



Complete Streets

Advisory Committee

Meeting Summary

July 8, 2019

Broward MPO Complete Streets Advisory Committee (CSAC) July 8, 2019 Meeting Summary

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Broward MPO Complete Streets

Advisory Committee (CSAC) Meeting Summary

On Monday, July 8, 2019, the Broward MPO with the assistance of Kimley-Horn and Urban Health Partnerships hosted a Complete Streets Advisory Committee (CSAC) Meeting. During this meeting Slido, an interactive polling element, was utilized to collect information from CSAC members on a variety of goals and strategies. Polling results and next steps have been included in this summary.

Meeting Participants

Name	First	Last	Email	Agency
Abidem	Ajayi		aajayi@daviefl.gov	Town of Davie
Diana	Carrillo		diana.carrillo@oaklandparkfl.gov	City of Oakland Park
Miranda	Carson		mcarson@broward.org	Broward County Transit
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Roger	Lalanne		rlalanne@broward.org	Broward County
Eric	Lindstrom		elindstrom@kittelson.com	Kittelson & Associates
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Christina	Miskis		cmiskis@sfrpc.com	South Florida Regional Planning Council
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Kat	Regnier		kat@urbanhs.com	UHP
Ken	Reinhardt		kqr5130@bellsouth.net	Smart Growth Partnerships
Michael	Righetti		mrighetti@coconutcreek.net	Coconut Creek
Alba	Rubio		alba@urbanhs.com	UHP
Camille	Santiago		camillesantiago@ridecircuit.com	Circuit
Brad	Swing		bswing@sunrisefl.gov	City of Sunrise
Lisa	Juan		lisa.juan@kimley-horn.com	Kimley-Horn and Associates
Stewart	Robertson		stewart.robertson@kimley-horn.com	Kimley-Horn and Associates

Broward MPO Current Effort

Let's Go Biking! 2019



The Broward MPO and the City of Oakland Park hosted the annual Let's Go Biking! event on Saturday, June 1, 2019 at Jaco Pastorius Park. This event included complimentary items such as bike rentals, helmet-fittings, raffles, and food. Family-oriented activities included a bike rodeo, food demonstrations, a tour of the Urban Farming Institute and the escorted bike ride with the Broward County Sheriff's Office. A total of 67 biking participants attended the event.



Walking Audits

Since 2018, six (6) walking audits has been conducted by the Broward MPO. The most recent walking audit was conducted in the City of Pembroke Pines. Over 25 participants participated in the event on Saturday, June 15, 2019. Information about the walking audits and the reports can be found on the MPO website:
<http://www.browardmpo.org/index.php/walking-audits>



Training Opportunities

The Safe Routes to School (SRTS) Application Workshop is on August 13, 2019 at FDOT's District 4 Auditorium. Topics to be covered include an overview of the SRTS application and how to develop a competitive grant application. The workshop will also provide technical assistance from local SRTS professionals regarding new requirements and previous successful applications in addition details on the Grant Application Process (GAP) that all applications are required to complete for SRTS funding. For more information on Safe Routes to School (SRTS) visit: <http://www.srtstfl.org/>.



A lifetime of being active can beginon the way to school.

- Registration for the training here: <https://www.fdot.gov/safety/2a-programs/srts-workshop>

CSAC Survey Questions

The Broward MPO distributed a survey to obtain feedback on the impact of the CSAC meeting process with attendees. The goal of the survey is to gain a better understanding of how useful the meetings and presentations have been to CSAC members in learning new information that they may share with their respective agencies. Additionally, the survey focused on what has been effective and how future CSAC meetings may be improved either by enhancing the format or providing additional meetings.

Meeting Presentations

Complete Streets Design Guidelines 2.0 - Kimley-Horn and Associates

Presented by Stewart Robertson, P.E.



The slide title is "Complete Streets Design Guidelines 2.0" and the section title is "Why Complete Streets?". The list includes:

- Safety
- Equity
- Capacity
- Public Health
- Sustainability

partner agencies is currently being integrated in the guidelines.

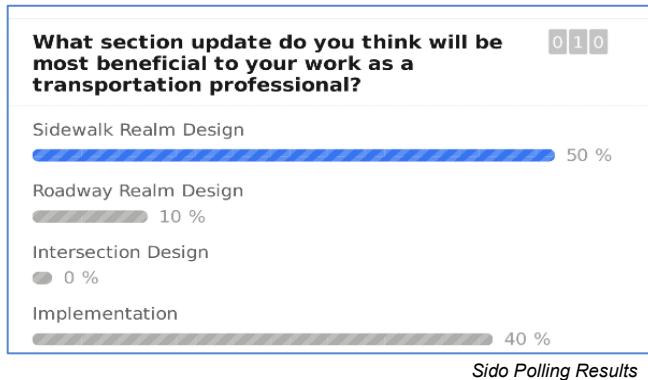
The Complete Streets Design Guidelines 2.0 is divided into the Sidewalk Realm Design, Roadway Realm Design, Intersection Design, and Implementation chapter. Updates regarding designs for sidewalks, roadways, and intersections to support pedestrians, bicyclists, and vehicles were discussed. More information will be provided to CSAC members at future meetings as the project moves towards the implementation phase of the Complete Streets Master Plan.

The Complete Streets Design Guidelines 2.0 incorporates FDOT's Context Classification suggestion in that various levels of speed limits are noted along the roadway to ensure that all users are safe. Additionally, Vision Zero also incorporates the importance of speed management. Traffic calming designs not only address the issue of speed management but also can add additional crosswalks to increase the opportunities for pedestrians to cross the street. Broward County Transit's recommendations that streets be redesigned with varying lane widths such as 11-foot lanes on roadways that support transit routes were incorporated.

Supporting bicyclists is a critical aspect of the Roadway Realm and covered under the specific section of the Complete Streets Design Guidelines 2.0. Separated bicycle lanes offer a vertical, physical barrier that effectively protects the bicycle lane from motor vehicle traffic.



The Implementation chapter outlines policies and procedures from the planning phase to implementation; scope of work, partner collaboration, cost estimates, and resolution. Special consider should be considered for lane elimination and evacuation routes.

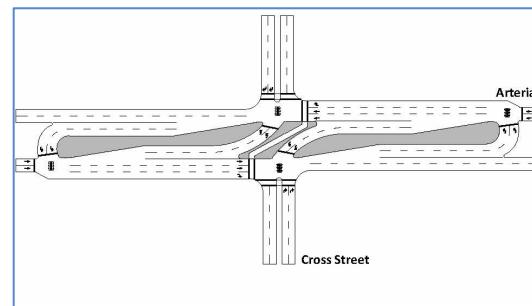


Pedestrian and Bicyclist Treatments at Alternative Intersections and Interchanges – Kittleson and Associates

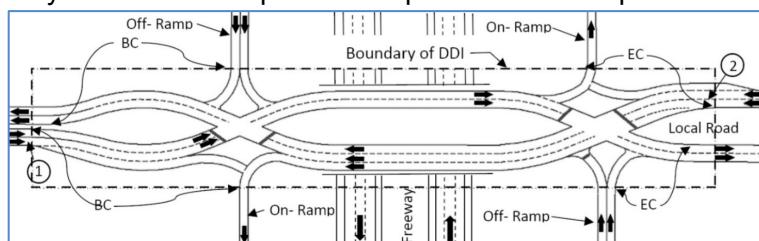
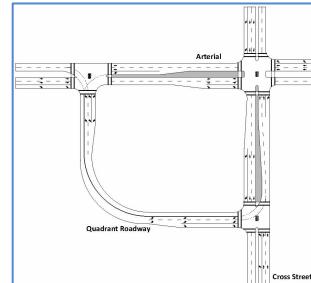
Presented by Eric Lindstrom, Associate Engineer

Eric Lindstrom with Kittleson & Associates presented on the behalf of Florida Department of Transportation (FDOT) Central Office. The presentation outlined with the following components.

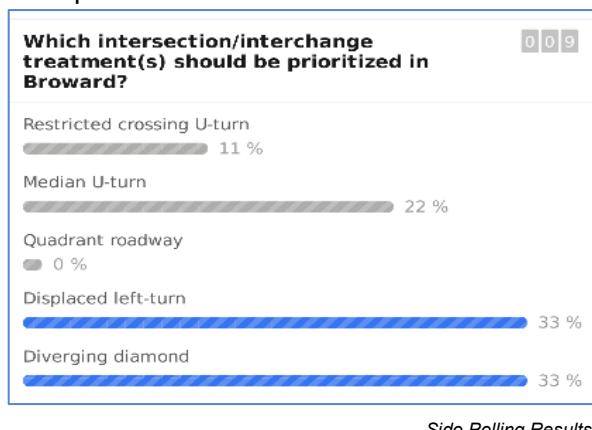
- Current research on pedestrian bicycle treatments
- Restricted crossing U-turn (RCUT) intersection
 - Major street crossing is generally one diagonal path
 - Allows pedestrians to cross the main street between one but not both pairs of opposing corners
 - Preferred option for bicycle movement is crossing major road with the pedestrians on the sidewalk
- Median U-turn intersection (MUT)
 - Eliminates direct left-turn from major and minor approaches
 - Two-phase pedestrian crossing
 - Allows pedestrians to cross major street during minor street through and right-turn signal phase



- Left-turning bicyclists from the side street and cyclists wanting to turn left from the main street
 - Can use pedestrian crosswalks to cross side street leg and then the far major street leg
 - Use the U-turn crossovers
- Quadrant roadway (QR) intersection
 - Extra crossings for pedestrians
 - Pedestrians conflict with right-turn vehicle
 - Through bicyclists on both intersecting streets
 - Choices for left-turning cyclists
- Displaces left-turn (DLT) intersection
 - Designed to accommodate pedestrian crossing
 - Median islands provide pedestrian refuge
- Diverging diamond interchange (DDI)
 - Fewer conflicting traffic streams
 - Central island serves as refuge between each stage or signal phase
 - Bicycles can utilize pedestrian paths or vehicle paths with bike lanes



A second presentation will be conducted by Florida Department of Transportation in the next CSAC meeting on September 2019.



Transit Oriented Development Planning on the FEC Corridor – South Florida Regional Transportation Authority & South Florida Regional Planning Council

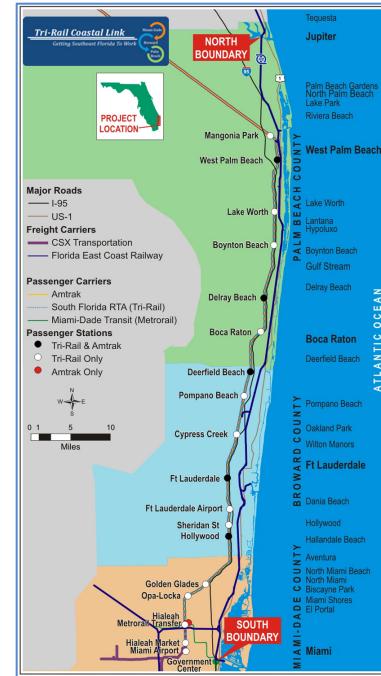
Presented by Vicki Gatanis, Transportation Planner & Christina Miskis, Regional Planner

South Florida Regional Transportation Authority's (SFRTA) primary responsible is for the Tri-Rail Commuter Service currently operating on the CSX corridor that is parallel to I-95. There are future plans to operate passenger rail on the Florida East Coast (FEC) Corridor. This potential service is called the Tri-Rail Coastal Link. One of the goals of the new service is to create opportunities for economic development around stations, create employment opportunities, and improve regional access and mobility.

In September 2015, the South Florida Regional Planning Council, Treasure Coast Regional Planning Council, and SFRTA received a million dollars for transit oriented development, station area, and corridor planning in anticipation of a commuter rail on the FEC.

The first part of the planning study was to identify access to transit best practices and the second part was to look at how those practices may be implemented into specific station area case studies. The mission of Transit Oriented Development (TOD) is to support and orient development towards transit in addition to promoting access to transit in a bike and pedestrian friendly manner. Promoting TOD in South Florida is expected to be a joint endeavor between the public and private entities. The future project hopes to establish station areas that support bicyclists and pedestrians for all ages and disabilities as well as transit users by supporting moderate distances under ten minutes of travels. The objective is to ensure trips are safe, meaningful, and direct for everyone by developing complete networks based on the Tri-Rail station locations while also supporting economic growth.

In the case studies, various local characteristics were analyzed such as the street grid in which people bike and walk to, collision rates, collision locations, vehicle speeds, key trends in transit access, and the bicycle connections. Several needs and opportunities were identifying, which resulted in a proposed concept for each location.



- Wilton Manors
 - Bike and pedestrian friendly area
 - Gaps and substandard facilities throughout the area
 - Connectivity between neighborhoods is good
 - Some areas for improvement as it pertains to comfort and the quality of street infrastructure
 - Proposed Concept: Complete Streets and Complete Networks
- Hollywood
 - Lacking connectivity between blocks and can be uncomfortable to walk and bike
 - Strong sense of place
 - Proposed Concept: Protected Intersection and Enhanced Railroad Crossing



The two other case studies, North Miami Beach and Delray Beach are not in Broward County but both included proposed concepts that can be used as examples for other areas. The proposed recommendations for North Miami Beach illustrate how new multi-modal connections can be made to areas north, south, and west of the proposed station using trails, walkways and bikeways. The proposed concept for Delray Beach highlights how neighborhood greenways will allow people biking to utilize residential, lower volume streets to access the major destinations west of the station area as well as popular destinations along other major corridors.

The TOD Planning Study including all the studies are available on the website www.trirail.com.

What elements of the TOD planning around future coastal link stations are most important to you as a CSAC member?	005
<ul style="list-style-type: none"> • safety • Connectivity • Place making and wayfinding • Connectivity + Sense of Place • Ped/bike safety 	

Sido Polling Results

Next Steps

Member Updates

- City of Hallandale Beach
 - Open Streets Back to School event
 - August 9, 2019 at 6pm
 - Before the first day of the 2019/2020 school to bring awareness to pedestrian safety.
 - Contact Eric Houston at ehouston@cohb.org if you are interested in participating.

CSAC 2019 Meeting Schedule

- Next Meeting: (*September meeting is cancelled*)
November 11, 2019: 2:00 p.m. – 4:00 p.m.
Located at Broward MPO
Trade Centre South
100 West Cypress Creek Road
6th Floor Board Room
Fort Lauderdale, Florida 33309



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For more information on activities and projects of the Broward MPO,
please visit: BrowardMPO.org

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