



# Broward Complete Streets Advisory Committee (CSAC) Meeting

Monday, November 13, 2017



# 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 MEETING POLLING

- Looking for your feedback during the meeting today
- Event code: 5017

The screenshot shows a web interface for a live poll. At the top, there is a navigation bar with a hamburger menu icon, the text "CSAC March 2017 Meeti...", and two tabs: "Questions" and "Polls". Below the navigation bar, the main content area is divided into two columns. The left column contains the event details: "CSAC March 2017 Meeting" and "09 - 13.03.2017". Below this, there are two menu items: "Live" (with a house icon) and "My profile" (with a person icon). The right column is titled "Live poll" and contains an "Intro Question": "I like to sing 80s pop music in the car (or when I walk, ride, or take transit).". Below the question are four radio button options: "Strongly Disagree", "Disagree", "Agree", and "Strongly Agree". At the bottom right of the poll area is a blue "Send" button.

# MPO CURRENT EFFORTS

- Let's Go Walking! 2017 – Planning
- Safe Street Summit 2018 - Planning
- Complete Streets and other Localized Initiatives Program (CSLIP)
- CSAC Commuter Challenge





# LET'S GO WALKING! 2017

- Saturday, December 16, 2017
- 10:00 a.m. – 1 p.m.
- Meet at Joseph C. Carter Park
- Walk around Sistrunk

THE BROWARD MPO AND  
THE CITY OF FORT LAUDERDALE  
PRESENT

**When?**  
Saturday  
December 16, 2017  
10:00 a.m. – 1:00 p.m.

**Where?**  
Joseph C. Carter Park  
1450 W. Sunrise  
Boulevard  
Fort Lauderdale, FL  
33311

**Registration**  
<http://www.browardmpo.org/index.php/let-s-go-walking>

**Music!**

**Free Food!**

**Fun Activities!**

**LET'S GO WALKING!**

Join us as we walk through the Northwest communities in the City of Fort Lauderdale and highlight the many community assets and opportunities that the City has to offer in the second annual Let's Go Walking! event.

Broward MPO Metropolitan Planning Organization  
Move People | Create Jobs | Strengthen Communities

SOUTH FLORIDA COMMUTER SERVICES

Whitehouse Group  
CITY OF FORT LAUDERDALE

#LETSGOWALKING

# SAFE STREETS SUMMIT 2018

- February 2, 2018
- Hilton West Palm Beach
- Make your nominations for the Safe Streets Awards online!
  - Individual Champion Award
  - Community/Organization Award
  - People's Choice Project Award
- Early Bird Registration: December 1!
- Visit [www.SafeStreetsSummit.org](http://www.SafeStreetsSummit.org)



# COMPLETE STREETS AND OTHER LOCALIZED INITIATIVES PROGRAM (CSLIP)

• 2017/2018 Applications are due Wednesday, November 15, 2017



COMPLETE STREETS AND OTHER LOCALIZED INITIATIVES PROGRAM

## INSTRUCTIONS

The Broward Metropolitan Planning Organization (MPO) has created a new program to fund qualifying non-regionally significant projects. This new mechanism is identified as the *Complete Streets and Other Localized Initiatives Program* and will use both federal and state funds.

Before submitting an application, applicants should:

1. **Review MPO Board Policies.** Applicants should review the MPO Board adopted policies to determine if their project is eligible for the *Complete Streets and Other Localized Initiatives Program*.

[VIEW POLICIES](#)

2. **Review Evaluation Criteria.** Applicants should review the MPO Board adopted evaluation criteria to understand how projects will be scored and prioritized.

[VIEW CRITERIA](#)

3. **Create an Account.** Upon the submittal of an *Account Form*, applicants will be provided via email a unique identification number that will be used to track and reference submitted application(s).

4. **Produce Project Documents.** The *Application Form* requires applicants to upload a variety of required and supplemental documents. A list of these documents are provided below.

### Create an Account

Before an application can be submitted, applicants must submit an *Account Form* to create an account and receive a unique identification number. This number is required to submit an *Application Form* and will be used to track and reference all applications throughout the process. If an email containing a unique identification number was not received within 24 hours, applicants should check their "junk email" folder and / or coordinate with their IT resources to check spam filter.

[CREATE ACCOUNT](#)

### Submit an Application

Prior to completing an application, applicants will need to have available a number of required and supplemental documents, which will be uploaded as part of the *Application Form*. **All project documents and descriptions should be available before submitting an application as the *Application Form* cannot be saved and must be completed in one session.** All uploaded documents must be in Adobe PDF format.

Required project information:

- Map of project location;
- Page(s) from local plan or program that references the project;
- Meeting minutes, meeting reports, or public workshop results for the project; and
- Completed FDOT Cost Estimate Form. [DOWNLOAD BLANK FORM](#)



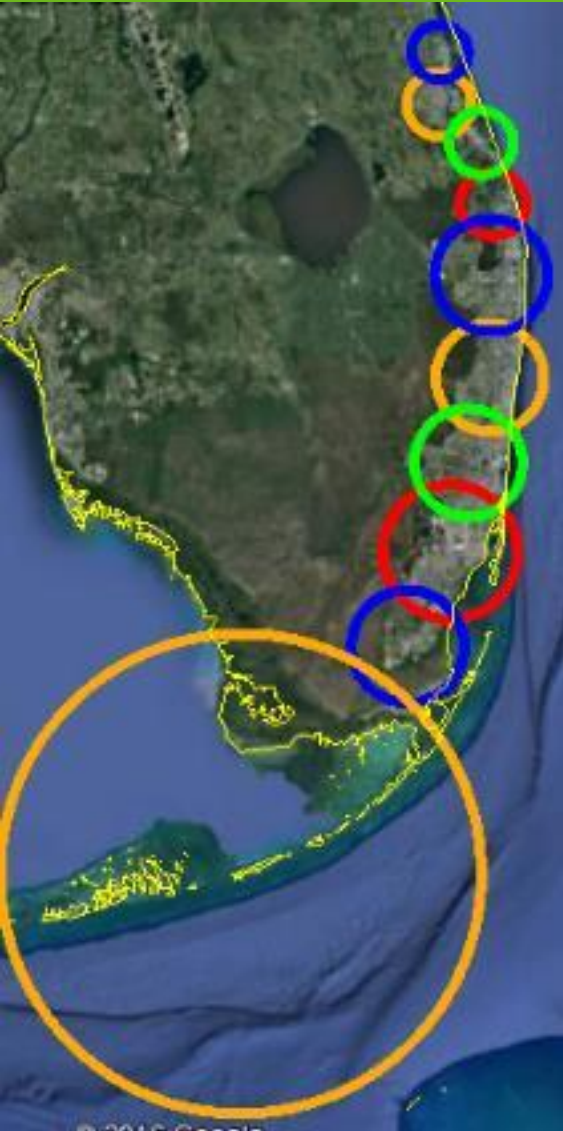
**COMPLETE STREETS AND OTHER LOCALIZED INITIATIVES PROGRAM EVALUATION CRITERIA**  
Total points range in value between 80 – 400. Final results can be filtered and/or sorted by sponsor type, agency type, program category, cost, etc.

	CONNECTIVITY	MOBILITY	SAFETY	ECONOMIC DEVELOPMENT				
<b>COMPLETE STREETS</b> (e.g., bike lane, sidewalk, transit shelter, etc.)	<b>ACTIVITY CENTERS</b> (1/2 mile buffer) Projects analyzed and awarded points based on the total number of activity centers (per Broward County data source) within the buffer.	<b>CONNECTION TO EXISTING FACILITY</b> Projects analyzed and awarded points based on its termini connection to an existing, like facility. Staff may conduct field reviews to verify connections.	<b>TRAFFIC VOLUME/LANE</b> (200ft buffer) Projects analyzed and awarded points based on traffic volume per lane within the buffer.	<b>TRANSIT BOARDINGS</b> (1/2 mile buffer) Projects analyzed and awarded points based on daily transit boardings occurring within the buffer.	<b>NON-VEHICULAR CRASHES</b> (200ft buffer) Projects analyzed and awarded points based on total number of <b>pedestrian</b> and <b>bicycle crashes</b> occurring within the buffer during a five-year period.	<b>VEHICULAR CRASHES</b> (200ft buffer) Projects analyzed and awarded points based on total vehicular crashes occurring within the buffer during a five-year time period.	<b>LOW INCOME POPULATION</b> (1/2 mile buffer) Projects analyzed and awarded points based on the percentage of the low income population within the buffer.	<b>EMPLOYMENT-POPULATION PROPORTION</b> (1/2 mile buffer) Projects analyzed and awarded points based on the proportion of the total employment and population within the buffer area.
<b>SAFETY &amp; SECURITY</b> (e.g., traffic calming, intersection reconfig., etc.)	<b>Scale</b> 3+ 50 points 1-2 30 points 0 10 points	<b>Scale</b> 2 sides 50 points 1 side 30 points 0 sides 10 points	<b>Scale</b> 10 - 50 points	<b>Scale</b> 10 - 50 points	<b>Scale</b> 10 - 50 points	<b>Scale</b> 10 - 50 points	<b>Scale</b> 100:0 Emp.-Pop. 10 points 90:10 Emp.-Pop. 20 points 80:20 Emp.-Pop. 30 points 70:30 Emp.-Pop. 40 points 60:40 Emp.-Pop. 50 points 50:50 Emp.-Pop. 50 points 40:60 Emp.-Pop. 50 points 30:70 Emp.-Pop. 40 points 20:80 Emp.-Pop. 30 points 10:90 Emp.-Pop. 20 points 0:100 Emp.-Pop. 10 points	
<b>SUSTAINABILITY INITIATIVES</b> (e.g., Mobility Hub, greenway, etc.)	<b>Data Source</b> Broward County (2013)	<b>Data Source</b> Field Review / Google Earth	<b>Data Source</b> Broward MPO (2013)	<b>Data Source</b> BCT and SFRTA (2014)	<b>Data Source</b> Signal Four, University of Florida (2012-2016)	<b>Data Source</b> Signal Four, University of Florida (2012-2016)	<b>Data Source</b> ACS 2012, 5-year average (Census Block Group)	
<b>TECHNOLOGY ADVANCEMENTS</b> (e.g., ITS, upgraded signalization, etc.)	<b>Summation</b> Points, 10, 30, and 50, are awarded based on the total number of activity centers observed within the buffer area.	<b>Discrete</b> Points, 10, 30, and 50, are awarded based on the number of connections to existing, like facilities.	<b>Ordinal</b> The observed data within the buffer area are sorted from the highest to lowest value and assigned a rank order from "1" to the maximum number of projects. If projects have the same data value, the same rank is assigned. These ranks are then "normalized" and points, between 10 and 50, are awarded.	<b>Ordinal</b> The observed data within the buffer area are sorted from the highest to lowest value and assigned a rank order from "1" to the maximum number of projects. If projects have the same data value, the same rank is assigned. These ranks are then "normalized" and points, between 10 and 50, are awarded.	<b>Ordinal</b> The observed data within the buffer area are sorted from the highest to lowest value and assigned a rank order from "1" to the maximum number of projects. If projects have the same data value, the same rank is assigned. These ranks are then "normalized" and points, between 10 and 50, are awarded.	<b>Ordinal</b> The observed data within the buffer area are sorted from the highest to lowest value and assigned a rank order from "1" to the maximum number of projects. If projects have the same data value, the same rank is assigned. These ranks are then "normalized" and points, between 10 and 50, are awarded.	<b>Proportion</b> Points, between 10 and 50, are awarded based on the proportion of employment to population within the buffer area.	
<b>Type of Analysis</b>								





# Commuter Challenge



## South Florida **COMMUTER** CHALLENGE 2017



123  
challenge miles

HOME ABOUT DOWNLOAD APP GET INVOLVED SPOTLIGHT CONTACT

## Take The Challenge!

Throughout May, the Florida Department of Transportation and its transportation partners are challenging commuters like you to try an alternative mode of transportation to get to and from work. Sharing the ride reduces traffic congestion, improves air quality, and promotes better health for all of South Florida.

To participate, simply download the free RideFlag mobile app from the App Store or Google Play and log your alternative mode trips from May 1st to May 31st.

Your Miles Make the Difference

1234  
trips logged

123456  
pounds CO<sub>2</sub> saved

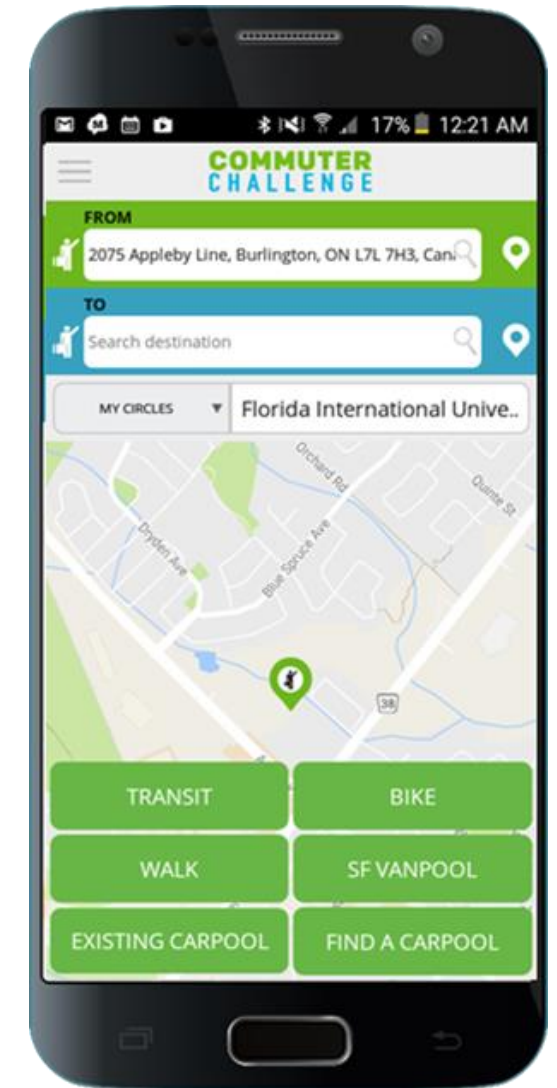
# Broward CSAC Commuter Challenge



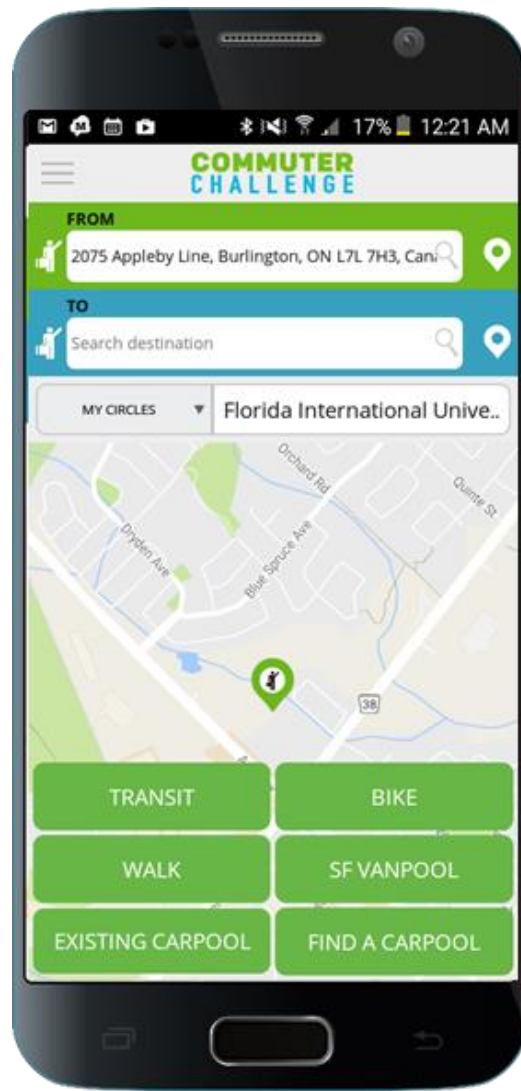


# Commuter Challenge

- Encourage participants to leave the car at home
  - Offers alternative commute modes in the app
  - Collects points by individual and group
  - Automatically tracks progress
  - Provides instance positive feedback to participants
  - Reminders to repeat
- Provides valuable information to sponsor organization
  - Reports on average commute time and routes
  - Provides user feedback on mode right within the app



# The Experience



# Feedback

Commuter to  
Transit  
Authority

BACK RATE YOUR RIDE

SELECT TRANSIT

Sutton Alton

RATE

★ ☆ ☆ ☆ ☆

COMMENT

bus seat torn

SUBMIT FEEDBACK

Sponsor to  
Commuter  
automatically  
generated within  
the app

Commuter Challenge Noti.. 12:40 PM  
You are very close of your selected d.. Info

CHALLENGE

**CONGRATULATIONS**

Your last trip saved **0.22 Lbs** of greenhouse gases.

Your last trip saved **\$6.57** in travel expenses.

You have completed a total of **1** trips for the Commuter Challenge.

You have saved **0.22 Lbs** of greenhouse gases today.

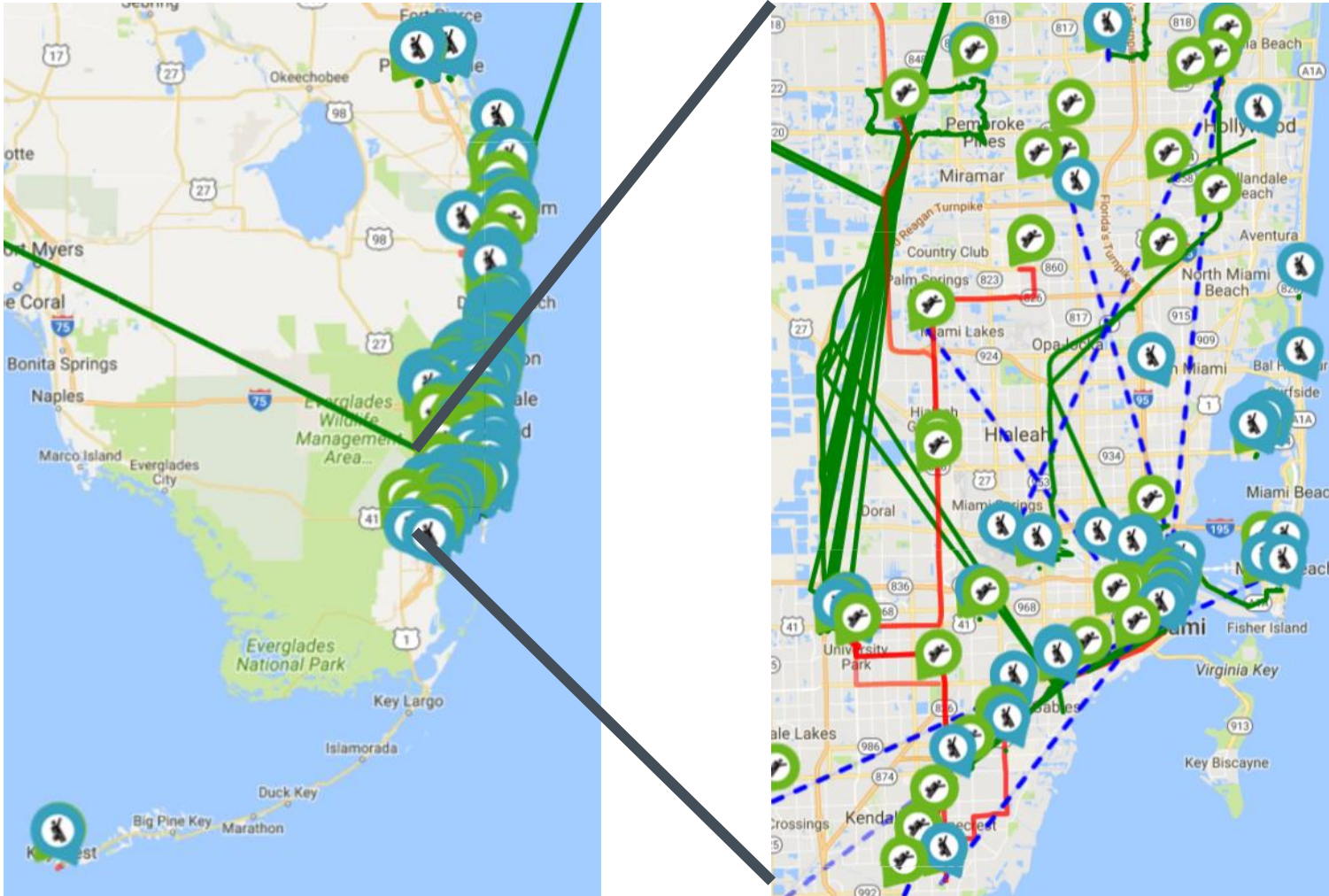
You have saved a total of **\$ 6.57** so far in commuting costs!

# Real-time Data

_id	age_group	gender	city	country	createdAt	device	Trips
59065463d83723fa025d2edd	35-39	Female	Port St. Lucie	United States	2017-04-30 9:17:23 PM	droid	15
5909273fd83723fa025d3192	45-49	Male	Davie	United States	2017-05-03 12:41:36 AM	droid	5
5906829bd83723fa025d2ef1	60-64	Male	Palmetto Bay	United States	2017-05-01 12:34:36 AM	ios	5
590343a4abec769669bf3cdd	25-29	Male	Boca Raton	United States	2017-04-28 1:29:09 PM	droid	5
5907a753d83723fa025d302f	50-54	Male	Pompano Beach	United States	2017-05-01 9:23:31 PM	droid	4
59072324d83723fa025d2f17	25-29	Male	Hollywood	United States	2017-05-01 11:59:32 AM	droid	4
5907dec4d83723fa025d3074	30-34	Male	Fort Lauderdale	United States	2017-05-02 1:20:04 AM	droid	3
5907c887d83723fa025d3046	45-49	Male	Wilton Manors	United States	2017-05-01 11:45:12 PM	ios	3
5907479ad83723fa025d2f88	30-34	Female	West Palm Beach	United States	2017-05-01 2:35:07 PM	droid	3
5908f482d83723fa025d315d	45-49	Male	Miami	United States	2017-05-02 9:05:07 PM	ios	2
5908ea83d83723fa025d3152	30-34	Female	Miami Beach	United States	2017-05-02 8:22:27 PM	droid	2
5908a84dd83723fa025d3109	20-24	female	Coral Gables	United States	2017-05-02 3:39:57 PM	ios	2
5908540bd83723fa025d3093	65-69	Male	Boynton Beach	United States	2017-05-02 9:40:27 AM	ios	2
59081dddd83723fa025d308c	20-24	male	Pompano Beach	United States	2017-05-02 5:49:17 AM	ios	2
5907cdc4d83723fa025d304c	25-29	Male	Miami	United States	2017-05-02 12:07:33 AM	droid	2
59074910d83723fa025d2f92	45-49	Female	Miami Beach	United States	2017-05-01 2:41:21 PM	ios	2
590739d2d83723fa025d2f67	40-44	Female	Pompano Beach	United States	2017-05-01 1:36:18 PM	droid	2
59073584d83723fa025d2f61	30-34	Female	West Palm Beach	United States	2017-05-01 1:17:57 PM	ios	2
5906b0c5d83723fa025d2ef9	35-39	Male	Miami	United States	2017-05-01 3:51:34 AM	droid	2
5906714fd83723fa025d2ee0	30-34	Female	Pompano Beach	United States	2017-04-30 11:20:47 PM	ios	2
59034b78abec769669bf3cf3	55-59	Male	Wilton Manors	United States	2017-04-28 2:02:32 PM	ios	2
59091fe9d83723fa025d318e	30-34	Male	Miami	United States	2017-05-03 12:10:18 AM	droid	1
590904e0d83723fa025d317e	30-34	Male	Miami	United States	2017-05-02 10:14:56 PM	droid	1
5908e4ccd83723fa025d314e	20-24	female	Plantation	United States	2017-05-02 7:58:05 PM	ios	1



# Real-time Tracking



1. Trackable data
2. Verification of activity
3. Insights from commuter patterns



# Reporting

Mode custom transit

Row Labels	Average of Miles	Average of Minutes	Average of MpH
595 Express Bus	27.17	63.89	26.89
95 Express Bus	16.79	56.84	20.65
BCT (Broward County Transit)	5.28	46.15	7.99
Miami-Dade Transit	5.49	39.42	10.35
Treasure Coast Connector	3.16	32.86	6.60
Tri-Rail	27.74	59.79	28.30
Miami Trolley	0.95	55.34	1.03
Miami Beach Trolley	2.80	49.97	3.32
<b>Grand Total</b>	<b>14.69</b>	<b>50.78</b>	<b>17.00</b>



# NYC High Line and Equity

Presented by:

**Emma Bloomfield**

Friends of the High Line







# Lessons from the High Line

**Emma Bloomfield**

Director of the High Line Network









## Up, But Not Running, on the West Side

### Shops Are Proposed for Rail Line Platform, Unused Since 1982

By THOMAS J. LUECK

Covered with rust and weeds, it stands as a grim memorial to New York City's faded industrial might, an elevated freight train platform running 1.6 miles down Manhattan's West Side, from 34th Street to Greenwich Village.

For nearly two decades, through a succession of mayors, City Hall joined with private developers in trying to get Conrail, the platform's owner, to tear it down to clear the way for development.

Now, a new owner has proposed that the city or a private organization transform the platform, unused since 1982, into an elevated park, bike path or promenade with shops and outdoor cafes.

The new owner, the CSX Corporation, insists that the 65-year-old platform must be retained, possibly for future rail service as development of the West Side continues.

"We are trying to avoid tearing it down, and would consider turning it over to a public entity or entrepreneurs," said Michael Brimmer, regional vice president for government relations at CSX, which has enlisted the Regional Plan Association, a non-government advisory group, to look at alternatives.

A report by the planning group, which was circulated quietly last week among community boards and city officials, concluded that the platform — 14 feet above the ground at its lowest level and 50 feet wide at its narrowest — could support a variety of public amenities, including a bike trail, light rail service, restaurants and art galleries.

At City Hall, advisers to Mayor Rudolph W. Giuliani dismissed such proposals as idle fantasy.

"That platform has no right to be there except for transportation, and that use is long gone," Joseph Rose, the City Planning Commissioner, said in an interview on Friday. Because of the city's protracted efforts to have it demolished, he said, "this has become the Vietnam of old railroad trestles."

Private developers hold similar views.

"It's all about money, and they are just trying to stall," said Jerome Gottesman, the owner of an entire block on the west side of 10th Avenue, between 17th and 18th Streets. He plans to build a new Federal Express distribution center on the site, which



A new owner, the CSX Corporation, insists a rail line be saved.

### A home for new cafes and art galleries? Or perhaps it's just junk.

now is bisected by the elevated platform.

"By dragging its feet, CSX is just maintaining the blight on the West Side of Manhattan," he said.

For years, the platform has been the subject of lawsuits and petitions to Federal regulators, all seeking to have it demolished. And CSX acknowledges that it would be liable for at least \$7 million in such demolition and cleanup costs.

Whatever its fate, the platform sits at the center of a wave of new development pressures, making it either a cornerstone or a barrier in what real estate experts say could be a sweeping renaissance of the far West Side of Manhattan.

Few sections of the city have attracted such active new development interest as the blocks along the elevated structure, where recent additions like the Chelsea Piers sports complex and newly opened galleries along 10th Avenue have come amid even more ambitious proposals for a

sports stadium, expanded convention center and hotels on the blocks west of the Farley Post Office Building.

Such commercial interests would have seemed remote when the platform, known as the High Line, was completed in 1934 by the New York Central Line and praised as an engineering marvel of its day. Built on huge steel girders, the platform extends south from 34th Street through the middle of more than 20 blocks and ends at Gansevoort Street in Greenwich Village.

The platform was built to support four rail lines, and was part of a burst of industrial construction up and down the West Side. While the rail platform itself was unusually large, its connection to warehouses and industrial buildings made it even more remarkable. Even today, sidings from the platform run into second-story bays in several neighboring buildings.

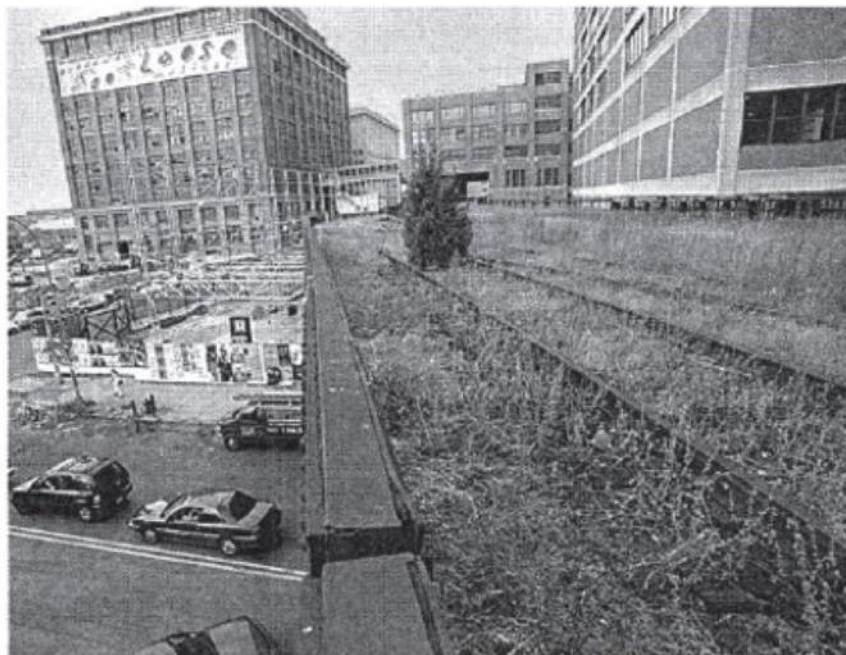
For its day, it was an engineering feat of a heft and intricacy rarely found in the nation's large cities. But as Manhattan's industrial economy began to be replaced by finance, advertising, publishing and other enterprise in the 1940's, the need for such heavy freight moving up and down the West Side diminished.

After the last trains rambled down the High Line in 1982, what was left was an aged urban curiosity. Like other railroad companies that were scaling back service and abandoning tracks, Conrail resisted pressure by government regulators to sacrifice either its rights of way in Manhattan or its tracks, saying that they could prove useful in the future.

That contention is now at the core of CSX's efforts to keep the High Line intact. "If we are going to have several new high-rise buildings along this part of the West Side, wouldn't it make sense to have a rail line in place to connect them with some form of public transit?" said Mr. Brimmer of CSX.

He said the proposal for shops and recreational activity on the platform was particularly appealing because of the spurs already connecting it to buildings, since restaurants, galleries and retail activity on the second floors of those buildings could easily be connected to outdoor seating or display areas.

CSX may gain support for its plan from the Federal Government, which has sought to encourage the



Looking north along the rail platform above 14th Street near 10th Avenue, in an area that is undergoing major development. The platform, known as the High Line, was completed in 1934 by the New York Central line.

preservation of railroad rights of way through what has become known as the "Rails to Trails" program. The Federal guidelines for that program allow railroad companies to sell or donate their tracks to local governments or civic groups, which in turn clear away old tracks to make way for recreational corridors. But the guidelines also enable the rail companies to reclaim their rights of way far into the future if they elect to restore rail service.

Since the Federal guidelines took effect in 1982, 3,620 miles of track have been set aside across the nation for hiking trails, bike paths and other public amenities, said Karen Stewart, a spokesman for the Rails-to-Trails Conservancy, a nonprofit group based in Washington that advises railroads and municipalities.

But the CSX proposal for Manhattan differs from any other, she said, because it would involve a stretch of elevated track, posing added expenses and safety requirements for any group that wanted to take up the railroad's offer. "It would be stretching the limits," she said.

One architect, however, praised

the CSX proposal.

"It would be fantastic," said Peter Eisenman, whose proposal for a huge development on the West Side rail yards, a tract bounded by 34th Street and 30th Street, was selected as the top entry in an international competition this month.

"We have to begin thinking about a city with mixed uses at different levels," he said. "Having walkways or roads running into buildings above the street would be a stunning architectural achievement."

Perhaps the biggest hurdles facing CSX's proposal have more to do with money than architecture. The railroad company, which could be relieved of \$200,000 to \$300,000 a year in city real estate taxes if it turned over the High Line to another company or a nonprofit group, declined to say how much it would expect to receive in rental payments or as a purchase price.

"It would depend on what type of organization approaches us and what use they have in mind," said Debra Frank, an urban planner who has been retained by CSX to study its options for the High Line. Although

some investment would be required to landscape or pave over the elevated platform, and additions like stairways and elevators to the street would probably be required, "we don't see this as a very major amount or a deterrent," she said.

But Mr. Rose, who said he and his planning staff have inspected the High Line and considered its fate repeatedly for more than a decade, said the costs of repair and maintenance would discourage outside groups from taking any responsibility for the elevated structure.

It was cited for more than 60 safety violations this year, he said, including an incident in which concrete fell through the windshield of a parked car.

"It would be one thing if CSX was saying they would provide the investment necessary to fix this old thing up as a public park," he said. "That we would consider, but that is not what they are saying."

"What this is all about is delay," he said. "The bottom line is that the High Line will have to come down."





WHAT DO  
YOU WANT?





THE HIGH LINE SHOULD  
BE PRESERVED,

Yes, I will attend

Name \_\_\_\_\_

Address \_\_\_\_\_

Phone \_\_\_\_\_

Email \_\_\_\_\_

Please send me more information concerning  
the High Line

No, I will not be able attend, but I wish to contribute

UNTOUCHED,  
AS A WILDERNESS  
AREA.  
NO DOUBT YOU WILL  
RUIN IT. SO IT GOES.





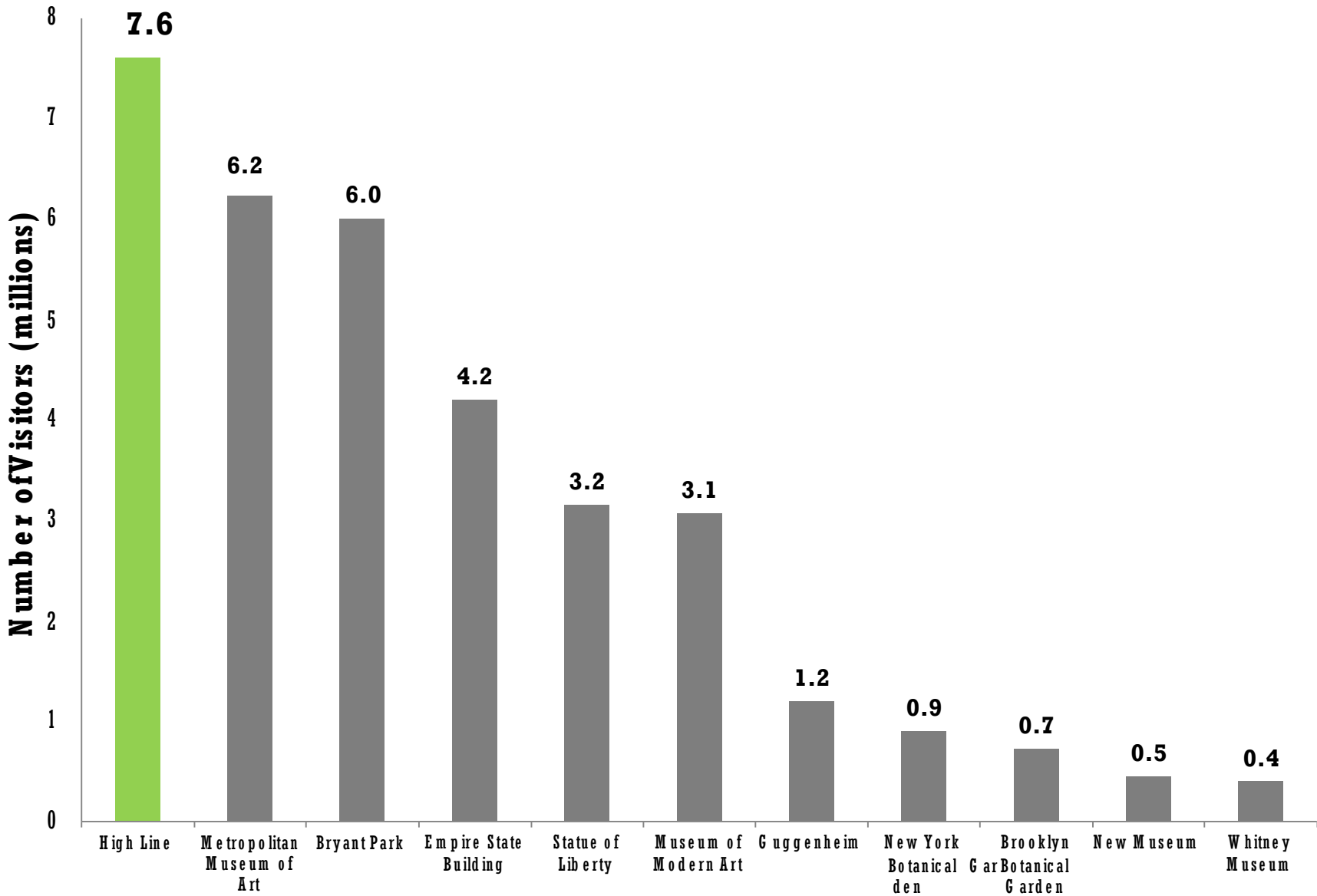








# 2015 visitation statistics



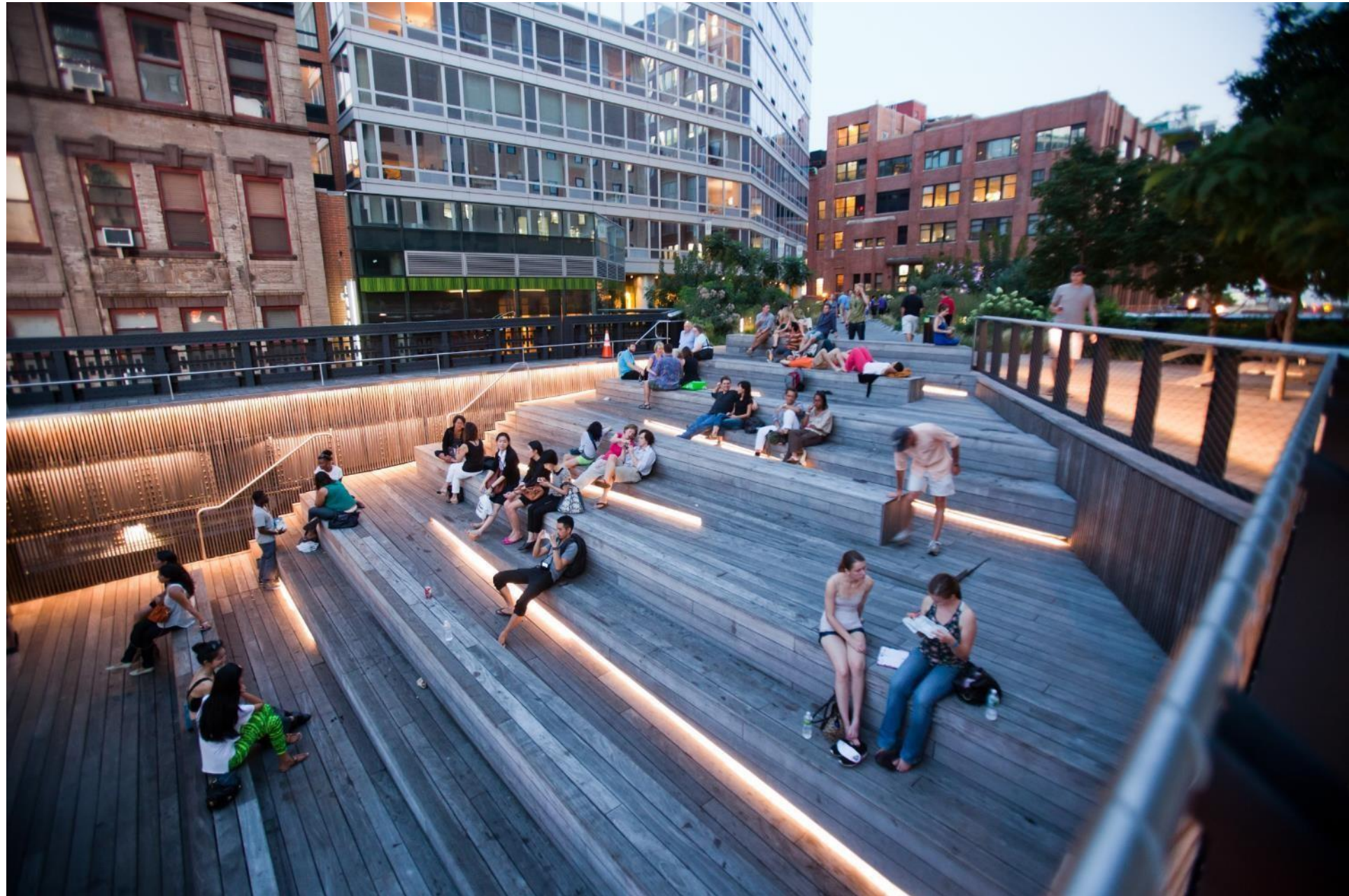


# 2015 visitor demographics

- **31% NYC metro area residents**
  - 2,000,000+ annually – higher than total annual visitation to the Guggenheim Museum
  - 44% of NYC residents who visited the High Line in 2015 were non-white, up from 24% in 2009-2010.
- 39% United States residents (non-NYC)
- 28% International residents



































520 West 28<sup>th</sup> Street



Chelsea-Elliot Houses



# Our community

## Public Housing: 5,000 residents

- More than 20% of West Chelsea residents reside in NYCHA complexes within one block of the High Line

## Naturally occurring retirement communities

- Penn South Mutual Redevelopment Houses
- Robert Fulton Houses
- Westbeth Artists Housing

## Community-based organizations

- Fulton Youth of the Future
- Hudson Guild





# Green Council

Educational, hands-on horticulture job training program





# Teen Arts & Culture Council

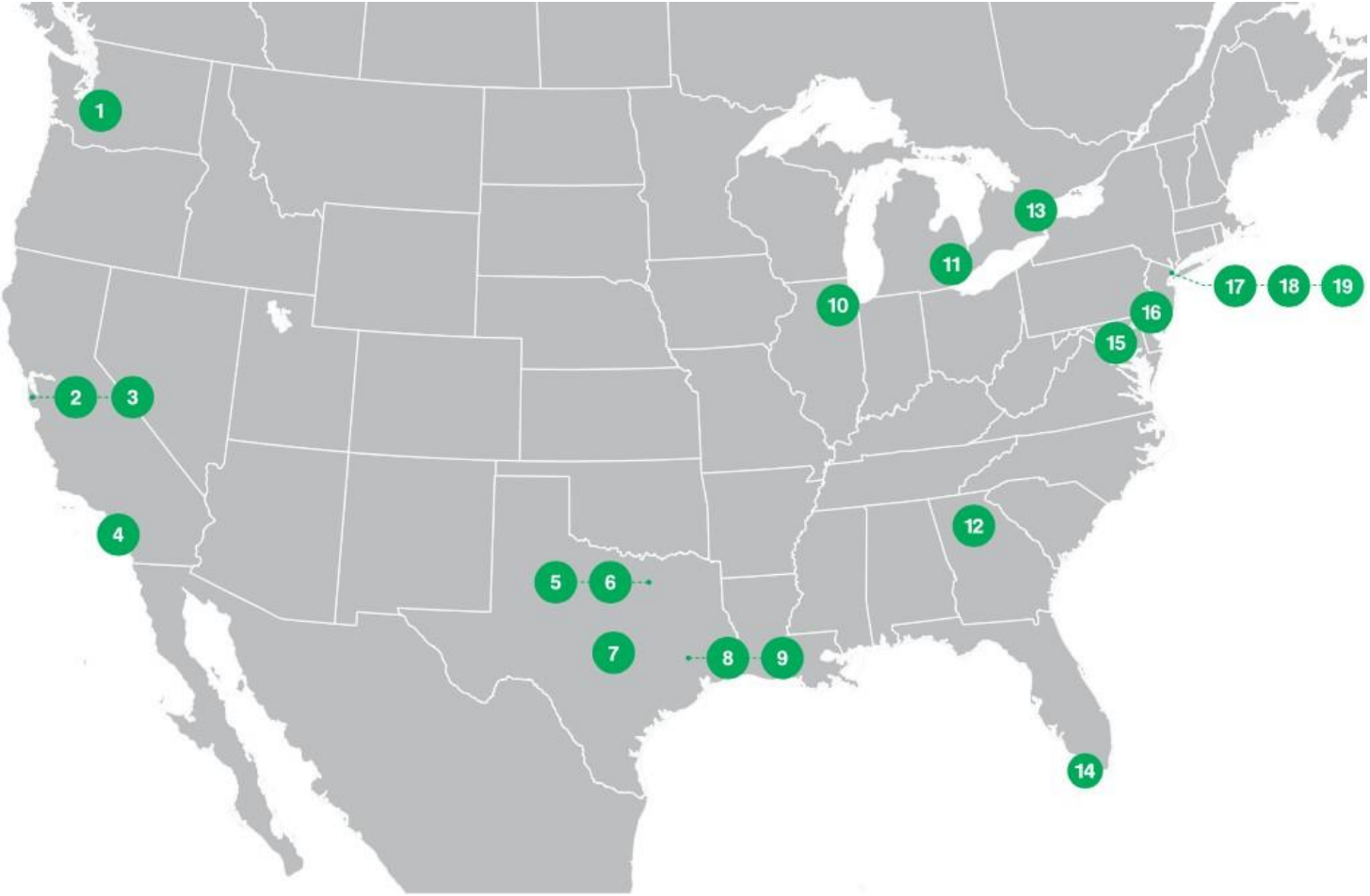
Educational job training in arts & culture programming





# High Line Network

- 1. **WATERFRONT SEATTLE**, Seattle, WA
- 2. **CRISSY FIELD**, San Francisco, CA
- 3. **PRESIDIO TUNNEL TOPS**, San Francisco, CA
- 4. **RIVER LA**, Los Angeles, CA
- 5. **KLYDE WARREN PARK**, Dallas, TX
- 6. **TRINITY RIVER PARK**, Dallas, TX
- 7. **WALLER CREEK**, Austin, TX
- 8. **BUFFALO BAYOU**, Houston, TX
- 9. **BAYOU GREENWAYS 2020**, Houston, TX
- 10. **606**, Chicago, IL;
- 11. **DEQUINDRE CUT**, Detroit, MI
- 12. **ATLANTA BELTLINE**, Atlanta, GA
- 13. **BENTWAY**, Toronto, ON, Canada
- 14. **UNDERLINE**, Miami, FL
- 15. **11TH STREET BRIDGE PARK**, Washington, DC
- 16. **RAIL PARK**, Philadelphia, PA
- 17. **LOWLINE**, New York, NY
- 18. **QUEENSWAY**, Queens, NY
- 19. **HIGH LINE**, New York, NY







11<sup>th</sup> Street Bridge Park, Washington, DC





**Atlanta BeltLine, Atlanta, GA**





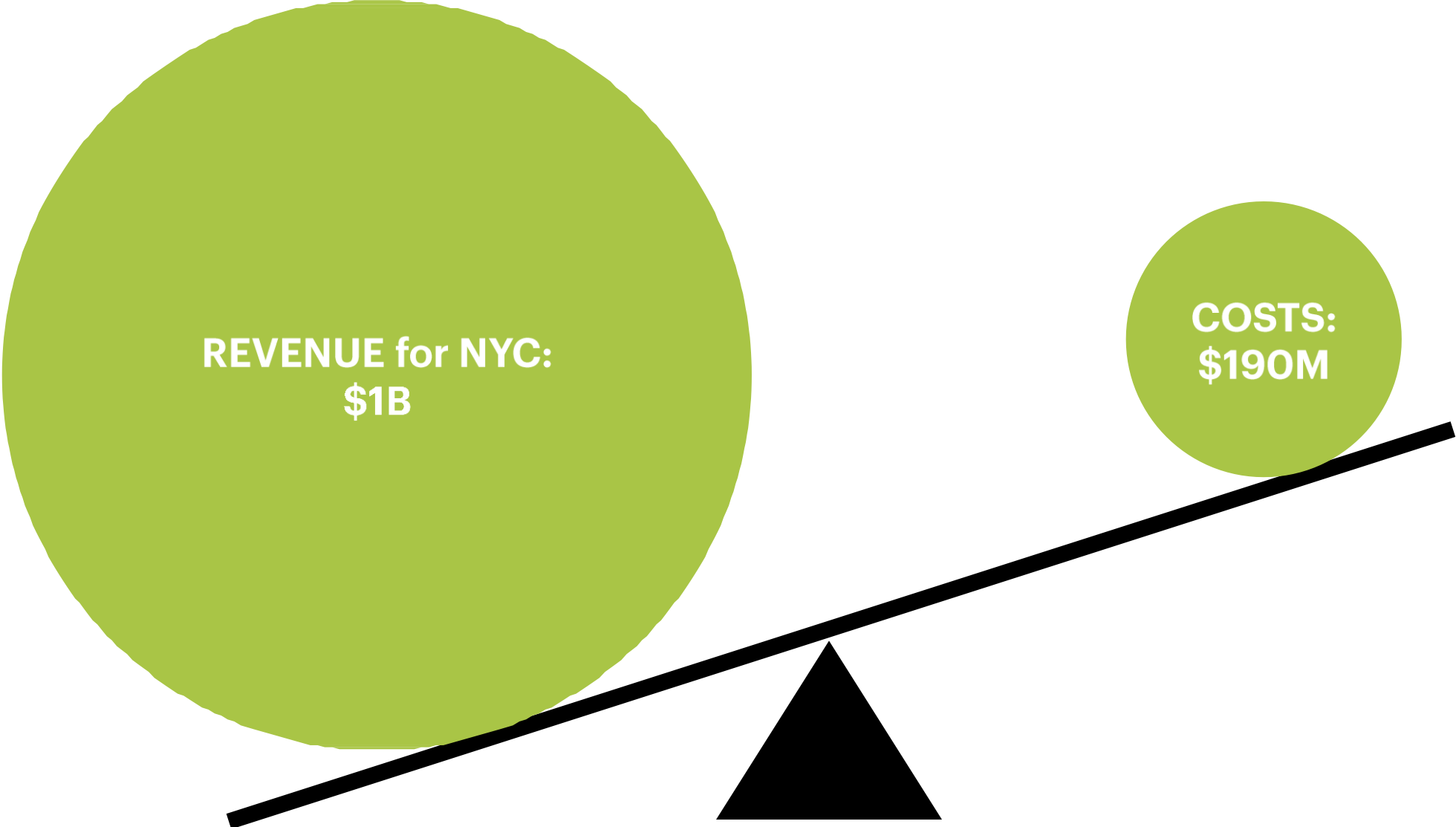
The Underline, Miami, FL



# Economic argument for the High Line in 2002



# Economic argument for the High Line in 2014





# Defining and measuring inclusive benefits

## SOCIAL



RESEARCH REPORT

### Equitable Development Planning and Urban Park Space

Early Insights from DC's 11th Street Bridge Park Project

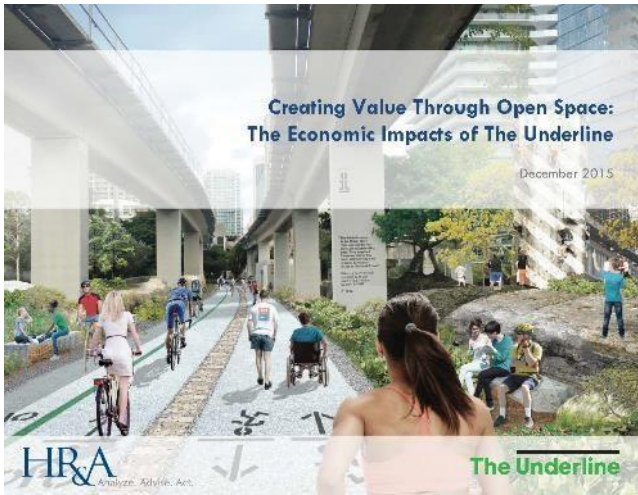
Mary Bogie      Samia Ditty      Eric Barnstein  
with Maia Woluchem and Jay Dev  
July 2016



## ENVIRONMENTAL



## ECONOMIC



## Questions that guide our work

- **What roles** – both direct and indirect – can these projects play in ensuring that development happens equitably?
- How can projects that are **already built** still support and advocate for equity?
- How do we **effectively measure** the 'inclusive benefits' that these projects can create?





# Complete Streets in Deerfield Beach

Presented by:

**Eric Power**

Deerfield Beach Director of Planning and  
Development Services



**Eric Power, AICP, LIAF**



**Planning and Development  
Services Director**

# **COMPLETE STREETS UPDATE**

**September 19, 2017**



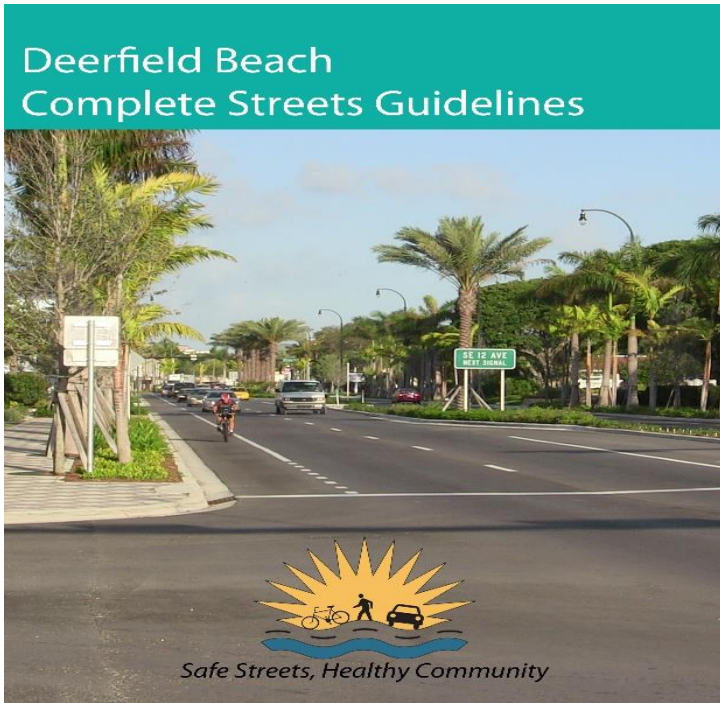
# PRESENTATION OVERVIEW

- **Actions Taken to Date (Phase 1 Corridors)**
- **Pioneer Grove**
- **What's Next**



# Actions Taken to Date

- **2015 – City adopted the Complete Street Implementation Plan**





# A1A (20<sup>th</sup> Avenue) Project





# A1A (20<sup>th</sup> Avenue) Project



anes

## Solutions

- Designated Bike Lanes
- Designated sidewalks
- Clear crosswalks

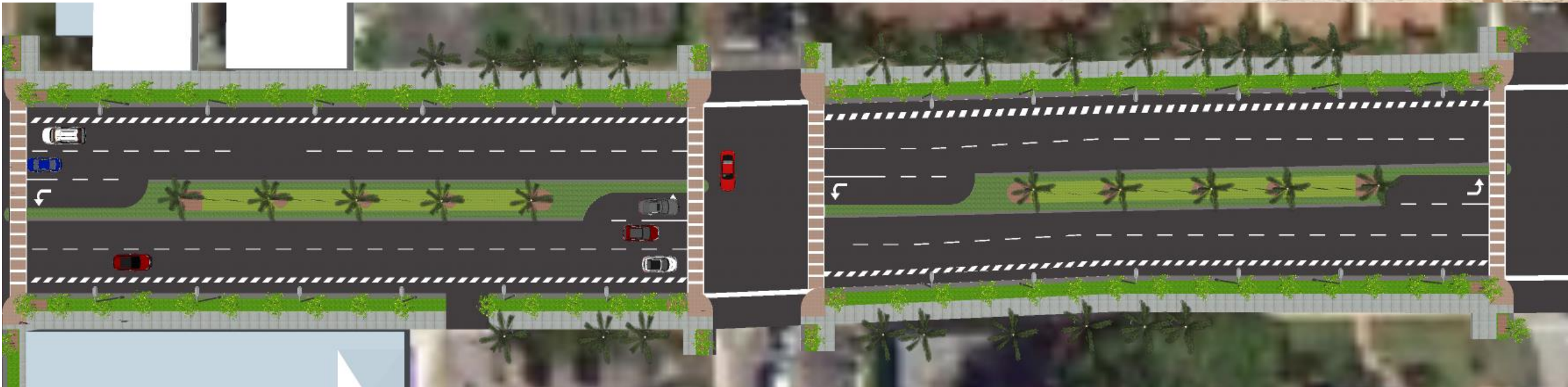




# Hillsboro Boulevard

- Conditions
- 6 lanes & 2 two way center turn lane (suicide lanes)
- Limited sidewalk and bike lanes
- No designated bus lane or stop

- Solutions
- Reduce Lane Widths to 11 feet
- Add Bicycle Lanes
- Add Median



# Pioneer Grove

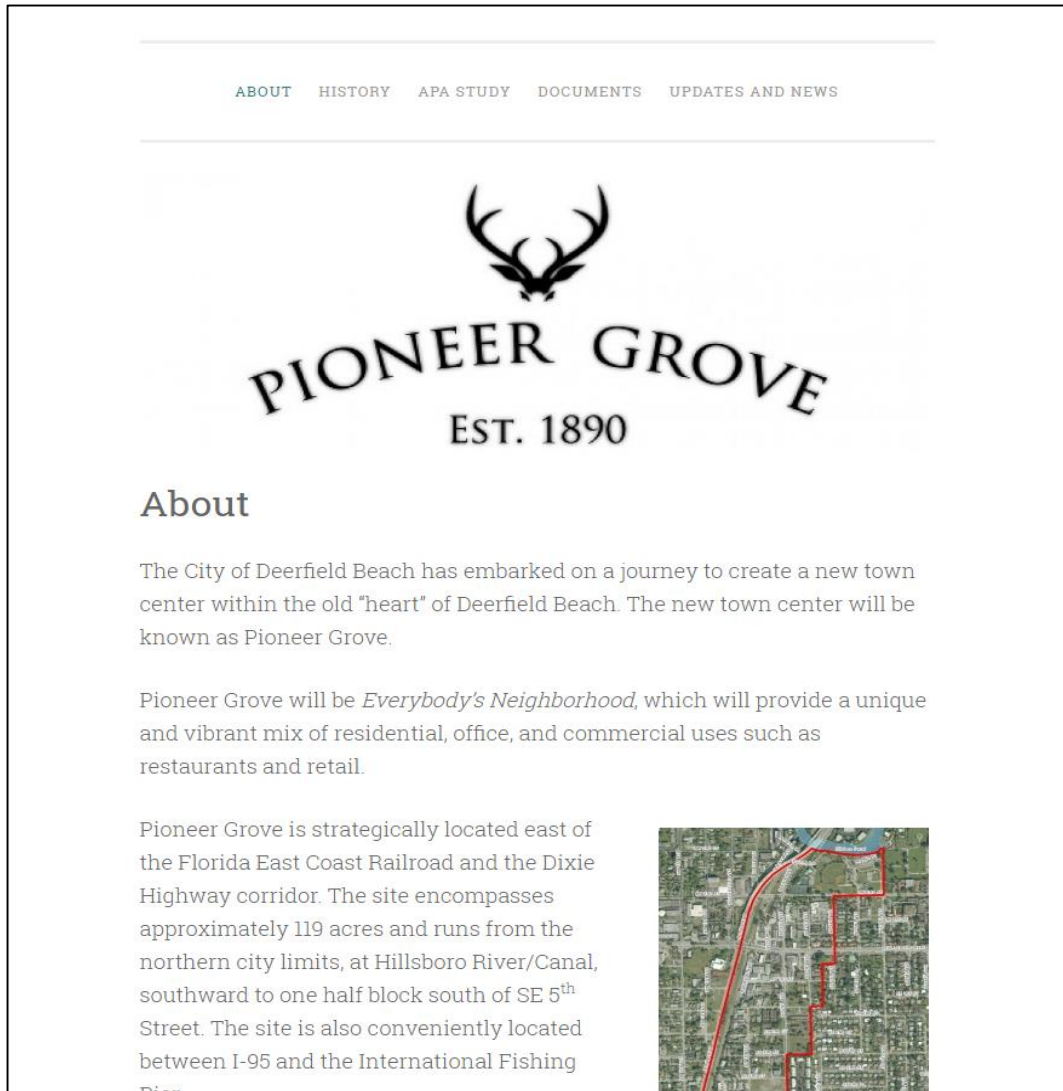


- **119.7 Acres**
- **Land Use/Rezoning to Local Activity Center (LAC)**
- **Allows for a mixture of uses**






# Actions Taken to Date:



ABOUT HISTORY APA STUDY DOCUMENTS UPDATES AND NEWS


  
**PIONEER GROVE**  
EST. 1890

### About

The City of Deerfield Beach has embarked on a journey to create a new town center within the old "heart" of Deerfield Beach. The new town center will be known as Pioneer Grove.

Pioneer Grove will be *Everybody's Neighborhood*, which will provide a unique and vibrant mix of residential, office, and commercial uses such as restaurants and retail.

Pioneer Grove is strategically located east of the Florida East Coast Railroad and the Dixie Highway corridor. The site encompasses approximately 119 acres and runs from the northern city limits, at Hillsboro River/Canal, southward to one half block south of SE 5<sup>th</sup> Street. The site is also conveniently located between I-95 and the International Fishing Pier.



- **Created the Town Center Plan (CPAT Study)**
- **Created website, held public meetings**
- **Land Use/Rezoning approved by County and State**
- **Infrastructure Master Plan**

## **Pioneer Grove Vision:**

**The following guidelines will be needed in order for Pioneer Grove to be successful**

**Incorporate Historic Aspects of the area**

**Require properties have a consistent design theme**

**Provide for walkable and connected pathways**

**Require properties to have consistent lighting structures**

**Require properties have a consistent landscape pallet**





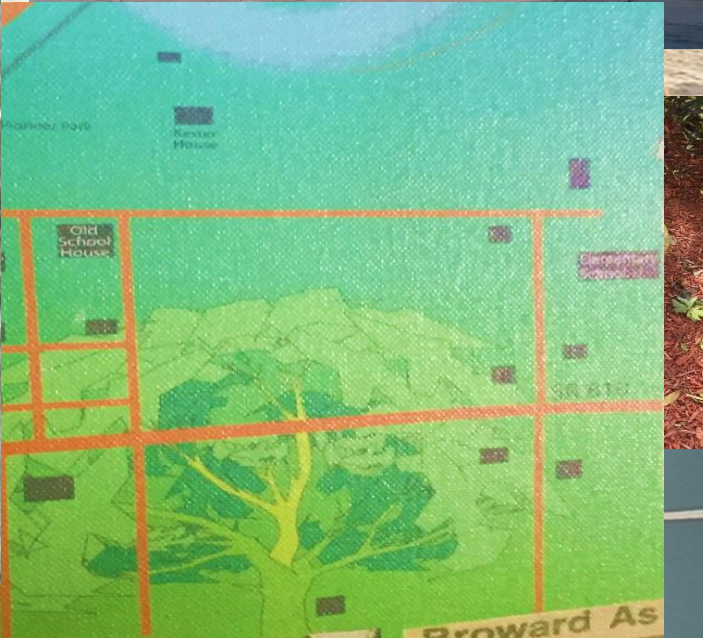
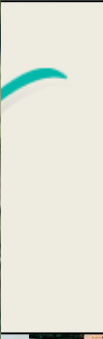
# Vision and Design Guidelines: Design Elements

What does the "city center" of Deerfield Beach look like?





# Vision and Design Guidelines: Historical Relevance





# Vision and Design Guidelines: Walkability





# Vision and Design Guidelines: Wildflowers



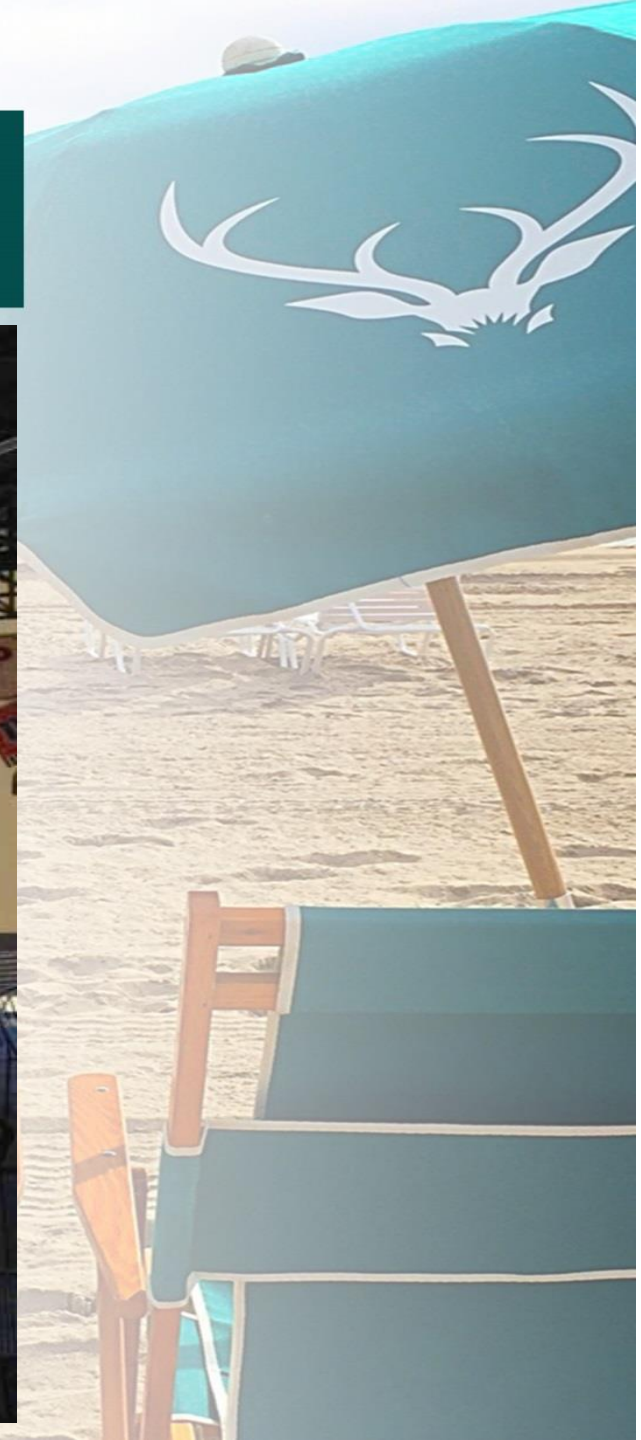


# Vision and Design Guidelines: Rocks and Boulders



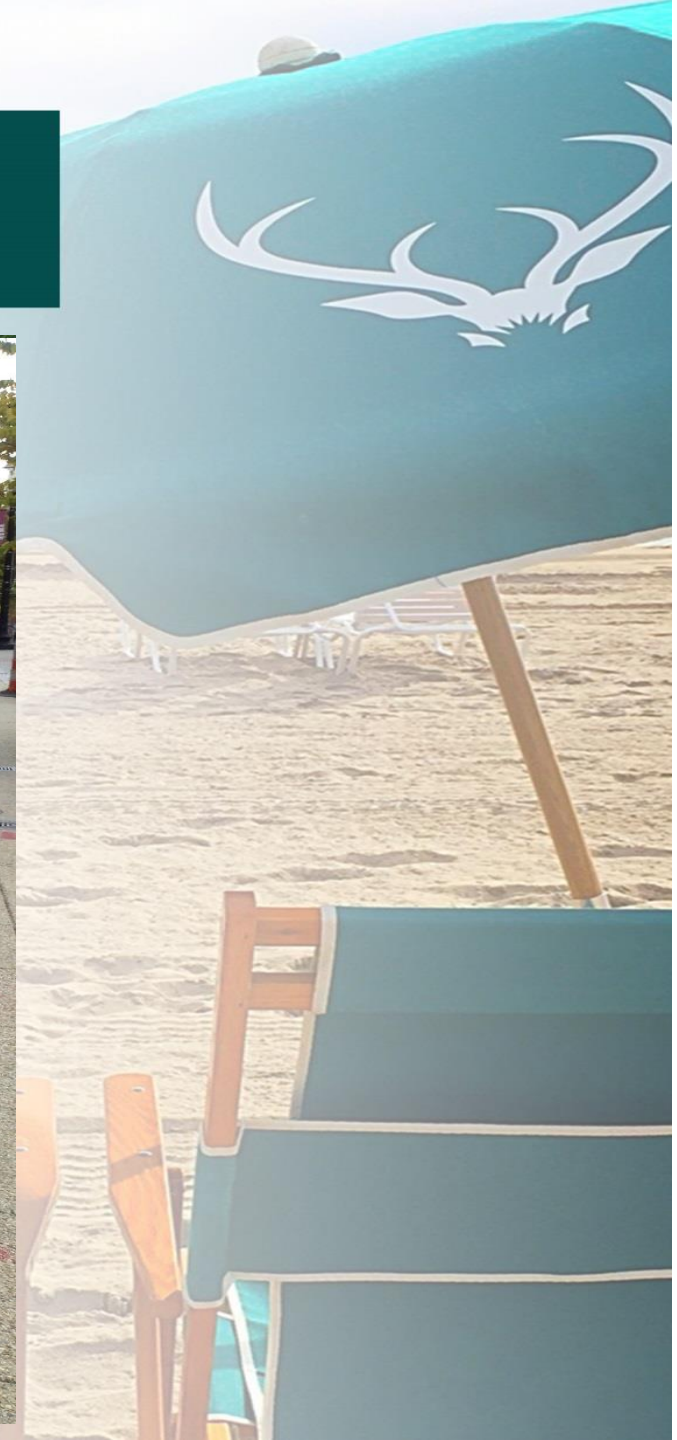


# Vision and Design Guidelines: Street Trees





# Vision and Design Guidelines: Green Infrastructure





# Design Guidelines:



## I. Introduction

### A. Purpose

### B. Intent

The following standards, regulations and requirements apply to areas to be rezoned as a local activity center (LAC) district within the city. The LAC district regulations are created to ensure development within a local activity center (LAC) future land use category is consistent with LAC land use designation.

## I. General Development Standards

The general development standards are the requirements that apply to the entire LAC and include requirements for use, height, setbacks, landscape, definitions and minimum site requirements, signage, parking and loading, and streetscape, among others. All proposed developments shall comply with the requirements of the general development standards and design guidelines for the Local Activity Center zoning district.



Second St. will link a series of distinct pedestrian and resident-oriented places.



Second St. will link a series of distinct pedestrian and resident-oriented places.



Second St. will link a series of distinct pedestrian and resident-oriented places.



Second St. will link a series of distinct pedestrian and resident-oriented places.



Second St. will link a series of distinct pedestrian and resident-oriented places.



Second St. will link a series of distinct pedestrian and resident-oriented places.





## What's Next?

**City will continue to develop the Hillsboro Boulevard Corridor with completion expected in March 2018.**

**City will begin phase 2 of the Central Core Infrastructure Plan and begin working on complete street initiatives along Dixie Highway.**





# Complete Streets Master Plan

Presented by:

**Lisa Juan, Kimley-Horn and Associates**

**Jennifer Fierman, Marlin Engineering**

**Laurie Fucini-Joy, Urban Health Partnerships**















# Broward Complete Streets Master Plan

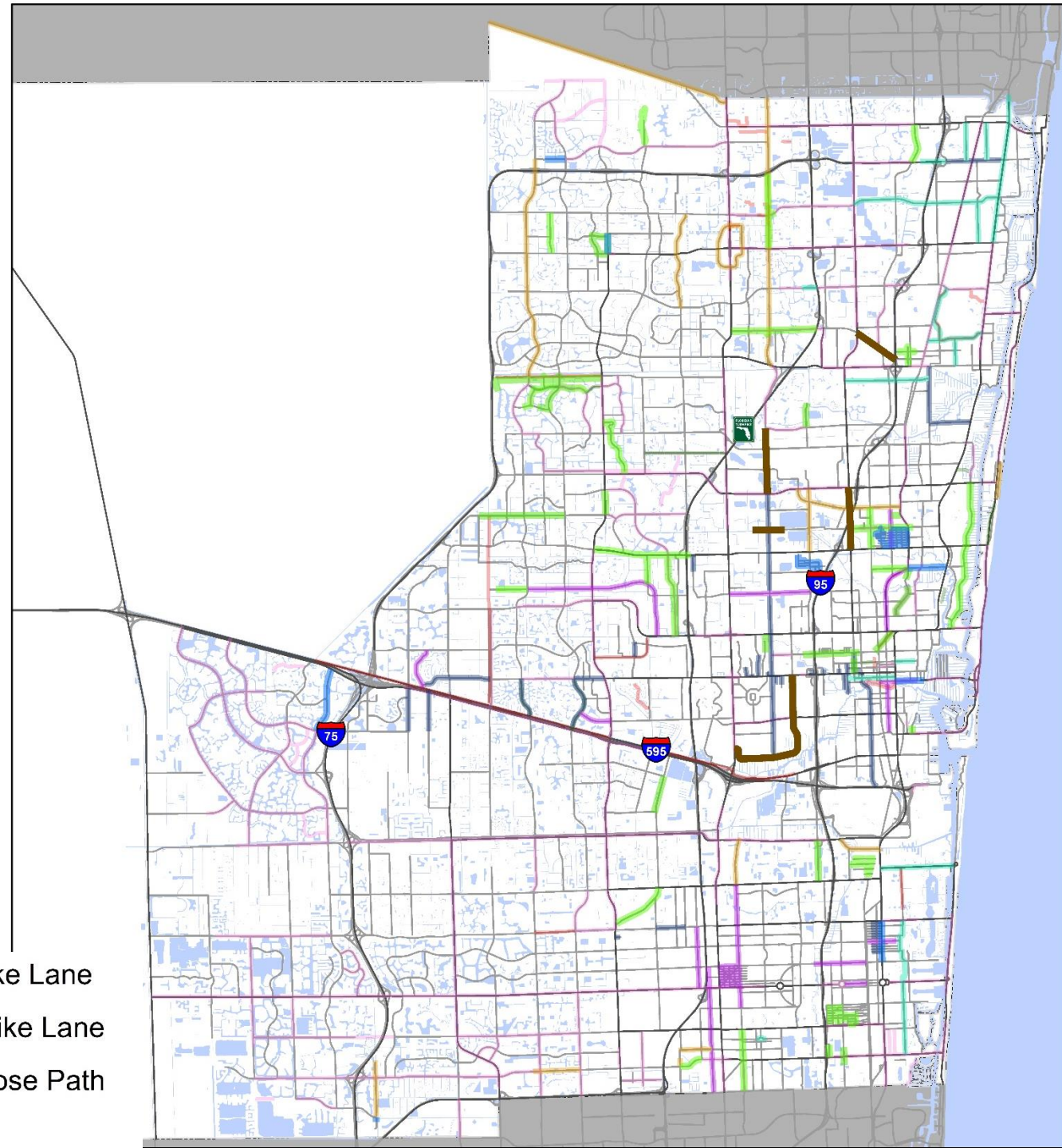
- Purpose
  - To guide the Broward MPO's future investment in Complete Streets
  - To develop a prioritized list of projects based on a technical data-driven analysis and transportation partners' input



# Existing Plus Committed

- Existing Bicycle Facilities
- Mobility Projects Phase 1-4
- Transportation Alternatives Program (TAP)
- Complete Streets/Other Localized Initiative Program (CSLIP)
- Transportation Investment Generating Economic Recovery (TIGER)

 TIGER Projects	 Mobility Projects Phase 1	 Marked Bike Lane
 CSLIP Projects	 Mobility Projects Phase 2	 Buffered Bike Lane
 TAP Projects	 Mobility Projects Phase 3	 Multi-Purpose Path
	 Mobility Projects Phase 4	





# Master Plan Outreach

- Provide opportunities for community input throughout the development of the Master Plan with an emphasis on obtaining input from hard to reach communities.
- Audience – All of Broward County
  - Target Populations - Broward County Municipal Services District, City of Lauderdale Lakes, City of North Lauderdale, City of Lauderdale Hill, City of Pembroke Park, City of Miramar, City of Hallandale Beach, and City of West Park





# Updates on Outreach Strategies

- High-Touch
  - Focus Groups
    - Lauderdale Lakes – October 25, 2017
    - Dania Beach – October 26, 2017
    - Discussed how participants preferred to get around their neighborhood, the places they like to go and what they think about the traffic, walking, riding a bike, or taking transit in their neighborhood
  - One-on-One Interactions
    - Conducted 100 interactions with Broward residents to promote survey and provide Complete Streets education
    - 64 participated in the paper survey

# Updates on Outreach Strategies

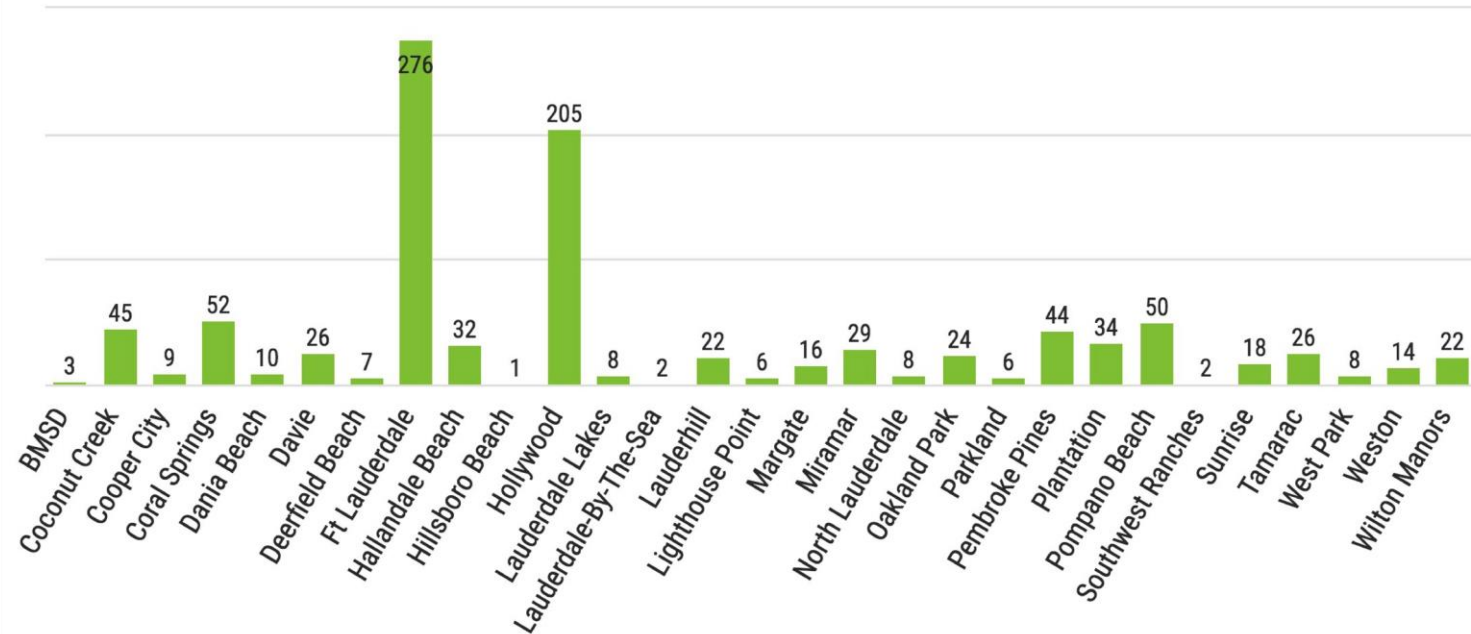
- High-Tech
  - Community Survey at [BetterStreetsBetterBroward.org](http://BetterStreetsBetterBroward.org)
    - So far, 1005 residents participated with 73% completing all questions
    - Survey is available in English, Spanish, and Creole
  - Digital Input Mapping
    - So far, we have 90 data points input into map
  - Partner Survey
    - 41 Transportation Partners have provided input
  - Web-based Communication Through Social Media
    - Ongoing social media to promote survey and educate about Complete Streets
- Ongoing Contact with Public and Updates on Master Plan
- Public Input Close-out



# Community Survey

## Have We Heard From Your Community?

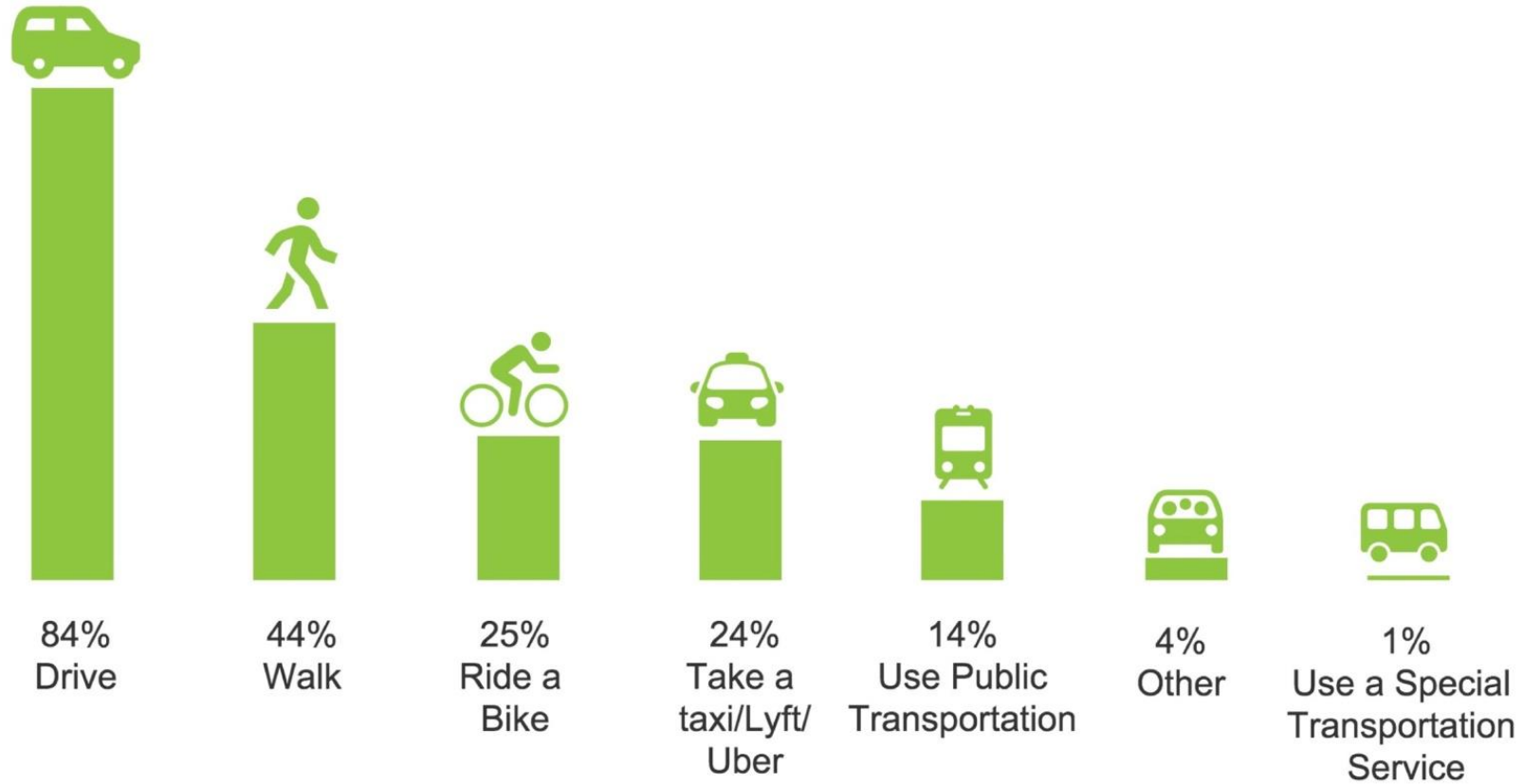
It is important that all Broward residents are represented!



Represents the number of survey participants for each municipality. Those municipalities with no participation to date are not represented in chart.

# Community Survey

## How Are Broward Residents Getting Around Their Community



Survey participants are allowed to select more than one choice.



# Data Input Mapping

REPORT REQUESTS

Street Address \*

City/County \*

State/Province \*

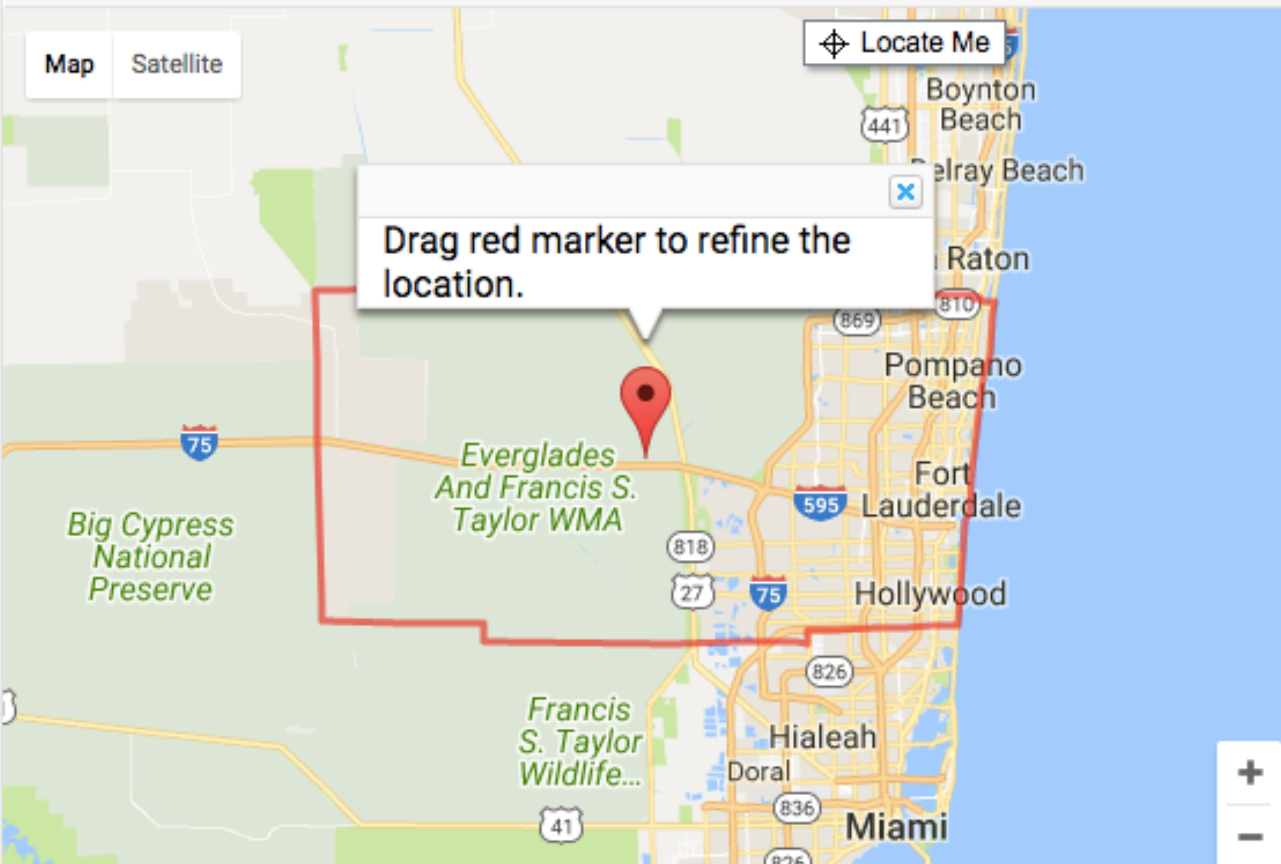
Step 1 of 2 Next »

Search for issues nearby

Map Satellite

Locate Me

Drag red marker to refine the location.



Big Cypress National Preserve

Everglades And Francis S. Taylor WMA

Francis S. Taylor Wildlife...

Boynton Beach

Delray Beach

Raton

Pompano Beach

Fort Lauderdale

Hollywood

Hialeah

Doral

Miami

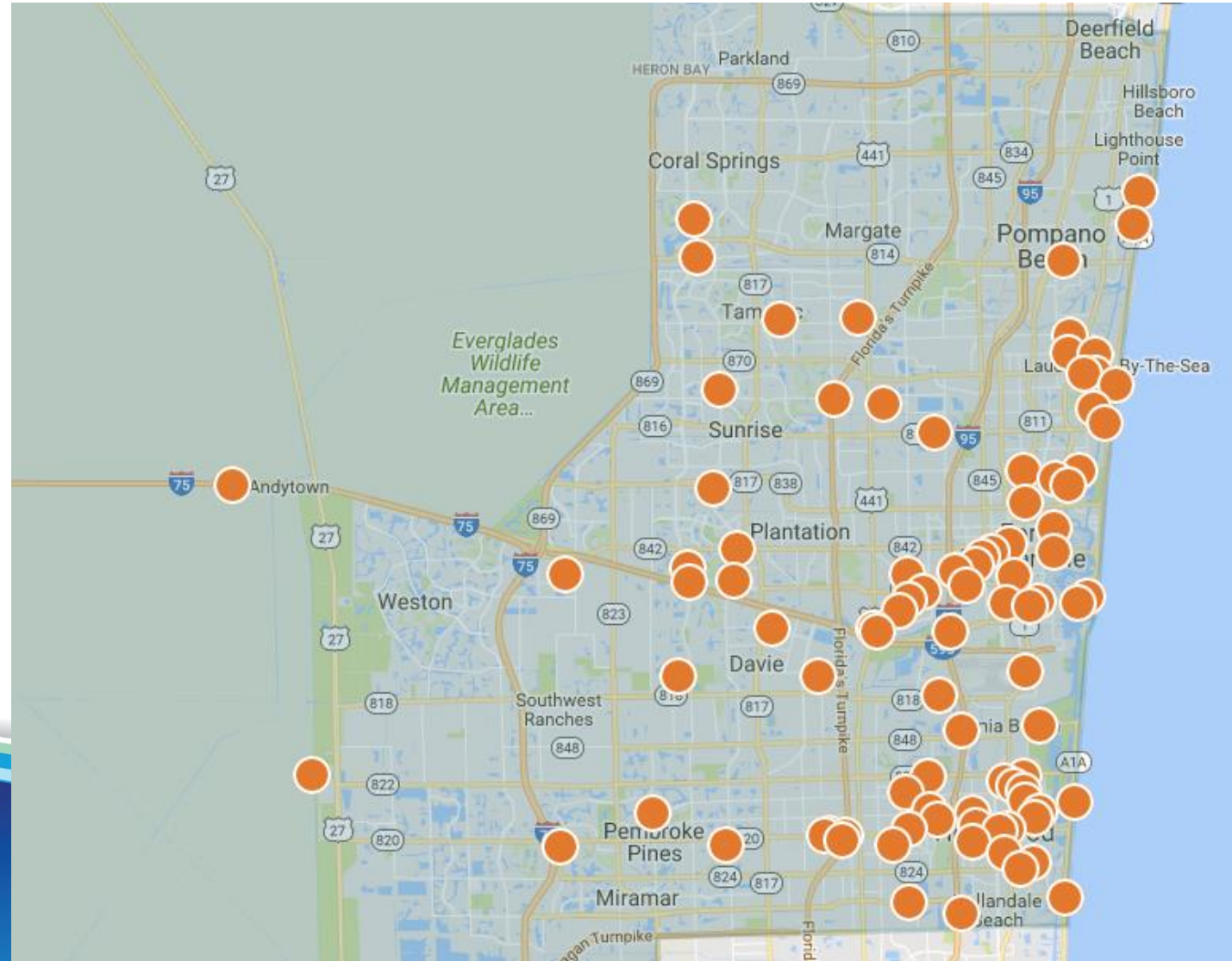
Map data ©2017 Google, INEGI Terms of Use Report a map error

Updating map and form automatically.

Report an Issue

SeeClickFix powered by

# Data Input Mapping





# FACT SHEET

## Broward Complete Streets Master Plan Study

# Complete Streets Fact Sheet

### Study Overview

The Broward Metropolitan Planning Organization (MPO) is an agency responsible for making policy on local transportation issues and deciding how to spend federal money on transportation projects within Broward County. Broward MPO is developing a Complete Streets Master Plan to guide future investments by creating a prioritized list of projects based on technical, data-driven analysis and community input. Complete Streets are streets that are built for all users with an emphasis on pedestrians, bicyclists, and those that access transit. Feedback from Broward residents and partners is key to developing a list of projects that meet the needs of local communities. By participating in this survey, you will provide the Broward MPO with insights on what type of street design and improvements are needed to make Broward safer, better connected, and better able to meet the needs of all of its residents.



### Did you know?

- There are health, equity, safety, and economic benefits to designing roads that balance the modes of transportation between pedestrians, bicyclists, transit riders, and cars.
- Bicycling for transportation has been shown to reduce heart disease, cancer, and stroke.
- Housing in walkable neighborhoods in higher market rates than in non-walkable neighborhoods.
- Streets that provide travel choices can give people the option to avoid traffic jams, and increase the overall capacity of the transportation network.
- Transit-oriented developments, that include well-designed Complete Streets, connect housing, retail and services and increase access to jobs.
- Public health experts are encouraging walking and bicycling as a response to the obesity epidemic.
- Making streets safe and convenient for walking, riding a bike or taking transit can help families save money on transportation and relieve strained budgets.
- Safe routes to both schools and parks encourage residents to walk and bike more to get around.
- Adults living within a half mile of a park exercise more often and lead healthier longer lives.

*Reference: Benefits of Complete Streets, Smart Growth America*

### Tell us what you think!

**Complete a survey for the chance to win one of four \$50 Visa Gift cards by visiting [BetterStreetsBetterBroward.org](http://BetterStreetsBetterBroward.org)**

# Demand Analysis

## Composite Results

- Estimates *propensity for walking and bicycling* in Broward County
- Uses six inputs to estimate demand

LIVE

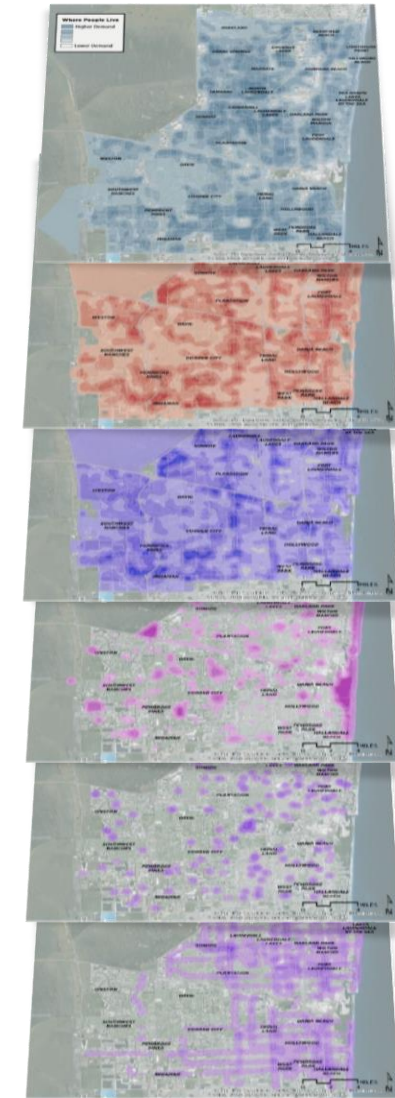
LEARN

WORK

SHOP

PLAY

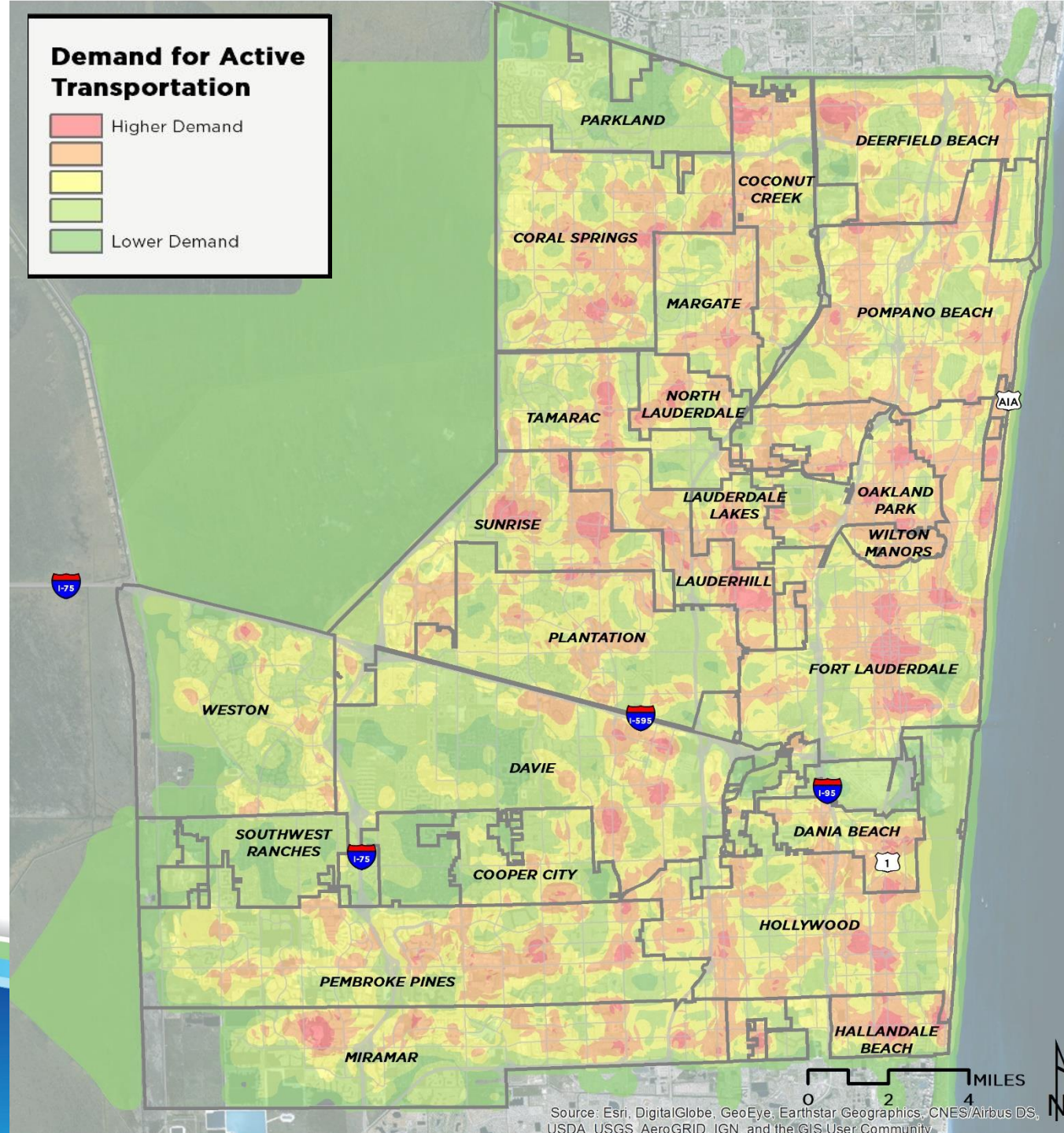
ACCESS TRANSIT





# Demand Analysis Composite Results

- Pockets of demand throughout county
- Hot spots range in size



# Equity Analysis

- Identifies areas with concentration of *historically vulnerable populations*
- These populations tend to *rely more on walking, bicycling and transit* for more trips
- Uses *six indicators*

## Equity Indicators

AGE



RACE



INCOME



EDUCATIONAL ATTAINMENT



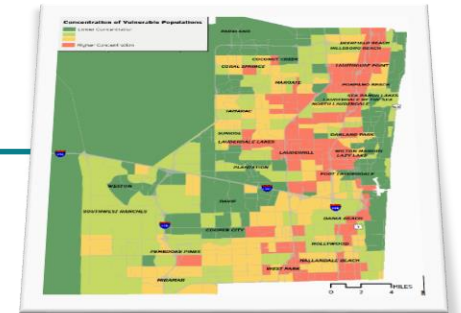
ENGLISH PROFICIENCY



VEHICLE ACCESS



## Composite Equity Map

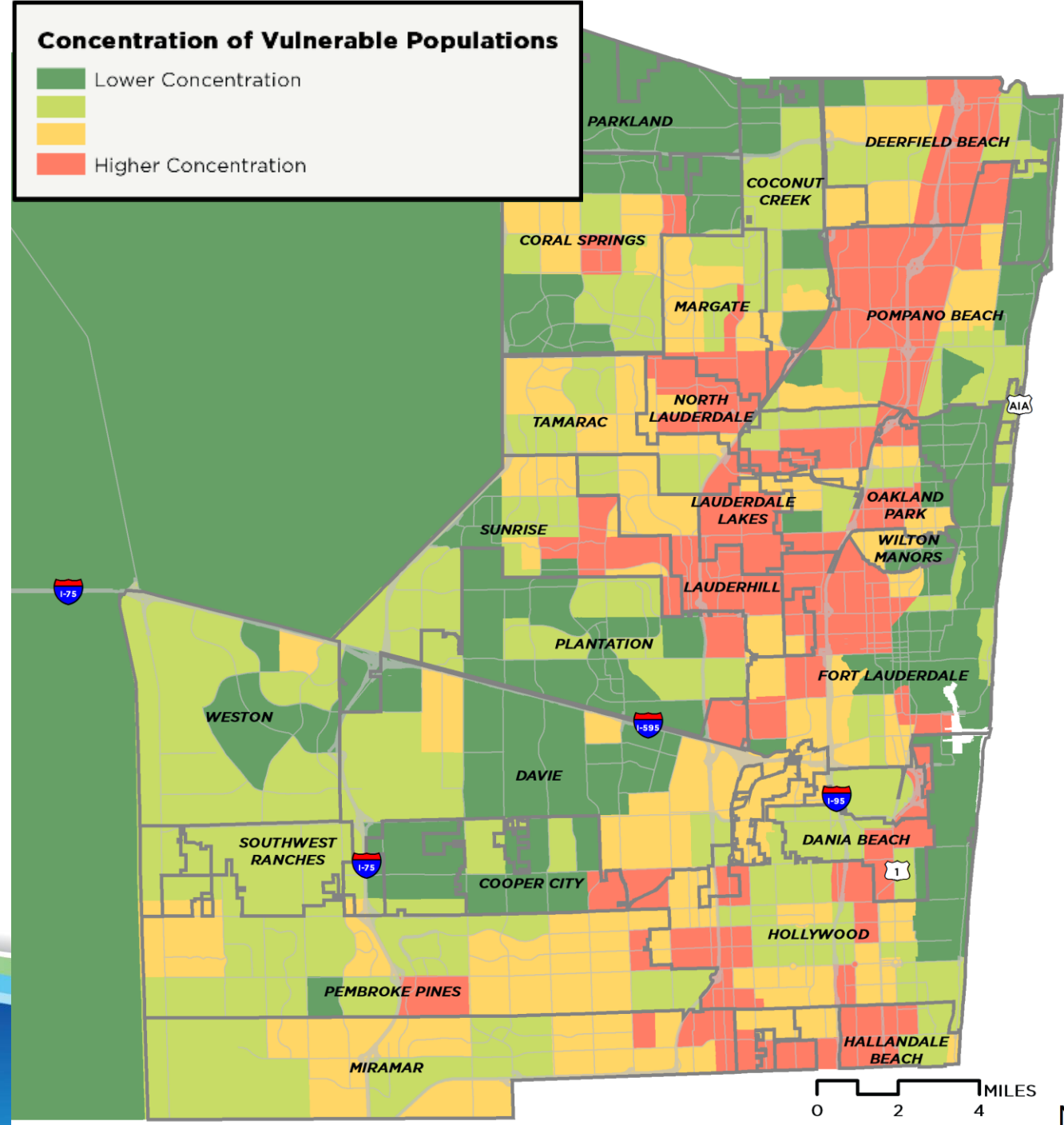




# Equity Analysis

## Composite Results

- 4-Tiered Scale
- Shows *concentrations of historically vulnerable populations*
- Identifies areas where more transportation investments may be needed



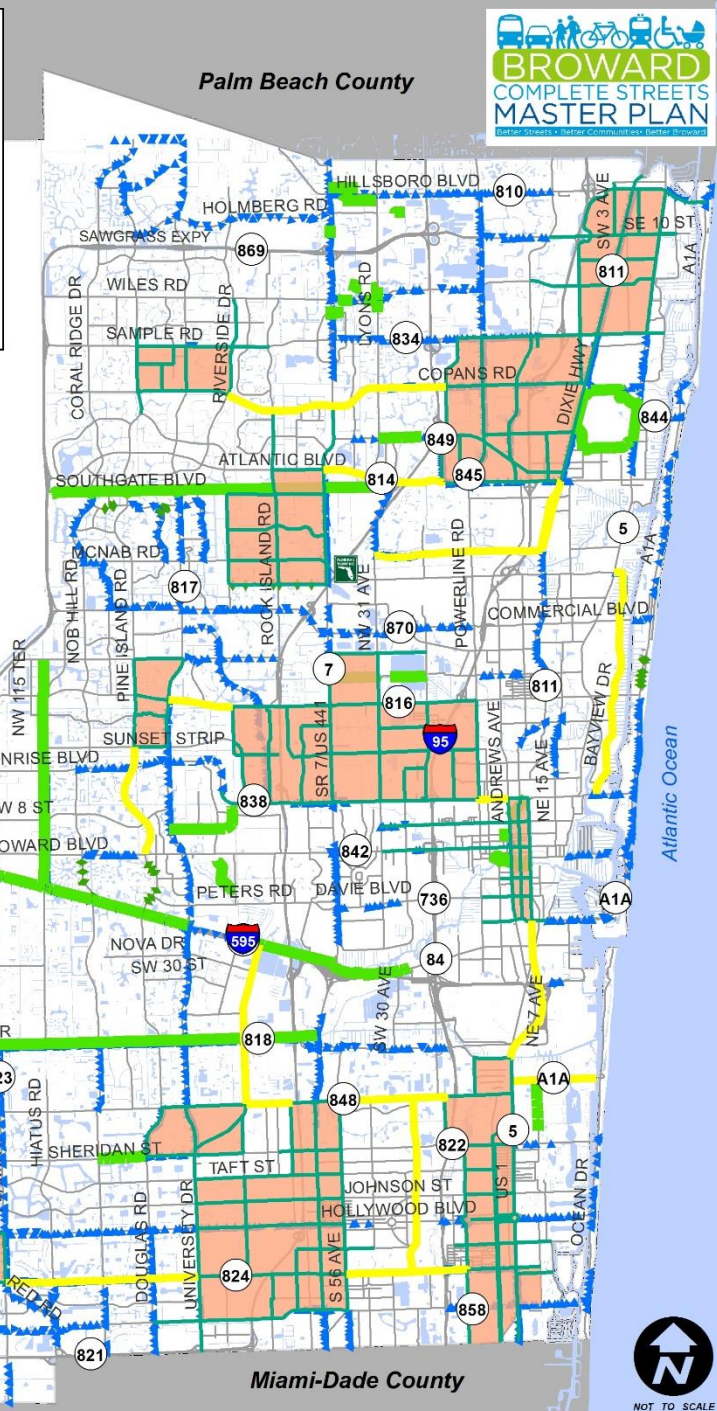




# Project Development

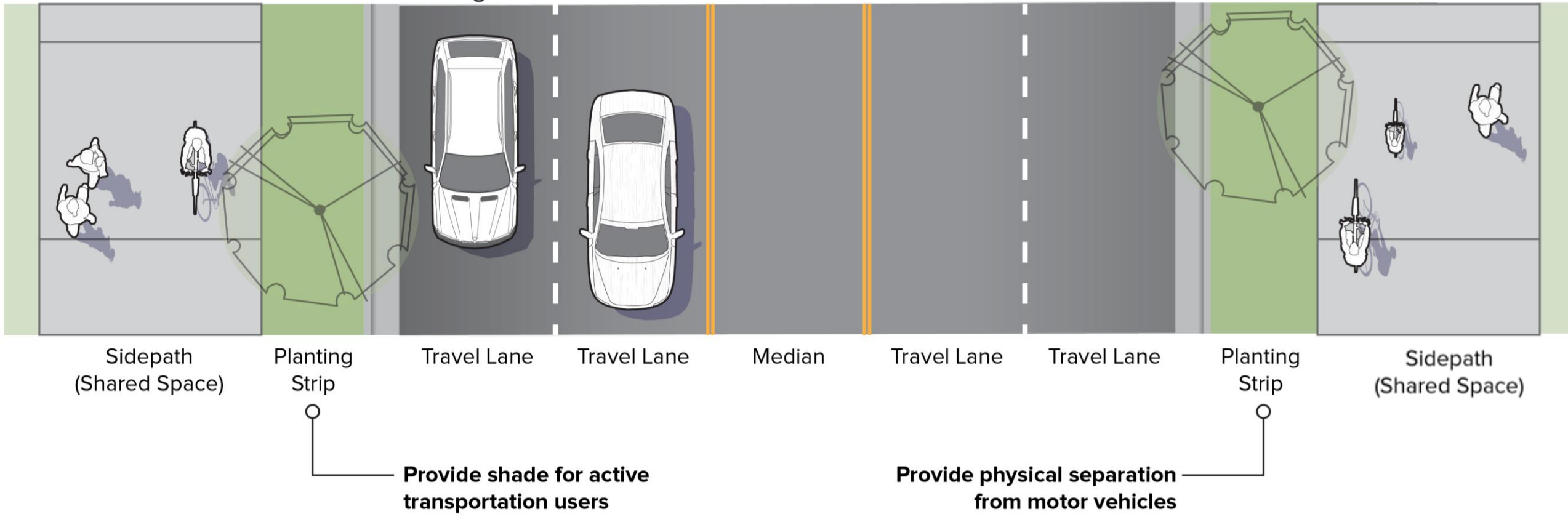
Bundle Projects →  
Complete Streets  
Projects

- ### Project Development
-  Bundle Projects
  -  Complete Streets Projects
  -  Super Connectors
  -  Shared Use Path
- ### Existing Bicycle Facility
-  Marked Bike lane
  -  Buffered Bike Lane



# Major Roadway – Future Option

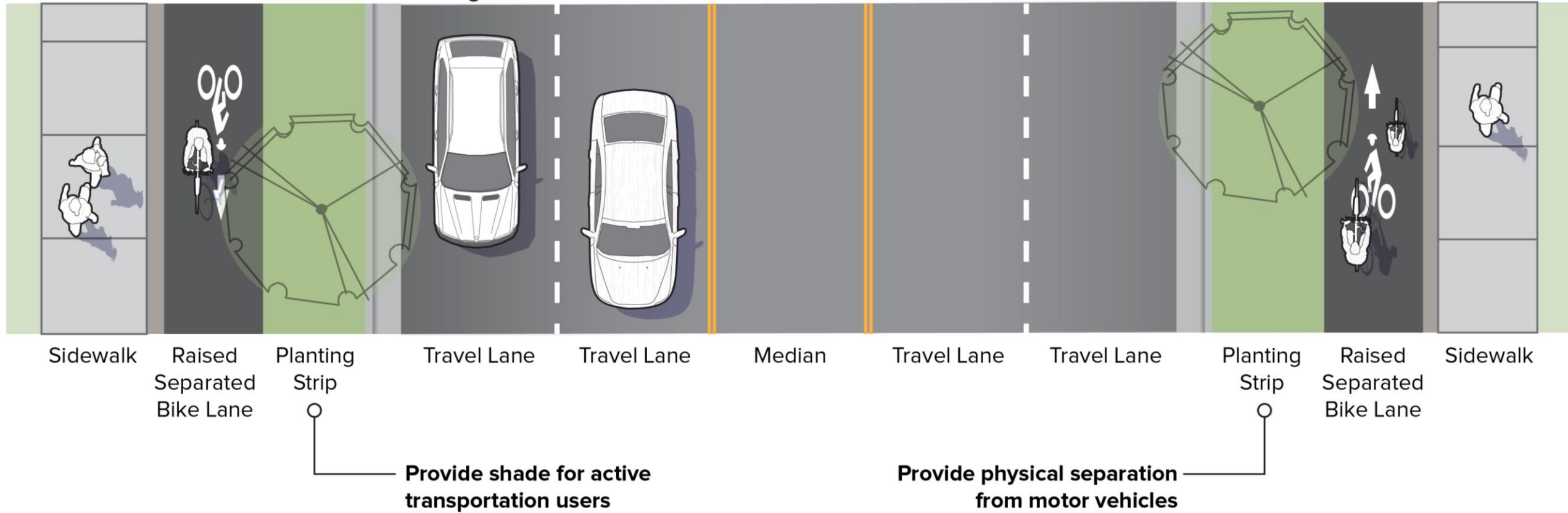
In constrained rights-of-way, lane configuration may require modification to accommodate planting strip, bikeway and sidewalk





# Major Roadway – Future Option

In constrained rights-of-way, lane configuration may require modification to accommodate planting strip, bikeway and sidewalk



# Draft CS Master Plan Prioritization Criteria

- Consistent with the Goals and Objectives established in the Commitment 2040 LRTP
- Builds upon the format and content of the Complete Streets and other Localized Initiatives Program (CSLIP) Evaluation Criteria

## Move People

- Maintain infrastructure standards
- Achieve Level of Service (LOS) standards
- Improve accessibility for all users of the system
- Shorten project delivery
- Maximize transit ridership

## Create Jobs

- Reduce travel time to economic centers
- Promote new development
- Minimize the cost of travel
- Maximize private investment

## Strengthen Communities

- Ensure benefits and costs are equitable
- Reduce accidents, injuries and fatalities
- Promote redevelopment
- Ensure projects consider aesthetic improvements
- Provide options for non-motorized travel
- Promote environmental sensitivity



		COMMITMENT 2040 COMPLETE STREETS AND OTHER LOCALIZED INITIATIVES PROGRAM EVALUATION CRITERIA <small>Total points range in value between 80 – 400. Final results can be filtered and/or sorted by sponsor type, agency type, program category, cost, etc.</small>							
		CONNECTIVITY		MOBILITY		SAFETY		ECONOMIC DEVELOPMENT	
		ACTIVITY CENTERS <small>(1/2 mile buffer)</small>	CONNECTION TO EXISTING FACILITY	TRAFFIC VOLUME/LANE <small>(200ft buffer)</small>	TRANSIT BOARDINGS <small>(1/2 mile buffer)</small>	NON-VEHICULAR CRASHES <small>(200ft buffer)</small>	VEHICULAR CRASHES <small>(200ft buffer)</small>	LOW INCOME POPULATION <small>(1/2 mile buffer)</small>	EMPLOYMENT-POPULATION PROPORTION <small>(1/2 mile buffer)</small>
Type of Analysis	COMPLETE STREETS <small>(e.g., bike lane, sidewalk, transit shelter, etc.)</small>	Projects analyzed and awarded points based on the total number of activity centers (per Broward County data source) within the buffer.	Projects analyzed and awarded points based on its termini connection to an existing, like facility. Staff may conduct field reviews to verify connections.	Projects analyzed and awarded points based on traffic volume per lane within the buffer.	Projects analyzed and awarded points based on daily transit boardings occurring within the buffer.	Projects analyzed and awarded points based on total number of pedestrian and bicycle crashes occurring within the buffer during a five-year period.	Projects analyzed and awarded points based on total vehicular crashes occurring within the buffer during a five-year time period.	Projects analyzed and awarded points based on the percentage of the low income population within the buffer.	Projects analyzed and awarded points based on the proportion of the total employment and population within the buffer area.
	SAFETY & SECURITY <small>(e.g., traffic calming, intersection reconfig., etc.)</small>								
	SUSTAINABILITY INITIATIVES <small>(e.g., Mobility Hub, greenway, etc.)</small>								
	TECHNOLOGY ADVANCEMENTS <small>(e.g., ITS, upgraded signalization, etc.)</small>	Data Source: Broward County (2013)	Data Source: Field Review / Google Earth	Data Source: Broward MPO (2013)	Data Source: BCT and SFRTA (2014)	Data Source: Signal Four, University of Florida (2012-2016)	Data Source: Signal Four, University of Florida (2012-2016)	Data Source: ACS 2012, 5-year average (Census Block Group)	Data Source: SERPM 7.0 (2010)
	Scale	Scale	Scale	Scale	Scale	Scale	Scale	Scale	
	3+ 50 points 1-2 30 points 0 10 points	2 sides 50 points 1 side 30 points 0 sides 10 points	10 - 50 points	10 - 50 points	10 - 50 points	10 - 50 points	10 - 50 points	100:0 Emp.-Pop. 10 points 90:10 Emp.-Pop. 20 points 80:20 Emp.-Pop. 30 points 70:30 Emp.-Pop. 40 points 60:40 Emp.-Pop. 50 points 50:50 Emp.-Pop. 50 points 40:60 Emp.-Pop. 40 points 30:70 Emp.-Pop. 30 points 20:80 Emp.-Pop. 20 points 10:90 Emp.-Pop. 10 points	
	Summation Points, 10, 30, and 50, are awarded based on the total number of activity centers observed within the buffer area.	Discrete Points, 10, 30, and 50, are awarded based on the number of connections to existing, like facilities.	Ordinal The observed data within the buffer area are sorted from the highest to lowest value and assigned a rank order from "1" to the maximum number of projects. If projects have the same data value, the same rank is assigned. These ranks are then 'normalized' and points, between 10 and 50, are awarded.	Proportion Points, between 10 and 50, are awarded based on the proportion of employment to population within the buffer area.					



# Draft CS Master Plan Prioritization Criteria

## Connectivity

- Activity Centers
- Walk Score
- Density

## Mobility

- Transit Boardings/Alightings
- Traffic Counts

## Safety

- Pedestrian/Bicycle Crashes
- Intersection/Crossing Density

## Economic Development

- Concentration of Vulnerable Populations
- Equitable Healthography

# Draft CS Master Plan Prioritization Criteria

## Pedestrian/Bicycle Crashes

- Medium High
- High
- Very High

Palm Beach County



Walk Score®

Get Scores

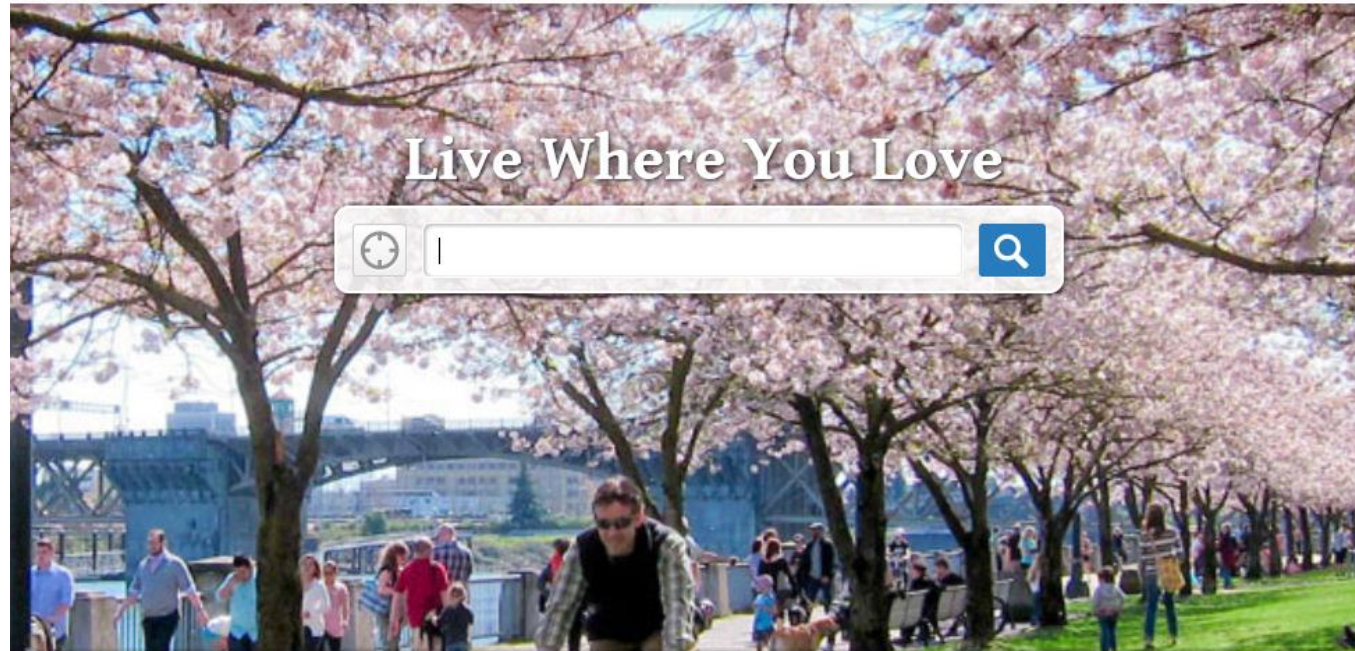
Find Apartments

My Favorites

Add to Your Site

Log in

### Live Where You Love



#### Great Nearby Places



View neighborhood restaurants, coffee shops, grocery stores, schools, parks, and more.

#### Improve Your Commute



Get a commute report and see options for getting around by car, bus, bike, and foot.

#### Fits Your Lifestyle



Learn about the neighborhood, view crime and safety, see what locals are saying, browse photos and places.



# Lane Elimination Coordination Progress

- ✓ Planned Projects Review
- ✓ Lane Elimination Map
- Lane Elimination Coordination
  - ✓ Identified Coordination Entities
  - Proximity Review-Updated
  - ✓ Lane Elimination Status Table
- Network analysis of impacts



# Lane Elimination Project List

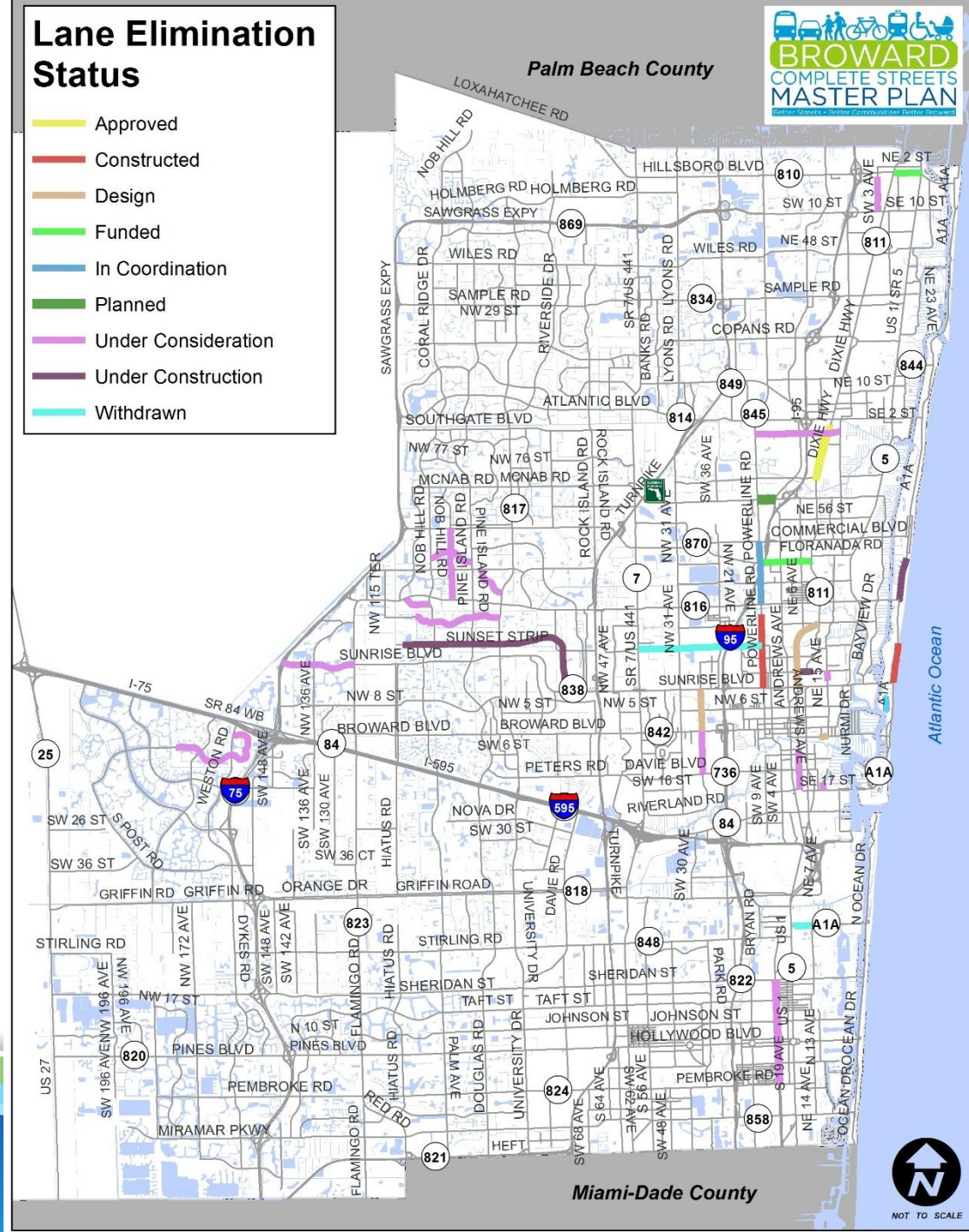
City	Local Name	Begin Project Limits	End Project Limits	Lane Reconfig Desc	State Road #	Source	Lane Elimination Status
Dania Beach	Dania Beach Blvd	NE 1st Ave	Gulfstream Rd	6L to 4L	A1A	FDOT	Withdrawn
Deerfield Beach	SW MLK Jr. Ave/ SW 3rd Ave	SW 9th St	SW 1st St	4L to 2L	-	Broward CS Master Plan- Research	Under Consideration
	Hillsboro Blvd	Dixie Hwy	US 1	6L to 4L	810	FDOT	Funded
Fort Lauderdale	Birch Rd	Bayshore Dr	Vista Mar Dr	4L to 2L	-	City of Fort Lauderdale	Under Consideration
	NW 27th Ave	Broward Blvd	Sunrise Blvd	4L to 2L	-	City of Fort Lauderdale	Under Consideration
	NW 27th Ave	Davie Blvd	Broward Blvd	4L to 2L	-	City of Fort Lauderdale	Design
	Las Olas Blvd	SE 11th Ave	SE 15th Ave	4L to 2L	-	City of Fort Lauderdale	Design
	NE 13th St	NE 4th Ave	NE 9th Ave	4L to 2L	-	City of Fort Lauderdale	Under Construction
	A1A	Oakland Park Blvd	Flamingo Rd	4L to 2L	A1A	City of Fort Lauderdale	Under Construction
	A1A	Sunrise Blvd	NE 18th Street	4L to 2L	A1A	City of Fort Lauderdale	Construction Complete
	SE 3rd Ave	SE 17th St	SE 6th St	4L to 2L	-	City of Fort Lauderdale	Under Consideration
	Cypress Creek Rd	Powerline Rd	Andrews Ave	6L to 4L	-	City of Fort Lauderdale	Planned
	NE 15th Ave	NE 11th St	NE 13th St	4L to 2L	-	City of Fort Lauderdale	Under Consideration
	NW 19th St	State Road 7	Powerline Rd	4L to 2L	-	City of Fort Lauderdale	Withdrawn
Cordova Rd	SE 15th St	SE 17th St	4L to 2L	-	City of Fort Lauderdale	Under Consideration	
Fort Lauderdale / Wilton Manors	Powerline Rd	Sunrise Blvd	NW 29th St	4L to 2L	845	FDOT/City of Fort Lauderdale	Construction Complete
	NE 4th Ave	Sunrise Blvd	NE 26th St	4L to 2L	811	FDOT/City of Fort Lauderdale	Design
Hollywood	N Dixie Hwy	Pembroke Rd	Sheridan St	3L to 2L-One-Way	-	Broward MPO	Under Consideration
	N 21st Ave	Pembroke Rd	Sheridan St	3L to 2L-One-Way	-	Broward MPO	Under Consideration
	A1A	Hollywood Blvd	Sheridan St	4L to 2L	A1A	FDOT	Cancelled
Oakland Park	Powerline Rd	Oakland Park Blvd	Commercial Blvd	6L to 4L	845	FDOT	In Coordination
	Prospect Rd	Poweline Rd	Dixie Hwy	6L to 4L	-	Broward MPO	Funded
Pompano Beach	Dixie Hwy	McNab Rd	SW 2nd St	6L to 4L	811	FDOT	Approved
	Pompano Park Place	Cypress Rd	Powerline Rd	6L to 4L	-	Broward MPO	Under Consideration
Sunrise	Joshlee Blvd	Oakland Park Blvd	Nob Hill Rd	4L to 2L	-	Broward CS Master Plan- Research	Under Consideration
	New River Circle	Weston Rd	Weston Rd	4L to 2L	-	Broward CS Master Plan- Research	Under Consideration
	Springtree Dr	NW 44th St	University Dr	4L to 2L	-	Broward CS Master Plan- Research	Under Consideration
	NW 94th Ave	Oakland Park Blvd	Commercial Blvd	4L to 2L	-	Broward CS Master Plan- Research	Under Consideration
	Sunrise Blvd	Sawgrass Expressv	Flamingo Rd	6L to 4L	-	Broward CS Master Plan- Research	Under Consideration
	Sunrise Lakes Blvd	NW 105th Ln	University Dr	4L to 2L	-	Broward CS Master Plan- Research	Under Consideration
	Springtree Lakes Dr	Nob Hill Rd	Pine Island	4L to 2L	-	Broward CS Master Plan- Research	Under Consideration
	Sunset Strip	Nob Hill Rd	Sunrise Blvd	4L to 2L	-	FDOT/Broward MPO	Under Construction
Weston	Saddle Club Rd	Lakeview Dr	Weston Rd	4L to 2L	-	Broward CS Master Plan- Research	Under Construction



# Lane Elimination Project List

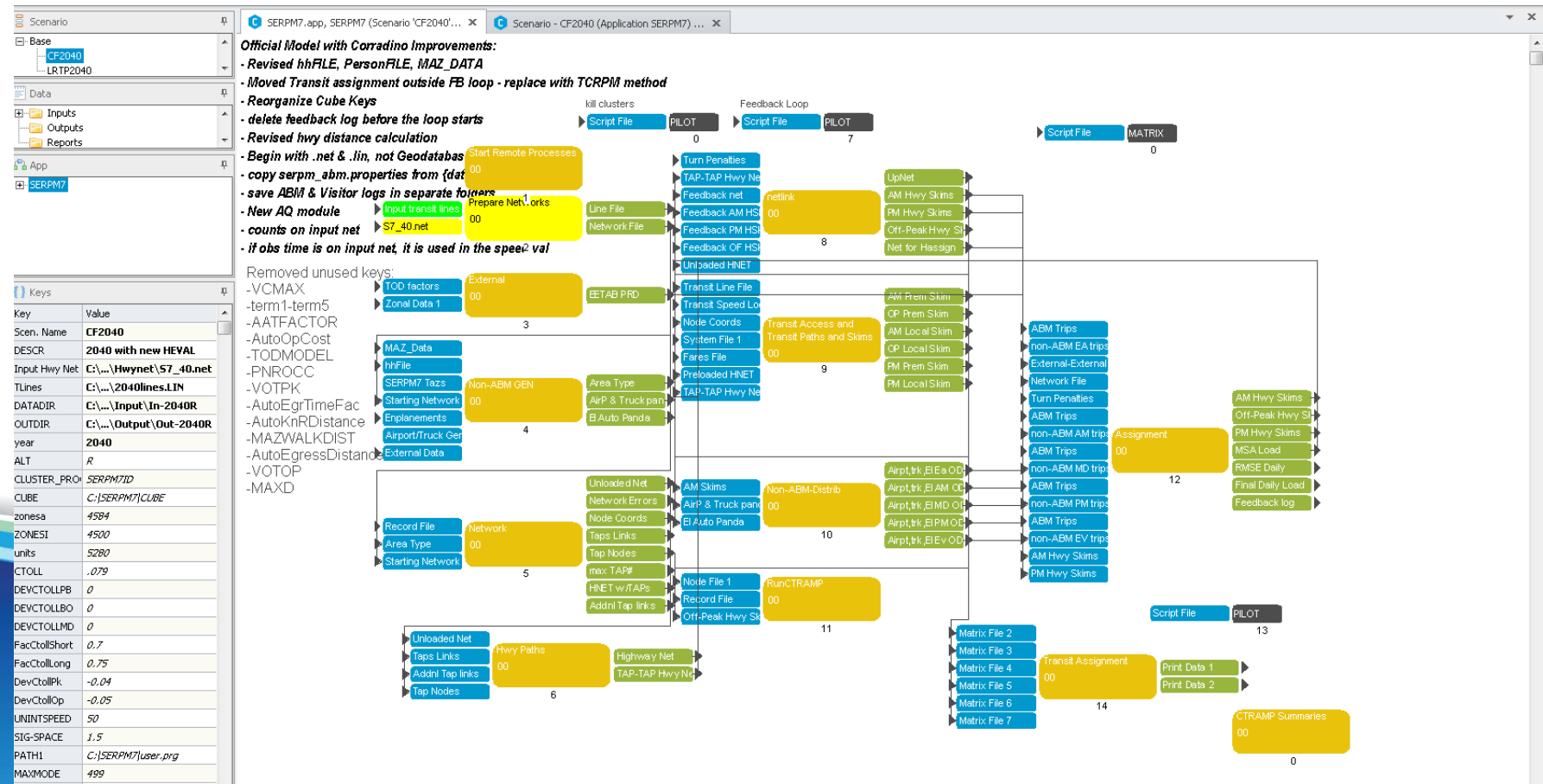
## Lane Elimination Status

- Approved
- Constructed
- Design
- Funded
- In Coordination
- Planned
- Under Consideration
- Under Construction
- Withdrawn



# Southeast Florida Regional Planning Model (SERPM)

- Version 7.071
- Cost Feasible Plan 2040





# Southeast Florida Regional Planning Model (SERPM)

- Projects already included in the Cost Feasible Plan 2040

Road	Limits
Cordova Road	SE 15 Street to SE 17 Street
Dixie Highway	McNab Road to SW 2 Street
N Dixie Highway/N 21 <sup>st</sup> Avenue	Pembroke Road to Sheridan Street
Hillsboro Boulevard	Dixie Highway to US 1

# Southeast Florida Regional Planning Model (SERPM)

- Broward County

Metrics	Cost Feasible Plan 2040	Cost Feasible Plan 2040 + LE		
Vehicle Miles Traveled (VMT)	45,014,089	45,072,319	<b>+</b>	<b>0.129%</b>
Vehicle Hours Traveled (VHT)	1,258,690	1,267,491	<b>+</b>	<b>0.699%</b>
Total Accident Costs	\$3,699,378.21	\$3,698,003.17	<b>—</b>	<b>0.037%</b>



# Next Steps...

- Refine project needs development and prioritization criteria
- Wrap-up the public outreach component
- Present as informational item to MPO Board in December



# MEMBER UPDATES





# THANK YOU!

- Any Final Questions?
- Next CSAC Meeting – January 8, 2018
- Don't Forget to Visit the Complete Streets webpage at:  
[www.browardmpo.org/projects-studies/complete-streets](http://www.browardmpo.org/projects-studies/complete-streets)
- If you have any questions or comments, please contact Ricardo Gutierrez at 954.876.0044

