



Memorandum

■
5200 NW 33rd Avenue
Suite 109
Ft. Lauderdale, FL 33309

To: Ricardo Gutierrez, Broward MPO
Priscila Clawges, Broward MPO
Patrice Gillespie Smith, Urban Health Partnerships

Cc: Ali Hanes, E.I., Kimley-Horn
Carolina Simoes, Kimley-Horn

From: Stewart Robertson, P.E., Kimley-Horn

Date: June 25, 2013

Subject: Broward Complete Streets Initiative, Phase II
Demonstration Projects – MMLOS Analysis
043429002

Kimley-Horn and Associates, Inc. conducted an alternative level of service analysis utilizing the identified multimodal level of service (MMLOS) tool from the national scan conducted as an earlier task of this initiative (*National Scan of Alternative Level of Service Methodologies*, Kimley-Horn and Associates, Inc., April 2013). The MMLOS analysis was conducted for two Complete Streets demonstration projects to illustrate and measure the benefits of a more flexible tool than the traditional roadway-based level of service tool that has long been conventional in traffic engineering and transportation planning. The two Complete Streets demonstration projects were selected by the MPO working in conjunction with its local government partners and the Broward Complete Streets Technical Advisory Committee (Complete Streets TAC).

The two demonstration projects are Hollywood Boulevard from City Hall Circle to the Dixie Highway and Sunset Strip from NW 72nd Avenue to NW 19th Street. Meetings were held with the local municipalities (Hollywood and Sunrise) to help establish the vision for the type of roadway elements that will be included in the ultimate design of the Complete Streets demonstration projects.

The intent of the analysis is to compare the existing conditions to the proposed future conditions to the extent that the future conditions are known from the planning stages of the projects. The final street design improvements may be modified somewhat during programming and design.

The results of the MMLOS analysis are shown in the spreadsheets attached to this memorandum. Also attached are summary notes from MPO staff describing the results of the meetings held with the local municipalities.

Below are stated a few important points to note within the results.

- The Automobile LOS score reported by LOSPLAN is unreliable for these corridors because there are few signalized intersections. LOSPLAN



assumes that all intersections studied are signalized and does not provide a choice for unsignalized intersections or roundabouts.

- Therefore, since the Automobile LOS score reported by LOSPLAN is unreliable for these corridors, Kimley-Horn took the extra step of calculating the Automobile LOS based on the FDOT Generalized Level of Service Tables. Within the FDOT Generalized Level of Service Tables, for Hollywood Boulevard we used interrupted flow facility thresholds. For the proposed future condition on Sunset Strip, we used uninterrupted flow for a 2 lane divided roadway (one lane in each direction) because there will be roundabouts instead of signalized or stop-controlled intersections. We were able to show that the Automobile LOS will remain the same on both of the demo project corridors.
- The Pedestrian LOS (PLOS) score is highly impacted by motor vehicle traffic volume per lane. Therefore, through this demo analysis we have found that the PLOS equation contained in the Highway Capacity Manual 2010 (and roughly replicated in the FDOT LOSPLAN software) does not work well for before-and-after comparisons of road diets. The reason is because in the “after” condition, all of the traffic volume is concentrated in one lane instead of two lanes (in the case of Sunset Strip). Therefore the equation calculated PLOS as if there were twice as much traffic volume on the street in the “after” condition. As a result, the analysis shows a slight degradation of PLOS on Sunset Strip. Keep in mind that the PLOS for both the existing and the future condition on Sunset Strip is good (B to C).
- We conducted an extensive analysis of PLOS for these two corridors to try to identify ways to improve the way it was modeling pedestrian conditions for these two demo project streets. We set-up an Excel spreadsheet to calculate the PLOS equation (Equations 17-31 through 17-34) directly from the Highway Capacity Manual (HCM) 2010. The results of this Excel spreadsheet are also attached. From this, we determined that the primary reason that there is not much difference in the PLOS score on Hollywood Boulevard between the before and after conditions is that the buffer distance and sidewalk width changes only slightly between the before and after conditions. The reason that the PLOS score degrades on Sunset Strip is because the PLOS equation uses the peak period 15-minute traffic volume per lane (so in the after condition all of the peak period traffic is concentrated in one lane rather than spread out between two lanes, effectively doubling the volume from the perspective of the PLOS model).
- The proposed Complete Streets demo projects improve Bicycle LOS (BLOS) from D to C on Hollywood Boulevard and from D to B on Sunset Strip.
- The proposed Complete Streets demo projects improve Bus LOS from C to B on Hollywood Boulevard and remain at D on Sunset Strip.

The adjustment factors recommended in the *National Scan of Alternative Level of Service Methodologies*, April 2013, are summarized on the following page along with scoring threshold ranges for PLOS/BLOS and Bus LOS.

ADJUSTMENT FACTORS

5 Pedestrian Connectivity: Distance between intersections or mid-block crossings

300' or less	5
301' to 400'	4
401' to 500'	3
501' to 600'	2
Over 600'	0

6 Presence and quality of pedestrian features (good sidewalk condition; lack of obstacles; ADA compliance; shade trees; street furniture)

High quality	5
Moderate quality	3
Low quality	2
Poor quality or no features	0

URBAN FORM CHARACTERISTIC	URBAN FORM RATING		
	<i>Good</i>	<i>Fair</i>	<i>Poor</i>
Building Setbacks	Close (<30')	Mixed	Far (≥30')
Spacing Between Buildings	Close (<30')	Mixed	Far (≥30')
Physical Barriers Between Sidewalk and Building	None	Some	Many
Off-street Parking Area Location	Rear	Side	Front

Urban Form Rating	Bicycle/Pedestrian Adjustment Factor	Transit Adjustment Factor ¹
Good	0.80	1.2
Fair	0.95	0.95
Poor	1.2	0.80

¹ The transit adjustment factor is inverse to the bicycle and pedestrian adjustment factor due to the inverse scoring scale used in ARTPLAN.

LOS THRESHOLDS

Multimodal LOS

The bike and pedestrian level of service (LOS) is determined by comparing the bike and ped score with the following table:

Level of Service Link, Interchange and/or Segment Score

A	≤ 2.00
B	> 2.00-2.75
C	> 2.75-3.50
D	> 3.50-4.25
E	> 4.25-5.00
F	> 5.00

The bus level of service (LOS) is determined by comparing the bus score with the following table:

Level of Service Link Score

A	> 6
B	> 4 and ≤ 6
C	≥ 3 and ≤ 4
D	≥ 2 and < 3
E	≥ 1 and < 2
F	< 1

Broward Complete Streets Phase II - Demonstration Project Corridors MMLOS Analysis

EXISTING CONDITIONS RESULTS

Roadway	From	To	Direction ⁽¹⁾	FDOT Generalized Service Volume Auto LOS	LOSPLAN RESULTS						FINAL RESULTS - AFTER APPLICATION OF ADJUSTMENT FACTORS								
					Auto LOS ⁽²⁾	Bicycle LOS Score	Bicycle LOS Grade	Ped LOS Score	Ped LOS Grade	Bus LOS Score	Bus LOS Grade	Average Bike/Ped Factor	Average Transit Factor	Bicycle LOS Score	Bicycle LOS Grade	Ped LOS Score	Ped LOS Grade	Bus LOS Score	Bus LOS Grade
Hollywood Boulevard	City Hall Circle	24th Avenue	Eastbound	D	F	4.63	E	1.88	A	3.11	C	0.89	1.09	4.13	D	1.68	A	3.40	C
	24th Avenue	S 22nd Avenue	Eastbound	D	F	4.23	D	2.12	B	3.28	C	0.89	1.09	3.77	D	1.89	A	3.58	C
	S 22nd Avenue	Dixie Highway	Eastbound	D	F	4.39	E	1.74	A	2.80	D	0.89	1.09	3.91	D	1.55	A	3.06	C
	Overall			D	F	4.42	E	1.96	A	3.12	C	0.89	1.09	3.94	D	1.75	A	3.41	C
Sunset Strip	NW 72nd Avenue	NW 68th Avenue	Westbound	D	D	4.23	D	2.72	B	2.96	D	1.01	0.94	4.27	E	2.74	B	2.79	D
	NW 68th Avenue	NW 64th Avenue	Westbound	D	F	4.25	E	2.07	B	2.96	D	0.97	0.97	4.11	D	2.00	B	2.86	D
	NW 64th Avenue	NW 19th Street	Westbound	D	E	4.22	D	2.70	B	3.29	C	1.01	0.94	4.26	E	2.72	B	3.10	C
	Overall			D	E	4.23	D	2.56	B	3.06	C	1.00	0.95	4.21	D	2.55	B	2.90	D

Notes: (1) ARTPLAN 2012 produces LOS results for the peak direction only.

(2) ARTPLAN only considers a segment with a signalized intersection at its terminus; therefore, the Auto LOS results from ARTPLAN do not apply to the context of these corridors.

FUTURE PROPOSED CONDITIONS RESULTS

Roadway	From	To	Direction ⁽¹⁾	FDOT Generalized Service Volume Auto LOS ⁽³⁾	LOSPLAN RESULTS						FINAL RESULTS - AFTER APPLICATION OF ADJUSTMENT FACTORS								
					Auto LOS ⁽²⁾	Bicycle LOS Score	Bicycle LOS Grade	Ped LOS Score	Ped LOS Grade	Bus LOS Score	Bus LOS Grade	Average Bike/Ped Factor	Average Transit Factor	Bicycle LOS Score	Bicycle LOS Grade	Ped LOS Score	Ped LOS Grade	Bus LOS Score	Bus LOS Grade
Hollywood Boulevard	City Hall Circle	24th Avenue	Eastbound	D	F	3.73	D	1.8	A	3.79	C	0.83	1.16	3.08	C	1.49	A	4.39	B
	24th Avenue	S 22nd Avenue	Eastbound	D	F	2.88	C	2.04	B	3.62	C	0.87	1.13	2.50	B	1.77	A	4.10	B
	S 22nd Avenue	Dixie Highway	Eastbound	D	F	3.49	C	1.66	A	3.41	C	0.87	1.13	3.02	C	1.44	A	3.86	C
	Overall			D	F	3.38	C	1.88	A	3.64	C	0.85	1.14	2.87	C	1.60	A	4.16	B
Sunset Strip	NW 72nd Avenue	NW 68th Avenue	Westbound	D	F	2.69	B	3.54	D	2.69	D	0.98	0.98	2.65	B	3.48	C	2.65	D
	NW 68th Avenue	NW 64th Avenue	Westbound	D	F	2.89	C	2.74	B	2.96	D	0.94	1.01	2.72	B	2.58	B	2.98	D
	NW 64th Avenue	NW 19th Street	Westbound	D	F	2.60	B	3.21	C	3.14	C	0.98	0.98	2.56	B	3.16	C	3.09	C
	Overall			D	F	2.73	B	3.25	C	2.90	C	0.97	0.99	2.65	B	3.16	C	2.87	D

Notes: (1) ARTPLAN 2012 produces LOS results for the peak direction only.

(2) ARTPLAN only considers a segment with a signalized intersection at its terminus; therefore, the Auto LOS results from ARTPLAN do not apply to the context of these corridors.

(3) The future condition results for Sunset Strip were calculated using uninterrupted flow since the traffic signal on the corridor will be replaced by a roundabout.

EXISTING CONDITIONS ADJUSTMENT FACTORS

Roadway	From	To	Direction	Pedestrian Connectivity				Pedestrian Features				Building Setbacks			Spacing Between Buildings			Physical Barriers			Off-Street Parking			Average Bike/Ped Factor	Average Transit Factor
				Distance between crossings	Score	Bike/Ped Factor	Transit Factor	Presence and Quality	Score	Bike/Ped Factor	Transit Factor	Building Setbacks	Bike/Ped Factor	Transit Factor	Spacing	Bike/Ped Factor	Transit Factor	Barriers between Sidewalk and Building	Bike/Ped Factor	Transit Factor	Location	Bike/Ped Factor	Transit Factor		
Hollywood Boulevard	City Hall Circle	24th Avenue	Eastbound	Over 600'	0	1.2	0.8	Moderate	3	0.95	0.95	Close	0.8	1.2	Close	0.8	1.2	None	0.8	1.2	Rear	0.8	1.2	0.89	1.09
			Westbound	Over 600'	0	1.2	0.8	Moderate	3	0.95	0.95	Close	0.8	1.2	Close	0.8	1.2	None	0.8	1.2	Rear	0.8	1.2	0.89	1.09
	24th Avenue	S 22nd Avenue	Eastbound	Over 600'	0	1.2	0.8	Moderate	3	0.95	0.95	Close	0.8	1.2	Close	0.8	1.2	None	0.8	1.2	Rear	0.8	1.2	0.89	1.09
			Westbound	Over 600'	0	1.2	0.8	Moderate	3	0.95	0.95	Close	0.8	1.2	Close	0.8	1.2	None	0.8	1.2	Rear	0.8	1.2	0.89	1.09
S 22nd Avenue	Dixie Highway	Eastbound	Over 600'	0	1.2	0.8	Moderate	3	0.95	0.95	Close	0.8	1.2	Close	0.8	1.2	None	0.8	1.2	Rear	0.8	1.2	0.89	1.09	
		Westbound	Over 600'	0	1.2	0.8	Moderate	3	0.95	0.95	Close	0.8	1.2	Close	0.8	1.2	None	0.8	1.2	Rear	0.8	1.2	0.89	1.09	
Sunset Strip	NW 72nd Avenue	NW 68th Avenue	Eastbound	Over 600'	0	1.2	0.8	Moderate	3	0.95	0.95	Far	1.2	0.8	Mixed	0.95	0.95	None	0.8	1.2	Side	0.95	0.95	1.01	0.94
			Westbound	Over 600'	0	1.2	0.8	Moderate	3	0.95	0.95	Far	1.2	0.8	Mixed	0.95	0.95	None	0.8	1.2	Side	0.95	0.95	1.01	0.94
	NW 68th Avenue	NW 64th Avenue	Eastbound	Over 600'	0	1.2	0.8	Moderate	3	0.95	0.95	Mixed	0.95	0.95	Mixed	0.95	0.95	None	0.8	1.2	Side	0.95	0.95	0.97	0.97
			Westbound	Over 600'	0	1.2	0.8	Moderate	3	0.95	0.95	Mixed	0.95	0.95	Mixed	0.95	0.95	None	0.8	1.2	Side	0.95	0.95	0.97	0.97
	NW 64th Avenue	NW 19th Street	Eastbound	Over 600'	0	1.2	0.8	Moderate	3	0.95	0.95	Far	1.2	0.8	Mixed	0.95	0.95	None	0.8	1.2	Side	0.95	0.95	1.01	0.94
			Westbound	Over 600'	0	1.2	0.8	Moderate	3	0.95	0.95	Far	1.2	0.8	Mixed	0.95	0.95	None	0.8	1.2	Side	0.95	0.95	1.01	0.94

FUTURE PROPOSED CONDITIONS ADJUSTMENT FACTORS

Roadway	From	To	Direction	Pedestrian Connectivity				Pedestrian Features				Building Setbacks			Spacing Between Buildings			Physical Barriers			Off-Street Parking			Average Bike/Ped Factor	Average Transit Factor
				Distance between crossings	Score	Bike/Ped Factor	Transit Factor	Presence and Quality	Score	Bike/Ped Factor	Transit Factor	Building Setbacks	Bike/Ped Factor	Transit Factor	Spacing	Bike/Ped Factor	Transit Factor	Barriers between Sidewalk and Building	Bike/Ped Factor	Transit Factor	Location	Bike/Ped Factor	Transit Factor		
Hollywood Boulevard	City Hall Circle	24th Avenue	Eastbound	501' to 600'	2	0.95	0.95	High	5	0.8	1.2	Close	0.8	1.2	Close	0.8	1.2	None	0.8	1.2	Rear	0.8	1.2	0.83	1.16
			Westbound	501' to 600'	2	0.95	0.95	High	5	0.8	1.2	Close	0.8	1.2	Close	0.8	1.2	None	0.8	1.2	Rear	0.8	1.2	0.83	1.16
	24th Avenue	S 22nd Avenue	Eastbound	Over 600'	0	1.2	0.8	High	5	0.8	1.2	Close	0.8	1.2	Close	0.8	1.2	None	0.8	1.2	Rear	0.8	1.2	0.87	1.13
			Westbound	Over 600'	0	1.2	0.8	High	5	0.8	1.2	Close	0.8	1.2	Close	0.8	1.2	None	0.8	1.2	Rear	0.8	1.2	0.87	1.13
S 22nd Avenue	Dixie Highway	Eastbound	Over 600'	0	1.2	0.8	High	5	0.8	1.2	Close	0.8	1.2	Close	0.8	1.2	None	0.8	1.2	Rear	0.8	1.2	0.87	1.13	
		Westbound	Over 600'	0	1.2	0.8	High	5	0.8	1.2	Close	0.8	1.2	Close	0.8	1.2	None	0.8	1.2	Rear	0.8	1.2	0.87	1.13	
Sunset Strip	NW 72nd Avenue	NW 68th Avenue	Eastbound	Over 600'	0	1.2	0.8	High	5	0.8	1.2	Far	1.2	0.8	Mixed	0.95	0.95	None	0.8	1.2	Side	0.95	0.95	0.98	0.98
			Westbound	Over 600'	0	1.2	0.8	High	5	0.8	1.2	Far	1.2	0.8	Mixed	0.95	0.95	None	0.8	1.2	Side	0.95	0.95	0.98	0.98
	NW 68th Avenue	NW 64th Avenue	Eastbound	Over 600'	0	1.2	0.8	High	5	0.8	1.2	Mixed	0.95	0.95	Mixed	0.95	0.95	None	0.8	1.2	Side	0.95	0.95	0.94	1.01
			Westbound	Over 600'	0	1.2	0.8	High	5	0.8	1.2	Mixed	0.95	0.95	Mixed	0.95	0.95	None	0.8	1.2	Side	0.95	0.95	0.94	1.01
NW 64th Avenue	NW 19th Street	Eastbound	Over 600'	0	1.2	0.8	High	5	0.8	1.2	Far	1.2	0.8	Mixed	0.95	0.95	None	0.8	1.2	Side	0.95	0.95	0.98	0.98	
		Westbound	Over 600'	0	1.2	0.8	High	5	0.8	1.2	Far	1.2	0.8	Mixed	0.95	0.95	None	0.8	1.2	Side	0.95	0.95	0.98	0.98	

PLOS - PEDESTRIAN FACILITY ALTERNATIVE MMLoS ANALYSIS COMPARISON BASED ON HIGHWAY CAPACITY MANUAL 2010 EQUATION 17-31

Dir	Road Name	From	To	Traffic				v _m (vph)	Lanes		Dir Lanes N _{th}	Speed (mph)	Width of Pavement		P _{pk}	Buffer Width in feet (W _{bur})	Tree Spacing in Buffer (ft on ctr)	f _b	Swalk Width in feet (W _{aA})	Swalk Pres. (f _{sw})	Equation 17-32 through 17-34 Term Calculations			Pedestrian LOS	
				Length (mi)	Volume ADT (vpd)	Dir. Factor (D)	Hourly Factor (Kd)		#	Med			W _v (ft)	W _i (ft)							F _w	F _v	F _s	Value	Grade
Existing Conditions																									
EB	Hollywood Blvd	City Hall Circle	N 24th Avenue	0.1926	19,500	0.52	0.09	916	4	U	2	35	11	17	0.90	5	30	4.1	9	3.5	-5.82	1.042	0.490	1.76	A
WB	Hollywood Blvd	City Hall Circle	N 24th Avenue	0.1926	19,500	0.52	0.09	916	4	U	2	35	12	16	0.50	5	30	4.1	9	3.5	-5.59	1.042	0.490	1.99	A
EB	Hollywood Blvd	N 24th Avenue	S 22nd Ave	0.2068	19,500	0.52	0.09	916	4	U	2	35	12	16	0.50	5	30	4.1	9	3.5	-5.59	1.042	0.490	1.99	A
WB	Hollywood Blvd	N 24th Avenue	S 22nd Ave	0.2068	19,500	0.52	0.09	916	4	U	2	35	12	16	0.30	5	30	4.1	9	3.5	-5.45	1.042	0.490	2.13	B
EB	Hollywood Blvd	S 22nd Ave	Dixie Highway	0.0994	19,500	0.52	0.09	916	4	U	2	35	11	17	0.80	6	30	4.1	7	3.9	-5.79	1.042	0.490	1.79	A
WB	Hollywood Blvd	S 22nd Ave	Dixie Highway	0.0994	19,500	0.52	0.09	916	4	U	2	35	11	17	0.50	5	30	4.1	9	3.3	-5.59	1.042	0.490	1.99	A
EB	Sunset Strip	NW 72nd Avenue	NW 68th Avenue	0.3460	18,100	0.57	0.09	929	4	D	2	30	10	0	0.00	30	34	3.8	4	4.8	-6.09	1.056	0.360	1.38	A
WB	Sunset Strip	NW 72nd Avenue	NW 68th Avenue	0.3460	18,100	0.57	0.09	929	4	D	2	30	10	0	0.00	30	40	3.4	4	4.8	-5.98	1.056	0.360	1.48	A
EB	Sunset Strip	NW 68th Avenue	NW 64th Avenue	0.2409	18,100	0.57	0.09	929	4	D	2	30	10	0	0.30	0	0	1.0	4	4.8	-4.65	1.056	0.360	2.81	C
WB	Sunset Strip	NW 68th Avenue	NW 64th Avenue	0.2409	18,100	0.57	0.09	929	4	D	2	30	11	7	0.50	0	0	1.0	8	3.6	-5.18	1.056	0.360	2.28	B
EB	Sunset Strip	NW 64th Avenue	NW 19th Street	0.2411	18,100	0.57	0.09	929	4	D	2	30	10	0	0.00	15	35	3.7	4	4.8	-5.45	1.056	0.360	2.01	B
WB	Sunset Strip	NW 64th Avenue	NW 19th Street	0.2411	18,100	0.57	0.09	929	4	D	2	30	10	0	0.00	14	35	3.7	4	4.8	-5.39	1.056	0.360	2.07	B
Proposed Conditions																									
EB	Hollywood Blvd	City Hall Circle	N 24th Avenue	0.1926	19,500	0.52	0.09	916	4	D	2	35	10	8	1.00	9	30	4.1	11	2.7	-5.98	1.042	0.490	1.60	A
WB	Hollywood Blvd	City Hall Circle	N 24th Avenue	0.1926	19,500	0.52	0.09	916	4	D	2	35	10	8	0.75	9	30	4.1	11	2.7	-5.86	1.042	0.490	1.72	A
EB	Hollywood Blvd	N 24th Avenue	S 22nd Ave	0.2068	19,500	0.52	0.09	916	4	D	2	35	10	8	0.75	9	30	4.1	11	2.7	-5.86	1.042	0.490	1.72	A
WB	Hollywood Blvd	N 24th Avenue	S 22nd Ave	0.2068	19,500	0.52	0.09	916	4	D	2	35	10	8	0.50	9	30	4.1	11	2.7	-5.72	1.042	0.490	1.86	A
EB	Hollywood Blvd	S 22nd Ave	Dixie Highway	0.0994	19,500	0.52	0.09	916	4	D	2	35	10	8	1.00	9	30	4.1	11	2.7	-5.98	1.042	0.490	1.60	A
WB	Hollywood Blvd	S 22nd Ave	Dixie Highway	0.0994	19,500	0.52	0.09	916	4	D	2	35	10	8	0.75	9	30	4.1	11	2.7	-5.86	1.042	0.490	1.72	A
EB	Sunset Strip	NW 72nd Avenue	NW 68th Avenue	0.3460	18,100	0.57	0.09	929	2	D	1	30	11	7	0.00	30	34	3.8	8	3.6	-6.20	2.112	0.360	2.32	B
WB	Sunset Strip	NW 72nd Avenue	NW 68th Avenue	0.3460	18,100	0.57	0.09	929	2	D	1	30	11	7	0.00	30	40	3.4	8	3.6	-6.11	2.112	0.360	2.41	B
EB	Sunset Strip	NW 68th Avenue	NW 64th Avenue	0.2409	18,100	0.57	0.09	929	2	D	1	30	11	7	0.50	0	0	1.0	8	3.6	-5.19	2.112	0.360	3.33	C
WB	Sunset Strip	NW 68th Avenue	NW 64th Avenue	0.2409	18,100	0.57	0.09	929	2	D	1	30	11	22	0.50	0	0	1.0	8	3.6	-5.31	2.112	0.360	3.21	C
EB	Sunset Strip	NW 64th Avenue	NW 19th Street	0.2411	18,100	0.57	0.09	929	2	D	1	30	11	7	0.00	15	35	3.7	8	3.6	-5.64	2.112	0.360	2.88	C
WB	Sunset Strip	NW 64th Avenue	NW 19th Street	0.2411	18,100	0.57	0.09	929	2	D	1	30	11	7	0.00	14	35	3.7	8	3.6	-5.59	2.112	0.360	2.93	C

Robertson, Stewart

From: Gutierrez Ricardo <GutierrezR@browardmpo.org>
Sent: Thursday, May 23, 2013 5:10 PM
To: 'Laura Borgesi'; Jonathan Vogt (JVOGT@hollywoodfl.org); Robertson, Stewart; Jeffers, Betsy (Betsy.Jeffers@dot.state.fl.us); Suarez, Jesus (Jesus.Suarez@dot.state.fl.us); Barr, Alexander; Walter Wernecke (WWERNECKE@hollywoodfl.org)
Cc: Sanders Buffy; Clawges Priscila
Subject: Hollywood Blvd Complete Streets meeting

Good afternoon,

We want to thank all of you for attending this meeting. The meeting ran just a little longer than anticipated, however, I am sure we can all agree that it was very productive and worthwhile use of our time. Stewart, thank you for staying a little longer and providing and sharing some of your extensive experience with Complete Streets with the group. The following was discussed and agreed upon:

- o Drainage will be provided at curve
- o No raised crosswalks/speed tables will be designed as requested by City staff
- o Stamp asphalt will be used for the cross walks
- o Crosswalks will be lighted
- o Stamp concrete will be used for the sidewalks
- o Sidewalks will be 11' wide
- o Both travel lanes will be 10'
- o Pedestrian lighting will be provided every 80'
- o All bus stops will have shelters
- o Real time technology infrastructure will be provided in preparation for future Premium Transit Service
- o Traffic light relocation at 24th Ave possibly will be required
- o Landscaping will be funded by the City/ Hardscape will be funded by the MPO *
- o Bioswales will be considered for at least some of the landscaped areas
- o Reversed back-in parking will be considered. Not off the table at this time
- o Lighting upgrades costs will be the responsibility of the City *

* Additional discussion still required to finalized funding responsibilities

Next Steps

City staff to provide FDOT additional cost information to complete LRE

FODT will revised LRE as per discussion and additional cost information received from City Staff

Please let me know if you have any changes to any of the above.

Ricardo

Ricardo S. Gutierrez

Trade Centre South - 100 West Cypress Creek Road, Suite 850

Fort Lauderdale, Florida 33309

Phone: 954-876-0033 Direct: 954-876-0044 Fax: 954-876-0062



“Connecting Communities Through Transportation Choices”
www.browardMPO.org

For complaints, questions or concerns about civil rights or nondiscrimination; or for special requests under the American with Disabilities Act, please contact:

Christopher Ryan, Public Information Officer/Title VI Coordinator at (954) 876-0036 or ryanc@browardmpo.org

Please Note: Florida has a very broad public records law. Most written communications to or from Broward MPO officials and/or employees regarding Broward MPO business are public records, and are available to the public and media upon request. Your e-mail communications, including your email address, may therefore be subject to public disclosure.

This message, together with any attachments, is intended only for the addressee. It may contain information which is legally privileged, confidential and exempt from public disclosure. If you are not the intended recipient, you are hereby notified that any disclosure, copying, distribution, use, or any action or reliance on this communication is strictly prohibited. If you have received this e-mail in error, please notify the Broward MPO immediately by telephone (954-876-0033) or by return e-mail and delete the message, along with any attachments.

Under Florida law, most e-mail messages to or from Broward County employees or officials are public records, available to any person upon request, absent an exemption. Therefore, any e-mail message to or from the County, inclusive of e-mail addresses contained therein, may be subject to public disclosure.

Robertson, Stewart

From: Gutierrez Ricardo <GutierrezR@browardmpo.org>
Sent: Friday, May 31, 2013 1:13 PM
To: 'AGavazzi@sunrisefl.gov'; 'dabderhalden@sunrisefl.gov'; Robertson, Stewart; Jeffers, Betsy (Betsy.Jeffers@dot.state.fl.us); Suarez, Jesus (Jesus.Suarez@dot.state.fl.us); Abin, Aysel
Cc: Clawges Priscila; Sanders Buffy
Subject: Sunset Strip Coordination meeting

Good afternoon,

Thank you all for attending. Find below a summary of what was discussed and agreed upon at the meeting.

- For the Multimodal Level of Service (MMLoS) analysis, we agreed to the following:
 - Limits - NW 72 Ave to NW 19 St
 - Road diet (4LD to 2LD)
 - 2LD with 11' travel lanes,
 - 5' Bike Lane with 2' buffer
 - Sidewalk will be 8' wide
 - The remaining 2' will be allocated to the swale area to improve the drainage and/or to provide a wider sidewalk . Currently the road is 20' wide in each direction. New cross section will be 18' in each direction. (11' travel lane, 5' bike lane and 2' buffer).
 - Roundabouts at NW 19 St and NW 64 Ave

- Currently, the Broward MPO has programmed a bike lane project on Sunset Strip from Nob Hill Rd to NW 64 Ave (FY 2016/17). The Broward MPO agreed to look into the possibility of extending the limits to Sunrise Blvd. New limits will be from Nob Hill Rd to Sunrise Blvd.
- The bike lane project as currently scoped by FDOT staff, will require additional pavement (5' in each direction) to accommodate a bike lane. This will most likely worsen the drainage problems that already exist.
- It was agreed that road diet (4LD to 2LD - 11' travel lane, 5' bike lane and 2' buffer) for the entire segment will not only improve drainage, but also provide better and safer access for all modes of transportation.
- City staff will start conversations with appropriate staff and elected officials regarding the proposed road diet.
- Stewart Robertson will provide the results of the MMLoS analysis, when available, to further justify the implementation of a road diet on this corridor.

Let me know if you have any changes and/or additions to any of the above.

Ricardo

Ricardo S. Gutierrez
Trade Centre South - 100 West Cypress Creek Road, Suite 850
Fort Lauderdale, Florida 33309
Phone: 954-876-0033 Direct: 954-876-0044 Fax: 954-876-0062



"Connecting Communities Through Transportation Choices"
www.browardMPO.org

For complaints, questions or concerns about civil rights or nondiscrimination; or for special requests under the American with Disabilities Act, please contact:

Christopher Ryan, Public Information Officer/Title VI Coordinator at (954) 876-0036 or ryanc@browardmpo.org

Please Note: Florida has a very broad public records law. Most written communications to or from Broward MPO officials and/or employees regarding Broward MPO business are public records, and are available to the public and media upon request. Your e-mail communications, including your email address, may therefore be subject to public disclosure.

This message, together with any attachments, is intended only for the addressee. It may contain information which is legally privileged, confidential and exempt from public disclosure. If you are not the intended recipient, you are hereby notified that any disclosure, copying, distribution, use, or any action or reliance on this communication is strictly prohibited. If you have received this e-mail in error, please notify the Broward MPO immediately by telephone (954-876-0033) or by return e-mail and delete the message, along with any attachments.

Under Florida law, most e-mail messages to or from Broward County employees or officials are public records, available to any person upon request, absent an exemption. Therefore, any e-mail message to or from the County, inclusive of e-mail addresses contained therein, may be subject to public disclosure.