BROWARD COMPLETE STREETS
Better Streets • Better Broward • Better Life

Commitment and Evolution of Complete Streets
Broward Complete Streets Advisory Committee (CSAC) Meeting

Monday, January 13, 2020
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 QUESTIONS

Go to www.menti.com and use the code: 31 59 55
MPO CURRENT EFFORTS

- Complete Streets Guidelines 2.0
- Complete Streets Testimonials, submit your story!
- Let’s Go Biking 2020
- 7th Annual Safe Streets Summit - February 6 and 7, 2020
A Broward Complete Street changes our streets for people.
We're investing in safe transportation that strengthens our communities.
We're building Better Streets for people who drive, bike, walk, and take transit.

Complete Streets are streets planned, designed, and operated in the public space for users of all ages and abilities. These streets allow pedestrians, bicyclists, transit riders, and motorists to conveniently travel on the same facilities while using any mode of transportation. Complete Streets provide easy access to cross the street, walk to shops, ride the bus, bike to school, and drive to work in a safe and comfortable environment.

INTERACTIVE MAP
Click on the red dots for more details

Available online!

BetterStreetsBetterBroward.org
COMPLETE STREETS GUIDELINES 2.0

Available online!

COMPLETE STREETS TESTIMONIALS

Has a roadway improvement or public transit helped you in your everyday life?

The Broward Metropolitan Planning Organization (MPO) Complete Streets Initiative is inviting those who live, work and play in Broward to submit their story to be a part of the Better Streets, Better Broward, Better Life educational video. All drivers, walkers/runners, cyclists, and transit riders have an opportunity to share how the improved roadways in our neighborhoods have made a positive difference in their lives.

Send your story to info@browardmpo.org email with ‘Subject: BMPO Call for Stories’ by January 16, 2019. Want to Talk? Call us at (954) 876-0033.
As part of this year’s Safe Street Summit, multiple tours will be conducted through the Mobile Workshop. Please visit the Mobile Workshop page for more info [here](#).

**Welcome Reception: Meet in the Street - 5:00 p.m. - 7:30 p.m.**
Please join us at the 2020 Safe Streets Summit Welcome Reception: Meet in the Street at Fort Lauderdale’s MASS District.

**Friday, February 7, 2020**
Conference Day - 9:00 a.m. - 5:30 p.m.
Fort Lauderdale Marriott Harbor Beach Resort & Spa
Regular Registration Rates: Starting December 16, 2019

February 7: Conference Day
Registration Rate - $125

February 7: Conference Day
Discounted Rate for Government/Non-Profit/Student - $100

Mikael Colville-Andersen is an urban designer, author and a leading global voice in urbanism. Mikael is the host of the urbanism documentary series “The Life-Sized City” and during his presentation he will inspire with examples from around the world about how cities and citizens are the key to tackling climate change through design thinking in this, the Age of Urbanism.

SafeStreetsSummit.org
1. **Complete Streets Community Award**
Awarded to a local government or organization in Miami-Dade, Broward, or Palm Beach that has significantly contributed to the implementation of Complete Streets including doing an outstanding job engaging the community.

2. **Complete Streets Champion Award**
Awarded to an individual who has been an exceptional leader and catalyst in advancing Complete Streets in Miami-Dade, Broward, or Palm Beach.

3. **People’s Choice Award Best project**
Nominate a project that has helped advance Complete Streets efforts in Miami-Dade, Broward, and/or Palm Beach. Projects can include quick-build or permanent and long-term projects.

[https://www.safestreetssummit.org/safe-streets-awards-upcoming](https://www.safestreetssummit.org/safe-streets-awards-upcoming)
Alex Henry
FDOT District Seven
Bicycle/Pedestrian Coordinator
DOING MORE WITH LESS: IMPLEMENTING COMPLETE STREETS THROUGH RESURFACING PROJECTS

Alex Henry
FDOT District Seven Bicycle/Pedestrian Coordinator
WHAT IS COMPLETE STREETS?

- FDOT’s approach to plan, design, construct, reconstruct, and operate the transportation system
- Serve the transportation needs of users of all ages, abilities, and modes
- Context-Based
- Provide a transportation system responsive to local land development patterns
WHAT IS COMPLETE STREETS?

FDOT Context Classifications
WHY COMPLETE STREETS?

Improve Safety, Support Economic Development and Create Quality Places through integrated land use and transportation

FDOT’s Mission…
“provide a safe transportation system that ensures the mobility of people and goods, enhances economic prosperity and preserves the quality of our environment and communities”
WHY COMPLETE STREETS?

Vision: Zero Deaths

- 21% of bike/ped crashes in District 7 ended in serious injury or death
- Nearly 50% of pedestrian crashes occurred while a pedestrian was trying to cross the road

Districtwide Fatalities

<table>
<thead>
<tr>
<th>Year</th>
<th>Motorist</th>
<th>Pedestrian</th>
<th>Bicycle</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2012</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>2013</td>
<td></td>
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<td></td>
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<tr>
<td>2014</td>
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<td></td>
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<tr>
<td>2015</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>2016</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>2017*</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2018*</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*2017 and 2018 data unofficial at time of presentation
## WHY COMPLETE STREETS?

D7 State Highway System – Context Zone and Crash Distribution by Centerline Miles

<table>
<thead>
<tr>
<th>Context</th>
<th>Centerline Miles</th>
<th>% Centerline Miles by Context</th>
<th>Ped/Bike Crashes</th>
<th>% Ped/Bike Crashes by Context</th>
</tr>
</thead>
<tbody>
<tr>
<td>C1 – Natural</td>
<td>18</td>
<td>2%</td>
<td>8</td>
<td>0.1%</td>
</tr>
<tr>
<td>C2 – Rural</td>
<td>187</td>
<td>22%</td>
<td>110</td>
<td>1.9%</td>
</tr>
<tr>
<td>C2T – Rural Town</td>
<td>16</td>
<td>2%</td>
<td>44</td>
<td>0.8%</td>
</tr>
<tr>
<td><strong>C3C – Suburban Commercial</strong></td>
<td>322</td>
<td>38%</td>
<td>2,486</td>
<td>42.7%</td>
</tr>
<tr>
<td>C3R – Suburban Residential</td>
<td>191</td>
<td>23%</td>
<td>1,167</td>
<td>20.1%</td>
</tr>
<tr>
<td><strong>C4 – Urban General</strong></td>
<td>87</td>
<td>10%</td>
<td>1,536</td>
<td>26.4%</td>
</tr>
<tr>
<td>C5 – Urban Center</td>
<td>17</td>
<td>2%</td>
<td>364</td>
<td>6.3%</td>
</tr>
<tr>
<td>C6 – Urban Core</td>
<td>7</td>
<td>1%</td>
<td>102</td>
<td>1.8%</td>
</tr>
</tbody>
</table>
LEVERAGING RRR TO PROMOTE COMPLETE STREETS

- C4, C5, & C6 corridors are over-represented in crash data, especially for vulnerable road user crashes.
- Low hanging fruit have been picked.
- Opportunities to fully reconstruct C4, C5, C6 roads are rare.
LEVERAGING RRR TO PROMOTE COMPLETE STREETS

• The RRR program eventually touches every lane mile in the district.
• Candidate RRR projects are developed annually.
• RRR Program performance measures incentivize cost-efficiency.
LEVERAGING RRR TO PROMOTE COMPLETE STREETS

- Set aside district allocated funds, request MPO prioritization and pursue safety program funds when eligible.
- Screen RRR candidates annually and identify conceptual improvements.
- Identify programming strategy, potential funding sources and scenarios.
DISTRICT 7 RRR PROCESS

Existing Process

1. Candidate RRR List (based on prior year pavement condition)
2. Pavement Condition Released
3. Programmed RRR List
4. Develop Draft Design Scope of Services

- August
- September
- September - December
HOW DOES COMPLETE STREET FIT IN?

- Candidate RRR List (based on prior year pavement condition)
- Pavement Condition Released
- Programmed RRR List
- Develop Draft Design Scope of Services

August

- Screen RRR Candidates for Complete Streets needs
- Begin coordination with Locals

September

- Detailed review (RSA)
- Develop programming & funding strategy/scenarios

September - December
BUILDING A RRR “GOES-WITH” SCOPE

Identify list of safety and other opportunities from:

- Road Safety Audit
- Planning screens
- Input from locals
BUILDING A RRR “GOES-WITH” SCOPE
COMPLETE STREETS IS ABOUT MORE THAN JUST BIKE/PED

Projects are screened for all disciplines

- Traffic operations
- Drainage
- Lighting
- Access management
- Turn lanes
- Signalization

Example: SR 44 Citrus County
BUILDING A RRR “GOES-WITH” SCOPE
INPUT FROM LOCALS & STAKEHOLDERS

**What do you know?**
- Bike/Ped Issues
- Planned Trails
- Safety/Operational Issues
- Types of User
- Future Land Use
- Nearby Projects

**What would you like to see?**
- Changes to Typical Section
- Pedestrian Crossings
- Safety Improvements
- Operational Improvements
- Additional Features
BUILDING A RRR “GOES-WITH” SCOPE
INPUT FROM LOCALS & STAKEHOLDERS

SHAREPOINT SITE
• View upcoming RRR projects in your jurisdiction
• Get notified when new projects are created
• Provide project feedback

1) List any issues with existing bicycle/pedestrian facilities and network connections in this area. This includes gaps in sidewalk or trail networks as well as roadway crossings.

Agency Responses:
Agency: Pinellas County, Responder: Joan Rice
Response: There are no bicycle lanes as the speed is high. The sidewalks could be wider to accommodate passing people.

3) Are you aware of any safety issues that should be analyzed addressed? If so, please describe.

Note: For preliminary crash data summary, see Context Classification Report in Project Documents section above.

Agency Responses:
Agency: Pinellas County, Responder: Joan Rice
Response: Sight visibility with overgrown medians. The north 5 or 6 medians are part of a landscape project that will clean out some of the growth. Michael Kiddie, D7 Landscape Architect knows about this project.
BUILDING A RRR
“GOES-WITH”
SCOPE
INPUT FROM LOCALS & STAKEHOLDERS

PARTICIPATE IN FIELD REVIEWS

• Understand challenges first hand
• Hear from stakeholders with other interests and priorities
BUILDING A RRR “GOES-WITH” SCOPE
LEVERAGE FLEXIBILITY IN THE FDM

Florida Design Manual Chapter 114 Resurfacing, Restoration and Rehabilitation (RRR)

The following items must be included in each RRR project unless written authorization to deviate from this policy is obtained at a Director level position in the District:

1. Safety improvements needed to address crash problems.
2. Pavement Resurfacing/Rehabilitation.
3. Modifications necessary to Comply with the Americans with Disabilities Act (ADA).

Many safety items can be absorbed as part of a typical RRR scope of work
BUILDING A RRR “GOES-WITH” SCOPE
LEVERAGE FLEXIBILITY IN THE FDM - RETROFIT

Document design speed, posted speed, and allowable range

➢ Set a target speed

- **Design Speed**
  - Used to determine the design elements
  - Established by FDOT Design Manual
  - The speed at which all drivers are legally required to operate at or below.
  - Established by Procedure – Rule 14-15.012, Florida Administrative Code

- **Posted Speed**
  - The speed at which vehicles operate during free flow conditions.

- **Operating Speed**
  - The speed at which vehicles operate during free flow conditions.

SPEED LIMIT 30
COST ESTIMATING – “GOES-WITH” IMPROVEMENTS

Estimate Early, Update Often

Long Range Estimates should be completed after Road Safety Audit report
RRR GOES-WITH
SOMETHING IS BETTER THAN NOTHING

BUSCH BLVD

- 3.3 miles corridor
- City of Tampa and unincorporated Hillsborough County
- Corridor Planning Study recommended reconstruction to add median and bike lanes and fill sidewalk gaps
RRR GOES-WITH
SOMETHING IS BETTER THAN NOTHING

BUSCH BLVD

- Resurfacing project with construction to begin late Spring 2019
- Includes spot safety enhancements including spot medians and pedestrian crossings
- Continue to advance long-term vision through production process
WHAT ABOUT FUNDING?

MPO OPPORTUNITIES

• Funding allocated for RRR can typically not be used for additional elements

• Federal, state, and local sources can be added
WHAT ABOUT FUNDING?
STATE FUNDS RESERVED FOR COMPLETE STREETS

- Lane mile allocations for RRR projects to be used per FDM
  - Additional items of work to be funded with District Funds
- District 7 made a commitment in 2017 to implement Complete Streets
WHAT ABOUT FUNDING?

MPO OPPORTUNITIES

If projects are on the MPO priority lists, it opens additional funding opportunities and local awareness.

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### 2019 Hillsborough MPO List of Priority Projects

<table>
<thead>
<tr>
<th>2018 Priority</th>
<th>FPN</th>
<th>2040 LRTP Reference</th>
<th>Project Limits</th>
<th>Project Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td></td>
<td>Reduce Crashes</td>
<td>Busch Blvd (Dale Mabry to 56th)</td>
<td>Safety Enhancements</td>
</tr>
<tr>
<td>11</td>
<td>4364192</td>
<td>Reduce Crashes</td>
<td>MLK Urban Corridor Improvements</td>
<td>Safety Enhancements</td>
</tr>
<tr>
<td>12</td>
<td>4364891</td>
<td>Reduce Crashes</td>
<td>Kennedy Blvd (Westshore to Brevard)</td>
<td>Walk/Bike Safety</td>
</tr>
</tbody>
</table>
PRE-PLANNING

• Continuing to use existing District RRR process
• Adding new steps to process to address Complete Streets Policy
• Requires continuous coordination among multiple offices and external partners
• This coordination must be done quickly and efficiently, or will miss opportunity!
LESSONS LEARNED

• Each district operates a little differently but generally follow the same rules (Work Program Instructions, FDOT manuals, Targets)
• Funding is a challenge that requires multiple offices in the District, but it is not a barrier.
• New funding isn’t always needed – but most funds have strings. It’s a matter of getting the right type of funds plugged into the right project.
• Consolidated project scoping process helps
• Get the locals & MPOs on board with the goals
• Early and often communication
JACKSON STREET (DOWNTOWN TAMPA)

PROJECT BACKGROUND

Transit

Walking

Bicycling

Channel District

Port Tampa Bay Channel District Redevelopment

Channelside Waterfront Redevelopment

Source: Strategic Property Partners

Source: kenbaldwinre.com

Source: www.ptbchannelside.com

Source: University of Tampa

Source: www.tbo.com

Source: www.idahostatesman.com

Source: Tindale Oliver
PROPOSED CHANGES

Jackson Street (Downtown Tampa)

- Resurfacing
- Minor drainage improvements
- Upgraded signing and paving markings
- Lane reduction and two-way protected bike lane
- New traffic signal with pedestrian crossing at Governor St.
- Upgraded sidewalks and curb ramps
- Landscape pots/planters (movable)
- Curb extensions
COST CONSIDERATIONS

• In-house design
• Total CST cost (phases 52 & 57) = approx. $5.7M
• Majority of the additional cost was associated with:
  ▪ curb extensions/bulb outs at nearly every intersection
  ▪ associated drainage impacts
  ▪ traffic separator and supplemental signal heads associated with the two-way bike lane (cycle track)
• Project was broken into three sequence numbers to separate the resurfacing costs from the “complete streets” costs.

Jackson Street (Downtown Tampa)
FUNDING SOLUTIONS

- FDOT used state and federal funds to cover 100% of the cost; no local funds were used
- District Safety Office secured HSP funds to cover some of the additional costs
- Hillsborough MPO supported the project and allowed SU/STP funds to be applied to the complete street features and cover balance of project cost
PROJECT STATUS

- Construction complete October 2018

Jackson Street (Downtown Tampa)
QUESTIONS?
Chadwick Blue
Broward MPO
Project Coordination Manager
Mobility Hubs Status Update and Future Funding Program

Chadwick Blue, Project Coordination Manager
Broward MPO Board
January 13, 2020
Downtown Fort Lauderdale Mobility Hub

• Poor existing conditions
• Concentration of transit activity: BCT, shuttles, Virgin Train
• Consideration of future transit options
Downtown Fort Lauderdale Mobility Hub

• Safety, mobility, and placemaking improvements

• Construction commenced on November 25, 2019

• Project completion scheduled for October 5, 2020
Cypress Creek Mobility Hub

- City moving forward with Uptown Urban Village Plan
- Design is at 60%
- Streetscape improvements funded in 2024
Hollywood/State Road 7 Mobility Hub

- Proposed improvements to safety, mobility, and placemaking
- Design is at 30%
Funding process through MTP

• Funding for capital improvements
  • CSLIP-like process
  • Key element: Sponsor Readiness

• Funding for planning assistance
  • Eligible expenses – need to determine what is eligible
  • Joint development opportunities
Evaluation Process

• Market Readiness
  • Origin and Destination (Housing and Employment)
  • Market Activity
  • Equity Criteria (Carless Households)

• Network Readiness
  • Existing transit frequency and ridership
  • Flexibility for future improvements / changed conditions

• Sponsor Readiness
  • Member Government Submits Application
Mobility Hub Candidate Locations

MOBILITY HUB CANDIDATE LOCATIONS

- Does Not Meet Minimum Criteria

**Typology - Transect**
- Urban Core
- Urban General
- Suburban Commercial
- Suburban Residential
- Suburban Commercial/Residential Mix

**Typology - Transit Activity**
- Rail Station
- Bus Transfer Center
- Park & Ride
- Streetside Transfer
Safety Elements

Protected Bike Lanes

Raised Pedestrian Crosswalk

Pedestrian Activated Signals

Pavement Upgrade

Pedestrian Refuge Median

In-Ground Lights

Pedestrian-Scape Lighting

Lighted Crosswalk
Placemaking Elements

- Community Entry Marker
- Wayfinding Signage
- Canopies / General Shading
- Community Plaza with Public Art
- Community Identity Feature / Wayfinding Map (Monument)
- Community Event Space
- Community Identity Feature
- Public Restroom
- Hollywood Beach Mural Building
Transit-Oriented Development/Joint Development

- Opportunities for housing and employment near transit
- MPO as a partner with public and private entities
- Not “one size fits all”
- Public infrastructure investments that encourage increased economic development
Thank you

Chadwick Blue, Project Coordination Manager
bluec@browardmpo.org
(954) 876-0051
MEMBER UPDATES
2020 Meeting Schedule

• March 9, 2020
• May 11, 2020
• July 13, 2020 *
• September 14, 2020
• November 9, 2020
THANK YOU!

• Any Final Questions?

• Next CSAC Meeting – Monday, March 9, 2020

• 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