Commuter Rail First / Last Mile Plan

Steering Group Meeting #4

August 16, 2022

Broward MPO Metropolitan Planning Organization

City of Oakland Park Florida

FDOT

Wilton Manors Island City

Broward County Florida

browardmpo.org

AGENDA

- ❑ **Introductions**
- ❑ **Presentation: Jacob Labutka, Pinellas Suncoast Transit Authority, *Autonomous Transit Service***
- ❑ **FLM Toolbox Discussion**
- ❑ **Pop-up Public Input Questionnaire**
- ❑ **Example FLM Planning Concept: NE 6th Avenue**
- ❑ **Next Steps**

The **purpose** of the Plan is to **maximize ridership** through enhancing accessibility of the proposed commuter rail station located near NE 38 Street in Oakland Park, which will provide **additional travel options** and **reduce roadway vehicle congestion**.

The need of this Plan is to improve safety and multimodal connectivity.

The Plan aims to create **inclusive transportation infrastructure for people of all ages and abilities** and to complement the efforts of the Broward Commuter Rail project and the Broward County Premium Mobility Plan (PreMo).

INTRODUCTIONS – STEERING GROUP

- City of Oakland Park
  - Jennifer Frastai, Assistant City Manager
  - Albert Carbon, PE, City Engineer
  - Ana Alvarez, Chief Planning Officer
  - Pete Schwarz, Planning Director
  - Lester Leavitt, Resident
  - Winsome Bowen, AICP, Transportation Planner

INTRODUCTIONS – STEERING GROUP

- **City of Wilton Manors**
  - **Pamela Landi, Assistant City Manager**
  - **Todd DeJesus, Capital Projects & Grants**
  - **Jennifer Gomez, Resident**
  - **Hunter Stephens, Resident**

INTRODUCTIONS – STEERING GROUP

- **Broward County Government**
  - **Richard Tornese, PE, County Engineer**
  - **Laila Kitchen, PE, County Engineer**
  - **Anna Bielawska, Broward County Transit**
  - **Josette Severyn, AICP, Senior Mobility Planner**

INTRODUCTIONS – STEERING GROUP

- Florida Department of Transportation – District Four
  - Lisa Maack, AICP, Passenger Operations Manager
  - Larry Wallace, Bicycle & Pedestrian Coordinator

INTRODUCTIONS – PROJECT TEAM

- Broward Metropolitan Planning Organization (MPO)
  - Amanda Christon, AICP, Transit Manager
  - Mark Brown, AICP, Senior Transportation Planner
  - Darci Mayer, Senior Transportation Planner
  - Levi Stewart-Figueroa, Senior Transportation Planner
  - Karen Friedman, AICP, Senior Transportation Planner
  - Benjamin Restrepo, PE, Project Engineer
  - Andrew Riddle, AICP, City Services Manager

INTRODUCTIONS – GUEST SPEAKER

- **Pinellas Suncoast Transit Authority**
  - **Jacob Labutka, AICP**

Draft FLM Toolbox

Steering Group Input

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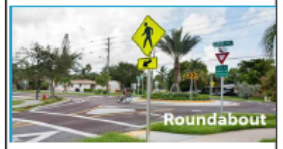
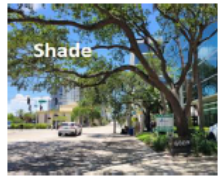
TOOLBOX DISCUSSION

Example	Tool	Category	Definition	Guidance	Advantages	Disadvantages
	Roundabout	Intersection	Circular intersections with specific design and traffic control features. These features include yield control of all entering traffic, channelized approaches, and appropriate geometric curvature to ensure that travel speeds on the circulatory roadway are typically less than 30 mph.	At intersections: With heavy left-turn traffic or with similar traffic volumes on each leg With crashes involving conflicting through and left-turn vehicles With limited room for storing vehicles Where there are limited nearby driveways	Improved safety: Reduces the number of points where vehicles can cross paths and eliminates the potential for right-angle and head-on crashes Increased efficiency: Yield-controlled design means fewer stops, fewer delays and shorter queues Safer speeds: Promotes lower vehicle speeds, giving drivers more time to react Long-term cost effectiveness: No traffic signals means lower long-term costs for operations and maintenance Aesthetics: Allows for landscaping and beautification	Pedestrians with vision impairments may have trouble finding crosswalks and determining when/if vehicles have yielded at crosswalks. Bicycle ramps at roundabouts have the potential to be confused with pedestrian ramps.
	Street Trees	Pedestrian	Trees planted in public right of way to provide shade for pedestrians and cyclists.	Appropriate for sidewalks with enough width to allow unobstructed ADA access. Important in high-pedestrian traffic areas, mixed use districts and downtowns. May also be planted in medians.	Shade enhances the pedestrian experience by providing relief from the sun and outside elements	If shade is provided via landscaping or a canopy, there are maintenance efforts needed which could be costly.
	Pedestrian Refuge Island	Pedestrian	A median in the roadway that can accommodate pedestrians crossing the street.	Should be located at intersections and mid-block locations: -With excessive roadway widths -With high pedestrian traffic -Where available right-of-way is present -With known pedestrian safety issues	Improves pedestrian safety. Gives space to pedestrians to create a 2-stage crosswalk, allowing them to concentrate on one traffic flow direction at a time when crossing.	Requires at least 8' of right-of-way. May prevent U-turns for auto traffic through an intersection.
	Furnishings	Pedestrian	Benches, bus shelters, trash receptacles, tables, chairs, and water fountain installations along sidewalks which are designed to enhance walking environments.	Can be located on sidewalks, plazas, park and transit stop locations to create outdoor community space, waiting areas for transit, and other pedestrian amenities.	Street furnishings create an interesting and secure environment, and allow for places to stop, rest, and socialize	Street furnishings are prone to vandalism, and degrade over time. Ongoing maintenance is required.
	Micromobility Parking	Bicycle	Designated areas to park micromobility devices. Usually located on wide sidewalks, repurposed parallel parking spots, or other areas which provide easy access to micromobility devices.	Should be located on sidewalk and intersection locations which don't impede pedestrian access or ADA compliance. Typically should be located at micromobility trip generators.	Creates a predictable staging area for micromobility devices. Keeps devices from obstructing sidewalks and traffic lanes.	Requires sidewalk right-of-way.

TOOLBOX DISCUSSION

- ❑ Intersection
  - ❑ Roundabout
- ❑ Pedestrian
  - ❑ Street trees/furnishings
  - ❑ Pedestrian refuge island/raised crosswalk
  - ❑ Leading pedestrian interval (LPI)
  - ❑ Wayfinding
  - ❑ Sidewalks greater than 5 feet
  - ❑ Pedestrian scaled lighting
  - ❑ Transit Oriented Development (TOD)
  - ❑ Quick build
  - ❑ Art

TOOLBOX DISCUSSION

- ❑ Roadway
  - ❑ Drop off zones/curbside management
  - ❑ Speed tables/cushions
  - ❑ Lane repurposing
  - ❑ Bump outs
- ❑ Bicycle
  - ❑ Micromobility parking
  - ❑ Separated bike lanes
  - ❑ Bike box
  - ❑ Shared lane markings
  - ❑ Bike parking/bike rack

TOOLBOX DISCUSSION

- ❑ Comments:
  - ❑ Oakland Park
  - ❑ Wilton Manors
  - ❑ Broward County & BCT
  - ❑ FDOT
- ❑ Should any of those be removed?
- ❑ Are any tools missing?

Draft Public Input Questionnaire

Steering Group Input

Broward MPO Metropolitan Planning Organization

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FDOT

Wilton Manors Island City

Broward County Florida

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PUBLIC INPUT DISCUSSION

- Draft questionnaire for Steering Group's input:
  1. What would most improve your walk to/from the proposed commuter rail station? (wider sidewalks, shade, lighting)
  2. What would most improve your bike or e-scooter ride to/from the proposed commuter rail station?
  3. Do you currently walk/bike around Oakland Park & Wilton Manors? If yes, where? What would most improve your walk/bike ride? If no, what improvements would make you more comfortable to bike/walk?
  4. Do you have any other transportation related issues?
  5. What is your zip code?

PUBLIC INPUT DISCUSSION

- Comments:
  - Oakland Park
  - Wilton Manors
  - Broward County & BCT
  - FDOT
- Should any questions be removed?
- Is there any other information we need from the public?

PUBLIC INPUT DISCUSSION

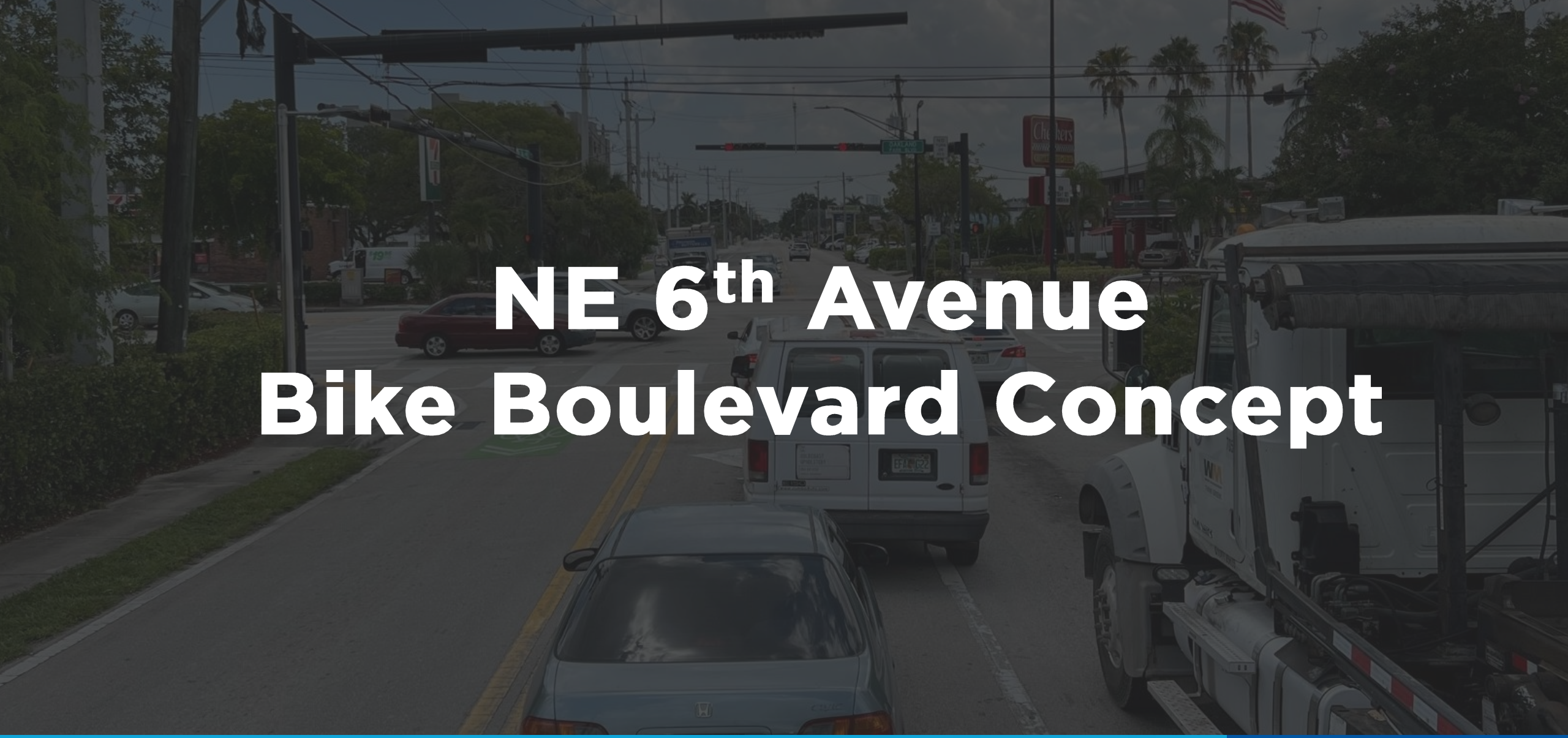
- Fall Venues
  - Upcoming opportunities for public input
  - Participants / Volunteers

2022 EVENTS OAKLAND PARK & WILTON MANORS

~~SUMMER NIGHTS 7/15~~
~~BEAT THE HEAT 7/16~~
~~SUMMER NIGHTS 8/12~~
SENIOR APPRECIATION EVENT 8/19
LATIN FEST 9/16
CITY WIDE YARD SALE 9/17
NEIGHBORHOOD DAY 9/24
WOOF & WINE 10/13
PIONEER DAYS 10/15

HALLOWEEN SPOOKTACULAR 10/20
WICKED MANORS 10/31
VETERAN'S DAY CEREMONY 11/11
ISLAND CITY YARD SALE 11/12
HAWAIIAN FESTIVAL 11/12
TASTE OF THE ISLAND 11/14
EQUALITY GARDEN CLUB PLANT FAIR 11/19

EQUALITY GARDEN CLUB PLANT FAIR 11/20
WORLD AIDS DAY 12/1
SANTA PAWS 12/3
HOLIDAY LIGHTING CEREMONY 12/8
ISLAND CITY YARD SALE 12/10
WILTON WONDERLAND 12/17
SANTA BY THE SEA TBD



NE 6th Avenue Bike Boulevard Concept

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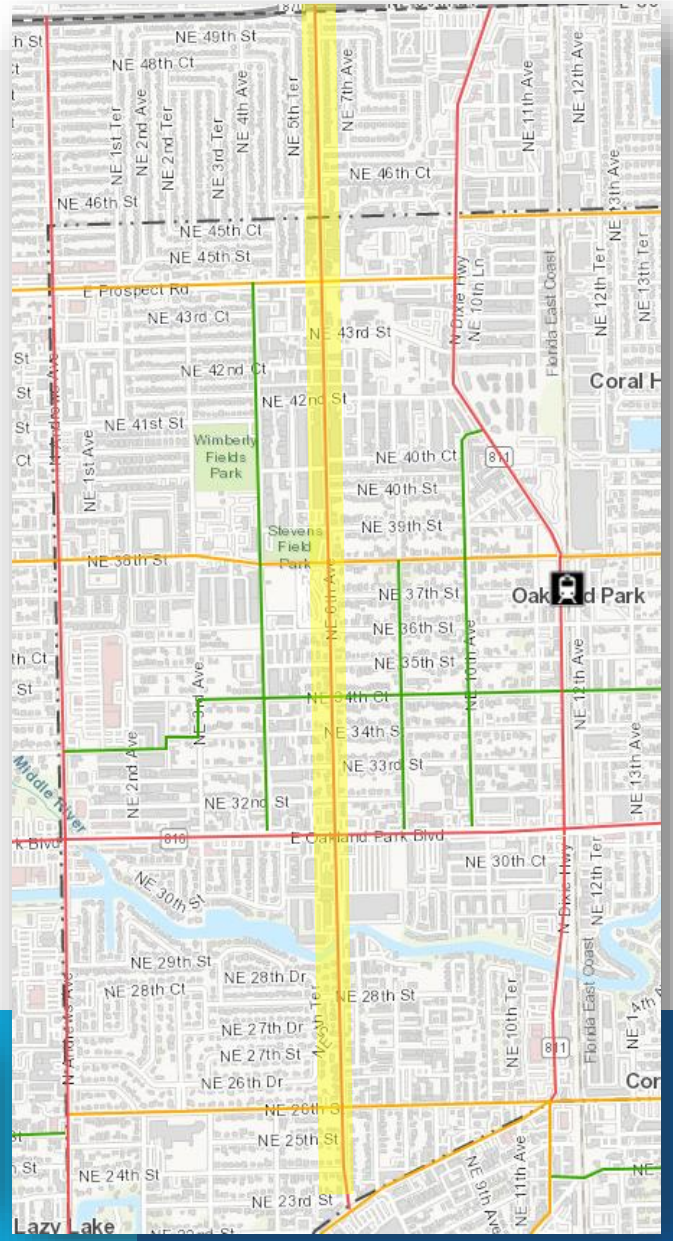
NE 6TH AVENUE BIKE BOULEVARD CONCEPT

What is a Bicycle Boulevard?

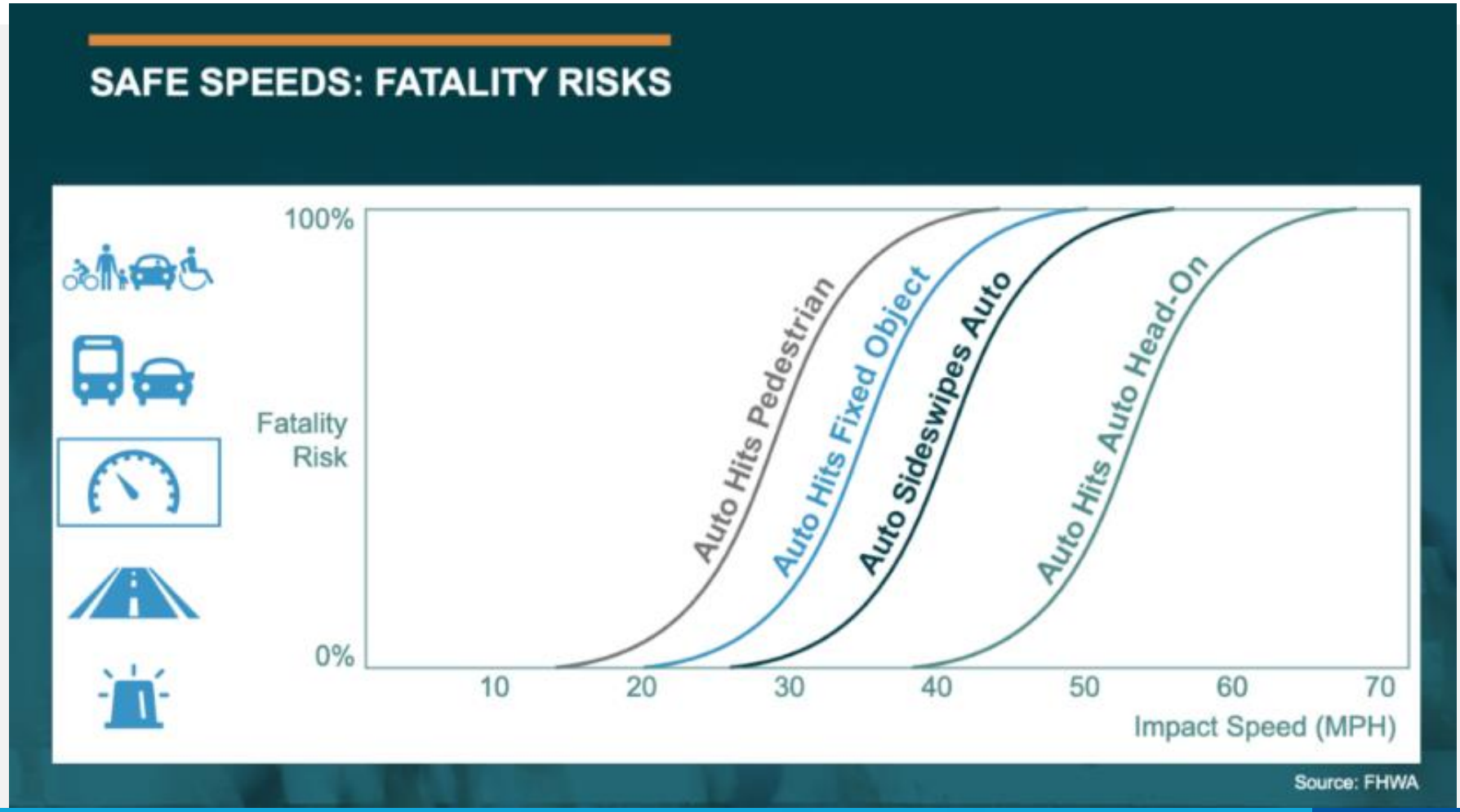
Bicycle boulevards are streets with low motorized traffic volumes and speeds, designated and designed to provide safe local routes for cyclists.



NE 6TH AVENUE BIKE BOULEVARD CONCEPT

- Usually designated on **2 lane** roadways
- May be located in a variety of neighborhood typologies
- Usually includes **traffic calming** to equalize speeds between vehicles and cyclists

NE 6TH AVENUE BIKE BOULEVARD CONCEPT



NE 6TH AVENUE BIKE BOULEVARD CONCEPT

- AADT: Between 5,000 and 9,000 vehicles per day
- Speed limit: 30mph
- Mix of residential, commercial and light industrial uses
- Connects to Wilton Manors and is a contiguous north-south street
- Already a designated bike route with sharrows

NE 6TH AVENUE BIKE BOULEVARD CONCEPT

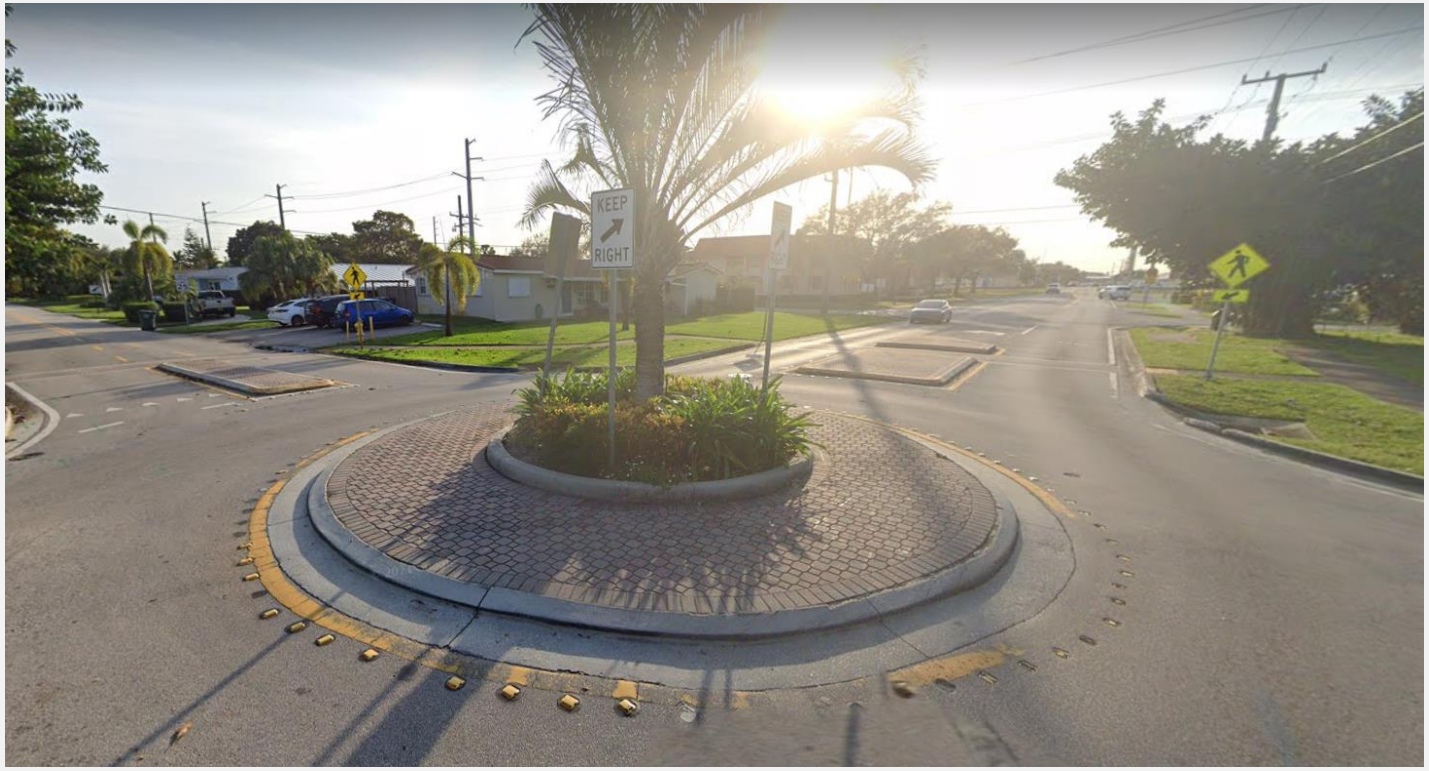
- 634 total crashes from over the past 5 years
- Crash hot spots at intersections of:
  - NE 29th Dr
  - Oakland Park Blvd
  - NE 38th St
  - Prospect Rd

NE 6TH AVENUE BIKE BOULEVARD CONCEPT

Mid-Block Speed Tables

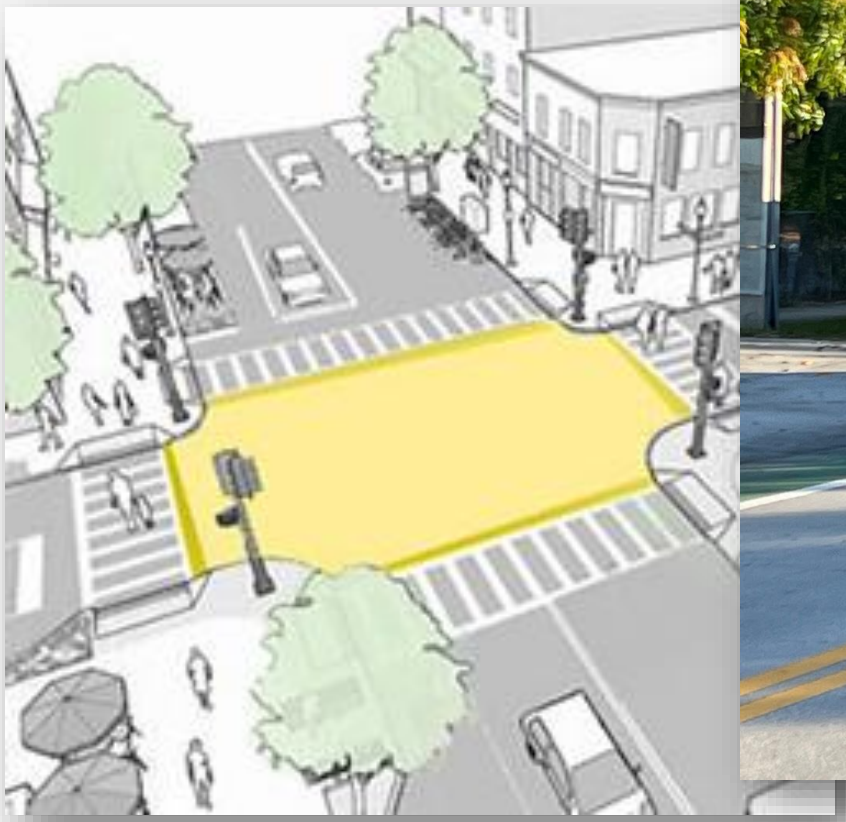
NE 6TH AVENUE BIKE BOULEVARD CONCEPT

Mini-Roundabouts



NE 6TH AVENUE BIKE BOULEVARD CONCEPT

Raised Intersection

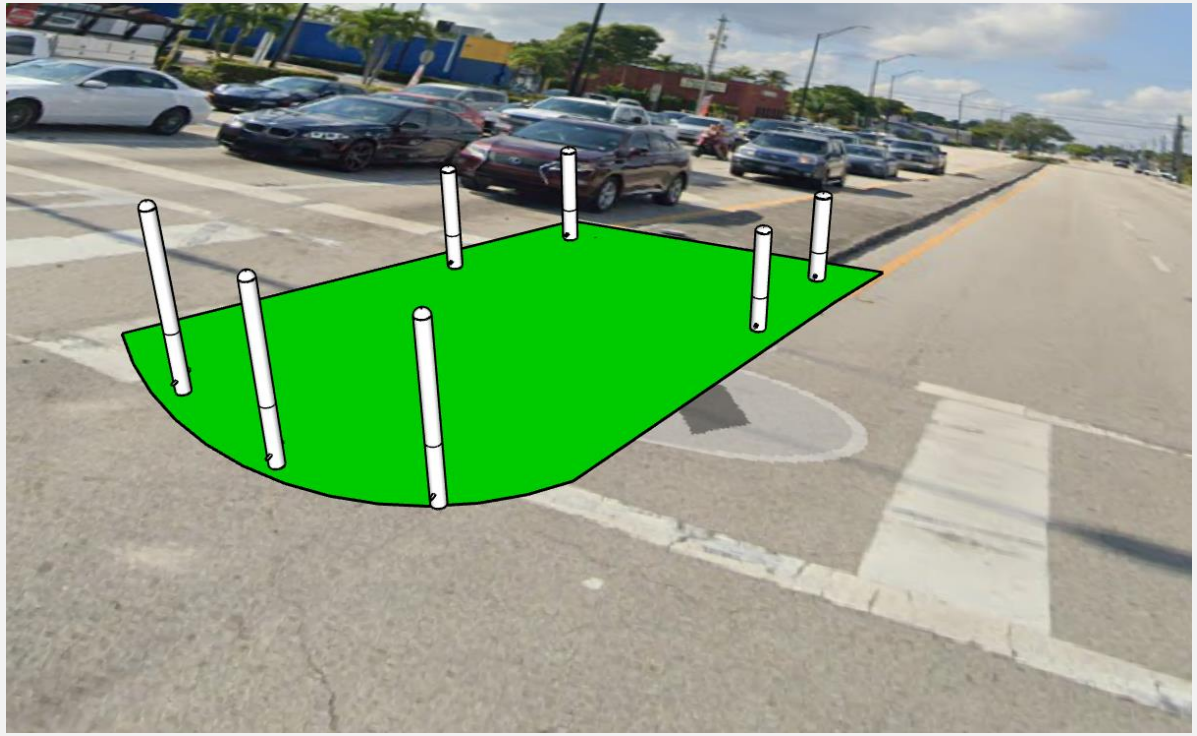


NE 6TH AVENUE BIKE BOULEVARD CONCEPT

Long Term: Relocate Jersey Barriers a few feet towards centerline to provide more space for pedestrians/cyclists on 6th Ave. Bridge

NE 6TH AVENUE BIKE BOULEVARD CONCEPT

Quick Build Pedestrian/Bike Refuge Islands on Oakland Park Blvd.



- Slows turning traffic and prevents U-turns through crosswalk
- Provides space for pedestrians/cyclists to cross in 2 stages
- Safety benefits documented by FHWA https://rosap.ntl.bts.gov/view/dot/42602

North

- Refuge Island
- Relocate Jersey Barriers
- Raised Crosswalks
- Raised Intersection
- Roundabout

NE 34th Ct

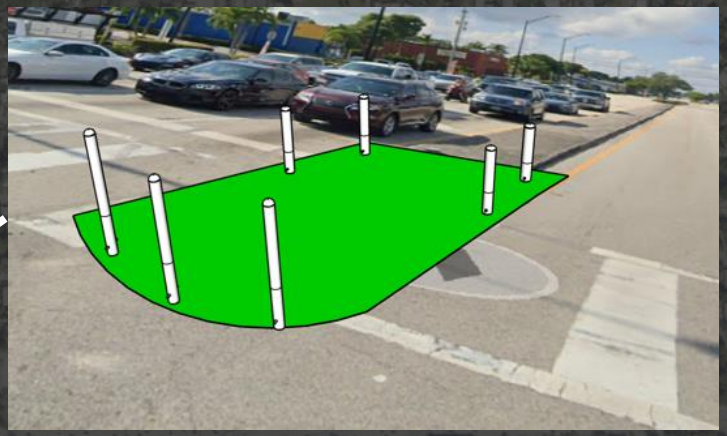
NE 33rd St

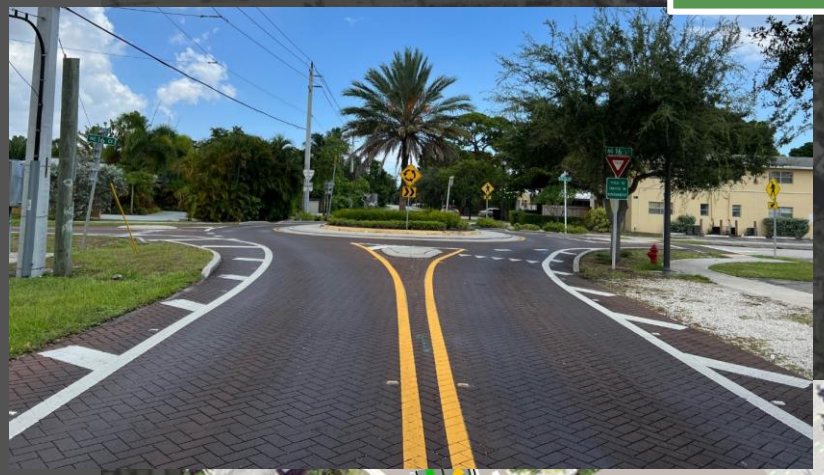
Oakland Park Blvd

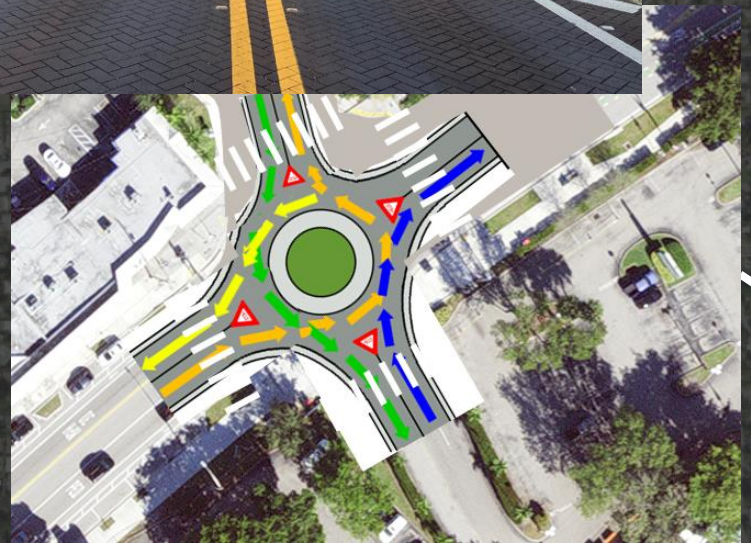
NE 27th Ct

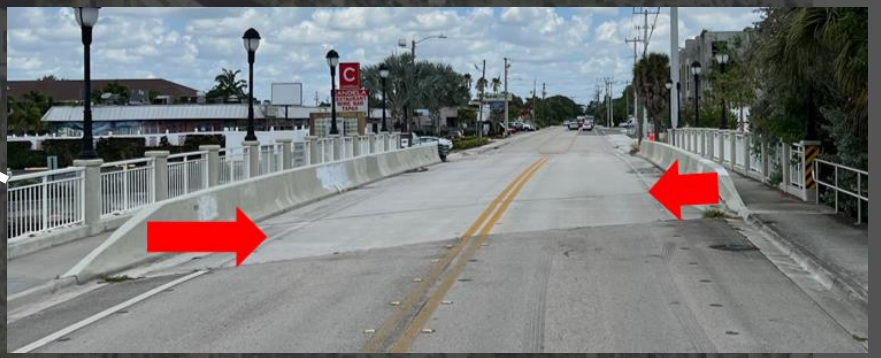
NE 26th St

Wilton Dr







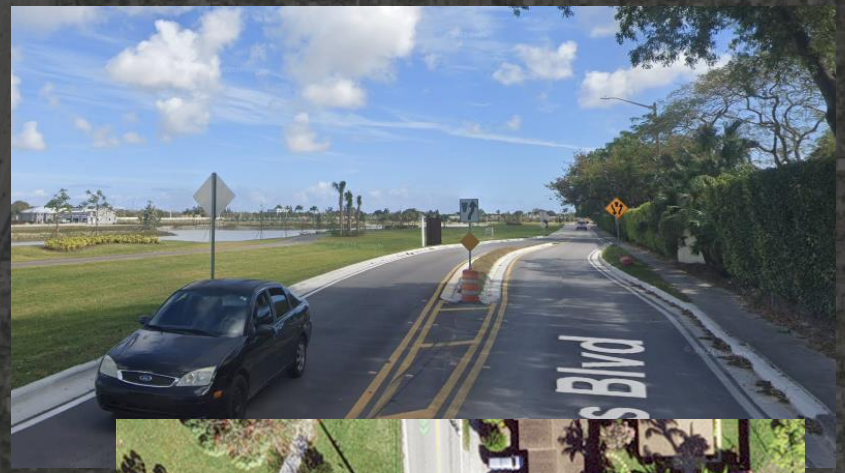


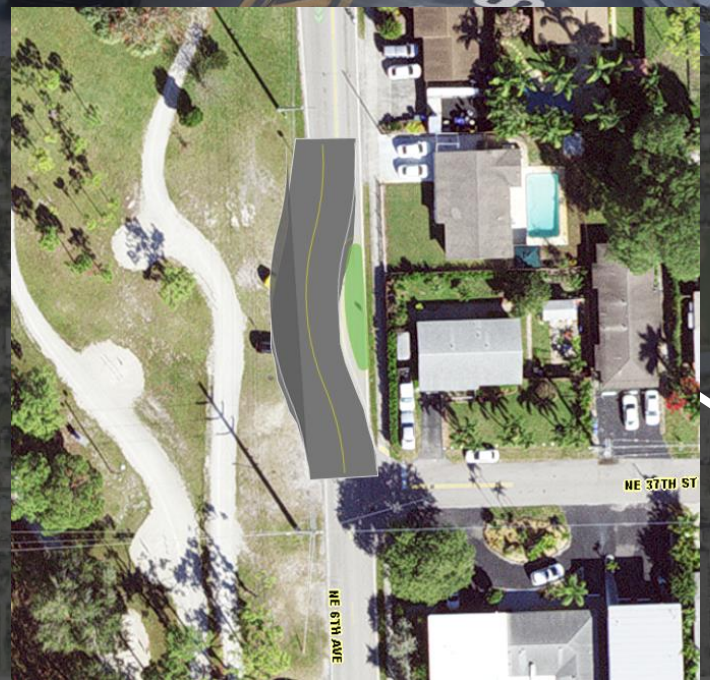
North

Chicane

Raised Crosswalks

Roundabout





NE 49th St

NE 46th Ct

NE 42nd St

NE 39th St

NEXT STEPS / Q&A

- ❑ Next Steps
  - Field Audit / Data Collection for Needs Assessment
  - Continue Building GIS Data Map of Study Area
  - October / November Public Involvement – Interactive Pop-up Tables Combined with Planned Events (OP & WM)

- ❑ Q&A / Thank you!