



broward **MPO**
metropolitan planning organization

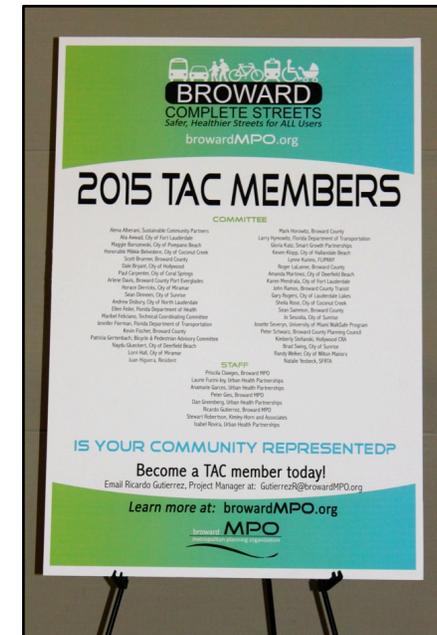
Complete Streets

Technical Advisory Committee
Monday, February 9, 2015

Facilitated By:
Anamarie Garces
Urban Health Partnerships
Anamarie@Urbanhs.com
786-224-2309

Welcome

- Please make sure you sign-in
- Meeting is being Recorded
- Agenda
- Introductions

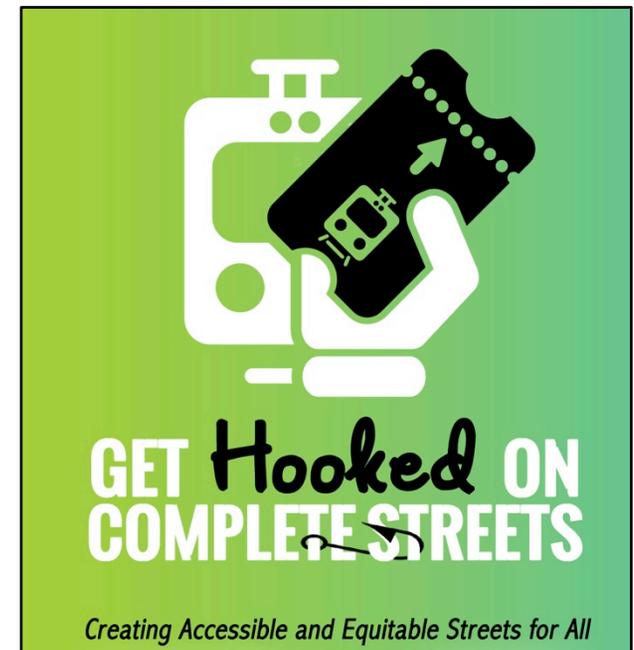


Initiative Updates

Safe Streets Summit 2015

- Thursday, January 22nd
- Over 100 attendees
- Local, Regional, and National Speakers
- Overall Excellent Evaluations
- Check out the SSS 2015 Information on the Broward MPO:

www.browardmpo.org/projects-studies/complete-streets/safe-streets-summit



Safe Streets Summit



Safe Streets Summit



Safe Streets Summit



Safe Streets Summit



Safe Streets Awards



Complete Streets
Community Award



Complete Streets
Champion Award



Transit Priority Award

Initiative Updates

Evaluation and Performance Measures

Program-Level Evaluation Table

Goals	Objectives	Metrics	Performance Measures	Tools
1. Balanced Mobility	1.1 Increase the incidence of bicycling and walking by X% at X months post baseline.	Mode Share	Change in Bicycle Counts	Pedestrian and Bicyclist Counts Survey and Worksheet
	1.2 Increase the number of transit users by X% at X months post baseline.	Transit Ridership	Boarding and alighting transit activity along the Corridor	Automatic Passenger Counter Worksheet
	1.3 Provide X% new facilities for bicyclists and pedestrians that improves the roadway environment for all users at X months post baseline.	Multimodal Facilities	Percentage of Sidewalks and Bicycle Lanes/Paths Facilities	Multimodal Facility Coverage Worksheet
	1.4 Decrease in traffic volume by X% at X months post baseline.	Traffic Volume	Multimodal Level of Service (MMLOS)	MMLOS Worksheet
	1.5 Increase network connectivity by X% at X months post baseline.	Equitable Network Connectivity	Number of Annual Average Daily Traffic (AADTs) Number of Vehicle Miles Traveled (VMTs)	Connectivity Worksheet
	1.6 Improve compliance with the Americans with Disabilities Act (ADA) by X number at X months post baseline.	ADA Compliance	Equitable Multimodal Network Connectivity	Number of ADA Compliance Requirements (Optional: Number of ADA Compliance Requirements compared with Transition and Asset Management Plans)
2. Safety	2.1 Decrease crash injury and mortality rates for bicyclists and pedestrians by X% at X months post baseline.	Crashes and Severity	Number of Crash Injuries and Mortalities	Crash Injury and Mortality Worksheet
	2.2 Implement safe design countermeasures to calm traffic and reduce crashes by X% at X months post baseline.	Vehicle Speeds	Change in Actual Automobile Speeds	Vehicle Speeds Worksheet
		Safer Facilities	Number and Value of Crash Modification Factors (CMFs) and Crash Reduction Factors (CRFs) from Design Countermeasures	CMFs and CRFs Inventory Worksheet
3. Health and Sustainability	3.1 Reduce vehicle emissions by X% and fuel consumption by X% through increased bicycle/pedestrian activity at X months post baseline.	Environmental Impacts	Pounds of Carbon Dioxide Car Emissions Reduction from Bicycle and Pedestrian Usage Gallons of Fuel Savings	Conserve by Bicycle and Pedestrian Study Benefits Calculator Worksheet
	3.2 Increase physical activity by X% at X months post baseline.	Physical Activity	Number of Walking and Biking Trips	Pedestrian and Bicyclist Counts Survey and Worksheet
	3.3 Incorporate natural design elements in the program area by X% at X months post baseline.	Environmental Infrastructure	Percentage Tree Canopy Coverage Green Infrastructure for Water and Drainage	Tree Canopy Survey National Stormwater Calculator Worksheet
	3.4 Increase community support and satisfaction by X% at X months post baseline.	User Satisfaction	Self-Reported User Satisfaction	Complete Streets User Satisfaction Survey
4. Economic Vitality	4.1 Increase property values and business sales volume in the program area by X% at X months post baseline.	Property Values	Commercial and Residential Property Values	Property Values Inventory Worksheet
	4.2 Reduce the number of vacant parcels in the program area by X%/SX at X months post	Retail Activity	Business Sales Volume	Sales Volume Worksheet
		Vacancies	Number of Vacant Parcels	Vacant Parcels Inventory Worksheet

Corridor-Level Evaluation Framework

Goals	Objectives	Metrics	Performance Measures	Tools
1. Balanced Mobility	1.1 Increase the incidence of bicycling and walking by X% at X months post baseline.	Mode Share	Change in Bicycle Counts Change in Pedestrian Count	Pedestrian and Bicyclist Counts Survey and Worksheet
	1.2 Increase the number of transit users by X% at X months post baseline.	Transit Ridership	Boarding and alighting transit activity along the Corridor	Automatic Passenger Counter Worksheet
	1.3 Provide X% new facilities for bicyclists and pedestrians that improves the roadway environment for all users at X months post baseline.	Multimodal Facilities	Percentage of Sidewalks and Bicycle Lanes/Paths Facilities	Multimodal Facility Coverage Worksheet
	1.4 Improve compliance with the Americans with Disabilities Act (ADA) by X number at X months post baseline.	ADA Compliance	Multimodal Level of Service (MMLOS)	MMLOS Worksheet
			Number of ADA Compliance Requirements (Optional: Number of ADA Compliance Requirements compared with Transition and Asset Management Plans)	ADA Compliance Worksheet
	2. Safety	2.1 Decrease crash injury and mortality rates for bicyclists and pedestrians by X% at X months post baseline.	Crashes and Severity	Number of Crash Injuries and Mortalities
2.2 Implement safe design countermeasures to calm traffic and reduce crashes by X% at X months post baseline.		Vehicle Speeds	Change in Actual Automobile Speeds	Vehicle Speeds Worksheet
		Safer Facilities	Number and Value of Crash Modification Factors (CMFs) and Crash Reduction Factors (CRFs) from Design Countermeasures	CMFs and CRFs Inventory Worksheet
3. Health and Sustainability	3.1 Reduce vehicle emissions by X% and fuel consumption by X% through increased bicycle/pedestrian activity at X months post baseline.	Environmental Impacts	Pounds of Carbon Dioxide Car Emissions Reduction from Bicycle and Pedestrian Usage Gallons of Fuel Savings	Conserve by Bicycle and Pedestrian Study Benefits Calculator Worksheet
	3.2 Increase physical activity by X% at X months post baseline.	Physical Activity	Number of Walking and Biking Trips	Pedestrian and Bicyclist Counts Survey and Worksheet
	3.3 Incorporate natural design elements throughout the corridor by X% at X months post baseline.	Environmental Infrastructure	Percentage Tree Canopy Coverage Green Infrastructure for Water and Drainage	Tree Canopy Survey National Stormwater Calculator Worksheet
	3.4 Increase community support and satisfaction by X% at X months post baseline.	User Satisfaction	Self-Reported User Satisfaction	Complete Streets User Satisfaction Survey
4. Economic Vitality	4.1 Increase property values and business sales along the corridor by X% at X months post baseline.	Property Values	Commercial and Residential Property Values	Property Values Inventory Worksheet
	4.2 Reduce the number of parcel/business vacancies along the corridor by X%/SX at X months post baseline.	Retail Activity	Business Sales Volume	Sales Volume Worksheet
	4.3 Reduce healthcare costs by X%/SX at	Vacancies	Number of Vacant Parcels	Vacant Parcels Inventory Worksheet
		Healthcare Costs	Dollars of Healthcare Cost Savings from Bicycle and	Conserve by Bicycle and

Initiative Updates

Technical Assistance

- Policy and Planning Framework
 - Provided assistance to Cities
- Action Plans
 - Miramar working on implementation
 - Lauderdale Lakes drafting plan
- Walking Audits
 - All walking audits have been conducted
 - Finalizing reports

Questions, please contact Ricardo Gutierrez:

gutierrezr@browardmpo.org or 954-876-0044

Initiative Updates

- Public Involvement Plan

- Interactive Images and Renderings
 - Dania Beach Blvd.
 - Prospect Road
 - Loxahatchee Road

- TAC Member Updates



Complete Streets Spotlight

Project Feature

Presented By:

Diana Alarcon

Transportation & Mobility Director

City of Fort Lauderdale



CITY OF FORT LAUDERDALE
TRANSPORTATION & MOBILITY



Diana Alarcon, Director

The City of Fort Lauderdale We Build Community





» WE ARE CONNECTED

We move seamlessly and easily through a safe transportation system where the pedestrian is first.

The City of Fort Lauderdale committed to be a fully connected city of tomorrow by 2035. Like other American cities, we grew through sprawl. Fort Lauderdale was anchored by the railroad, the interstate, and a network of waterways, which created a reliance on the vehicle. At the age of 100, the City was poised to transition to be a wise and mature city, instead, buoyed by mobility and walkability. While virtually connected in an era of rapid advances in technology, what we still lacked were the real-life community infrastructure connections.

Our original design was due in large part to road designers' traditional focus on adding lanes for cars and not making them safer for bikers, pedestrians, and transit riders. Our problems were similar to those encountered by much of the United States. Most cities built during the 1950s and 1960s typically built too much capacity into the roadway network without providing for adequate or, in many cases, any bike, pedestrian, or transit facilities. Through the community Visioning effort, the City committed to a major ideological shift - from moving cars to moving people. People first. **Complete Street** fundamentals such as **landscape buffers**, **narrow-**

ing lanes, and **on-street parking requirements** did not exist in the 2013 zoning code, even though 133 big ideas obtained through the Visioning effort reflected the community's substantial desire for these pedestrian-friendly elements. While the concept was widely discussed, it took time to integrate the principles of **Complete Streets** into local codes and more time for implementation. The City prioritized the pedestrian and committed to providing **transportation options** to connect great people to great places for our future.

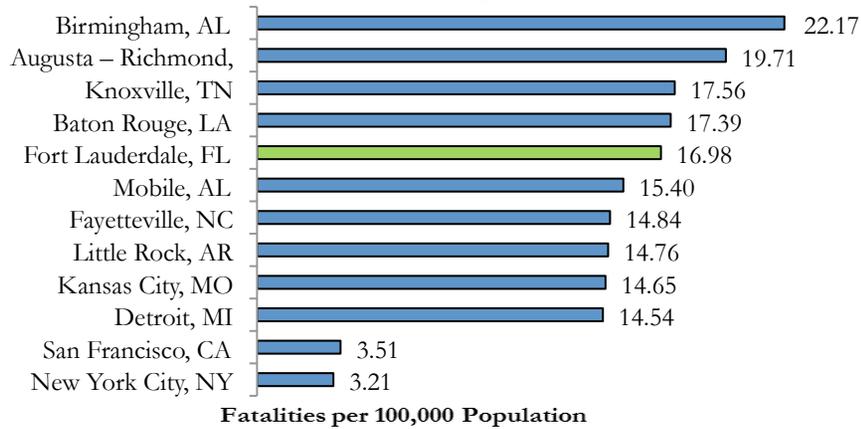
The shift was not easy and it did not occur overnight. South Floridians loved their cars in the late 20th century and well into the millennium. At the time, the best way to get car lovers out of their cars was to provide **safe, convenient, accessible, and comfortable connections**. Compounding the challenge were Fort Lauderdale's rising temperatures and extreme weather events, which were becoming more and more frequent. The year 2012 was the warmest to date, with all but one of the 48 continental states recording temperatures above average. Shade structures, tree canopies, and other amenities became a necessity to realistically facilitate walking and biking.



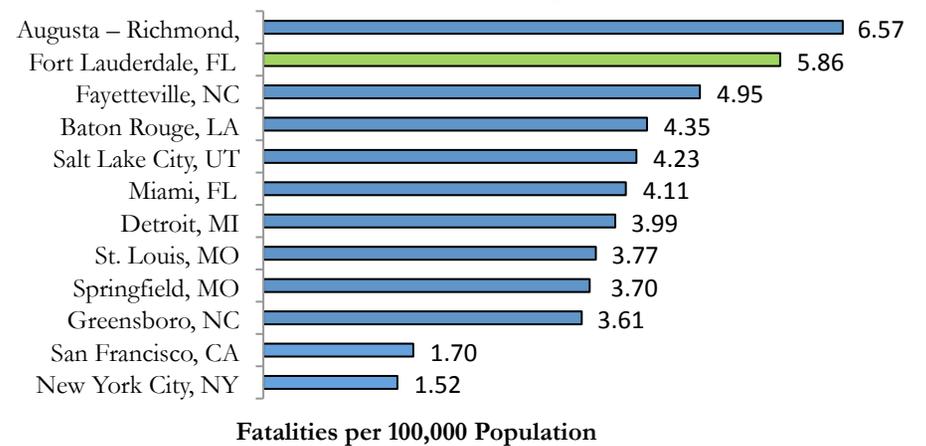
Safety Statistics

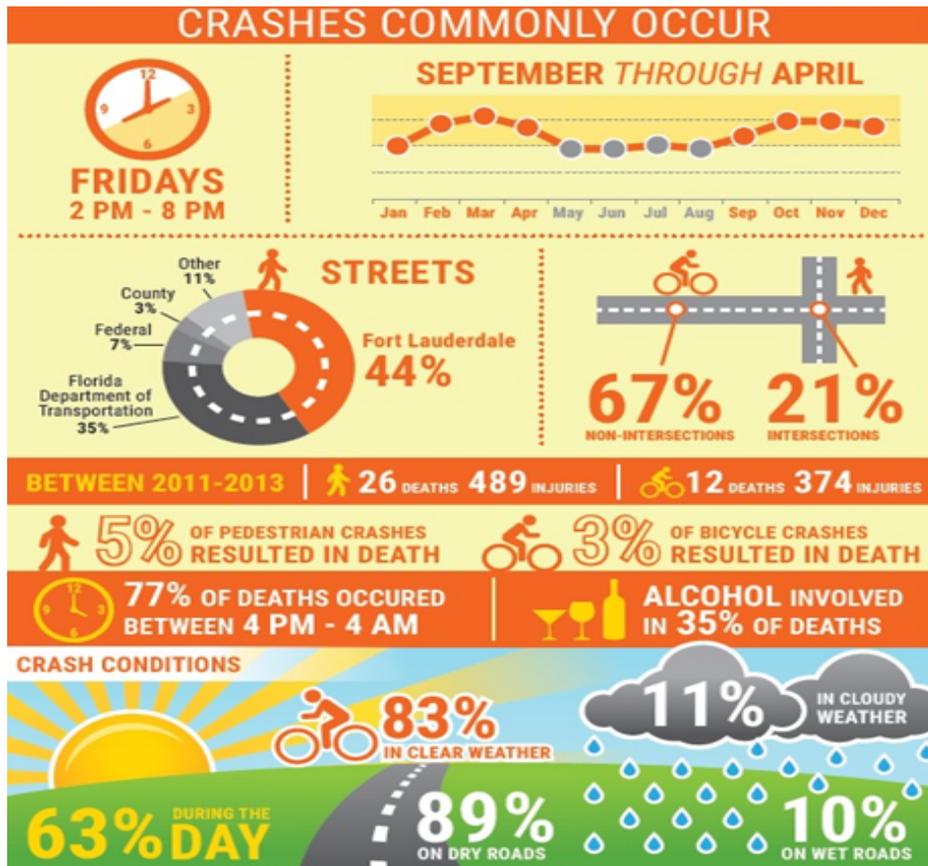
2012 Motor Vehicle Crash Data from FARS and GES

Total Fatality Rate



Pedestrian Fatality Rate





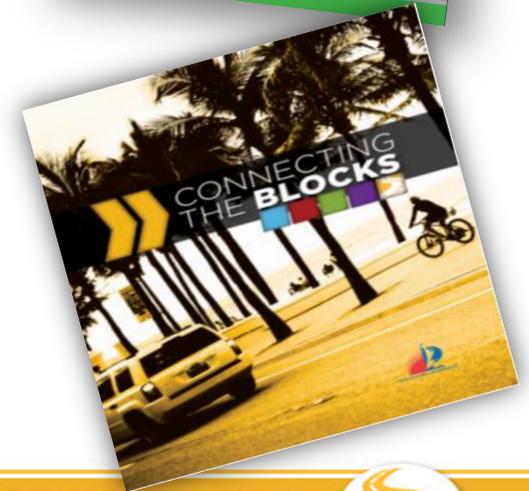
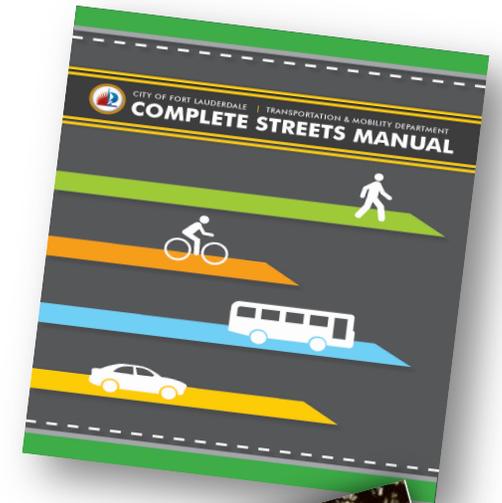
Fatalities (2010 – current)

Year	Pedestrian fatalities	Bicycle Fatalities	Driver/Passenger Fatalities	Other	Total
2010	10	2	8	0	20
2011	4	1	9	0	14
2012	11	3	12	2	28
2013	9	1	8	0	18
2014	6	2	3	1	12
Totals	40	9	40	3	92



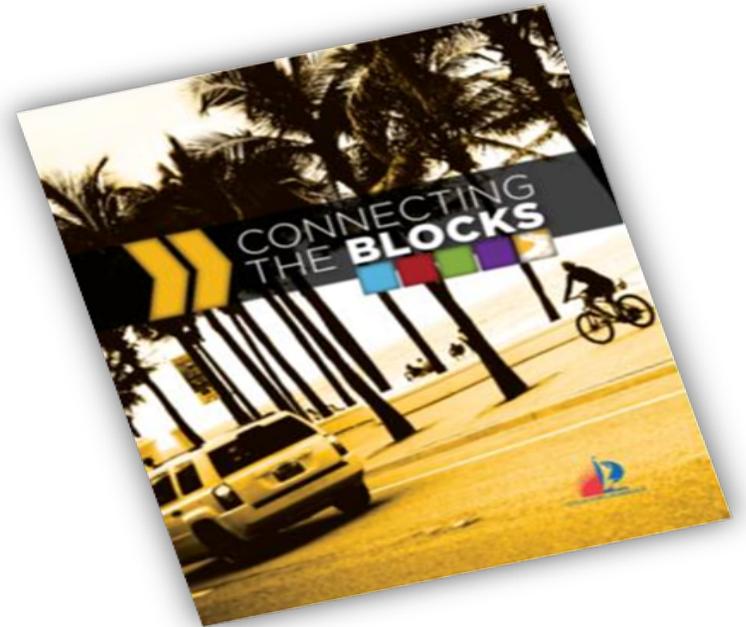
Policies & Implementation Program

- Adopt Complete Streets Policy
- Establish Complete Streets Manual
- Developed Connecting the Blocks: A Multimodal Connectivity Program



Connecting the Blocks

- Implementation of *Fast Forward Fort Lauderdale & Complete Streets*
- Community outreach
- Survey of existing conditions
- Development of Needs List



Prioritization

- Safety improvements
- Sustainability Elements
- Closing network gaps for bicycle & pedestrians
- Support of transit

Prioritization Criteria, Weights, and Thresholds

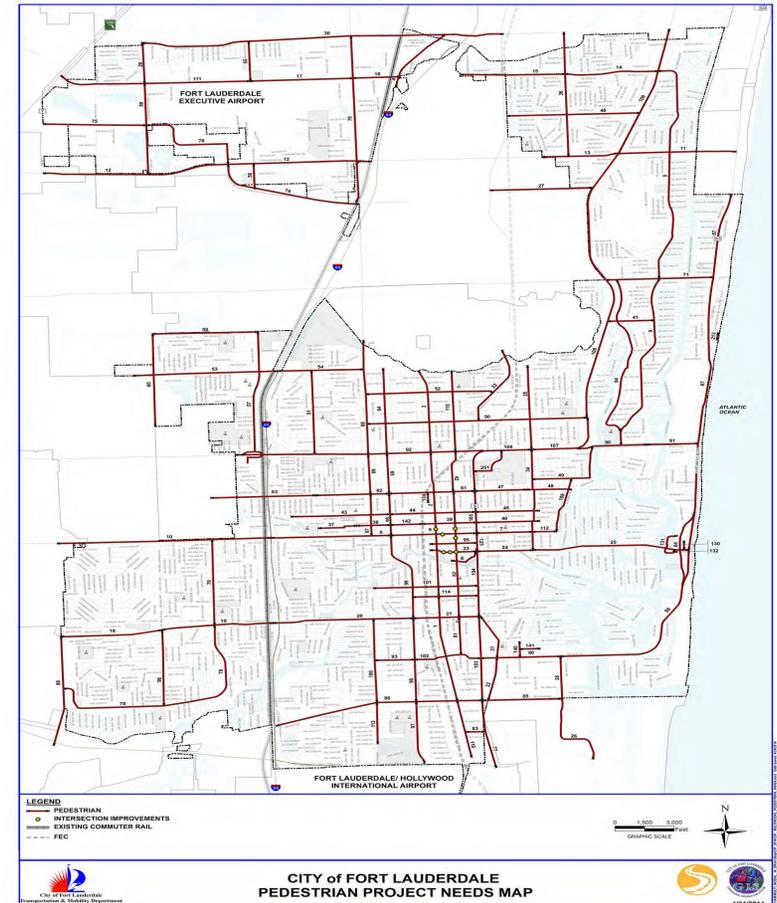
PROJECT BENEFITS	CITY COMMISSION WEIGHT*	BENEFIT CATEGORIES	DESCRIPTION	THRESHOLDS	POINTS
Anticipated improvement in pedestrian/bicyclist safety	3	Safety	Project type typically improves pedestrian and bicyclist safety.	Minimal Moderate Substantial	0 1 2
Anticipated safety benefit to segment with history of fatal or severe injury pedestrian and bicycle crashes	4	Safety	Based on most recent crash maps for City of Fort Lauderdale.	Minimal Moderate Substantial	0 1 2
Support of regional transit services and/or premium transit services	3	Travel Choices, Sustainability	Planned premium transit services shown in the L RTP are in the corridor.	Minimal Moderate Substantial	0 1 2
Enhancement of transit stops	1	Travel Choices, Sustainability	Project creates space for enhanced transit stops (e.g., sidewalk buffer)	Minimal Moderate Substantial	0 1 2
Closure of sidewalk network gaps	5	Safety, Connectivity, Travel Choices, Health Benefits	New sidewalks constructed to close gaps and make new connections.	Minimal Moderate Substantial	0 1 2
Closure of bicycle network gaps	4	Safety, Connectivity, Travel Choices, Health Benefits	New bicycle facilities constructed to close gaps and make new connections.	Minimal Moderate Substantial	0 1 2
Improvement of street crossings for non-automobile modes	3	Safety, Connectivity, Travel Choices, Health Benefits	Project enhances street crossings.	Minimal Moderate Substantial	0 1 2
Support of active transportation	5	Quality of Life, Sustainability, Economic Benefit	Project improves areas with high Active Transportation Demand Scores	Minimal Moderate Substantial	0 1 2
Improvement of multimodal system quality	4	Quality of Life, Travel Choices, Economic Benefit	Project adds pedestrian-scale lighting, shade, buffers, and other quality elements	Minimal Moderate Substantial	0 1 2
Project adds sustainability elements to adapt to climate change	4	Safety, Sustainability, Connectivity	Project adds stormwater management, shade, LED lighting and drought resistant landscaping features.	Minimal Moderate Substantial	0 1 2
PROJECT FEASIBILITY	CITY COMMISSION WEIGHT*	BENEFIT CATEGORIES	DESCRIPTION	THRESHOLDS	POINTS
Opportunity to qualify for federal or other funding	2	N/A	Corridor study and/or livability study involving multiple jurisdictions and/or agencies	Minimal Moderate Substantial	0 1 2
Freedom from obstacles to implementation	5	N/A	Timeline, agency approvals, need for land acquisition, contract capacity, etc.	Minimal Moderate Substantial	0 1 2
Community support	5	N/A	Consistency with the Multimodal Connectivity Map	Minimal Moderate Substantial	0 1 2

*Weight is multiplied by the points scored for each criteria (1=lowest priority – 5=highest priority)

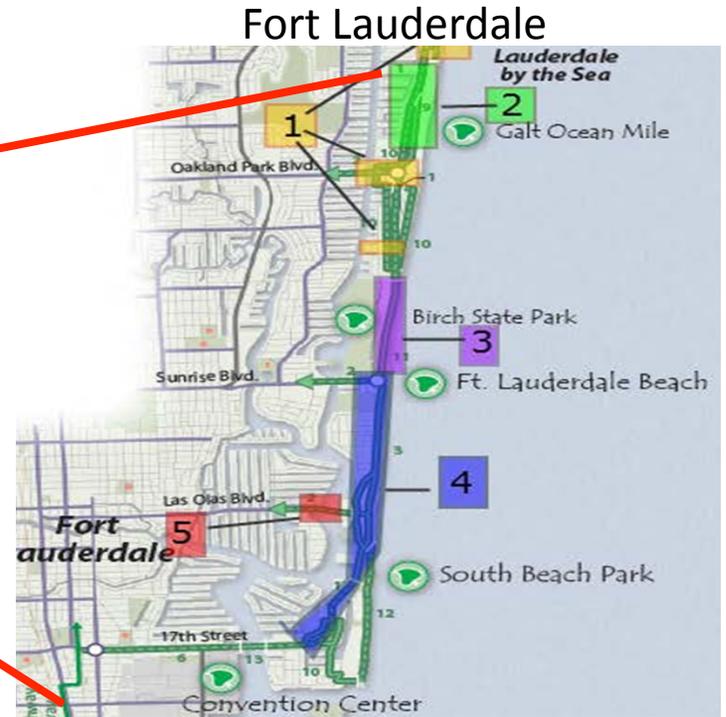
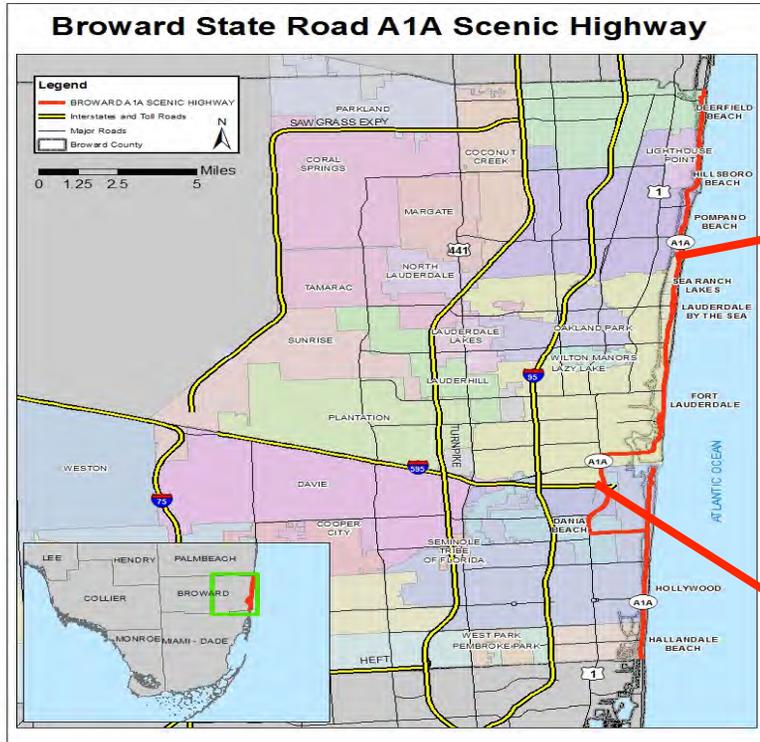


Implementation

- Adapting existing projects
- Programming new projects
- Developer participation
- Implementing street by street



SR A1A Greenway



SR A1A Greenway Projects Fort Lauderdale

Projects:

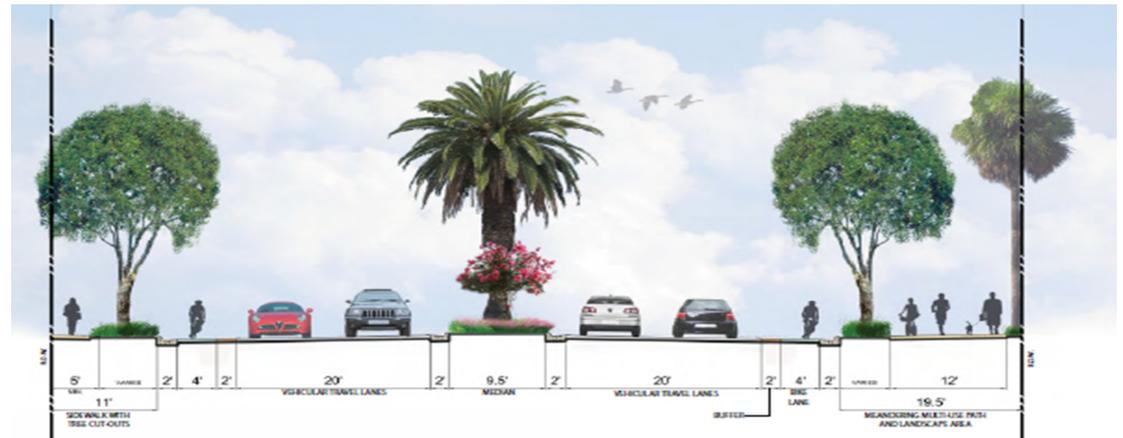
- **Reconstruction** – Oakland Park Blvd to Flamingo Ave.
- **Landscaping Grant** – Atlantic Ave to Oakland Park Blvd
- **Reconstruction** – Sunrise Blvd to NE 18th St
- **Beach CRA streetscape project**
- **RRR project** – Mercedes River to Sunrise Blvd.
- **Wayfinding project**



Flamingo Ave. to Oakland Park Blvd.

\$12 million reconstruction

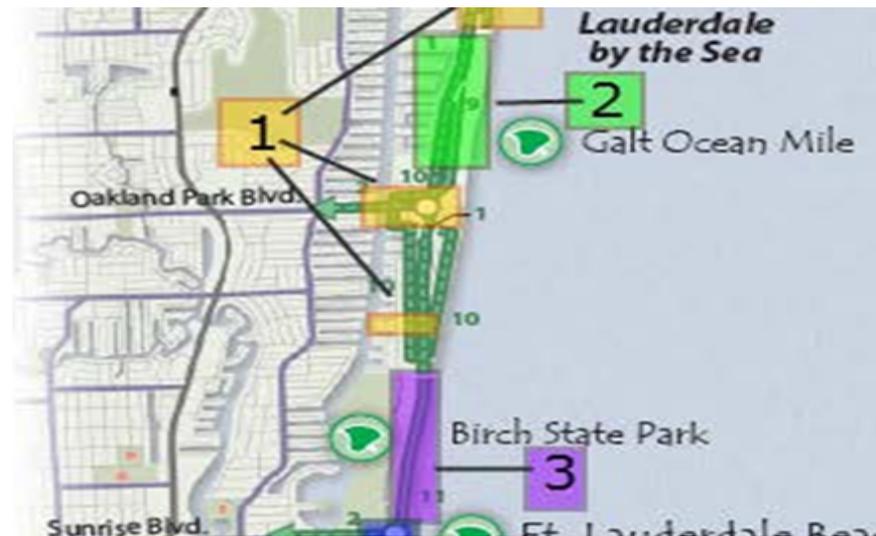
- Multi-use path
- Buffered Bike lanes
- Landscaping
- Lighting
- Patterned pavement for sidewalks and crosswalks
- New signalized pedestrian crossing at the CVS/Winn Dixie location
- A business access drive



A1A Greenway Connections

Greenway Connections:

- Under Oakland Park Blvd.
- Through Birch State Park



Oakland Park Blvd to Atlantic Ave

\$100,000 Highway Beautification Grant

- Current landscaping is overgrown and wounded
- Install landscaping consistent with the design of A1A in Fort Lauderdale



PROJECT
END

PROJECT
START

A1A MEDIANS PROJECT LIMITS /
AERIAL PHOTO

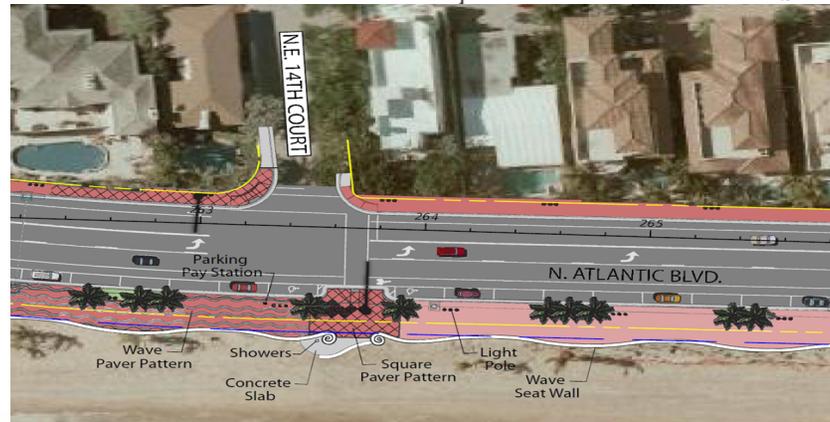
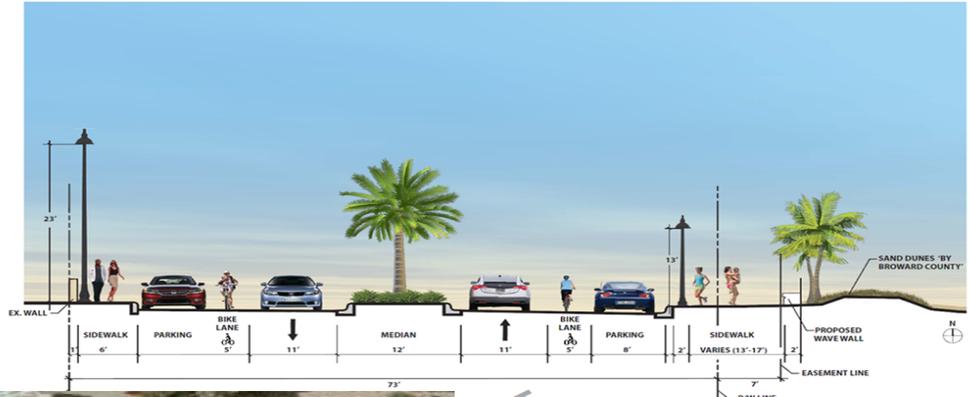
SCALE: 1"=500'-0"



CITY OF FORT LAUDERDALE
TRANSPORTATION & MOBILITY



SE 18th St. to Sunrise Blvd.



Beach CRA

South Project Limits & Cortez St.



Beach CRA

South Project Limits & Cortez St.



Beach CRA

One Way Northbound Area



Preferred
Alignment for
Future Lights
and Trees

Design
Variance
Request from
DOT. Clear
zone 4'-0" to
2'-6"

Face of
Curb

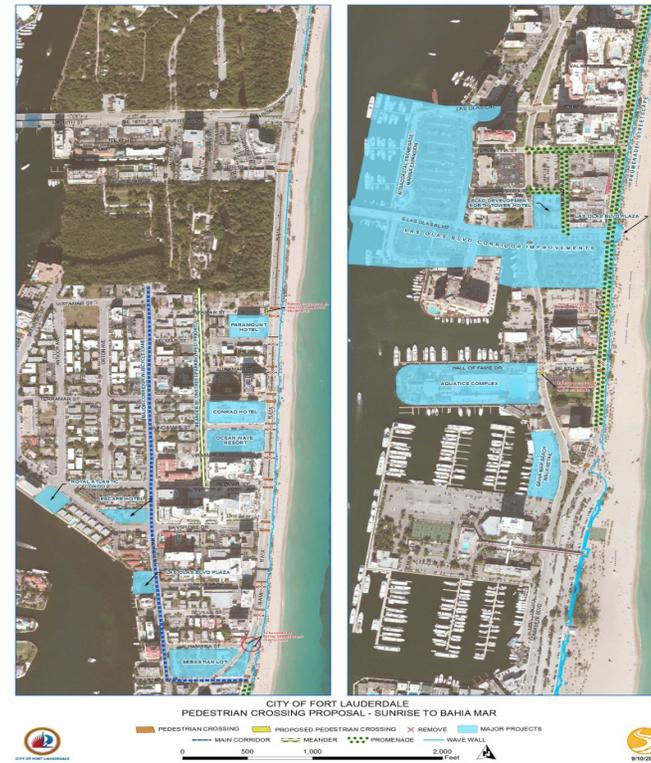
Improved Pedestrian Realm 13'



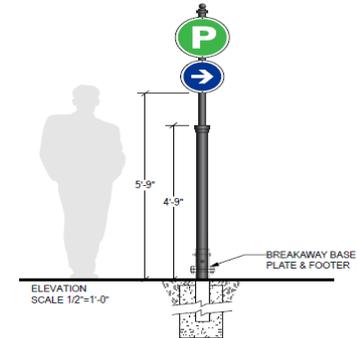
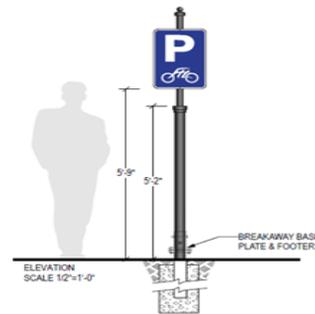
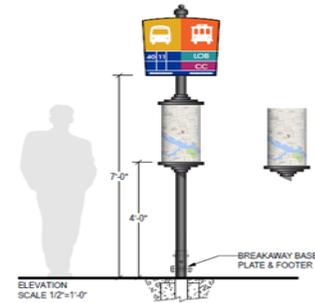
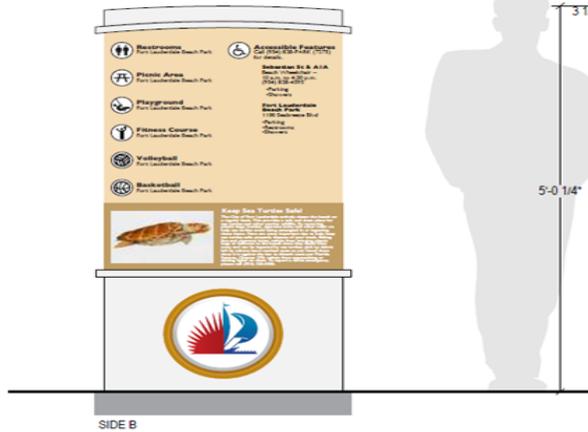
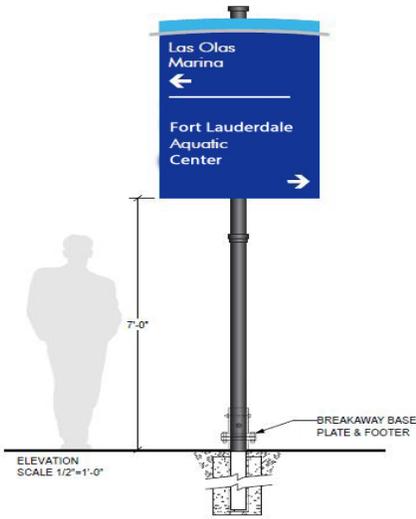
Sunrise Blvd. to Mercedes River

Resurfacing Project

- Resurfacing
- Crosswalk study
- In-ground lighting enhancement of remaining crossings



Wayfinding Signage



Las Olas Crosswalk



Before

- In-ground LED actuated lighting
- Painted crosswalk
- Flags



After

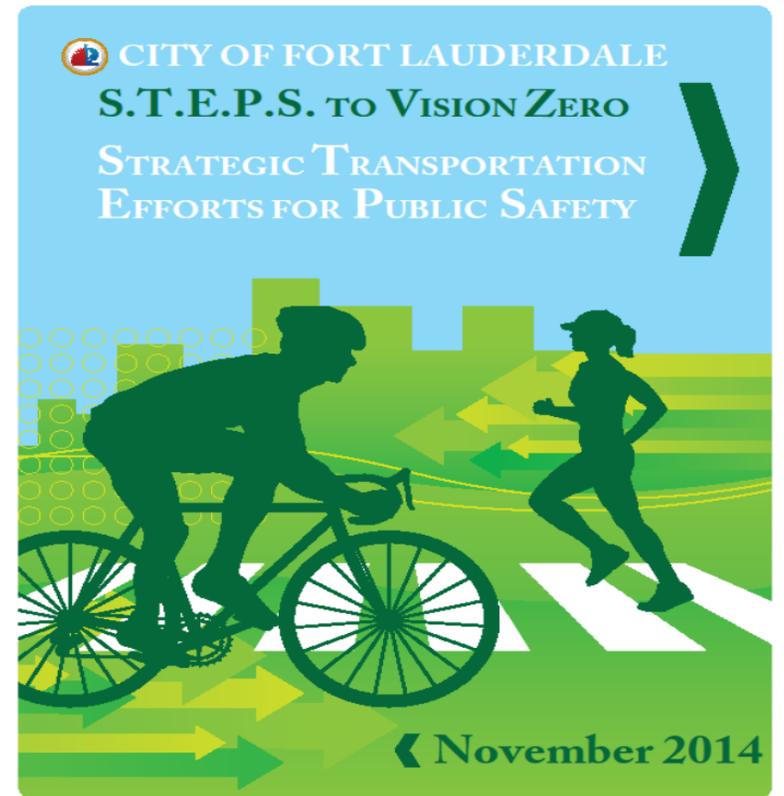


Painted Intersections



Pedestrian and Bicycle Safety Action Plan

- Raise Awareness
- Bring regional and local partners together to develop action steps
- Develop five “E” Strategies
 - Engineering Methods
 - Education
 - Encouragement
 - Enforcement
 - Evaluation



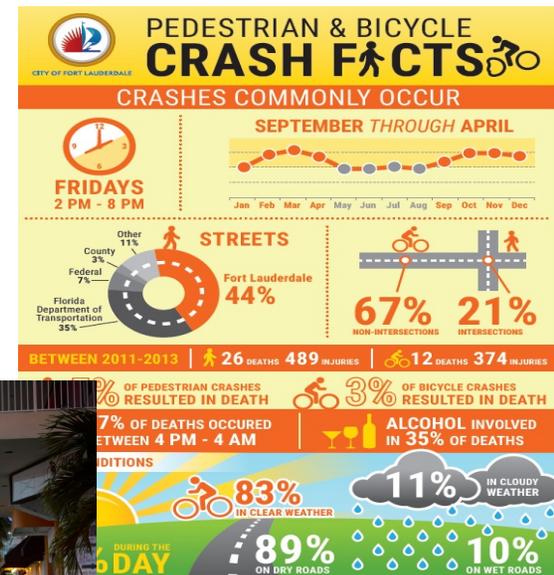
Education & Enforcement

Not just about infrastructure improvements

Education and Enforcement

- Jaywalking
- Speeding
- Yielding to Pedestrians
- Giving 3 feet for bicycles

Vision Zero



Complete Streets Spotlight

Challenge Feature – Sidewalk Ordinance

- What has been the experience of Broward County cities when it is the duty of the property owner to construct or reconstruct, maintain and keep in good repair the sidewalk abutting their property?

Events

Let's Go Biking Event

- Save the Date: March 22, 2015
- Location: Coconut Creek
- Time: 9:30 am
- Helmet Giveaways

LET'S  BIKING

Events

Mobility Program Groundbreaking

- February 3, 2015
- Thank you for attending!



Next Steps

Next TAC Meeting – April 13, 2015



Don't Forget to Check out the Complete Streets Website at:

www.browardmpo.org/projects-studies/complete-streets