

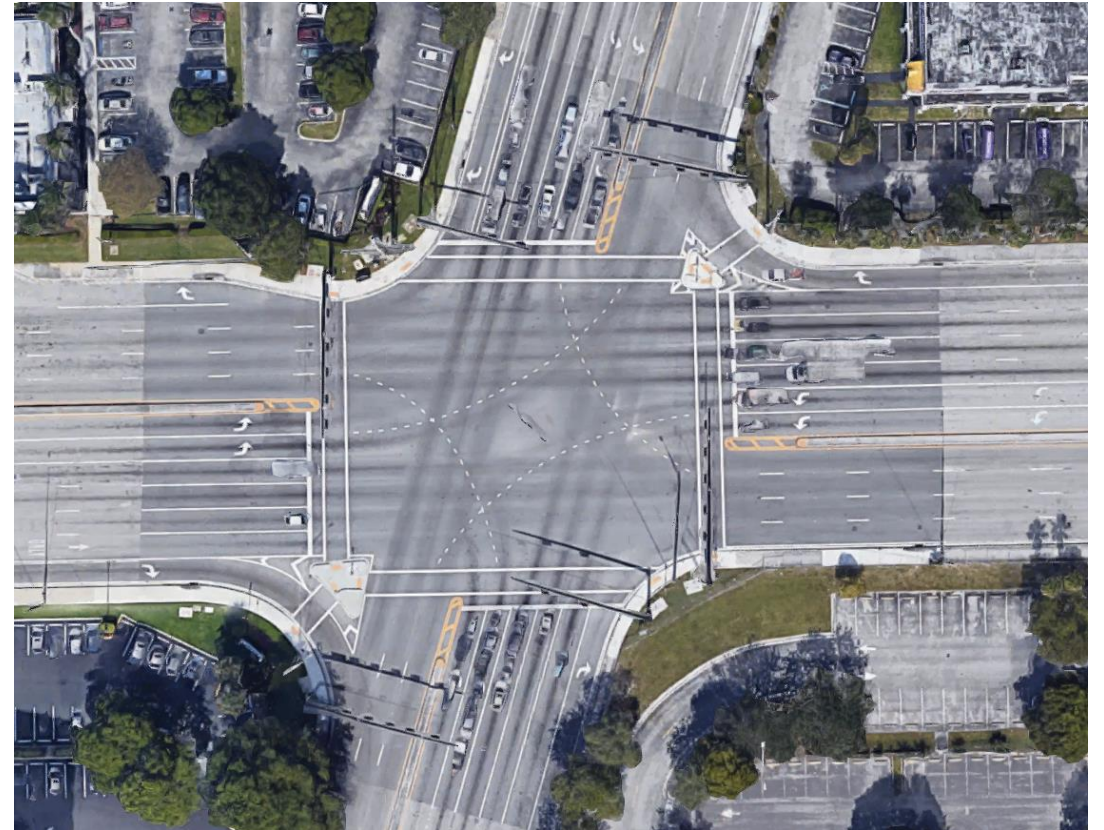
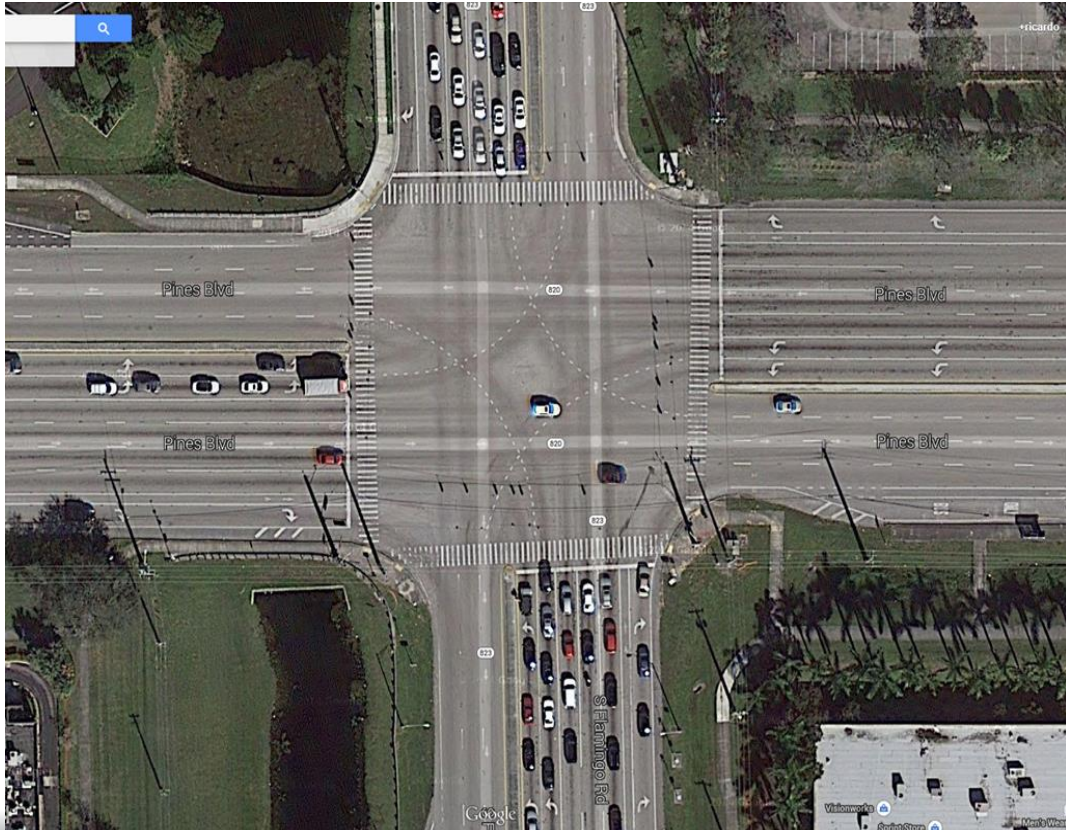


Partners in Implementing a
Complete Streets Vision

November 9, 2017



Managing Congestion....



Complete Streets in Broward: The Beginning

- Transformation 2035 Long-Range Transportation Plan (December 2009)
 - Focus on moving people, not cars
 - Allocated large portion of funding to transit and bicycle/pedestrian projects
 - Produced a prioritized list of bicycle/pedestrian projects for the region

Foundation for our Complete Streets Initiative



Why create Complete Streets?

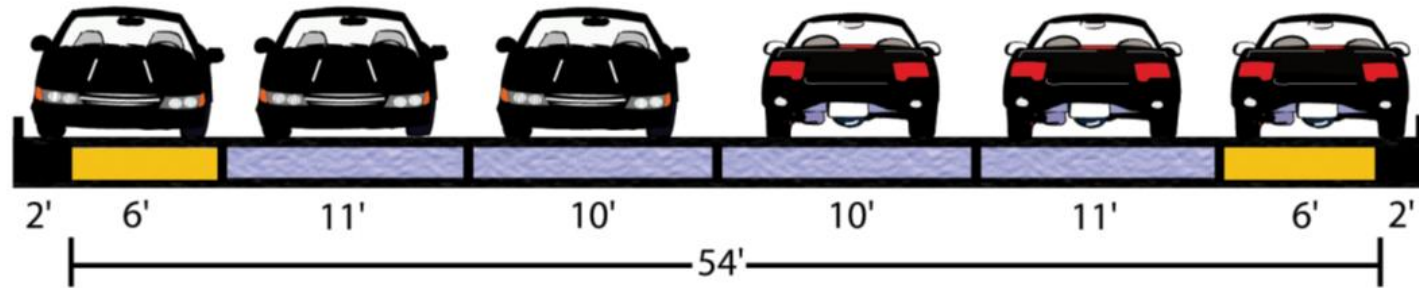
- Proven Benefits
 - Safety
 - Health and happiness
 - Equity
 - Sustainability
 - Economics
 - Sense of community

Context Sensitive – Different design treatments for different types of roads and environments

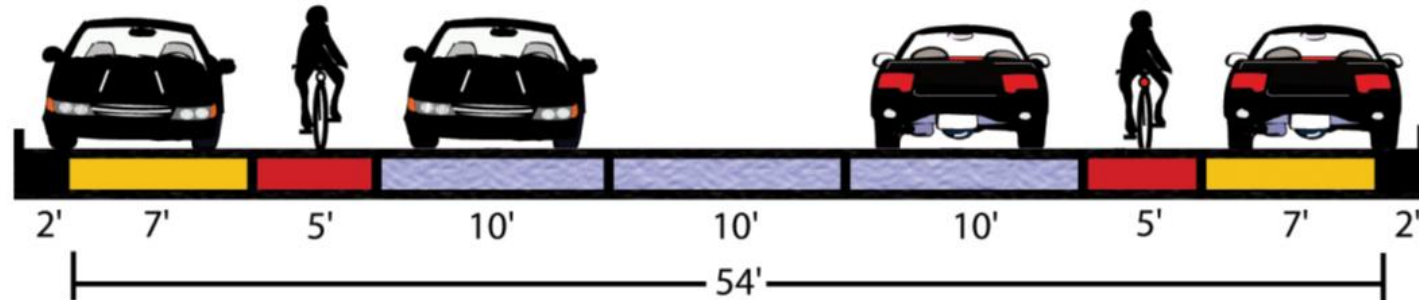


Edgewater Drive

PREVIOUS CROSS SECTION



ROAD DIET



77 net new businesses & 560 new jobs since 2008

E

Crash Rate (per MVM)



n!

Complete Streets – Now what?

- Education and Training
 - Broward Complete Streets Initiative
- Develop a Process – How do we go from planning to actual “projects”?
 - Mobility Program
- Establish Partnerships
 - Jurisdictional owners



Complete Streets Initiative



“to provide the necessary tools (education and training) to our local governments in implementing Complete Streets in their respective communities”

- Policy & Planning Framework Models
- Multi-Modal Level of Service (MMLoS) tool
- Technical resources and Technical Assistance
- Community Engagement events
- Performance Evaluation tool kit
- Training – Safe Streets Summit
- Presentations



Complete Streets Initiative

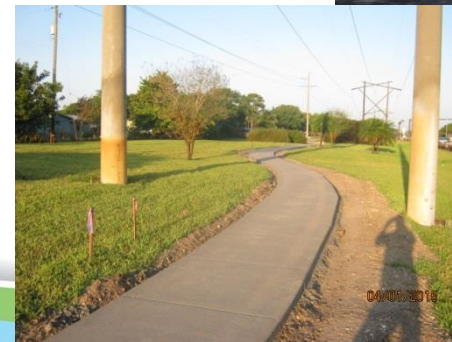


- Noteworthy Practice
 - 2014,2015 and 2016 State Certifications
 - 2015 Federal Certification
- T4 America
 - Innovative MPO
 - Case Study
- Florida APA
 - Award of Merit (Safe Streets Summit)
- Presentations
 - AMPO, NARC, American Public Health Association (APHA), FDOT Design Expo

Process - Mobility Program



1. MPO provides FDOT a prioritized list of projects
2. FDOT reviews projects for feasibility and determines costs
3. **Meet with local partners to:**
 - **Establish clear roles and responsibilities**
 - **develop a refined concept**
4. Political and community vetting.
5. Project gets incorporated into the FDOT Work Program and MPO Transportation Improvement Program for funding
6. FDOT designs and constructs the project!



Complete Streets – Comprehensive approach

- 2045 Long Range Transportation Plan
 - Larger Capital Investment Projects
- Complete Streets Master Plan
 - Regional Corridors
- Complete Streets and Localized Initiative Program (CSLIP)
 - Local projects feed into regional corridors
- Bicycle/Pedestrian Safety Action Plan (BPSAP)
 - Institutional/Policy recommendations

PARTNERS IN IMPLEMENTING A COMPLETE STREETS VISION



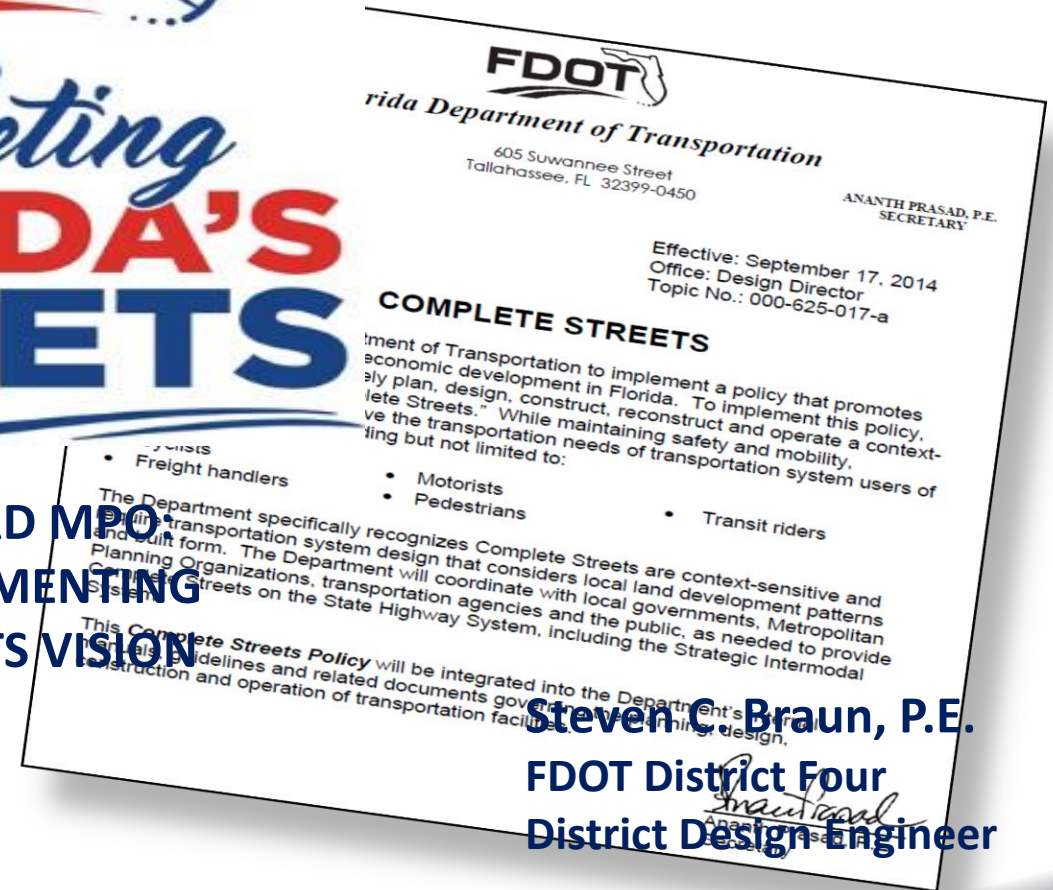
FDOT COMPLETE STREETS POLICY



- 15 years ago - “Context-sensitive system of transportation planning, design, construct, reconstruct and operate a context-sensitive system of transportation facilities and services that meets the transportation needs of transportation system users of the State Highway System, including the Strategic Intermodal System.”
- 2014 - Complete Streets Policy
 - “Context-sensitive system of transportation planning, design, construct, reconstruct and operate a context-sensitive system of transportation facilities and services that meets the transportation needs of transportation system users of the State Highway System, including the Strategic Intermodal System.”
 - “Considers local land development patterns and transit needs.”
 - “Coordinate with local partners”



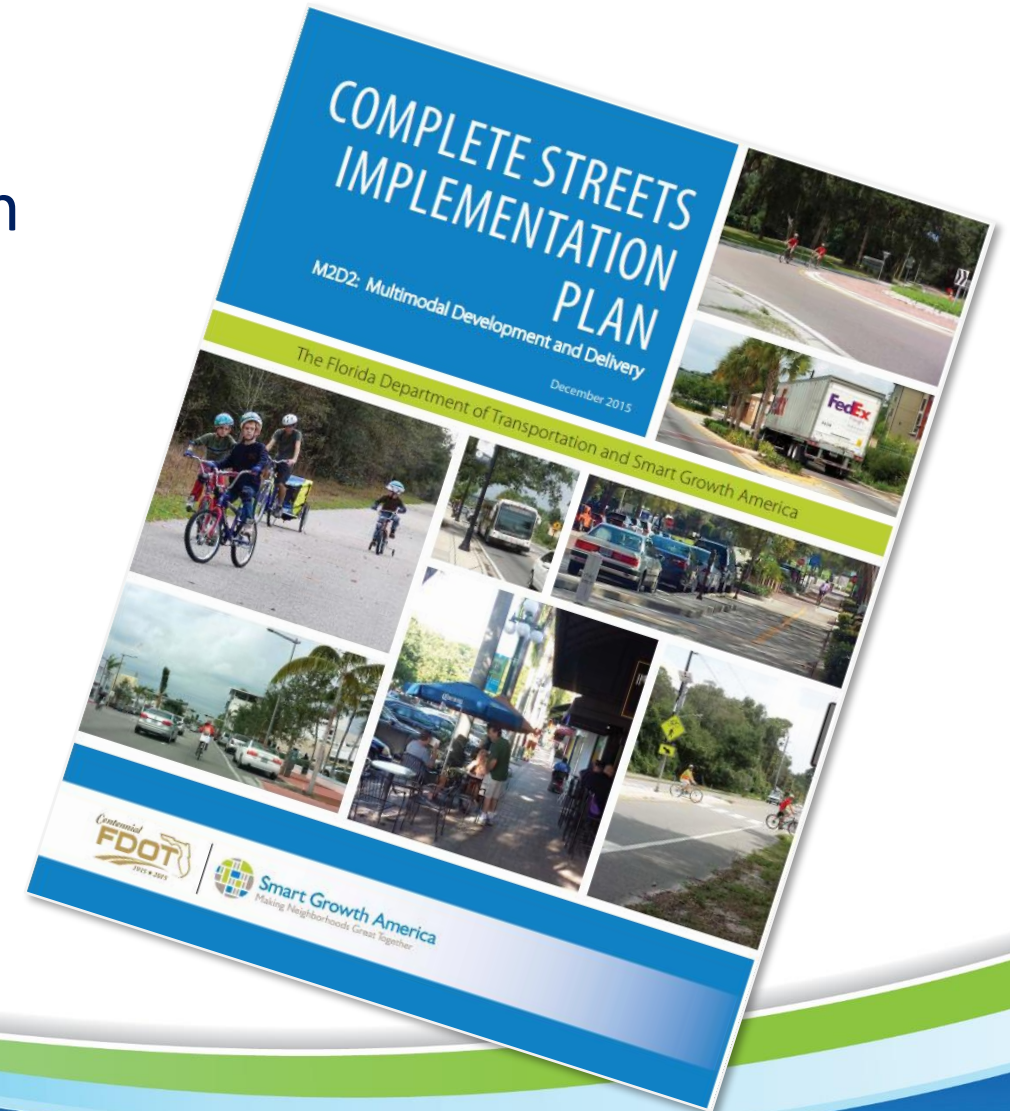
FDOT and BROWARD MPO PARTNERS IN IMPLEMENTING A COMPLETE STREETS VISION



COMPLETE STREETS IMPLEMENTATION



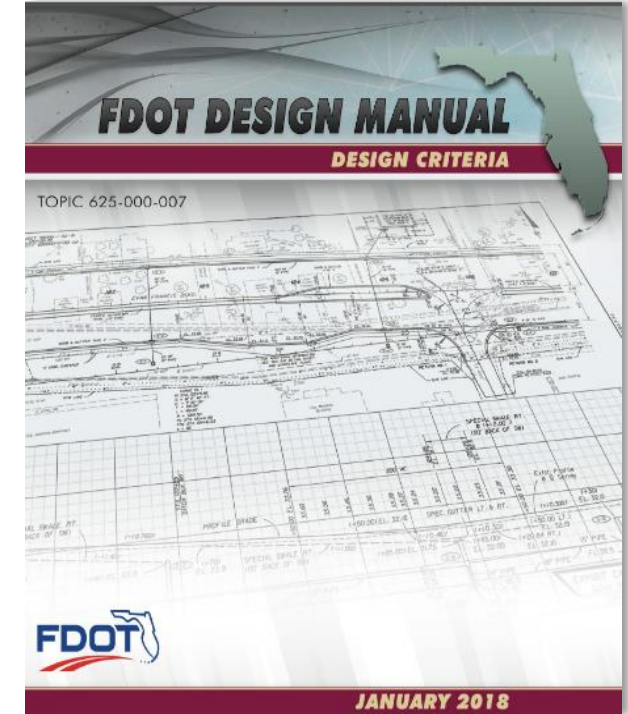
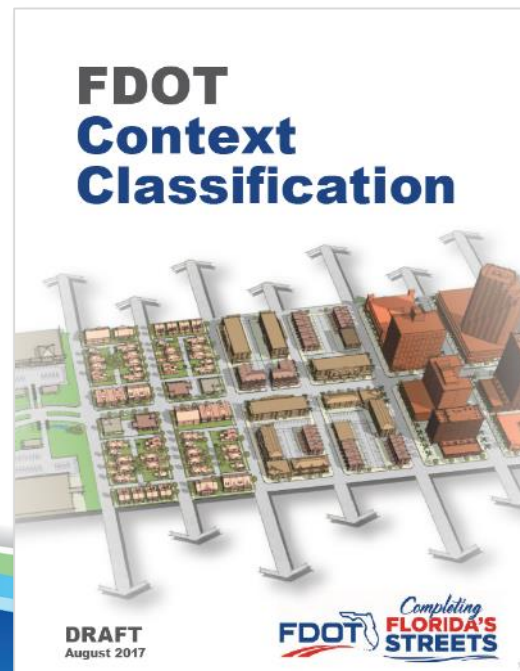
- 2015 Complete Street Implementation Plan
- Modifications to FDOT Key Documents / Manuals



FDOT Design Manual (FDM)



- Implementation: January 2018
- Replaces FDOT's Plans Preparation Manual & Design Standards
- Context Based Design



What are the FDOT Context Classifications?



C1-Natural

C2-Rural

C2T-Rural Town

C3R-Suburban Residential

C3C-Suburban Commercial

C4-Urban General

C5-Urban Center

C6-Urban Core

Broward MPO Complete Streets Program & mobility projects

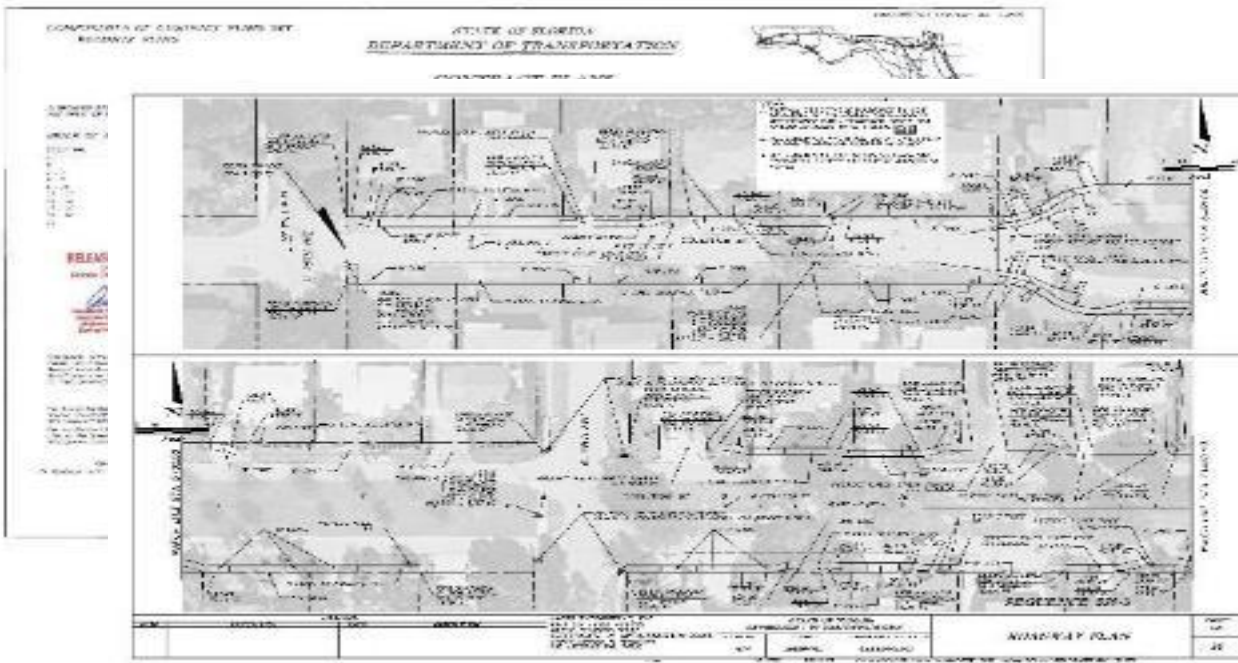


How do we go from a new “program” to actual “projects”?

1. MPO provides FDOT a prioritized list of projects
2. FDOT reviews projects for feasibility and determines costs
3. Meet with local partners to establish roles and develop a refined concept
4. Community vetting
5. Project gets incorporated into the FDOT Work Program and MPO Transportation Improvement Program for funding
6. FDOT designs and constructs the project!

*FDOT is the MPO's
“Production Machine”*





PROJECT MOBILITY PRO...

37 Projects
13 Municipalities

Complete streets project examples



Hollywood Boulevard



SR A1A (Hollywood)



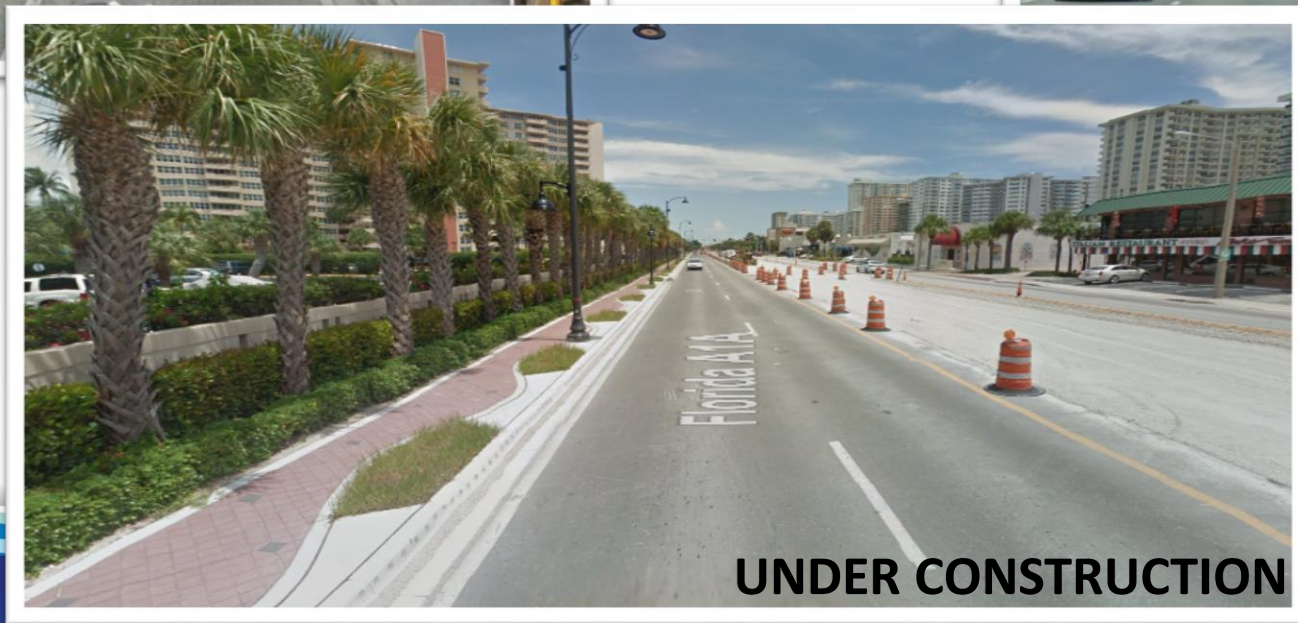
Lane Elimination Projects



- Complete Streets Implementation tool
- Introduce or improve bicycle/pedestrian/transit features
- Statewide Lane Elimination Guidance
- FDOT coordinates with local government “applicant”
- Support Local Government & Community Visions
 - Provide opportunities for aesthetic features
 - Provide opportunities for on-street parking
- Implementation
 - Incorporate in 3R projects (restriping)
 - Through Broward MPO Complete Streets / Local Initiatives Program
- Includes multi-disciplinary FDOT reviews

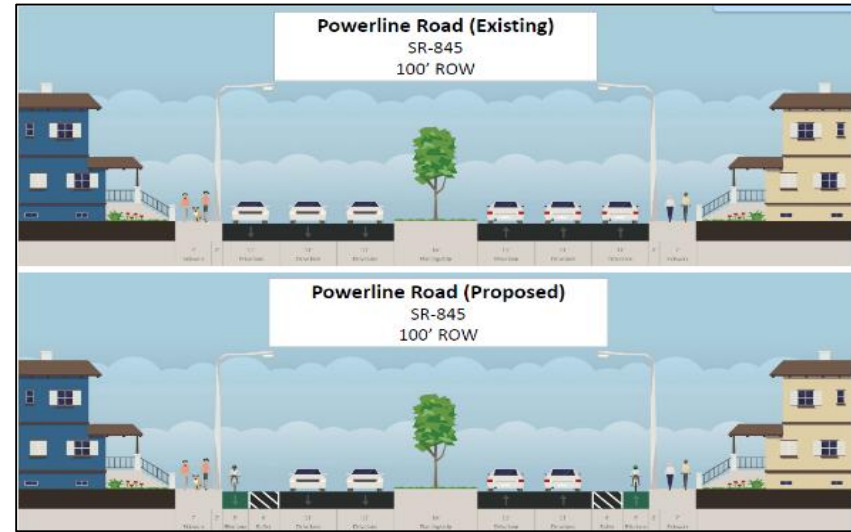
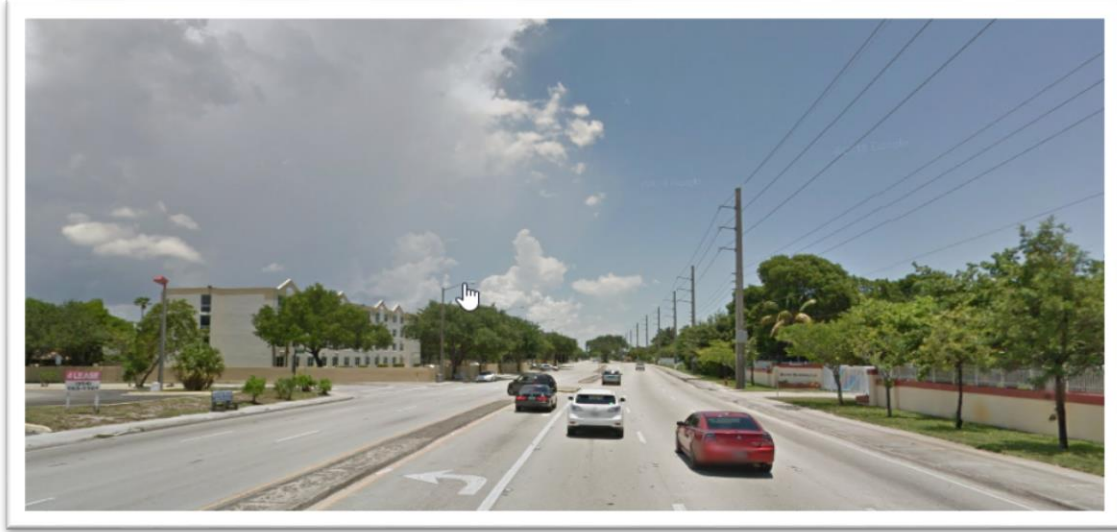


SR A1A (FT. LAUDERDALE)





Powerline Road Sunrise Blvd to NW 29th St (6L to 4L)



AFTER



Complete Streets – The Transformation

Broward County's Complete Streets Team

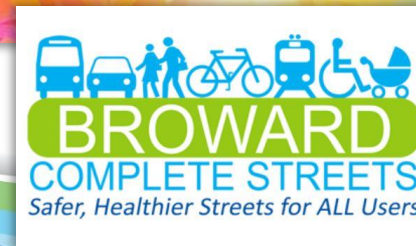
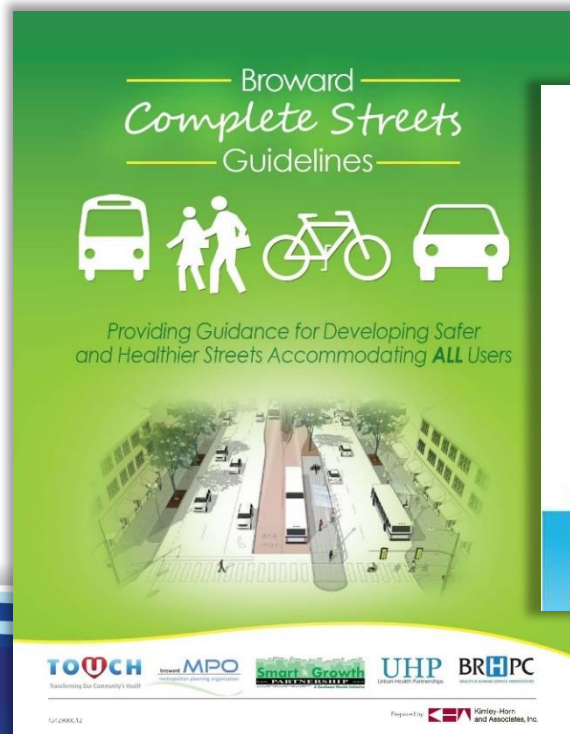


Scott Brunner, P.E., Director
Broward County
Public Works Department

Broward Complete Streets Team



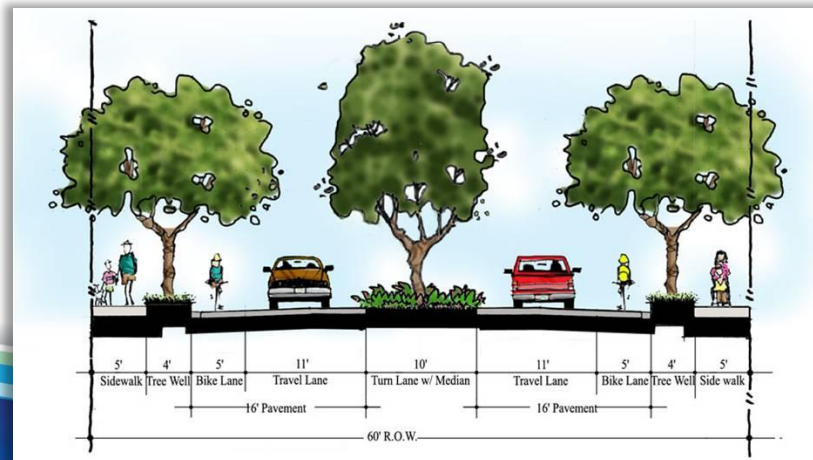
- Created 2012 -- extension of the Broward MPO and Urban Health Partnerships (UHP) Complete Streets Efforts



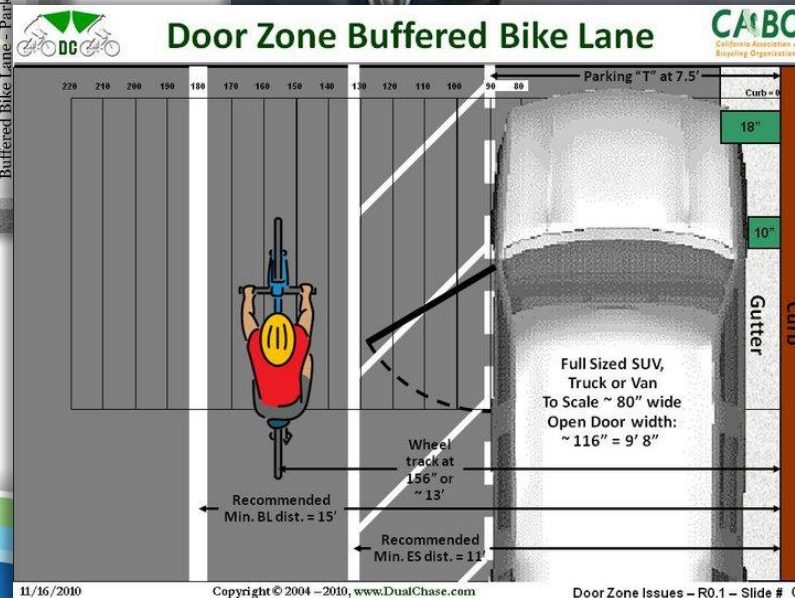
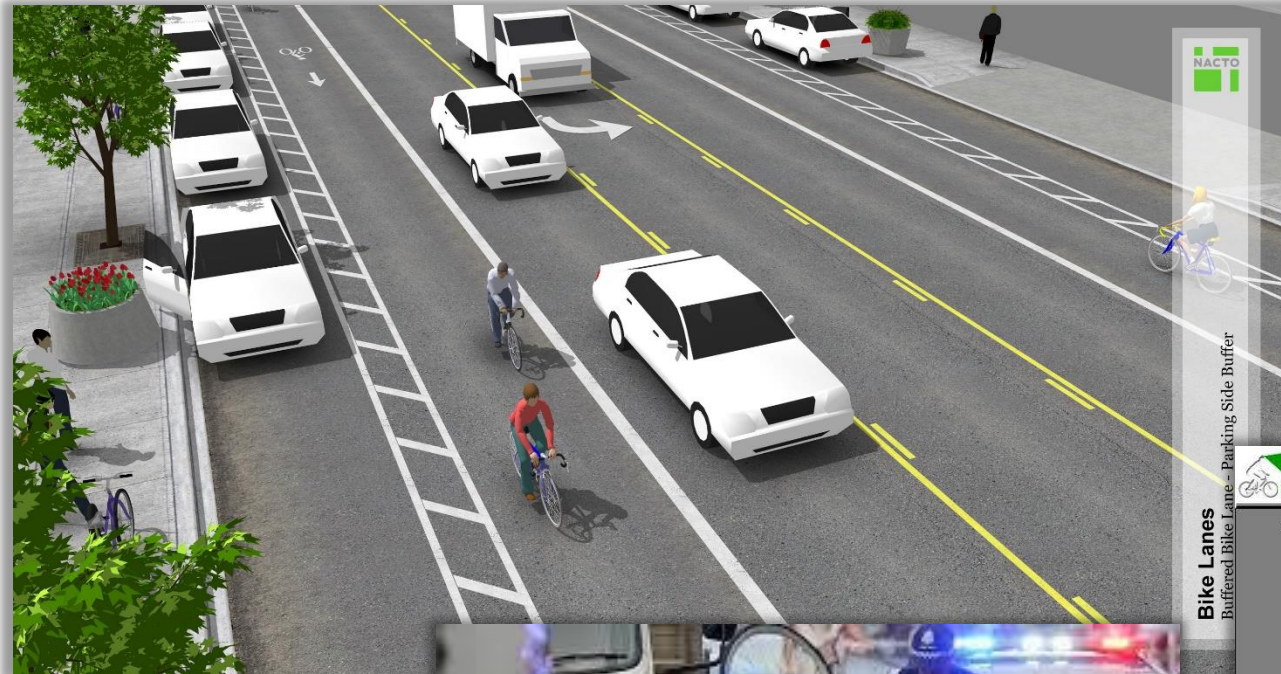


Revised Comprehensive Plan and Design Standards

- Encourages context sensitive design
- Elevates importance of bicycle, pedestrian and transit modes
- Allows narrower lane widths to reduce speeds
- Allows physical design elements to dictate posted speeds
- Requires protective features for pedestrians and cyclists



Implement FHWA/FDOT/NACTO bicycle and pedestrian safety practices



Encourage innovation and collaboration





Support community context and aesthetics



Help create livability and “places”



Preserve and integrate the natural environment



Enhance access and safety for greenways



**TRAIL
X-ING**

Promote bicycle safety technologies



COMMUNITY NEWS

New Bicycle Detection System Being Tested In Weston

BY STACEY BOMSER

With nearly 50 miles of paved bike lanes, it's obvious that Weston is a bicycle friendly community. It was designated as such by The League of American Bicyclists. So, it's not surprising that the Broward County Traffic Engineering Division selected Weston as one of the cities in which to test a new enhanced bicycle detection system.

"Weston has a very comprehensive bike lane network, and we have a very good working relationship with City staff, so we thought Weston would be a good place to undertake this kind of pilot program," states Scott Brunner, P.E., Broward Traffic Engineering Department Director.

Currently, the enhanced bike detection system has been installed at two Weston intersections along Saddle Club Road, at Royal Palm Boulevard/Glades Parkway (all directions) and at Indian Trace (north and south directions only). Brunner says they are looking at several other potential intersections in Weston, and will decide where to go next based on what they observe at the two Saddle Club intersections.

Brunner says the purpose of this pilot program is three-fold: to evaluate the capabilities of the enhanced bicycle detection system, specifically regarding both design and installation in traffic lanes; to see how well the system performs in testing bicycle detection across an intersection;

Motorists and cyclists need to pay attention to the new signals. "The bike signal indication is literally an illuminated stick-figure version of a bicycle symbol, as opposed to an illuminated circle or arrow," explains Brunner.

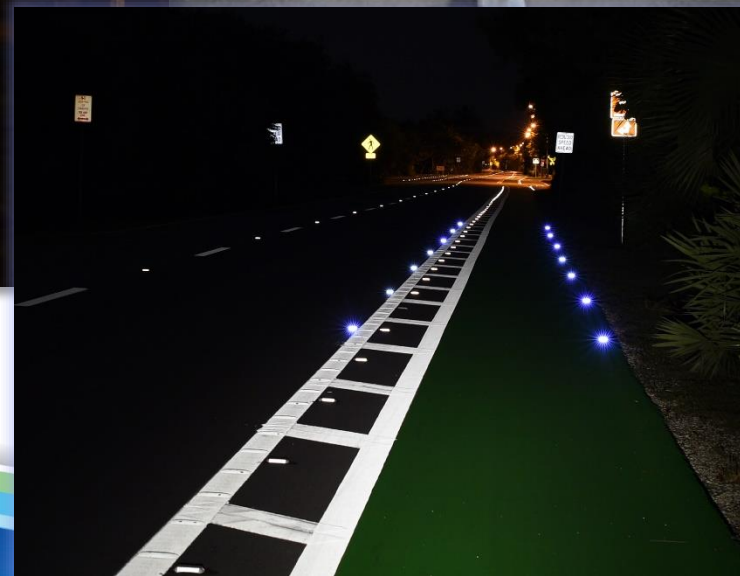
During the initial phase of this pilot program, Brunner says the bicycle signals will operate concurrently with the adjacent vehicle signal indications. "In other words, when the adjacent through vehicle lanes get the green, the adjacent bike lane will also get the green at the same time."

After the preliminary test period, which should last several months, Brunner says they may slowly start introducing special phasing for the bike lanes where bicyclists may get an advance green light for several seconds before the adjacent vehicle lanes get the green. "If everything goes according to plan, we may even be able to work with the City to define certain hours on the weekend where bikes have a little more priority."

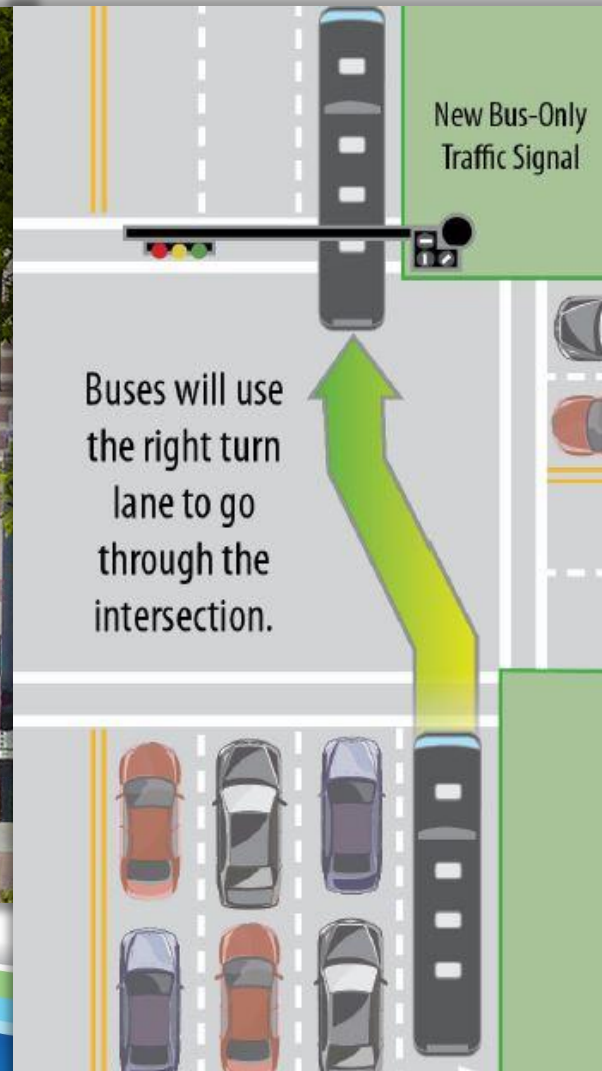
Although this is a dramatic, Brunner says, the community gets signals, and we are operating technology to introduce more cycling safer for a step in a much larger effort to improve the efficiency of the bicycle mode throughout Broward County as a whole."



Promote nighttime safety technologies

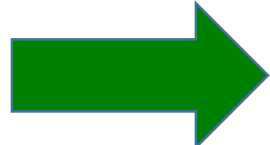
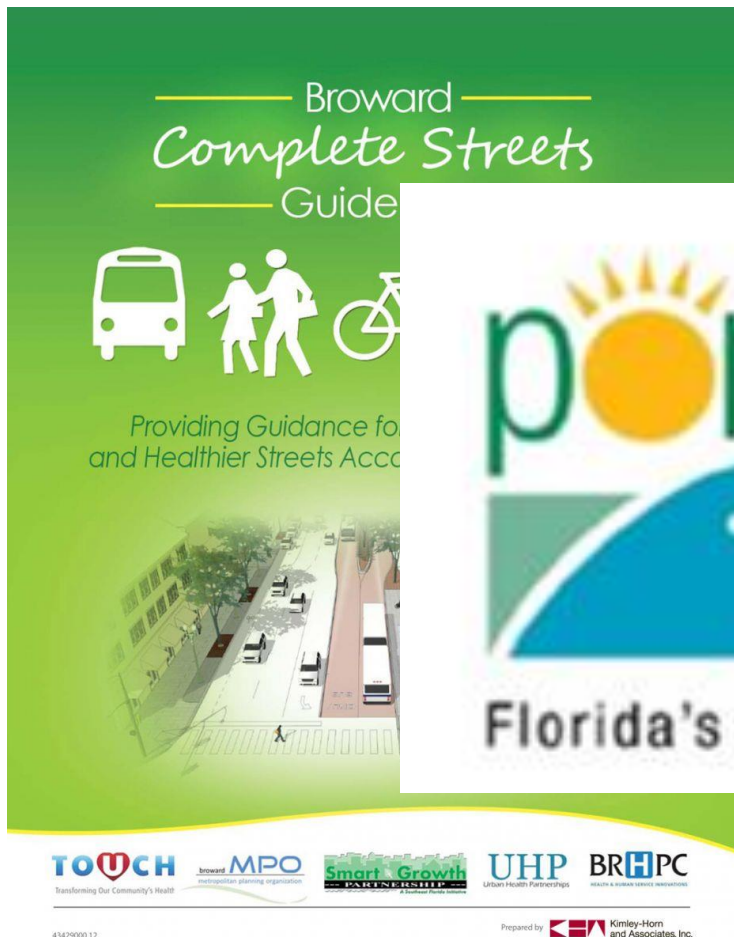


Promote transit technologies



TECHNICAL RESOURCES:

Design Guidance On New Streets & Retrofitting Existing Streets



Guidelines

Design Manual

Approved by the
MPO Board July 12, of 2012

Approved by the
City Commission
Assistant Development Services Director



Transportation Corridor Study



CITY of POMPANO BEACH

Transportation Corridor Studies

Transformation Plan

Dixie Highway, Federal Highway/US1, Atlantic Boulevard

December 2013

PREPARED BY:
Renaissance Planning Group
IN PARTNERSHIP WITH:
Florida International University
The Metropolitan Center
Kimley-Horn and Associates

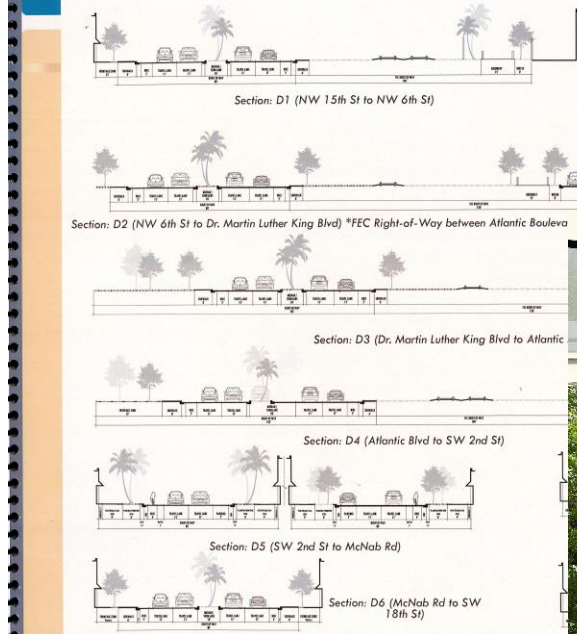
POMPANO BEACH
CORRIDORS...
TO PROSPERITY!

TECHNICAL ASSISTANCE:



Recommended Implementation Actions

Cross Sections



**Complete Streets Implementation in the
Downtown Pompano Beach Overlay District**



DOWNTOWN POMPAÑO BEACH OVERLAY DISTRICT - STREET DEVELOPMENT REGULATING DIAGRAMS

KEY

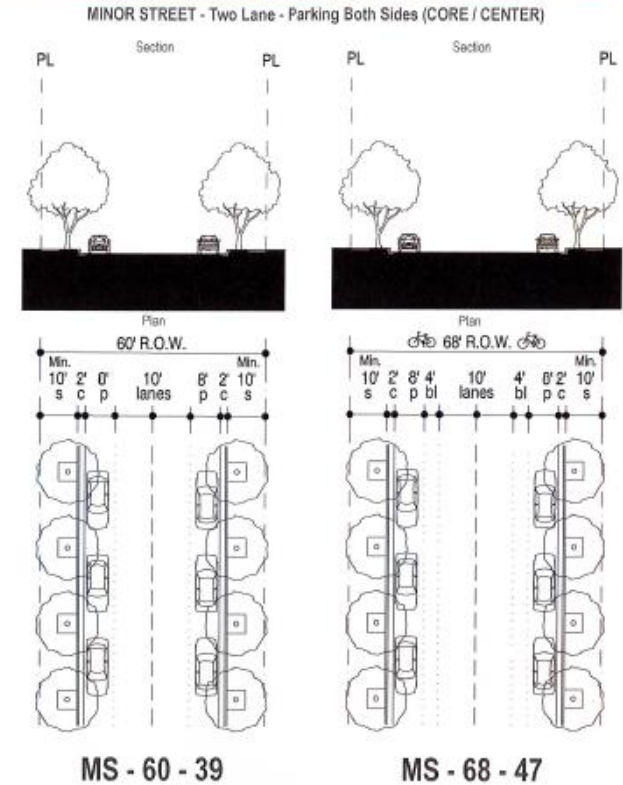
MS - 60 - 39

Thoroughfare Type ————

Right of Way Width ————

Pavement Width ————

bl: bike lane
c: curb and gutter
p: parking
s: sidewalk
Max.: Maximum
Min.: Minimum
mph: miles per hour
O.C.: on center
R.O.W.: right - of - way



Thoroughfare Type	Minor Street	Minor Street
Sub-District	Core / Center	Core / Center
Right-of-Way Width	60'	68'
Pavement Width	39'	47'
Movement	Slow	Slow
Vehicular Design Speed	35 mph	35 mph
Traffic Lanes	2	2
Parking Lanes	2	2
Bike Lanes	N/A	4' on each side
Walkway Type	10' concrete sidewalk	10' concrete sidewalk
Planter Type	5' x 5' tree grates	5' x 5' tree grates
Curb Type	Raised Curb	Raised Curb

COMMUNITY ENGAGEMENT OPPORTUNITIES:



Community Engagement Event *Let's Go Biking!*



Organized by the MPO to promote the use of Broward's bicycle facilities, bicycle safety, and the health benefits of active transportation.

PROJECT PARTNERS:



- **Education Corridor:** Dr. MLK Jr. Blvd.
 - Pompano Beach, Coconut Creek, Coral Springs, Margate
- **Dr. MLK Jr. Blvd:** Context Sensitive Corridor
- **TIGER Grant:** Funding for Dr. MLK Jr. Blvd
- **Dixie and Atlantic:** Roadway Transfer


INCREASE
Pedestrian
and bicycle
connectivity


INCREASE
East/West
Connections

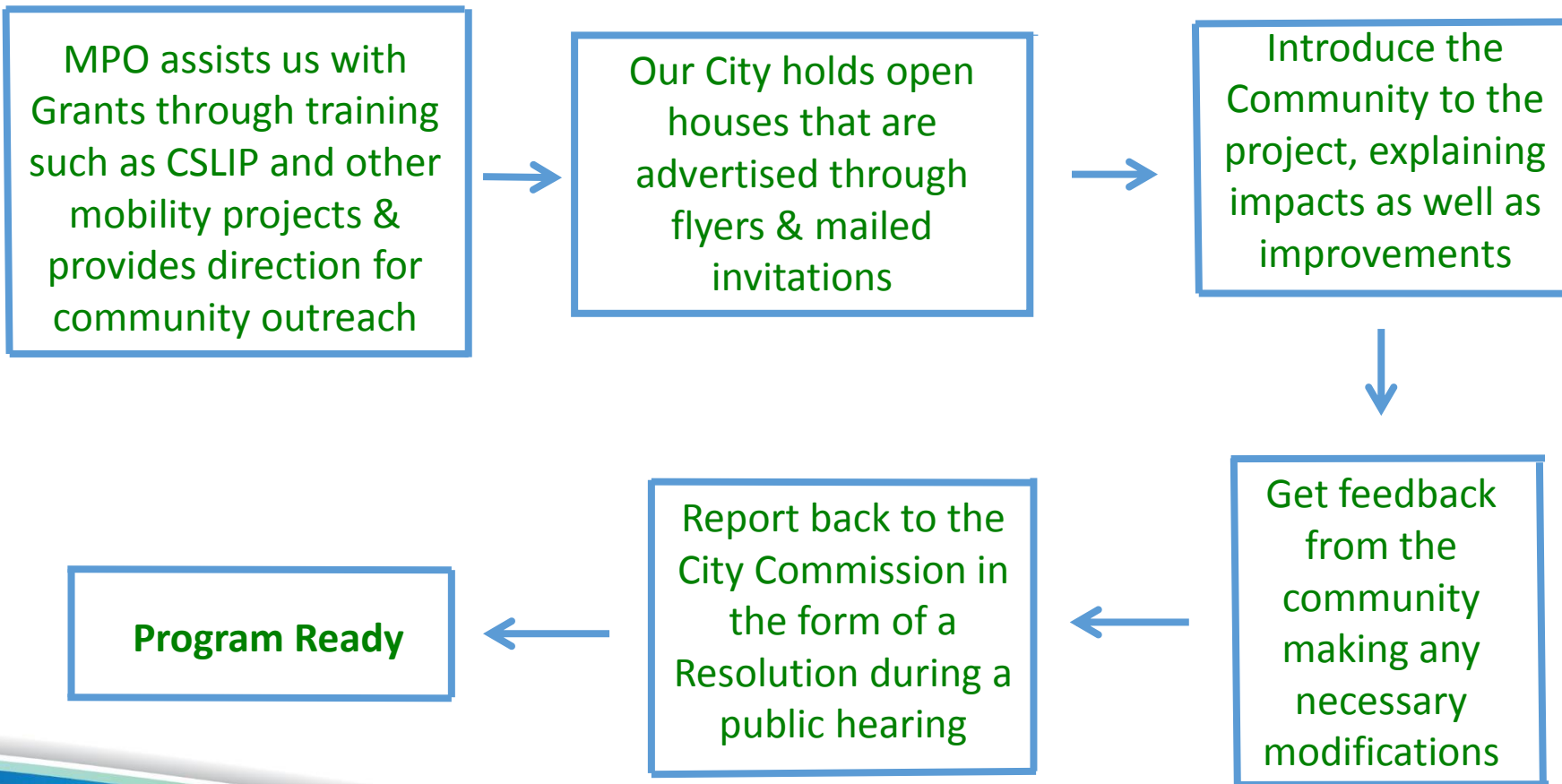

INCREASE
Job
Opportunities


INCREASE
Funding
Opportunities

PROJECT VETTING PROCESS:



Community Input & Support



PROJECT VETTING PROCESS:



Sample of Open House Notification

PUBLIC INFORMATION OPEN HOUSE Broward County Metropolitan Planning Organization's 2017-2019 Proposed Sidewalk/Bicycle Improvements

When: Thursday, July 16, 2015

Where: Emma Lou Olson Civic Center – 1801 NE 6th Street

Time: 5:00 pm to 7:00 pm

Description: The City of Pompano Beach is hosting an open house to review and discuss Broward County Metropolitan Planning Organization's (MPO) proposed sidewalk and bike lane improvement projects in Pompano Beach. The projects will be funded by the MPO. The proposed projects will be designed and built between 2017-2019.

A map and description of the proposed projects is on the reverse side of this invitation.

If you have questions about this public information open house, or if you can not attend the public information open house and would like to make comments, please contact:

City of Pompano Beach

Development Services Department, Attn: Karen Friedman

100 West Atlantic Blvd.

Pompano Beach, FL 33060

Phone number: 954-545-7792

Email: Karen.Friedman@copbfl.com



PROJECT VETTING PROCESS:

Sample of Open House Presentations

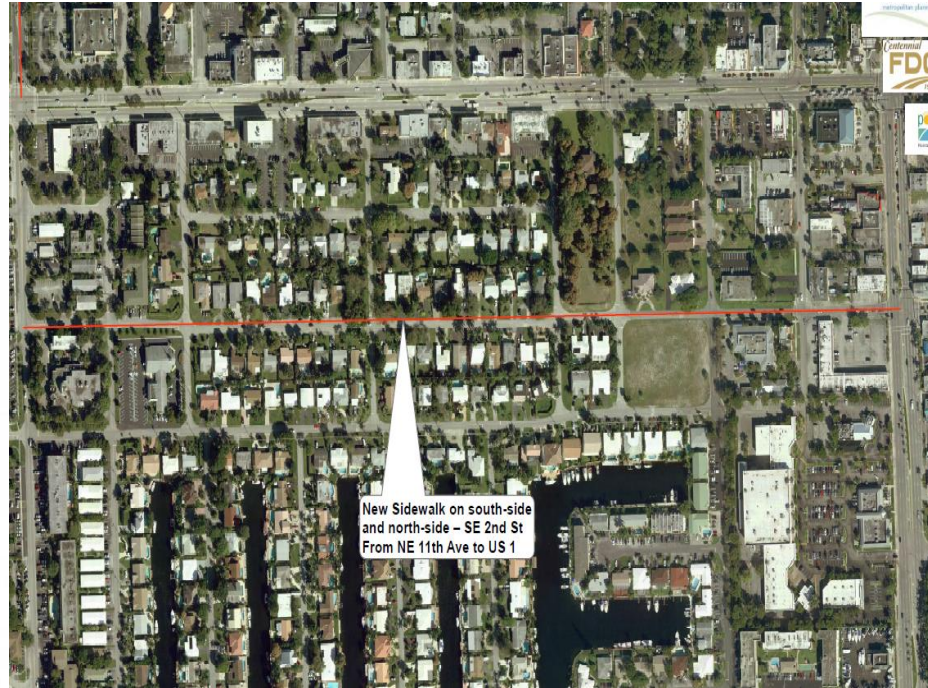


PROJECT VETTING PROCESS:



Sample Resolution for Vetted Projects

- Comments
SE 2nd Street
- Doesn't want sidewalks
 - Prefer sidewalks on only one side
 - Also want ~~traffic calming~~ - prefer traffic circles
 - * Concern over trees
 - Good for children, walkers,
 - Check area b/w $\approx 13^{\text{th}}$ & 15^{th} Ave to see if add'l dedications would be required to align the street
 - Consider bike lane on one side & sidewalk on other
 - Support of sidewalk
 - * Drainage issues on this roadway, possibly caused by resurfacing
 - Less grass/lawn maintenance"
 - Likes sidewalks - concern for trees



Comment: Several abutting property owners attended the meeting. Property owners expressed concern over existing flooding issues and that they prefer the city to address flooding. Further they prefer city invest in traffic calming mechanisms.

JG Note: MPO doesn't pay for relocation

RESOLUTION NO. 2015 - 54

CITY OF POMPANO BEACH
Broward County, Florida

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF POMPANO BEACH, FLORIDA, SUPPORTING THE BROWARD METROPOLITAN PLANNING ORGANIZATION'S 2017-2019 MOBILITY PROJECTS PLAN FOR THE CITY; PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Broward Metropolitan Planning Organization (MPO) 2017-2019 Complete Streets initiative has identified mobility projects, six of which are fully or partially within the City of Pompano Beach; and

WHEREAS, the City Commission believes the proposed projects are in the best interest of the citizens of Pompano Beach; now, therefore,

BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF POMPANO BEACH, FLORIDA:

SECTION 1. That the City of Pompano Beach supports and endorses the six mobility projects fully or partially within the City of Pompano Beach, as is more fully set forth in Exhibit "A" attached hereto and made a part of this Resolution.

SECTION 2. The City Clerk is hereby directed to transmit copies of this Resolution to the Broward MPO.

SECTION 3. This Resolution shall become effective upon passage.

PASSED AND ADOPTED this 10th day of November, 2015.

ATTEST: 
LAMAR FISHER, MAYOR


ASCELETA HAMMOND, CITY CLERK

Partnerships



No Overnight Solution



Culture Change



Community Support



Complete Streets ≠ Anti-Car



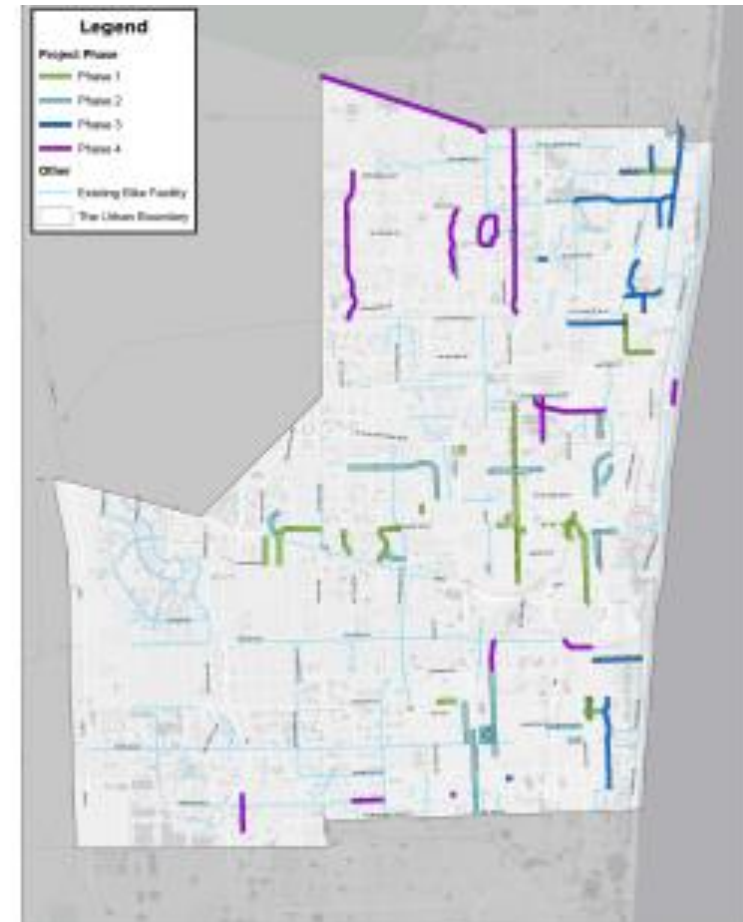
Tough decisions



Results



- Broward MPO's Complete Streets Initiative
 - Partner successes
- Broward MPO's Mobility Program
 - Over \$283 Million in Bicycle & Pedestrian improvements programmed for the next five years
 - 118 projects
- First Phase (Construction FY 2015)
 - 48 projects
 - \$15 million
- Allows Roadway Owners Flexibility to reallocate dollars to other projects



LIFE IS LIKE RIDING A BIKE

to keep your balance - you must keep moving

