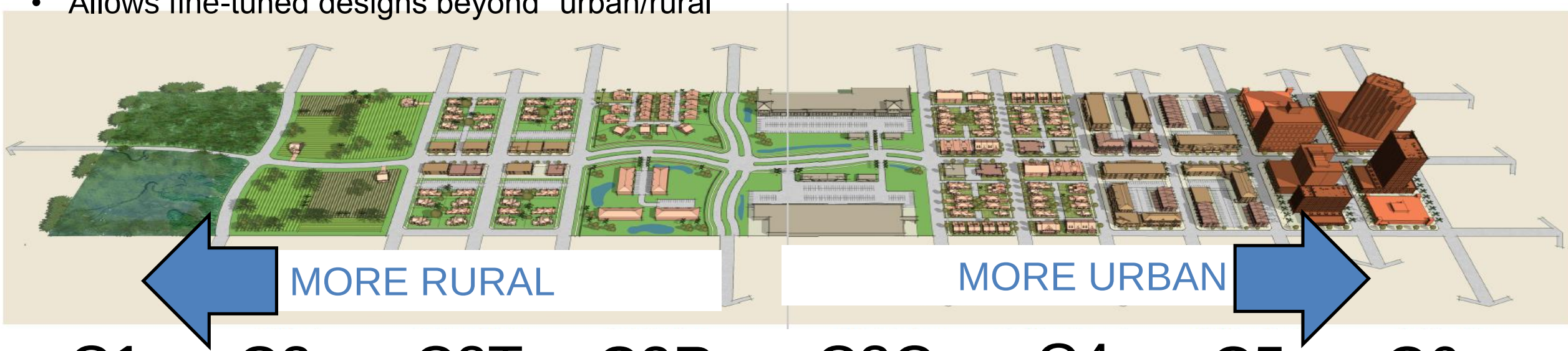


Context Classification System

- At the heart of Complete Streets
- Puts the context in “context-based design”
- Based on the common “transect”

- Allows fine-tuned designs beyond “urban/rural”

- Determines design criteria, including appropriate design speed



C1	C2	C2T	C3R	C3C	C4	C5	C6
Preserve	Rural	Rural Town	Suburban Residential	Suburban Commercial	Urban General	Urban Center	Urban Core

FDOT Completing FLORIDA'S STREETS

Handbook Review

Context Classification	Distinguishing Characteristics	Land Use	Building Height	Building Placement	Fronting Uses	Location of Off-street Parking	Roadway Connectivity		
							Intersection Density	Block Perimeters	Block Length
		Description	Floor Levels	Description	Yes/No	Description	Intersections/ Square Mile	Feet	Feet
C1-Natural	Lands preserved in a natural or wilderness condition, including lands unsuitable for settlement due to natural conditions.	Conservation Land, Open Space, or Park	N/A	N/A	N/A	N/A	N/A	N/A	N/A
C2-Rural	Sparsely settled lands; may include agricultural land, grassland, woodland, and wetlands.	Agricultural or Single-Family Residential	1 to 2	Detached buildings with no consistent pattern of setbacks	No	N/A	N/A	N/A	N/A
C2T-Rural Town	Small concentrations of developed areas immediately surrounded by rural and natural areas; includes many historic towns.	Retail, Office, Single-Family or Multi-Family Residential, Institutional, or Industrial	1 to 2	Both detached and attached buildings with no, shallow (<10'), or medium (10' to 24') front setbacks	Yes	Mostly on side or rear; occasionally in front	>100	<3,000	<500
C3R-Suburban Residential	Mostly residential uses within large blocks and a disconnected or sparse roadway network.	Single-Family or Multi-Family Residential	1 to 2, with some 3	Detached buildings with medium to large (>10') front setbacks	No	Mostly in front; occasionally in rear or side	<100	N/A	N/A
C3C-Suburban Commercial	Mostly non-residential uses with large building footprints and large parking lots within large blocks and a disconnected or sparse roadway network.	Retail, Office, Multi-Family Residential, Institutional, or Industrial	1 (retail uses) and 1 to 4 (office uses)	Detached buildings with medium to large (>10') setbacks on all sides	No	Mostly in front; occasionally in rear, or side	<100	>3,000	>660
C4-Urban General	Mix of uses set within small blocks with a well-connected roadway network. May extend long distances. The roadway network usually connects to residential neighborhoods immediately along the corridor or behind the uses fronting the roadway.	Single-Family or Multi-Family Residential, Institutional, Neighborhood Scale Retail, or Office	1 to 3, with some taller buildings	Both detached and attached buildings with no, shallow (<10'), or medium (10' to 24') front setbacks	Yes	Mostly on side or rear; occasionally in front	>100	<3,000	<500
C5-Urban Center	Mix of uses set within small blocks with a well-connected roadway network. Typically concentrated around a few blocks and identified as part of a civic or economic center of a community, town, or city.	Retail, Office, Single-Family or Multi-Family Residential, Institutional, or Light Industrial	1 to 5, with some taller buildings	Both detached and attached buildings with no, shallow (<10'), or medium (10' to 24') front setbacks	Yes	Mostly on side or rear; occasionally in front, or in shared off-site parking facilities	>100	<2,500	<500
C6-Urban Core	Areas with the highest densities and building heights, and within FDOT classified Large Urbanized Areas (population >1,000,000). Many are regional centers and destinations. Buildings have mixed uses, are built up to the roadway, and are within a well-connected roadway network.	Retail, Office, Institutional, or Multi-Family Residential	>4, with some shorter buildings	Mostly attached buildings with no or shallow (<10') front setbacks	Yes	Side or rear; often in shared off-site garage parking	>100	<2,500	<660

Who Will Determine Context Classification?

- District Staff
  - District can assign staff to oversee context classification evaluation
  - Multiple offices/groups should be involved
  - On projects where FDOT currently coordinates with local governments, FDOT should continue to coordinate with local governments to calibrate context classification
  - Local form-based codes and zoning can be used to inform FDOT's context classification determination

- Final determination is made by FDOT

FDOT Design Manual (FDM)

www.FLcompletestreets.com

Highlights:

- FDM is a replacement for the Plans Preparation Manual (PPM)
- Design criteria are in the FDM, not in the Complete Streets Handbook
- Introduces context classification to determine design criteria
- First draft is ready for review at www.FLcompletestreets.com

Relationship to FDM

Context Classification	Allowable Design Speed Range for Non-SIS (mph)	Minimum Design Speed for SIS (mph)
C1 – Natural	55-70	65
C2 – Rural	55-70	65
C2T – Rural Town	25-45	40
C3 – Suburban	35-55	50
C4 – Urban General	30-45	45
C5 – Urban Center	25-35	35
C6 – Urban Core	25-30	30

Training

- **Regional Workshops for Local Partners**
  - » September 19 – Tallahassee
  - » September 21 – Tampa
  - » September 26 – Orlando
  - » **September 28 – Ft Lauderdale**
- **Context Classification, Handbook Structure, District Coordination**
- **Look for updates at www.FLcompletestreets.com**

Additional Resources

- FDOT Complete Streets Handbook
- FDOT Design Manual
- ITE/CNU Recommended Practice: Designing Walkable Urban Thoroughfares
- The SmartCode
- www.FLcompletestreets.com

Questions?

www.FLcompletestreets.com

Mobility Management Facilitation Program

Presented by:

Corine Farguson

Mobility Management Facilitator

Mobility Management Facilitation Program

ABOUT ANN STORCK CENTER

- Mission: Dedicated to enriching the lives of children and adults with developmental disabilities
- 1950s Ann Storck opened the Pediatric Care Center
- 1981 – Pediatric Care Center became Ann Storck Center, Inc.
- PROGRAMS: Residential Services, Transportation Services, Adult Day Training, Early Intervention Preschool, Expressive Arts and Hi-Ability Therapy Program
- Serving 300 individuals daily on 25,000 sq. feet of living and learning space

annstorckcenter™
Discovering Abilities-Building Independence

MOBILITY MANAGEMENT PROGRAM

MISSION STATEMENT

The Mobility Management Facilitation Program at Ann Storck Center is focused on improving co… transp… ste… d in… ith disabil… Br… bea…. Agencies in thei…

FDOT

PalmTran

metropolitan planning organization PALM BEACH MPO

SOUTH FLORIDA COMMUTER SERVICES

We're TOPS! BROWARD COUNTY TRANSPORTATION OPTIONS

TRI-RAIL™

Broward MPO Metropolitan Planning Organization
Move People | Create Jobs | Strengthen Communities

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Discovering Abilities-Building Independence

OVERVIEW OF ACTIVITY

- Pilot project in its infancy
- Establish team
- Meet with partners & key stakehold
- Situational a
- Work-plan

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SITUATIONAL APPRAISAL

K
- A
- C
- F
- P MPOs
- B CTCs
- S
- Safe and Mobil Seniors


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Broward County
Situational Appraisal

Mobility Management Facilitation Program

Mobility Management Facilitators will work with regional stakeholders to address mobility for individuals with disabilities and the aging population, by increasing their access to healthcare, employment, education, and other life-sustaining activities.

Ann Storck Center, Inc.

DRAFT SITUATIONAL APPRAISAL QUESTIONNAIRE

FDOT


annstorckcenter
Discovering Abilities - Building Independence

Palm Beach County
Situational Appraisal

Mobility Management Facilitation Program

Mobility Management Facilitators will work with regional stakeholders to address mobility for individuals with disabilities and the aging population, by increasing their access to healthcare, employment, education, and other life-sustaining activities.

Ann Storck Center, Inc.

DRAFT SITUATIONAL APPRAISAL QUESTIONNAIRE

FDOT

Palm Tran CONNECTION

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METHODOLOGY

Stakeholders:

- Service providers
- Coordinated Contractors
- Potential Coordinated Contractors
- Human Services Agencies
- Transportation Vendors
- Individuals
- Advocacy Groups

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SITUATIONAL APPRAISAL Feedback

COMPLETE

SHARE

CONNECT

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W-I-I-F-M?

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Thank You


QUESTIONS?
annstorckcenter™
Discovering Abilities-Building Independence

Telephone:

888-825-TRIP (8747)

Transit Email Address:

Mobilitymanagement@annstorckcenter.org

TRANSIT WEBPAGE:

www.annstorckcenter.org/Mobility-Management-Program

(Under Construction)

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Metropolitan Planning Organization

Mobility Hubs:
A Complete Streets Approach

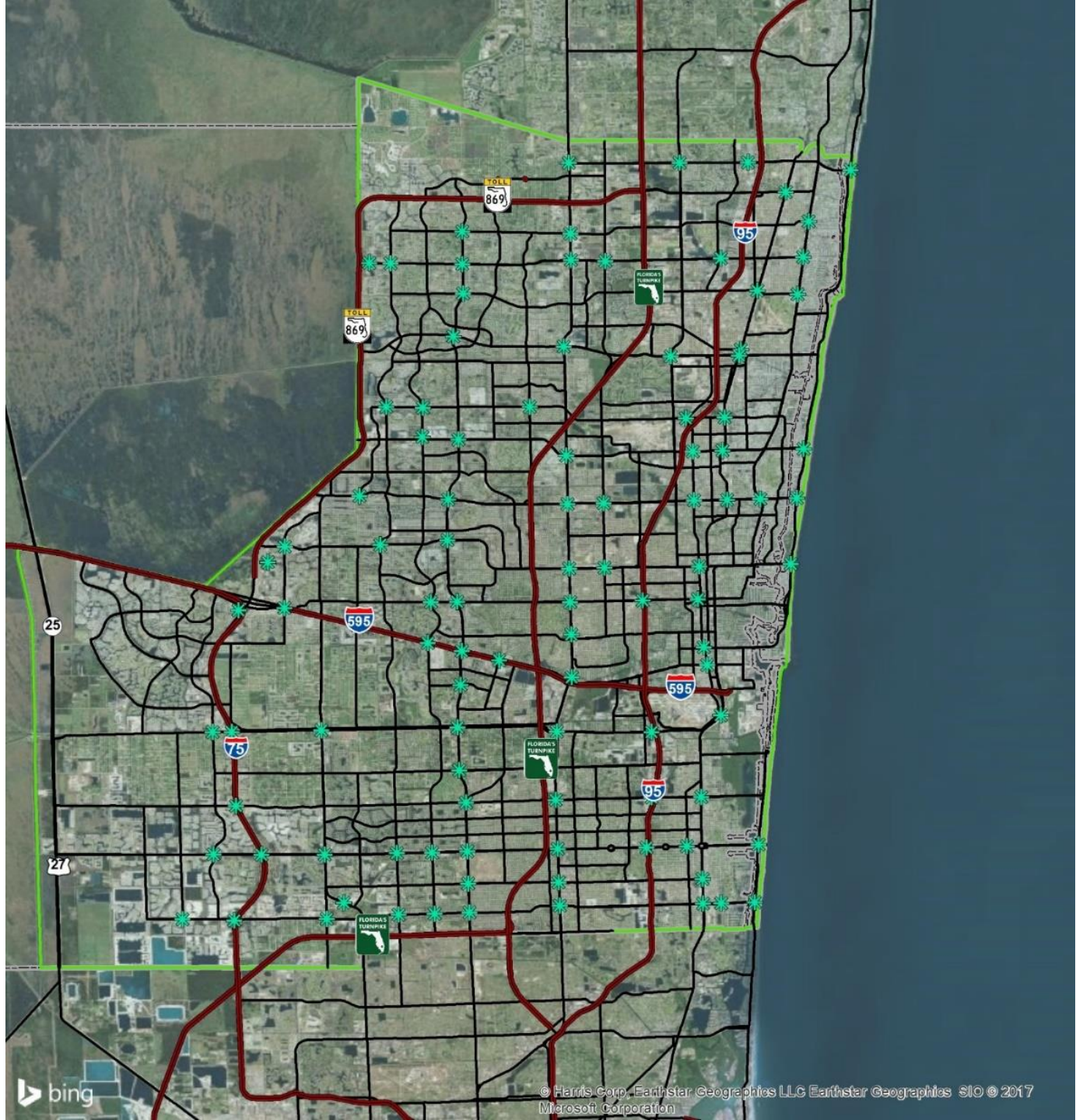
July 10, 2017

James Cromar
Deputy Executive Director, Strategic Initiatives

Where did we begin?

"Mobility Hubs are locations where **people meet transit** and are classified by the ***expected*** transit use and surrounding land use."

2035 Transportation Transformation



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THOR Corridor Studies

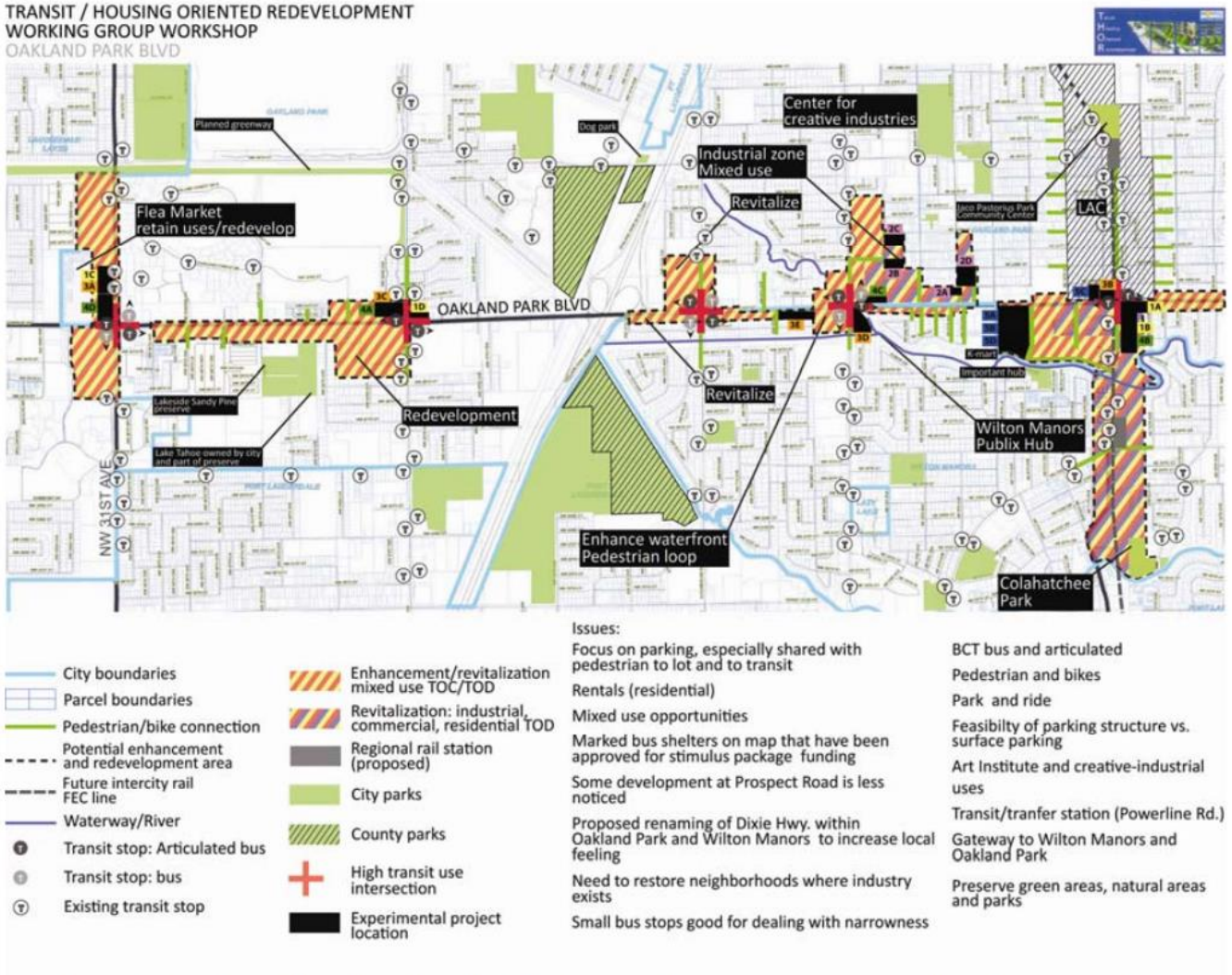

Fig 19. Strategic Area Plan developed at the Project Management Team charrette. Source: Broward Community Design Collaborative, Kevin Cruz and Anthony Abbate. (Spring 2009)

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THOR Corridor Studies

Fig 16. Preferred area plans. Plan detail of the highest rated scheme (Oakland Park Boulevard and NW 31 Avenue) from the first community scorecard event. Note the predominant pedestrian circulation (indicated in taupe) is off of the main corridor; pedestrian access to transit facilities is enhanced through the use of water features and shade trees; pedestrian and bicycle access is provided to nearby waterways. A circular form with corresponding crosswalk design creates a coherent urban space at the intersection with NW 21 Avenue.

Source: FAU School of Architecture,Gregory Hoffman, Francisco Martinez-Agullo. (Spring 2009)

THOR Corridor Studies

Fig 17a. Preferred area plans. Plan of 2nd ranked scheme (Oakland Park Boulevard at Andrews Avenue) from the first community scorecard event. The scheme features redevelopment of existing industrial uses and commercial shopping centers with mixed uses; predominant pedestrian circulation off of the main corridor; and enhancement of the accessand use of existing waterways and landscapes. Source: FAU School of Architecture, Brian Collins, Alan Dritenbas. (Spring 2009)

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THOR Corridor Studies

Fig 17b. Plan detail of 2nd ranked scheme (Oakland Park Boulevard at Andrews Avenue) illustrating bus pull out and pedestrian crossing configurations. Crosswalks are aligned with pedestrian passageways and entrances while continuous overhangs provide shelter at redevelopment sites fronting each transit facility. Source: FAU School of Architecture, Brian Collins, Alan Dritenbas. (Spring 2009)

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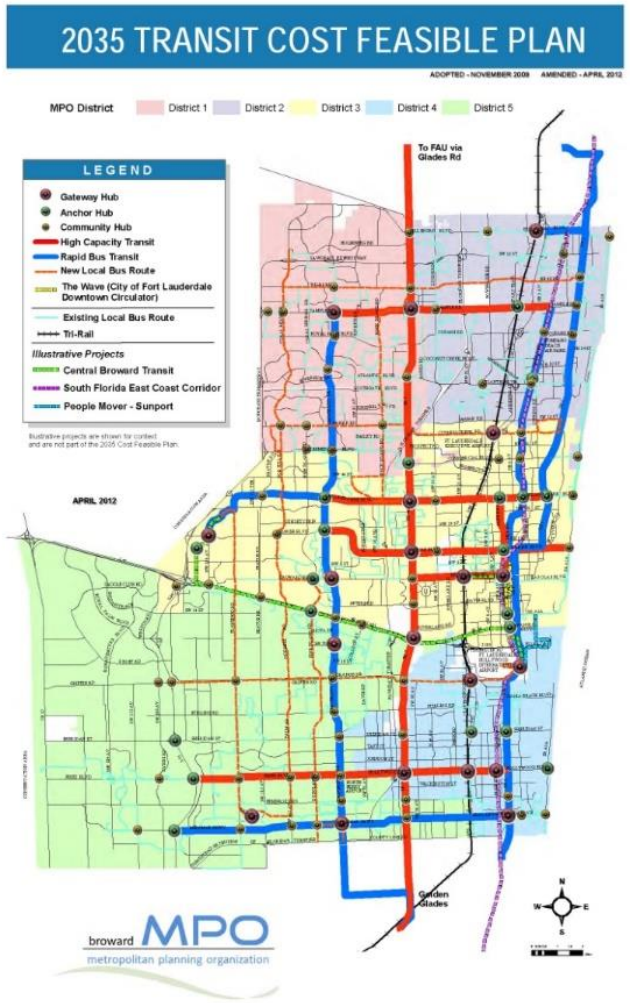
Mobility Hubs

Gateway Hubs $8.2M

Anchor Hubs $1.9M

Community Hubs $57K



High Capacity

Rapid Bus

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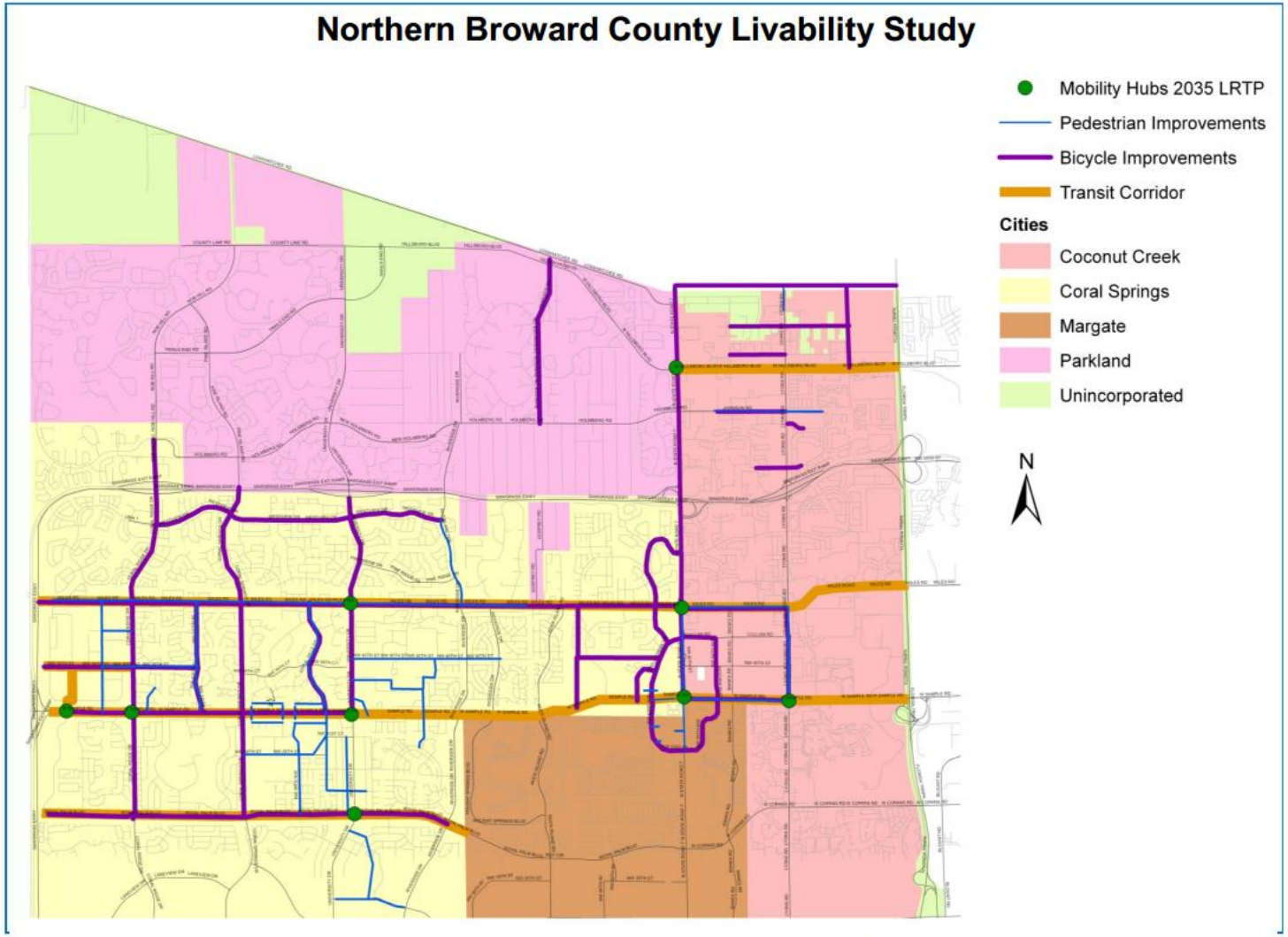
Northern Broward County Livability Study



Recommendations for bicycle and pedestrian facilities seek to improve connectivity around transit corridors and Mobility Hubs. Source: Broward MPO

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ardMPO.org

Northern Broward County Livability Study

ba
Bermello Ajamil & Partners, Inc

CITY OF COCONUT CREEK
STATE ROAD 7 / SAMPLE ROAD
BUSWAY / BUS TRANSFER STATION CONCEPT PLAN
UNDER OVERPASS ALTERNATIVE

0 30 60 120
GRAPHIC SCALE: 1"=60'-0"

January 20, 2010

Broward MPO
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Northern Broward County Livability Study

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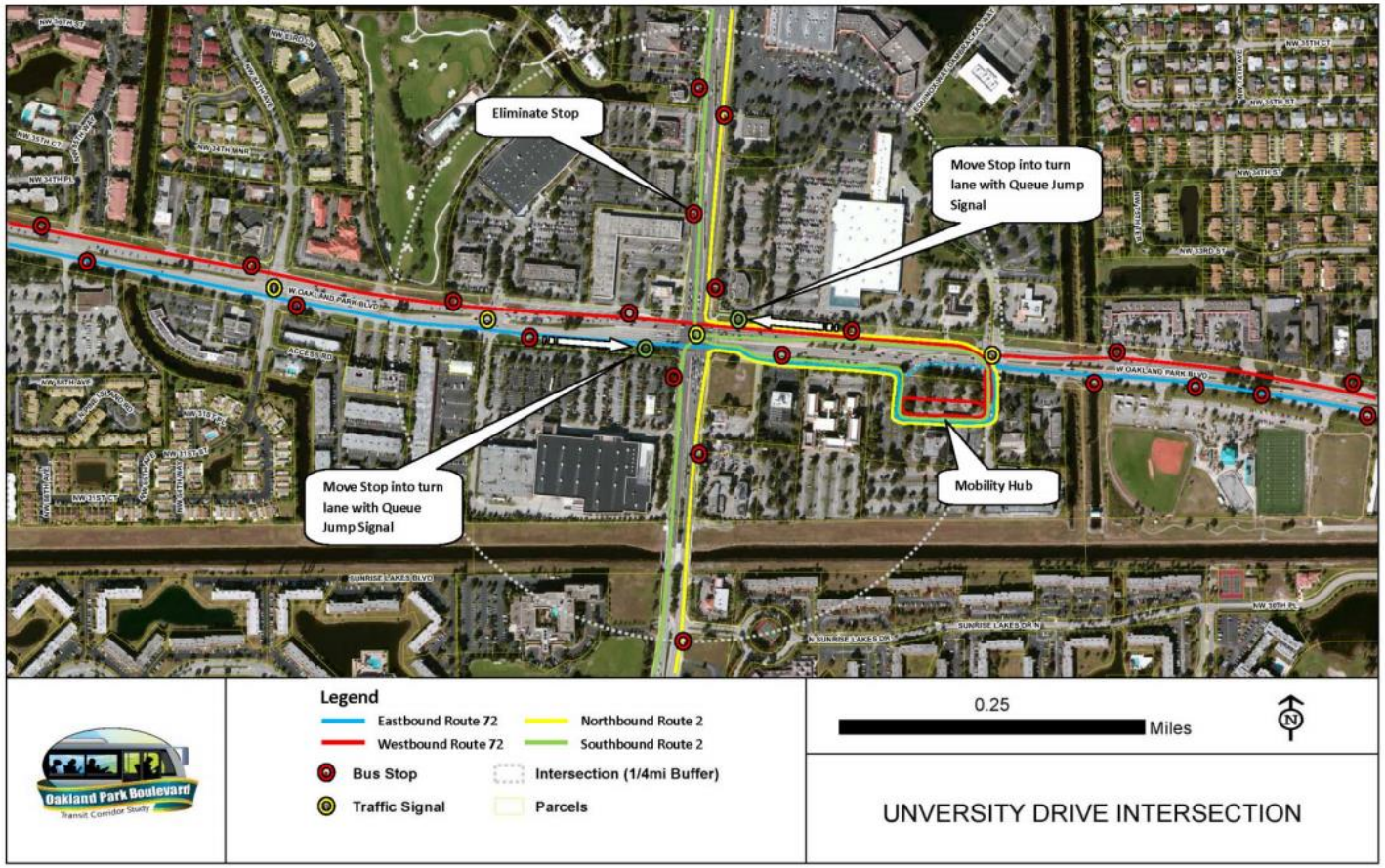
Metropolitan Planning Organization

Oakland Park Boulevard Transit Study

Figure 13: University Drive Intersection - Mobility Hub Transit Routing Study



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Oakland Park Boulevard Transit Study

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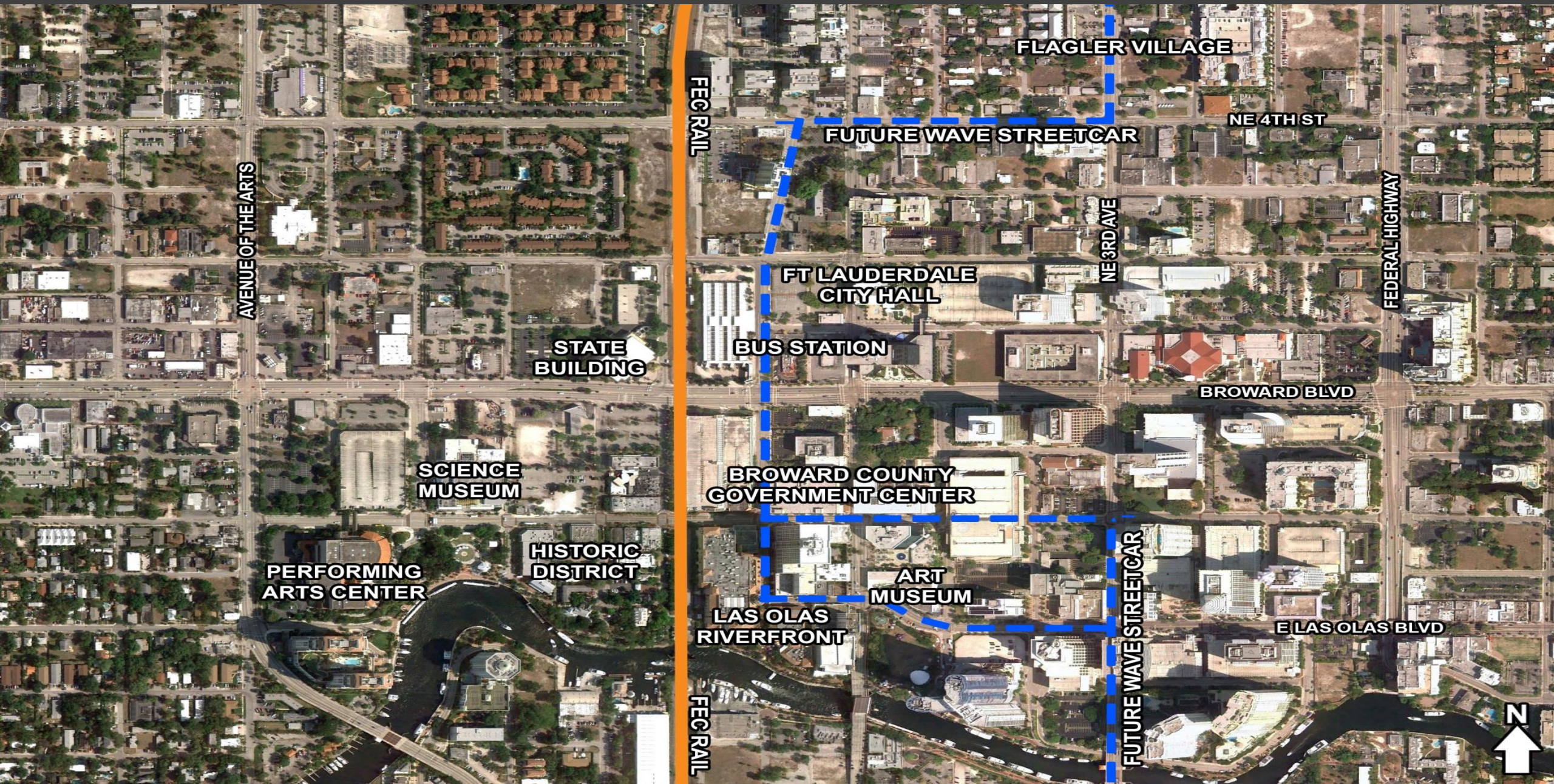
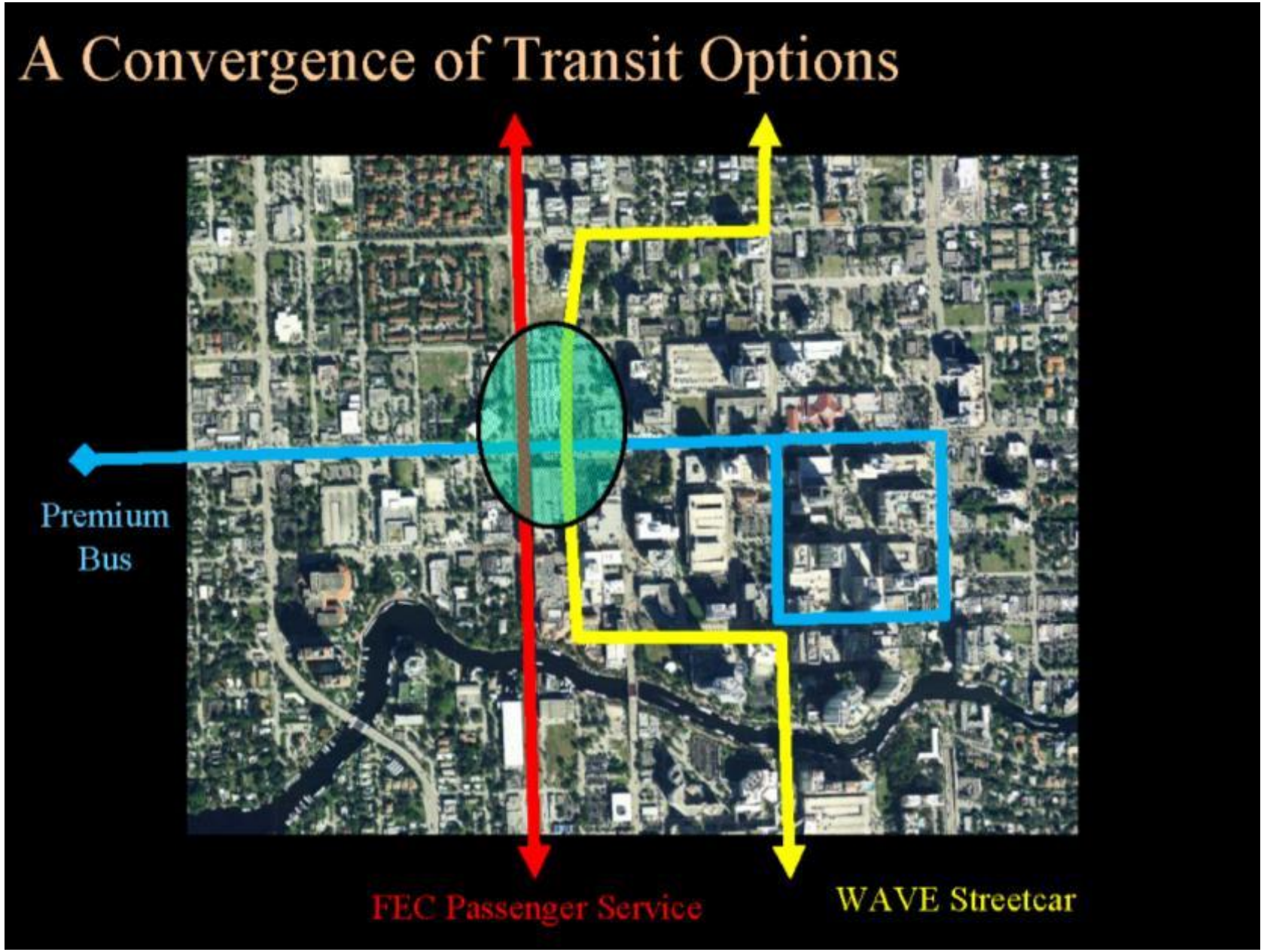
FORT LAUDERDALE





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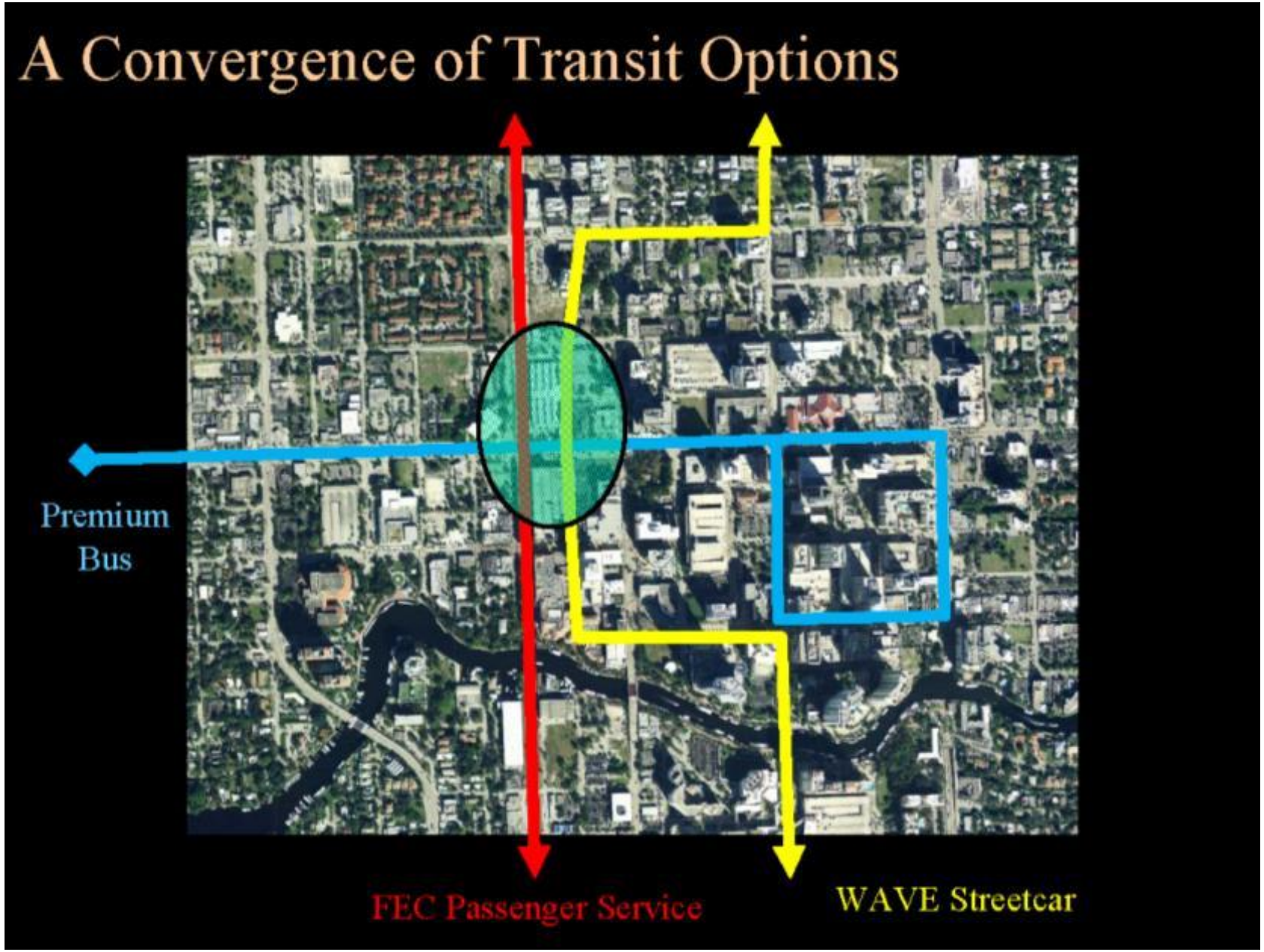

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Mobility Hubs

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Metropolitan Planning Organization


MAY 25
MAY 25
Central Station
Central Station

Hollywood / Pines Boulevard Corridor Study

Broward MPO
Metropolitan Planning Organization

Hollywood / Pines Boulevard Corridor Study

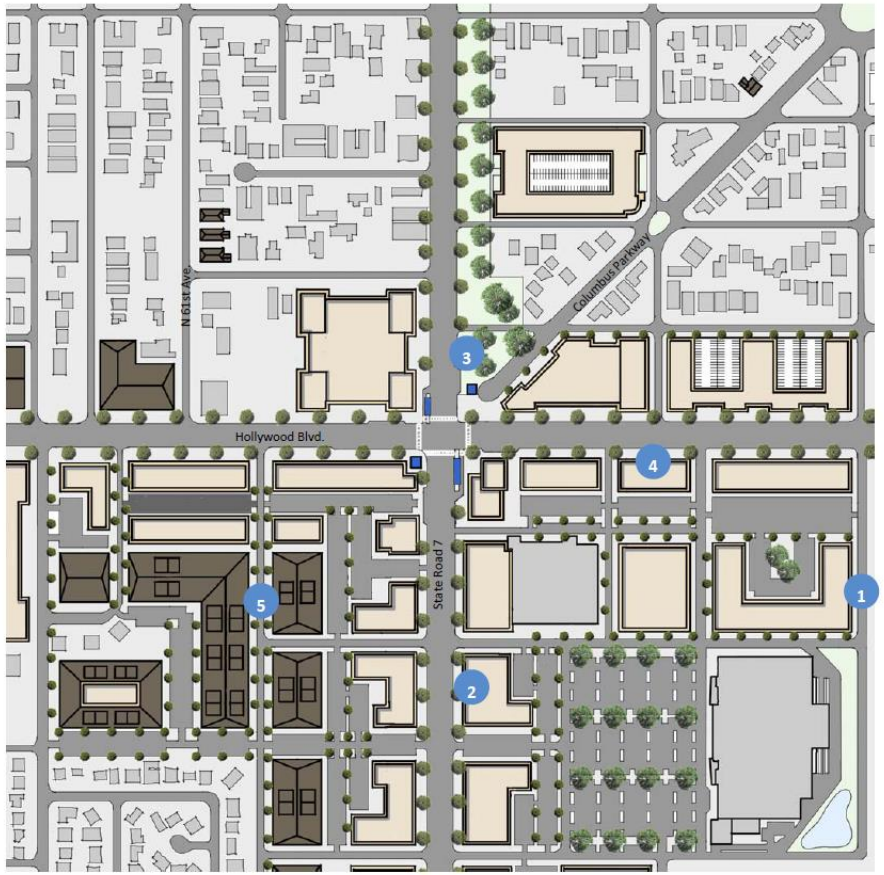

Figure 7-6: Hollywood Blvd & SR 7 – Proposed Master Plan

Hollywood/Pines Corridor Project

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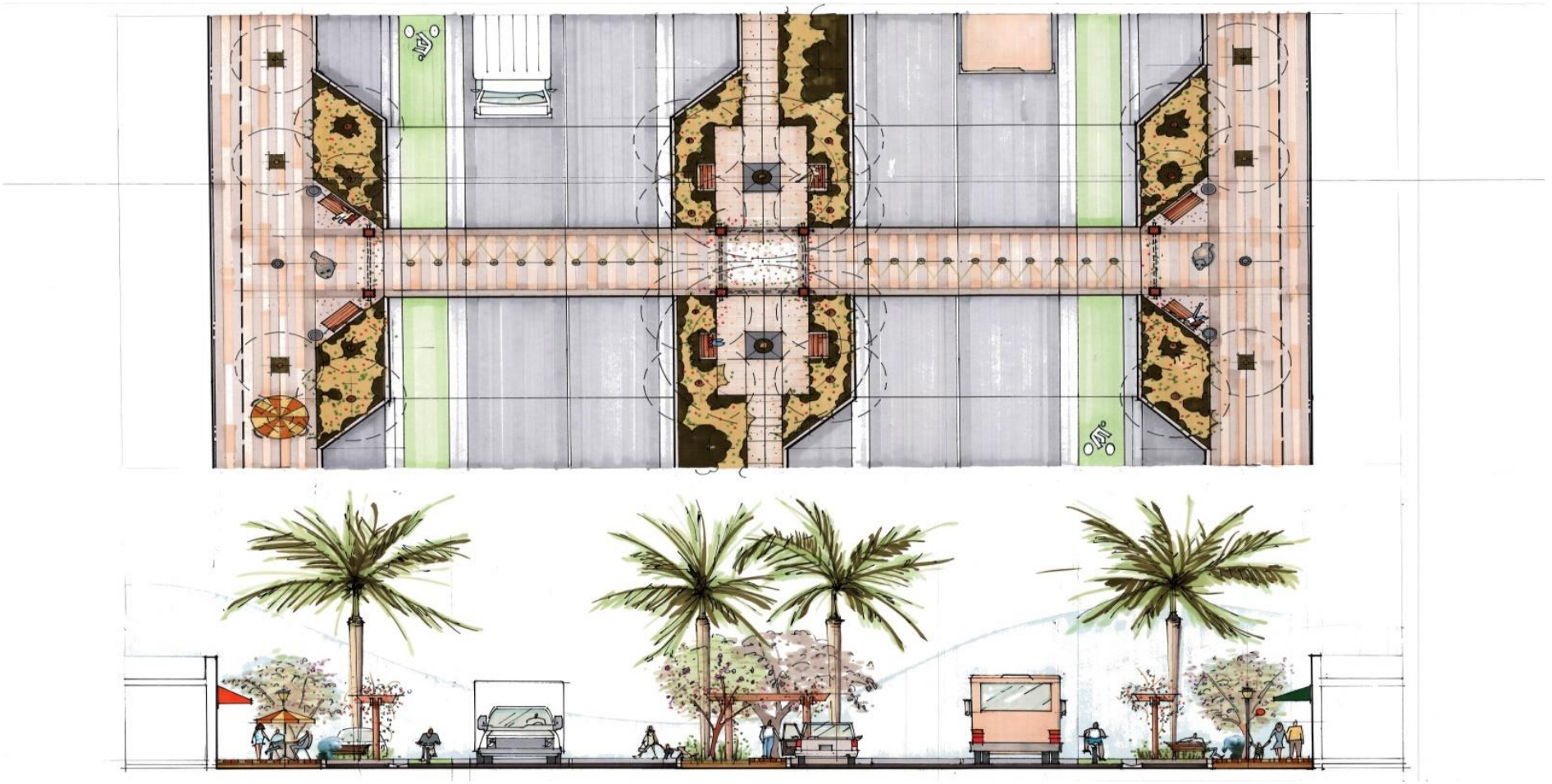
Hollywood / Pines Boulevard Corridor Study



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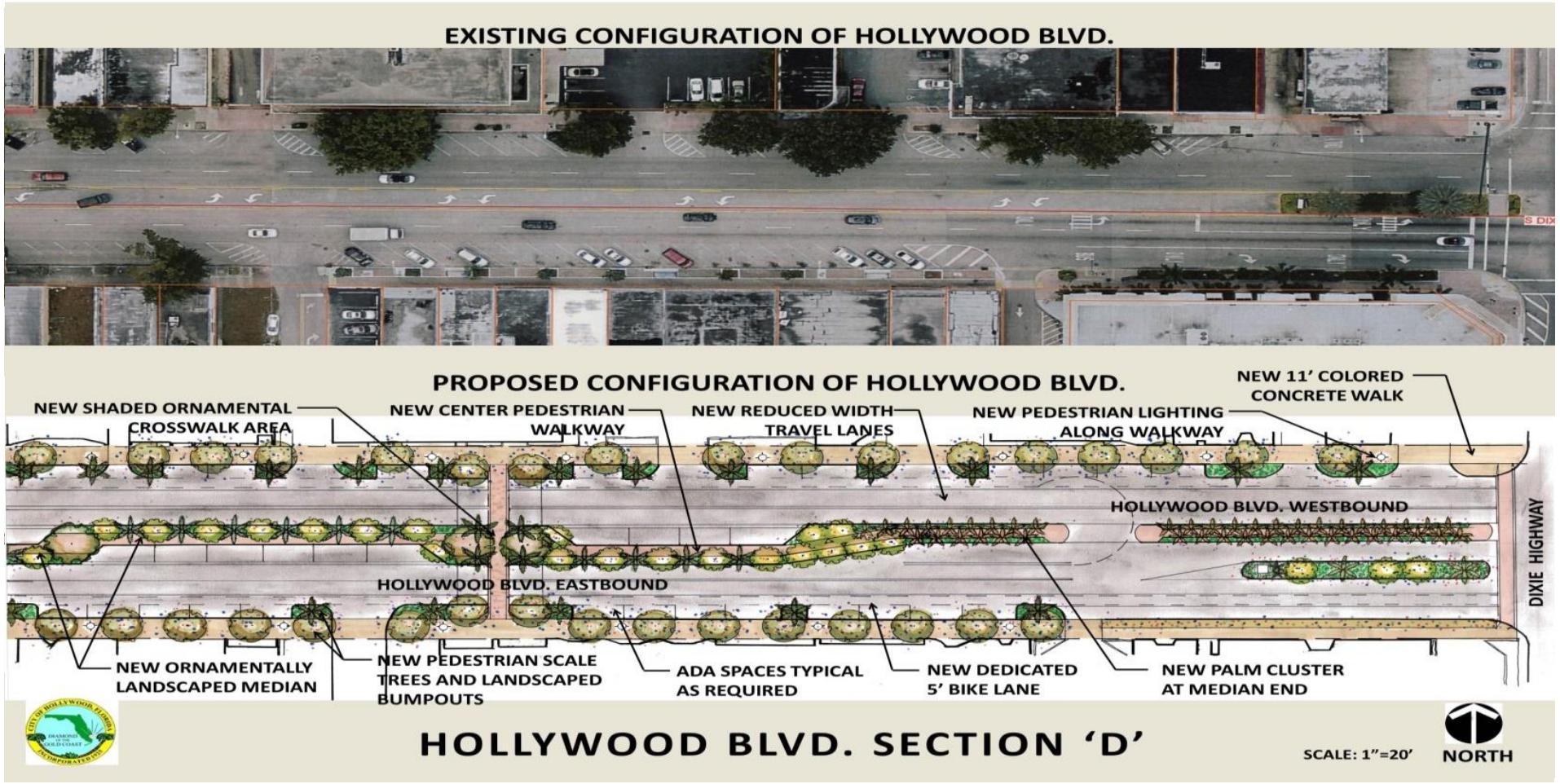
Hollywood / Pines Boulevard Corridor Study



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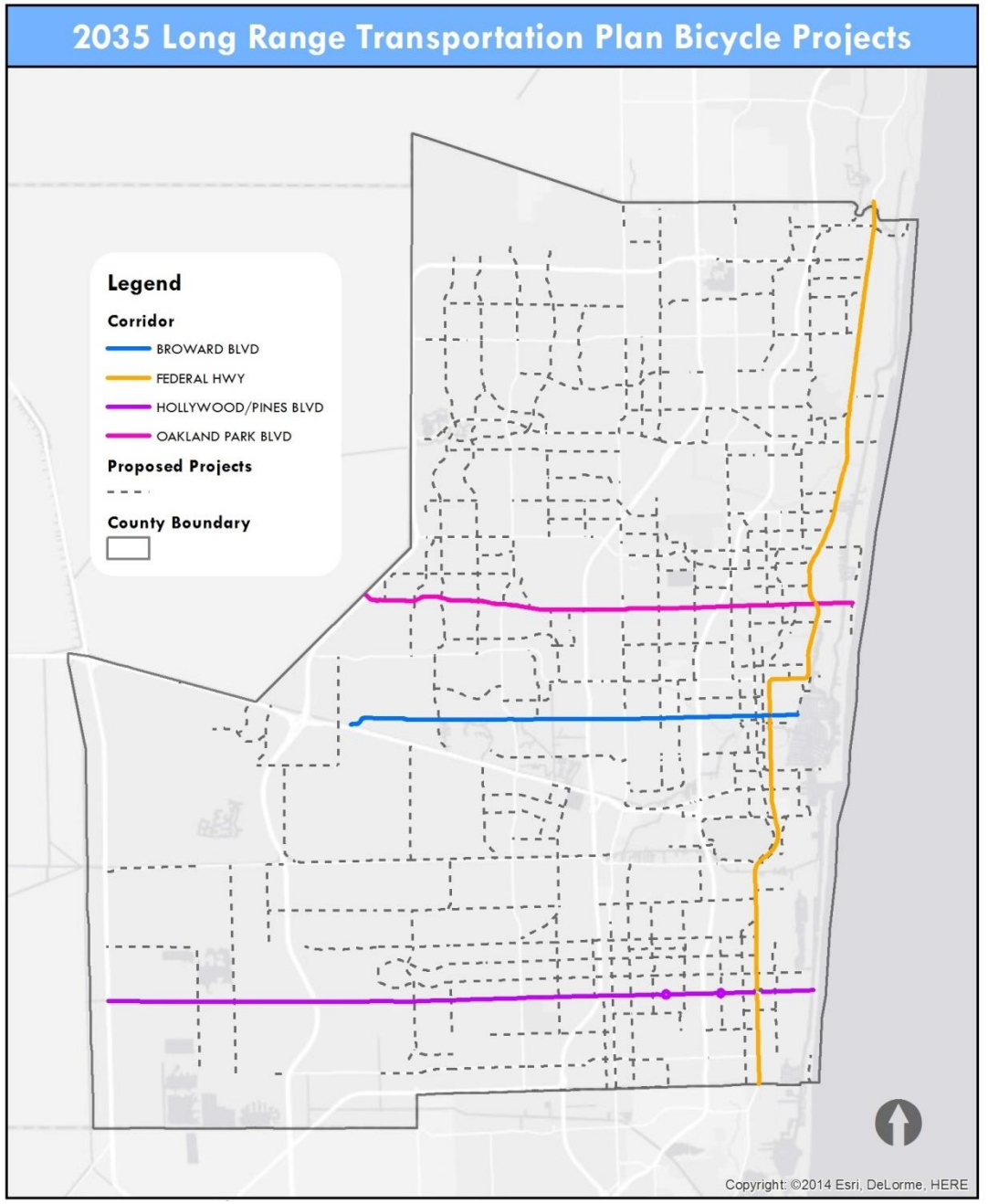
Pedestrian and Bicycle Networks

- Prioritization of Bicycle Projects along Transit Corridors



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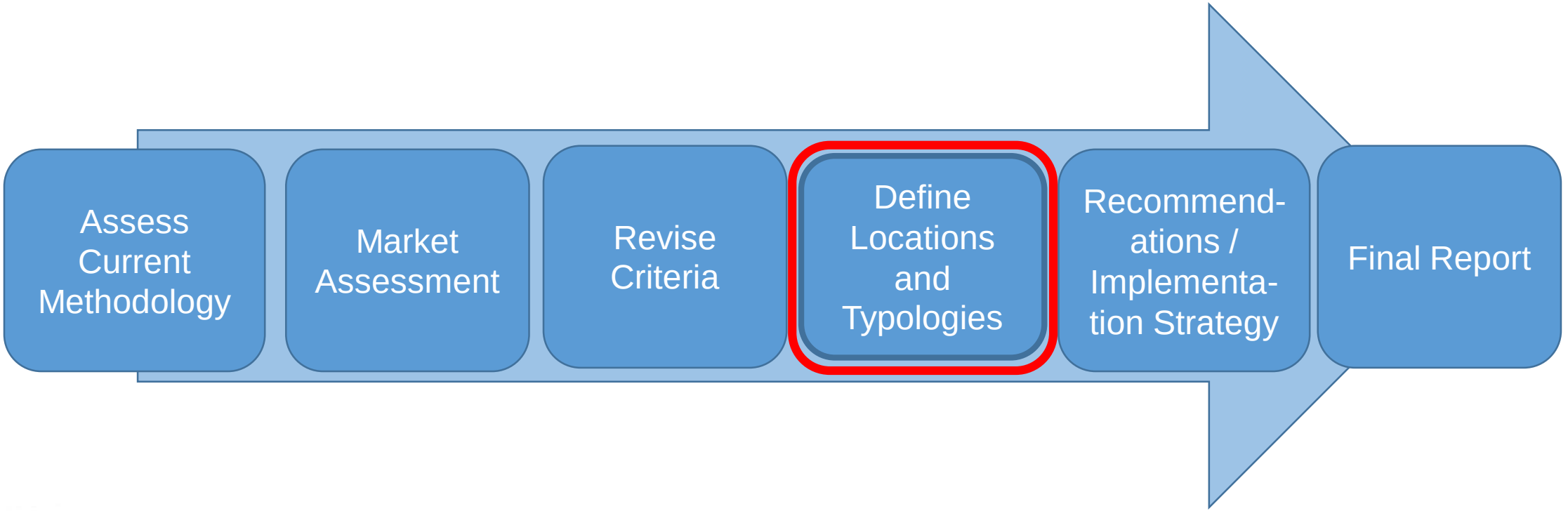
Pedestrian and Bicycle Networks

"… all pedestrian improvements located within one-half mile and all bicycle improvements located within three miles of a public transportation stop or station shall have a de facto physical and functional relationship to public transportation."

Final Policy Statement on the Eligibility of Pedestrian and Bicycle Improvements Under Federal Transit Law

http://www.gpo.gov/fdsys/pkg/FR-2011-08-19/pdf/2011-21273.pdf

Revisit and Update Mobility Hubs Program



Corridor Improvements

- Make better use of existing rights-of-way
- Minimize the need for road widening

Corridor Improvements

Traffic Flow Improvements:

- Traffic Signal Progression
- Intersection Improvements

Transit Service Improvements:

- Bus Transit Signal Priority
- Bus Queue Jump Lanes
- Bus Islands
- Bus Stop Upgrades

Bike/Pedestrian Improvements:

- Bike lane continuity
- Complete missing sidewalk links

Contact Us

James Cromar
Deputy Executive Director, Strategic Initiatives
(954) 876-0038
cromarj@browardmpo.org

MEMBER UPDATES

THANK YOU!

- Any Final Questions?
- Next CSAC Meeting – September 11, 2017
- Don’t Forget to Visit the Complete Streets webpage at:
  www.browardmpo.org/projects-studies/complete-streets
- If you have any questions or comments, please contact
  Ricardo Gutierrez at 954.876.0044