

**BROWARD**      

# COMPLETE STREETS

Better Streets • Better Broward • Better Life

Commitment and Evolution of Complete Streets



# Broward Complete Streets Advisory Committee (CSAC) Meeting

Monday, January 13, 2020

# 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 QUESTIONS



Go to [www.menti.com](https://www.menti.com) and use the code:

31 59 55



# MPO CURRENT EFFORTS



- Complete Streets Guidelines 2.0



- Complete Streets Testimonials, submit your story!

- Let's Go Biking 2020



- 7<sup>th</sup> Annual Safe Streets Summit - February 6 and 7, 2020

A Broward Complete Street changes our streets for people.  
We're investing in safe transportation that strengthens our communities.  
We're building Better Streets for people who drive, bike, walk, and take transit.

Complete Streets are streets planned, designed, and operated in the public space for users of all ages and abilities. These streets allow pedestrians, bicyclists, transit riders, and motorists to conveniently travel on the same facilities while using any mode of transportation. Complete Streets provides easy access to cross the street, walk to shops, ride the bus, bike to school, and drive to work in a safe and comfortable environment.

INTERACTIVE MAP

Click on the red dots for more details



Available online!

[BetterStreetsBetterBroward.org](http://BetterStreetsBetterBroward.org)

# COMPLETE STREETS GUIDELINES 2.0



## Complete Streets Design Guidelines 2.0

Better Streets | Better Communities | Better Broward

Available online!

<http://www.browardmpo.org/index.php/broward-complete-streets-guidelines>



# COMPLETE STREETS TESTIMONIALS



## Has a roadway improvement or public transit helped you in your everyday life?

The Broward Metropolitan Planning Organization (MPO) Complete Streets Initiative is inviting those who live, work and play in Broward to submit their story to be a part of the Better Streets, Better Broward, Better Life educational video. All drivers, walkers/runners, cyclists, and transit riders have an opportunity to share how the improved roadways in our neighborhoods have made a positive difference in their lives.



Send your story to [info@browardmpo.org](mailto:info@browardmpo.org) email with 'Subject: BMPO Call for Stories' by January 16, 2019. Want to Talk? Call us at (954) 876-0033.



# LET'S GO BIKING 2020



# LET'S **GO** BIKING!

Better Streets • Better Broward • Better Life

#SafeStreetsSummit



February 6-7, 2020  
Fort Lauderdale, FL

20(VISION)20

Visit [Safetreetssummit.org](https://safetreetssummit.org)

# CONFERENCE AGENDA



## Thursday, February 6, 2020

Mobile Workshops 1:30 p.m.

As part of this year's Safe Street Summit, multiple tours will be conducted through the Mobile Workshop. Please visit the Mobile Workshop page for more info [here](#).

## **Welcome Reception: Meet in the Street - 5:00 p.m. - 7:30 p.m.**

Please join us at the 2020 Safe Streets Summit Welcome Reception: Meet in the Street at Fort Lauderdale's MASS District.



## Friday, February 7, 2020

Conference Day - 9:00 a.m. - 5:30 p.m.

Fort Lauderdale Marriott Harbor Beach Resort & Spa

2020 Safe Streets Summit  
SPEAKER HIGHLIGHT

*Mikael Colville-Andersen*

Mikael Colville-Andersen is an urban designer, author and a leading global voice in urbanism. Mikael is the host of the urbanism documentary series "The Life-Sized City" and during his presentation he will inspire with examples from around the world about how cities and citizens are the key to tackling climate change through design thinking in this, the Age of Urbanism.



[SafeStreetsSummit.org](http://SafeStreetsSummit.org)



**Regular Registration  
Rates: Starting  
December 16, 2019**

February 7:  
Conference Day  
Registration Rate -  
\$125

February 7:  
Conference Day  
Discounted Rate for  
Government/Non-  
Profit/Student - \$100

# SAFE STREETS SUMMIT 2020 AWARDS



## 1. Complete Streets Community Award

Awarded to a local government or organization in Miami-Dade, Broward, or Palm Beach that has significantly contributed to the implementation of Complete Streets including doing an outstanding job engaging the community.

## 2. Complete Streets Champion Award

Awarded to an individual who has been an exceptional leader and catalyst in advancing Complete Streets in Miami-Dade, Broward, or Palm Beach.

## 3. People's Choice Award Best project

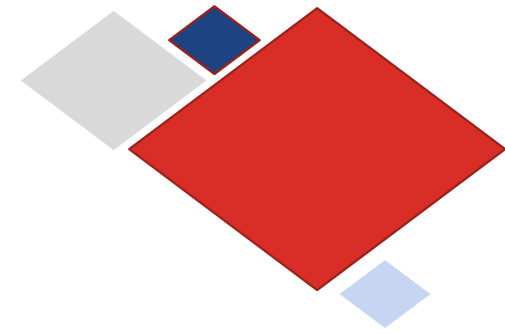
Nominate a project that has helped advance Complete Streets efforts in Miami-Dade, Broward, and/or Palm Beach. Projects can include quick-build or permanent and long-term projects.



<https://www.safestreetssummit.org/safe-streets-awards-upcoming>

**Alex Henry**  
FDOT District Seven  
Bicycle/Pedestrian Coordinator





# DOING MORE WITH LESS: IMPLEMENTING COMPLETE STREETS THROUGH RESURFACING PROJECTS

Alex Henry

FDOT District Seven Bicycle/Pedestrian Coordinator

# WHAT IS COMPLETE STREETS?

- FDOT's **approach** to plan, design, construct, reconstruct, and operate the transportation system
- Serve the transportation needs of **users** of all ages, abilities, and modes
- **Context-Based**
- Provide a transportation **system** responsive to local land development patterns



*Florida Department of Transportation*

RICK SCOTT  
GOVERNOR

605 Suwannee Street  
Tallahassee, FL 32399-0450

ANANTH PRASAD, P.E.  
SECRETARY

## POLICY

Effective: September 17, 2014  
Office: Design Director  
Topic No.: 000-625-017-a


## COMPLETE STREETS

It is the goal of the Department of Transportation to implement a policy that promotes safety, quality of life, and economic development in Florida. To implement this policy, the Department will routinely plan, design, construct, reconstruct and operate a context-sensitive system of "Complete Streets." While maintaining safety and mobility, Complete Streets shall serve the transportation needs of transportation system users of all ages and abilities, including but not limited to:

- Cyclists
- Freight handlers
- Motorists
- Pedestrians
- Transit riders

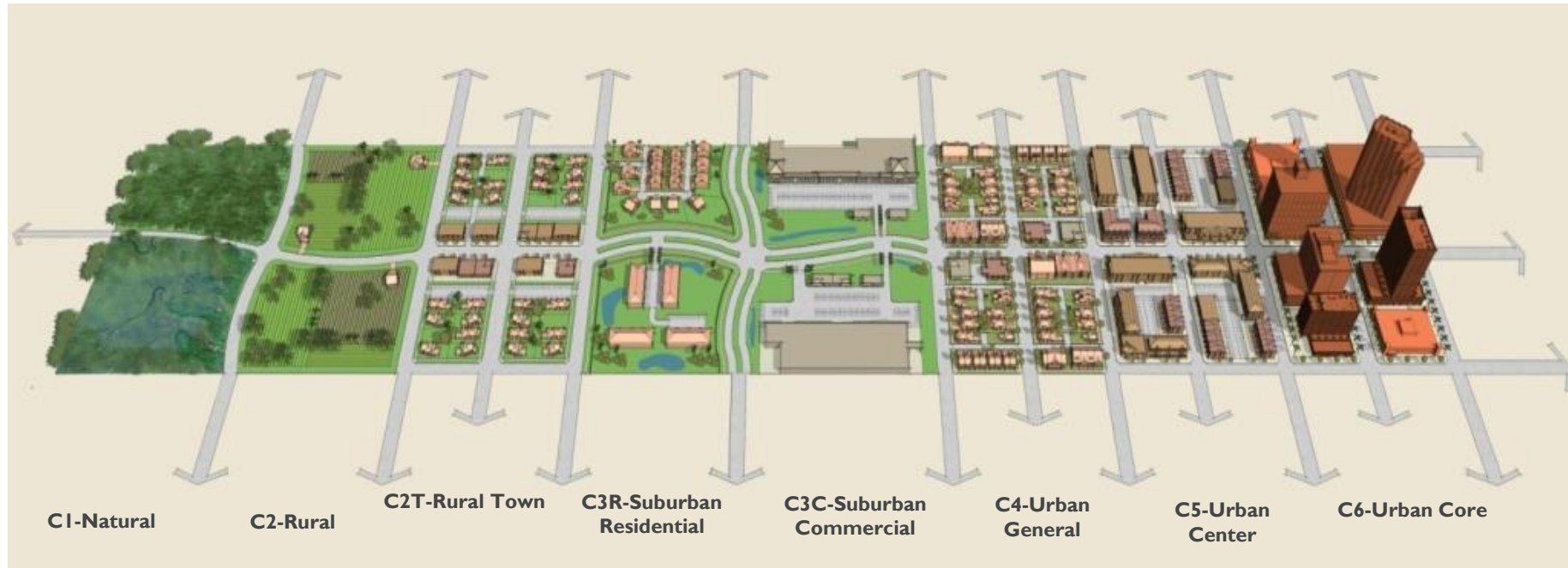
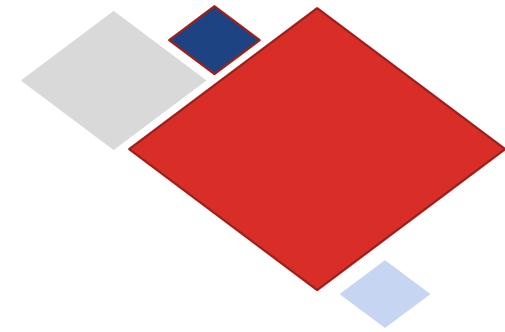
The Department specifically recognizes Complete Streets are context-sensitive and require transportation system design that considers local land development patterns and built form. The Department will coordinate with local governments, Metropolitan Planning Organizations, transportation agencies and the public, as needed to provide Complete Streets on the State Highway System, including the Strategic Intermodal System.

This **Complete Streets Policy** will be integrated into the Department's internal manuals, guidelines and related documents governing the planning, design, construction and operation of transportation facilities.

  
Ananth Prasad, P.E.  
Secretary



# WHAT IS COMPLETE STREETS?



FDOT Context Classifications

# WHY COMPLETE STREETS?

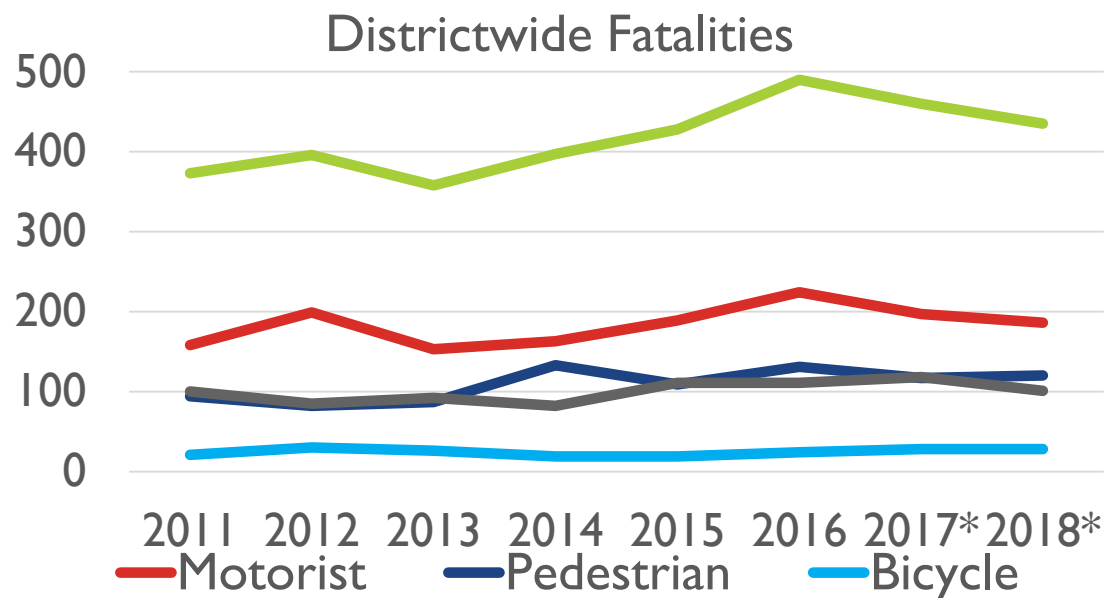
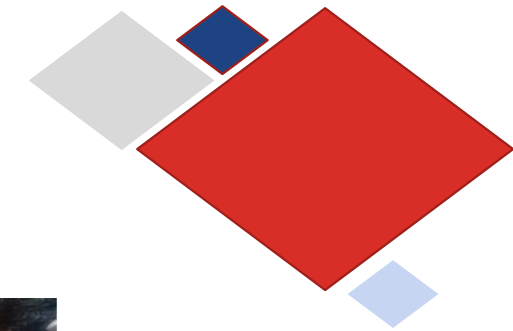
**Improve Safety, Support Economic Development and Create Quality Places** through integrated land use and transportation



**FDOT's Mission...**  
*“provide a **safe transportation system** that ensures the mobility of people and goods, **enhances economic prosperity** and preserves the quality of our environment and **communities**”*



# WHY COMPLETE STREETS?



**Vision: Zero Deaths**



## Florida Rated Most Dangerous State for Pedestrians

*The last two years on record (2016 and 2017) were the most deadly years for people killed by drivers while walking since 1990, according to the report, which ranks states and metropolitan areas around the country using Smart Growth America's "Pedestrian Danger Index."*

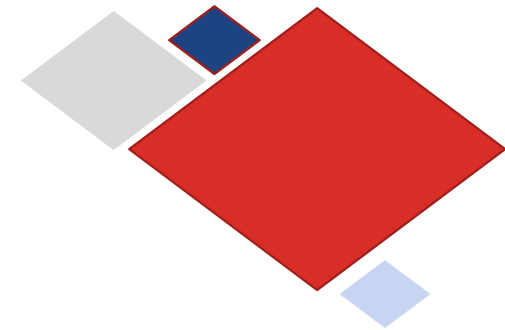
Jan 24, 2019

Nearly 50% of pedestrian crashes occurred while a pedestrian was trying to cross the road.

21% of bike/ped crashes in District 7 ended in serious injury or death

\*2017 and 2018 data unofficial at time of presentation

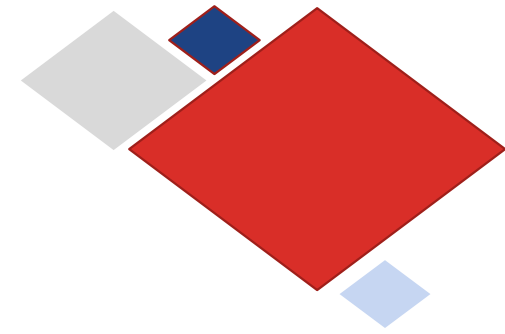
# WHY COMPLETE STREETS?



D7 State Highway System – Context Zone and Crash Distribution by Centerline Miles

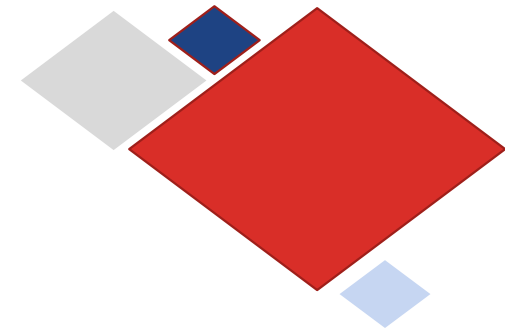
Context	Centerline Miles	% Centerline Miles by Context	Ped/Bike Crashes	% Ped/Bike Crashes by Context
C1 – Natural	18	2%	8	0.1%
C2 – Rural	187	22%	110	1.9%
C2T – Rural Town	16	2%	44	0.8%
C3C – Suburban Commercial	322	38%	2,486	42.7%
C3R – Suburban Residential	191	23%	1,167	20.1%
C4 – Urban General	87	10%	1,536	26.4%
C5 – Urban Center	17	2%	364	6.3%
C6 – Urban Core	7	1%	102	1.8%

# LEVERAGING RRR TO PROMOTE COMPLETE STREETS



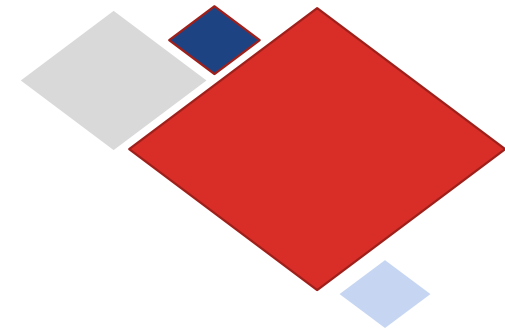
- C4, C5, & C6 corridors are over-represented in crash data, especially for vulnerable road user crashes.
- Low hanging fruit have been picked.
- Opportunities to fully reconstruct C4, C5, C6 roads are rare.

# LEVERAGING RRR TO PROMOTE COMPLETE STREETS



- The RRR program eventually touches every lane mile in the district.
- Candidate RRR projects are developed annually.
- RRR Program performance measures incentivize cost-efficiency.

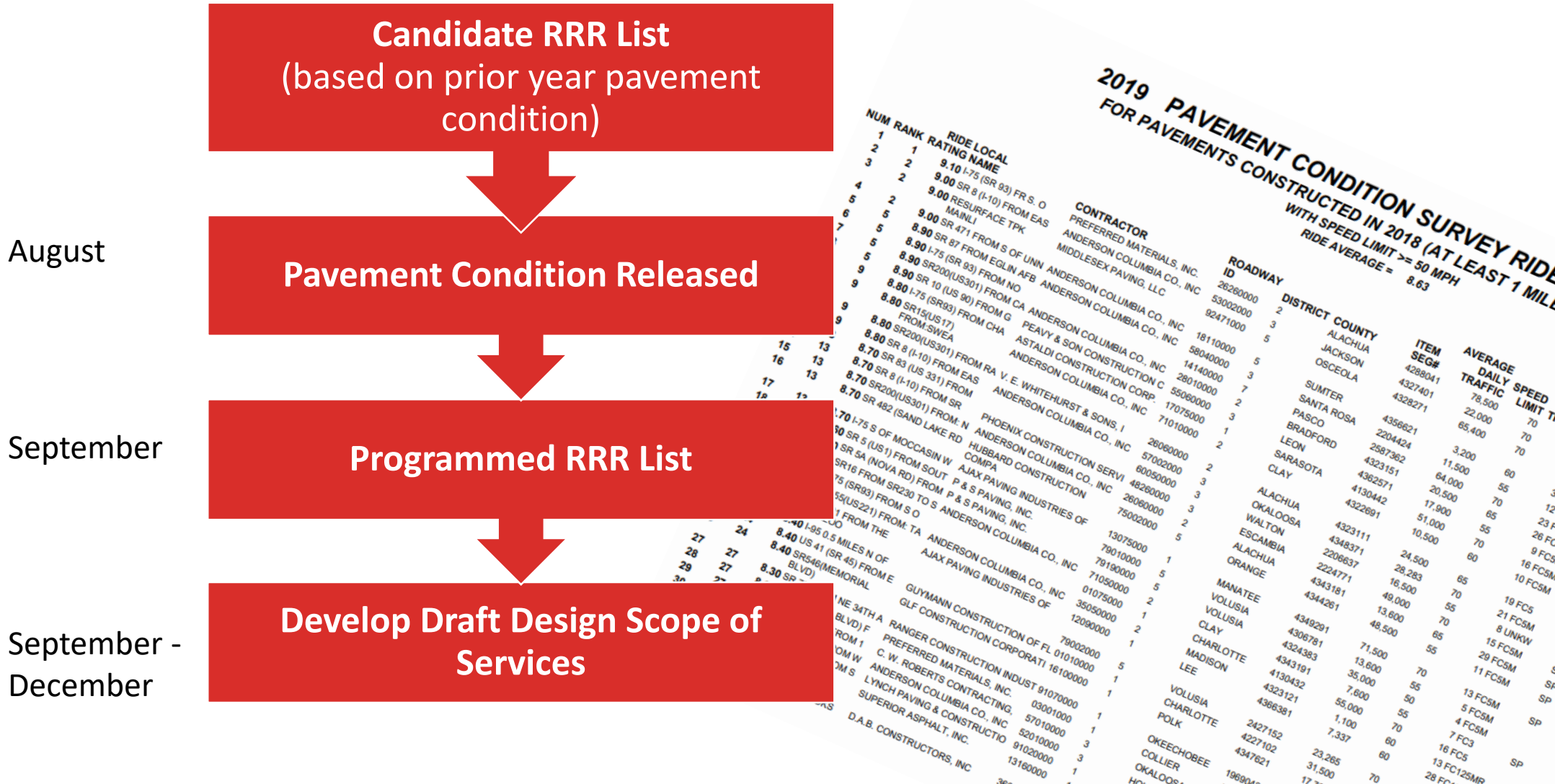
# LEVERAGING RRR TO PROMOTE COMPLETE STREETS



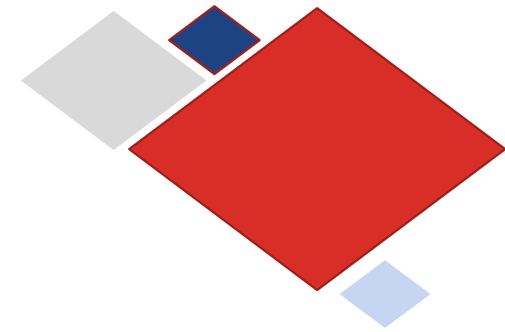
- Set aside district allocated funds, request MPO prioritization and pursue safety program funds when eligible.
- Screen RRR candidates annually and identify conceptual improvements.
- Identify programming strategy, potential funding sources and scenarios.

# DISTRICT 7 RRR PROCESS

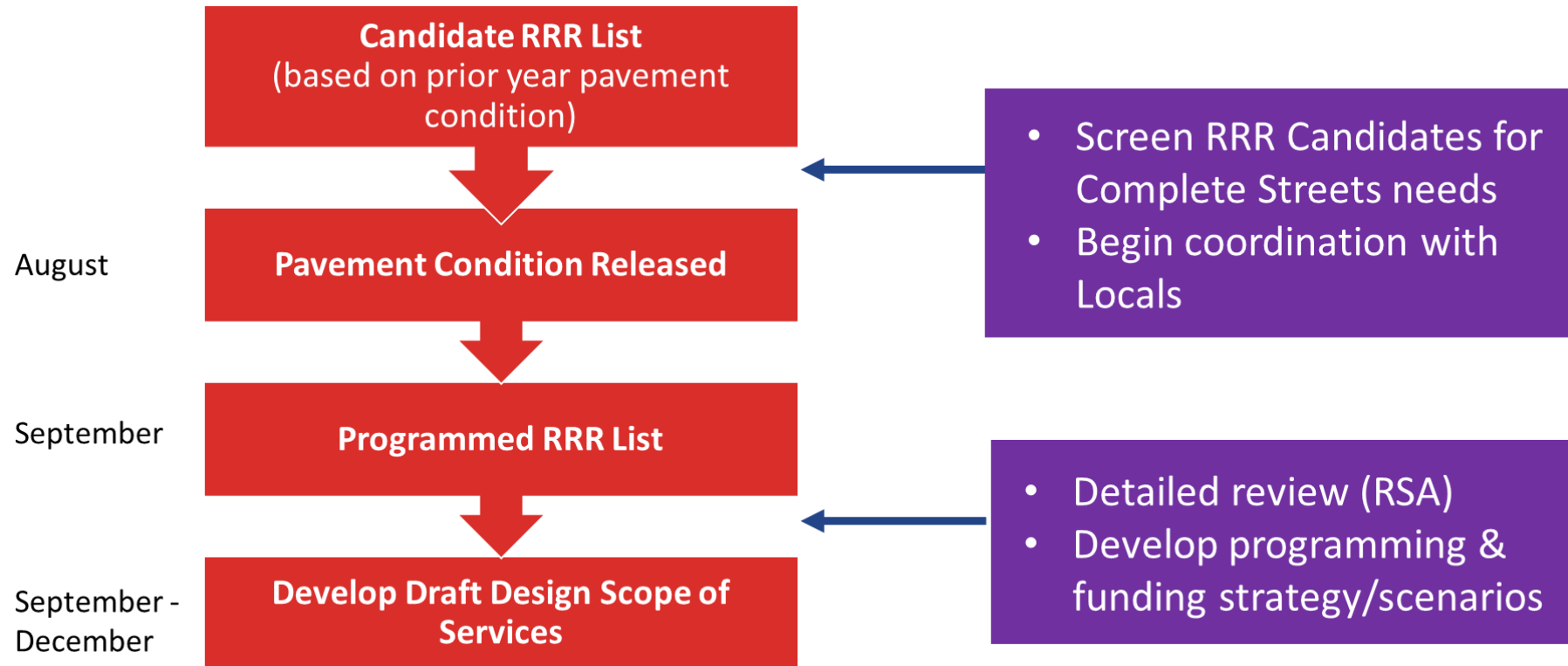
## Existing Process







# HOW DOES COMPLETE STREET FIT IN?



# BUILDING A RRR “GOES-WITH” SCOPE

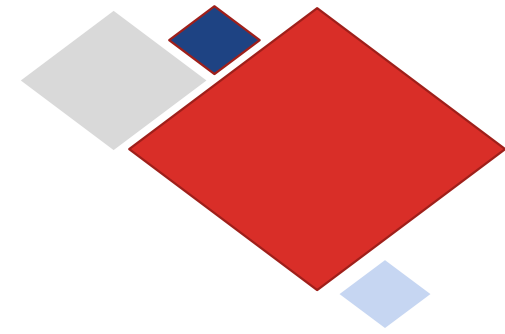
Identify list of safety and other opportunities from:

- Road Safety Audit
- Planning screens
- Input from locals



# BUILDING A RRR “GOES-WITH” SCOPE

## COMPLETE STREETS IS ABOUT MORE THAN JUST BIKE/PED



Projects are screened for all disciplines

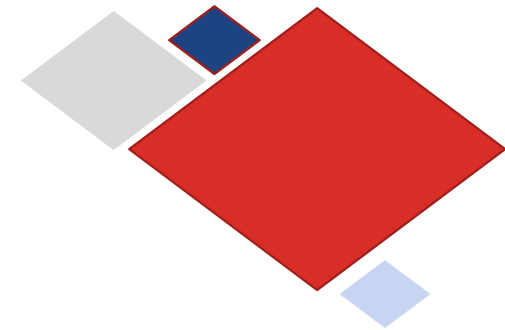
- Traffic operations
- Drainage
- Lighting
- Access management
- Turn lanes
- Signalization



Example: SR 44 Citrus County

# BUILDING A RRR “GOES-WITH” SCOPE

## INPUT FROM LOCALS & STAKEHOLDERS



### What do you know?

Bike/Ped Issues

Planned Trails

Safety/Operational Issues

Types of User

Future Land Use

Nearby Projects

### What would you like to see?

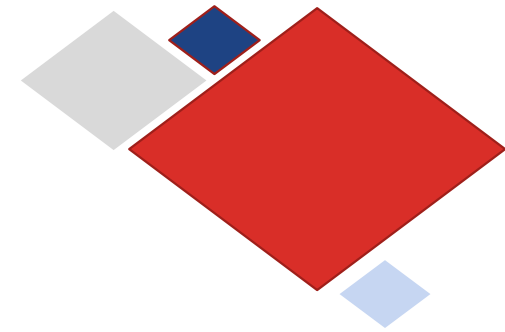
Changes to Typical Section

Pedestrian Crossings

Safety Improvements

Operational Improvements

Additional Features



# BUILDING A RRR “GOES-WITH” SCOPE INPUT FROM LOCALS & STAKEHOLDERS

## SHAREPOINT SITE

- View upcoming RRR projects in your jurisdiction
- Get notified when new projects are created
- Provide project feedback

1) List any issues with existing bicycle/pedestrian facilities and network connections in this area. This includes gaps in sidewalk or trail networks as well as roadway crossings.

**Agency Responses:**

**Agency:** Pinellas County, **Responder:** Joan Rice

**Response:** There are no bicycle lanes as the speed is high. The sidewalks could be wider to accommodate passing people.

3) Are you aware of any safety issues that should be analyzed/addressed? If so, please describe.

**Note:** For preliminary crash data summary, see Context Classification Report in Project Documents section above.

**Agency Responses:**

**Agency:** Pinellas County, **Responder:** Joan Rice

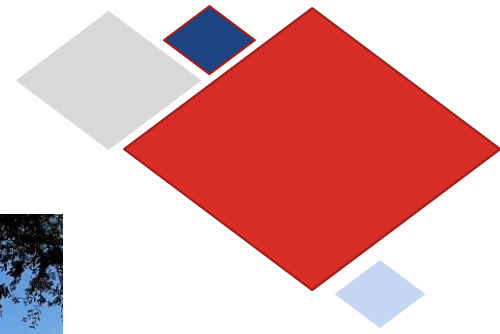
**Response:** Sight visibility with overgrown medians. The north 5 or 6 medians are part of a landscape project that will clean out some of the growth. Michael Kidde, D7 Landscape Architect knows about this project.

# BUILDING A RRR “GOES-WITH” SCOPE

INPUT FROM LOCALS &  
STAKEHOLDERS

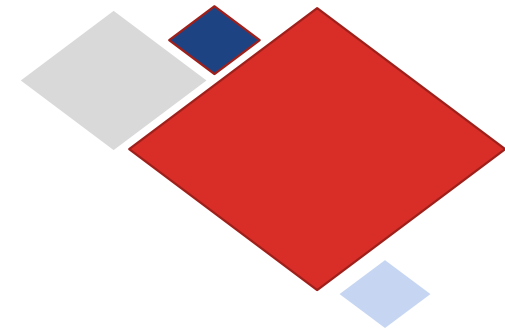
## PARTICIPATE IN FIELD REVIEWS

- Understand challenges first hand
- Hear from stakeholders with other interests and priorities



# BUILDING A RRR “GOES-WITH” SCOPE

## LEVERAGE FLEXIBILITY IN THE FDM



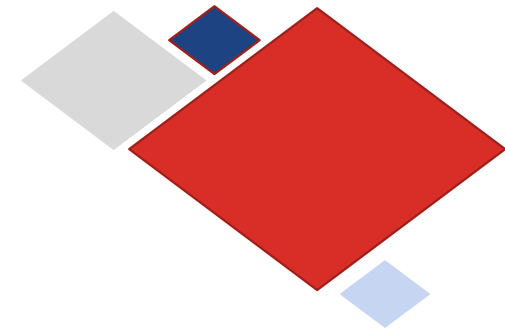
This chapter does not apply to projects programmed as Maintenance Resurfacing projects or

### Florida Design Manual Chapter 114 Resurfacing, Restoration and Rehabilitation (RRR)

The following items must be included in each RRR project unless written authorization to deviate from this policy is obtained at a Director level position in the District:

- (1) Safety improvements needed to address crash problems.
- (2) Pavement Resurfacing/Rehabilitation.
- (3) Modifications necessary to Comply with the Americans with Disabilities Act (ADA).
- (4) Paved Shoulders.

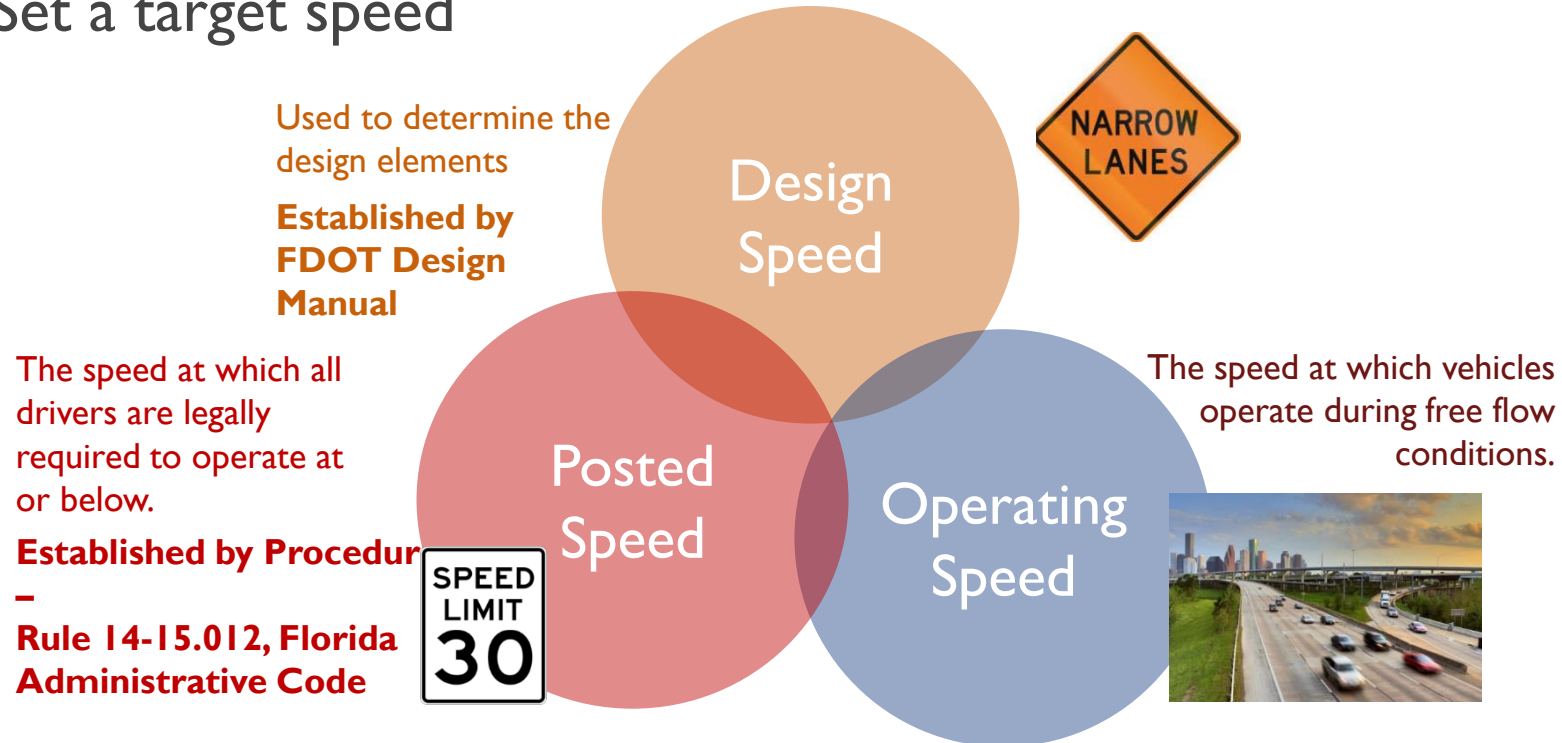
*Many safety items can be absorbed as part of a typical RRR scope of work*



# BUILDING A RRR “GOES-WITH” SCOPE LEVERAGE FLEXIBILITY IN THE FDM - RETROFIT

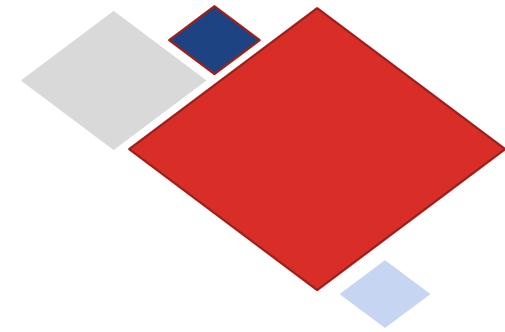
Document design speed, posted speed, and allowable range

➤ Set a target speed





# COST ESTIMATING – “GOES-WITH” IMPROVEMENTS



## Estimate Early, Update Often

Long Range Estimates should be completed after Road Safety Audit report

Date: 9/21/2018 9:46:54 AM

### **FDOT Long Range Estimating System - Production** R3: Project Details by Sequence Report

Project: 441685-2-52-01

Letting Date: 01/2099

Description: SR 44/Gulf to Lake Highway from US 19 to E of NE 10 Ave Corridor Improvements.

District: 07      County: 02 CITRUS      Market Area: 07      Units: English

Contract Class: Lump Sum Project: N      Design/Build: N      Project Length: 4.298 MI

Project Manager: Alex Henry

Version 1-P Project Grand Total

**\$681,517.18**

Description: SR 44/Gulf to Lake Highway from US 19 to E of NE 10 Ave Corridor Improvements.

Sequence: 1 NDU - New Construction, Divided, Urban

Net Length: 0.380 MI  
2,006 LF

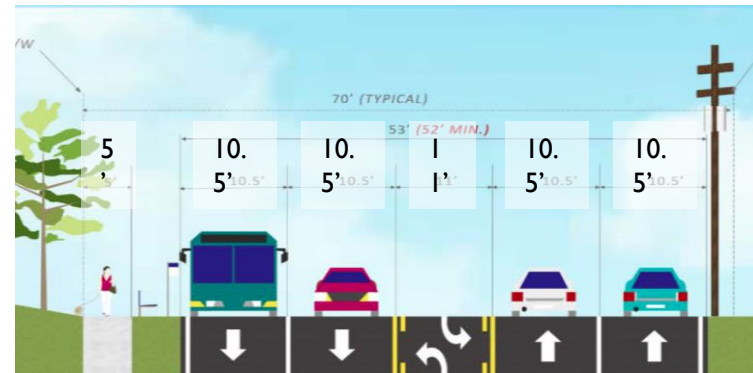
Description: Construct midblock crossings with refuge islands and overhead RRFBs at SR 44 and 8th Ave and 9th Ave.

# RRR GOES-WITH SOMETHING IS BETTER THAN NOTHING

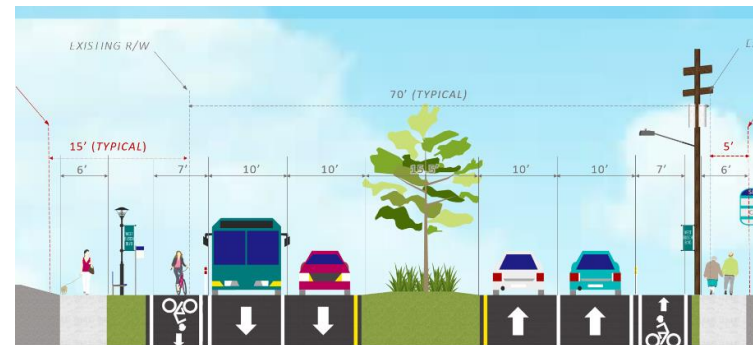
## BUSCH BLVD

- 3.3 miles corridor
- City of Tampa and unincorporated Hillsborough County
- Corridor Planning Study recommended reconstruction to add median and bike lanes and fill sidewalk gaps

Existing Typical Section



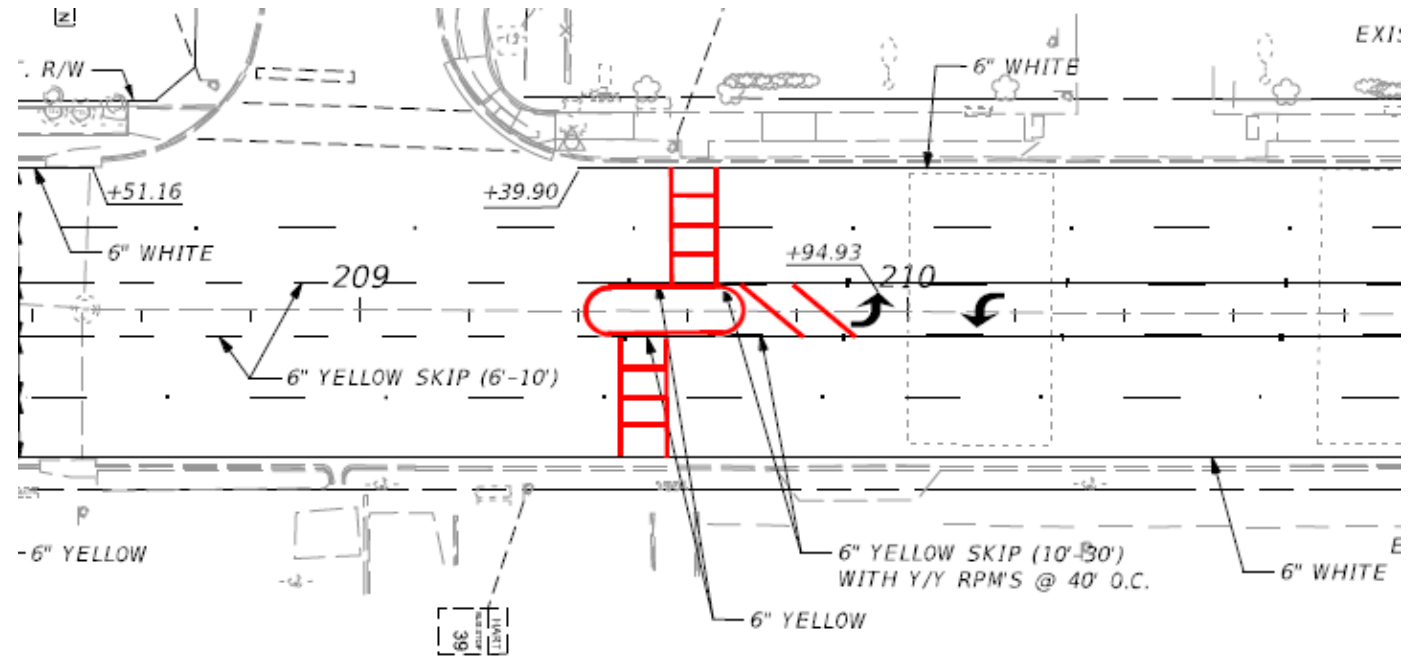
Long Term Vision



# RRR GOES-WITH SOMETHING IS BETTER THAN NOTHING

## BUSCH BLVD

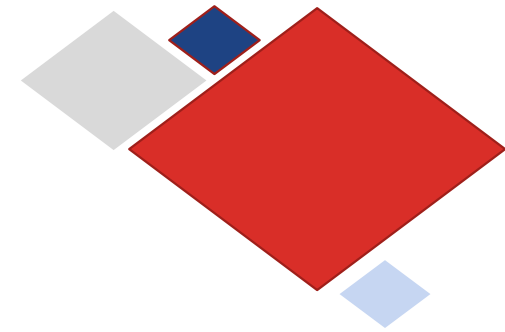
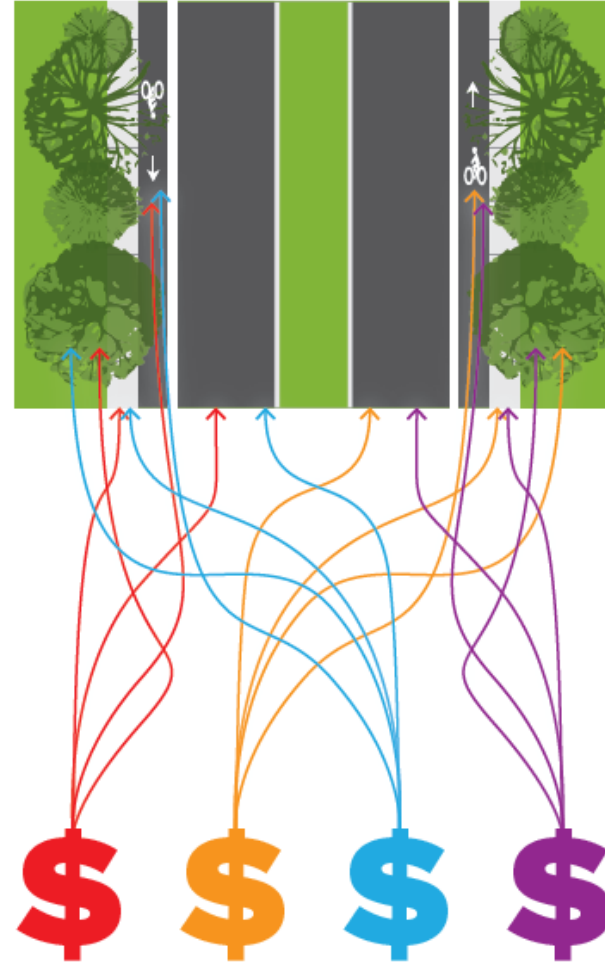
- Resurfacing project with construction to begin late Spring 2019
- Includes spot safety enhancements including spot medians and pedestrian crossings
- Continue to advance long-term vision through production process



# WHAT ABOUT FUNDING?

## MPO OPPORTUNITIES

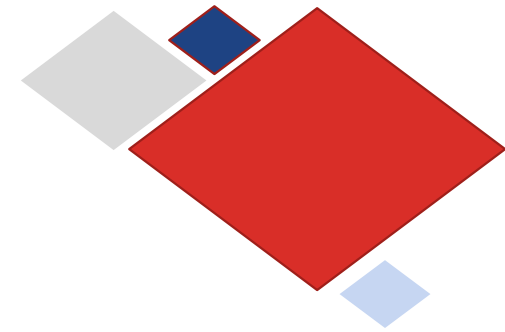
- Funding allocated for RRR can typically not be used for additional elements
- Federal, state, and local sources can be added



# WHAT ABOUT FUNDING?

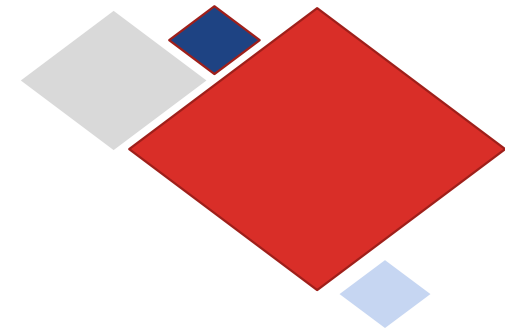
## STATE FUNDS RESERVED FOR COMPLETE STREETS

- Lane mile allocations for RRR projects to be used per FDM
  - Additional items of work to be funded with District Funds
- District 7 made a commitment in 2017 to implement Complete Streets



# WHAT ABOUT FUNDING?

## MPO OPPORTUNITIES

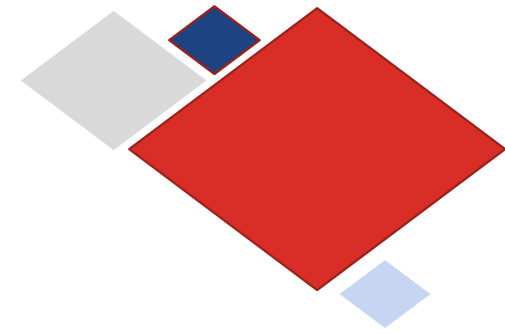


If projects are on the MPO priority lists, it opens additional funding opportunities and local awareness

2019 Hillsborough MPO List of Priority Projects

2018 Priority	FPN	2040 L RTP Reference	Project Limits	Project Description
10		Reduce Crashes	Busch Blvd (Dale Mabry to 56th)	Safety Enhancements
11	436419 2	Reduce Crashes	MLK Urban Corridor Improvements	Safety Enhancements
12	436489 1 437645 1 437645 2	Reduce Crashes	Kennedy Blvd (Westshore to Brevard)	Walk/Bike Safety

# PRE-PLANNING



- Continuing to use existing District RRR process
- Adding new steps to process to address Complete Streets Policy
- Requires continuous coordination among multiple offices and external partners
- This coordination must be done quickly and efficiently, or will miss opportunity!

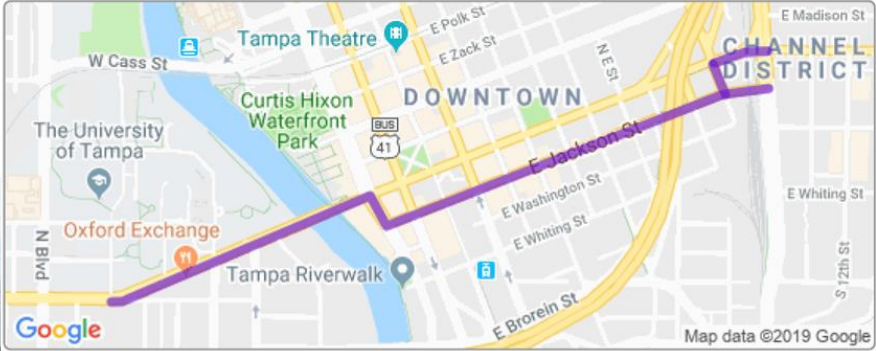
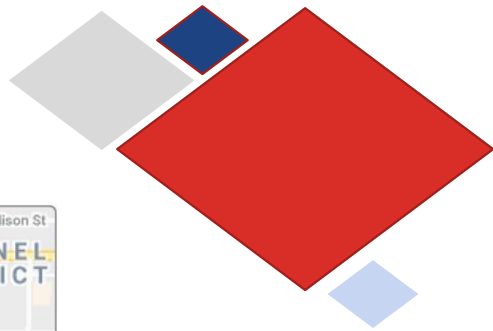
# LESSONS LEARNED

- Each district operates a little differently but generally follow the same rules (Work Program Instructions, FDOT manuals, Targets)
- Funding is a challenge that requires multiple offices in the District, but it is not a barrier.
- New funding isn't always needed – but most funds have strings. Its a matter of getting the right type of funds plugged into the right project.
- Consolidated project scoping process helps
- Get the locals & MPOs on board with the goals
- Early and often communication





# PROPOSED CHANGES



Resurfacing

Minor drainage improvements

Upgraded signing and paving markings

Lane reduction and two-way protected bike lane

New traffic signal with pedestrian crossing at Governor St.



Upgraded sidewalks and curb ramps

Landscape pots/ planters (movable)

Curb extensions

After

Jackson Street (Downtown Tampa)

# COST CONSIDERATIONS

- In-house design
- Total CST cost (phases 52 & 57) = approx. \$5.7M
- Majority of the additional cost was associated with:
  - curb extensions/bulb outs at nearly every intersection
  - associated drainage impacts
  - traffic separator and supplemental signal heads associated with the two-way bike lane (cycle track)
- Project was broken into three sequence numbers to separate the resurfacing costs from the “complete streets” costs.

Jackson Street (Downtown Tampa)

# FUNDING SOLUTIONS

- FDOT used state and federal funds to cover 100% of the cost; no local funds were used
- District Safety Office secured HSP funds to cover some of the additional costs
- Hillsborough MPO supported the project and allowed SU/STP funds to be applied to the complete street features and cover balance of project cost

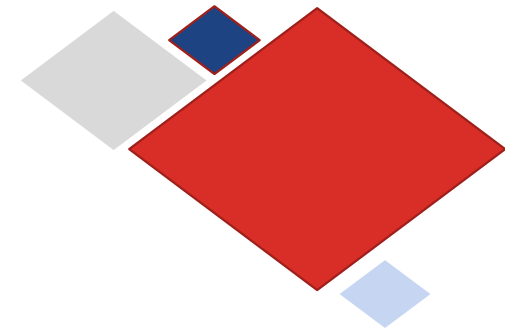
Jackson Street (Downtown Tampa)

# PROJECT STATUS

- Construction complete  
October 2018



Jackson Street (Downtown Tampa)



# QUESTIONS?

**Chadwick Blue**  
Broward MPO  
Project Coordination Manager





# Mobility Hubs Status Update and Future Funding Program

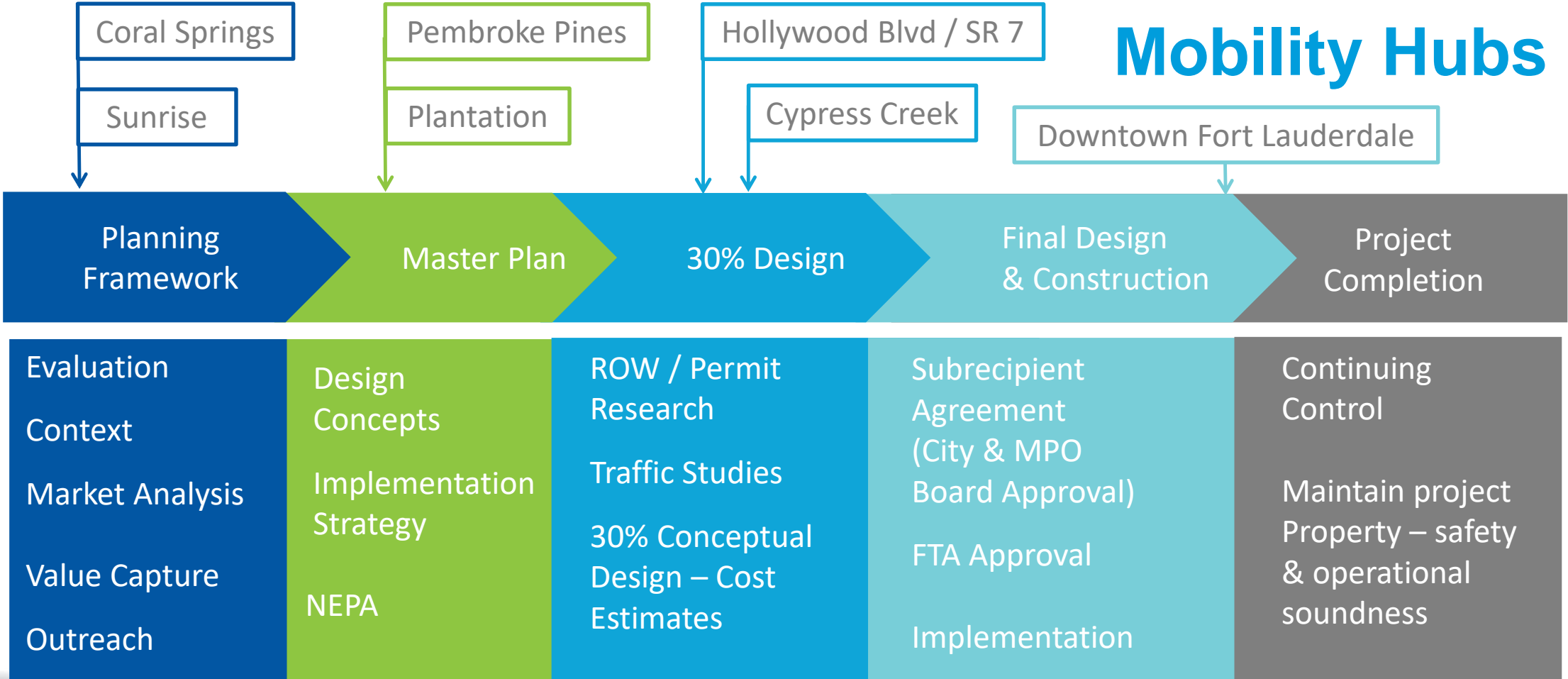
Chadwick Blue, Project Coordination Manager

Broward MPO Board

January 13, 2020



# Mobility Hubs



# Downtown Fort Lauderdale Mobility Hub

- Poor existing conditions
- Concentration of transit activity: BCT, shuttles, Virgin Train
- Consideration of future transit options



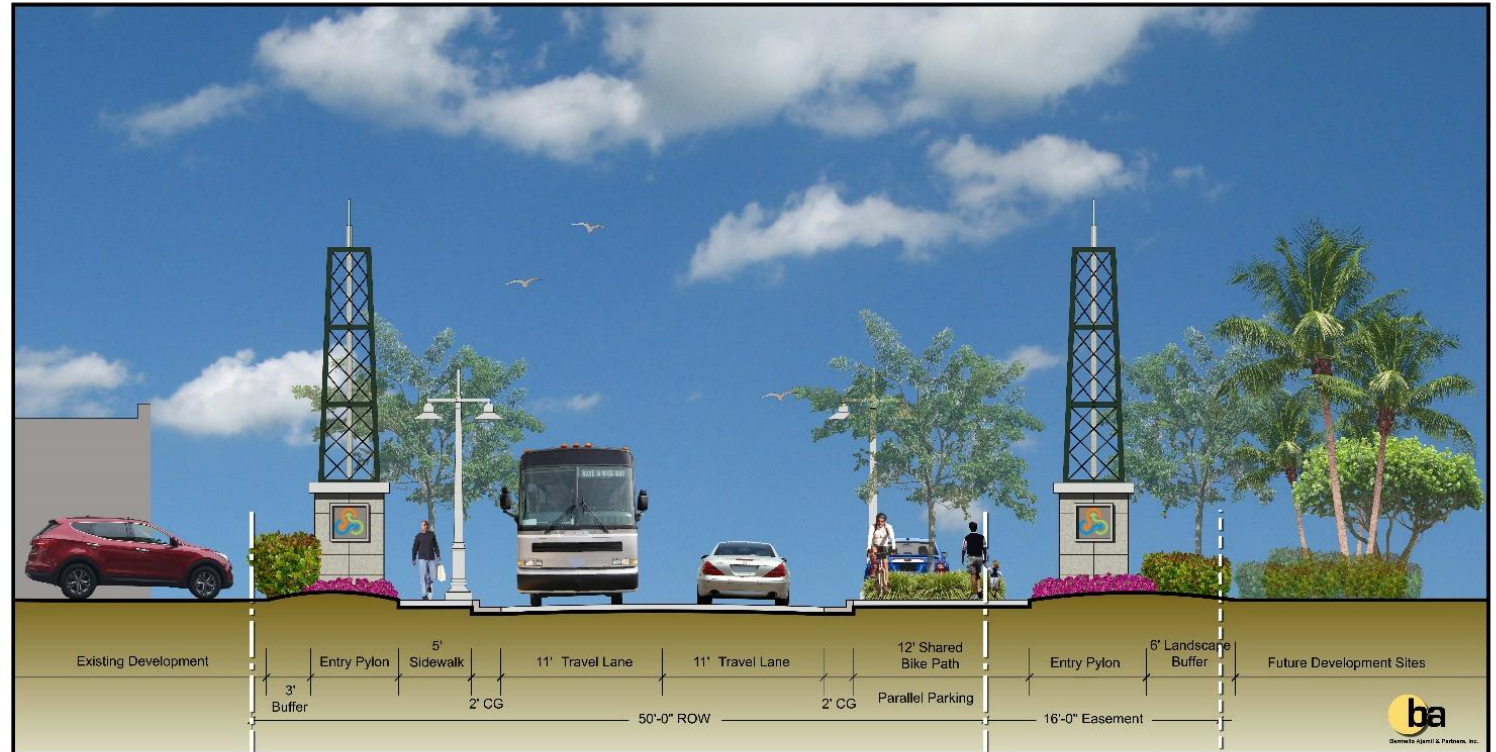
# Downtown Fort Lauderdale Mobility Hub

- Safety, mobility, and placemaking improvements
- Construction commenced on November 25, 2019
- Project completion scheduled for October 5, 2020



# Cypress Creek Mobility Hub

- City moving forward with Uptown Urban Village Plan
- Design is at 60%
- Streetscape improvements funded in 2024



NW 59th Court Gateway with Shared Bike Path

# Hollywood/State Road 7 Mobility Hub

- Proposed improvements to safety, mobility, and placemaking
- Design is at 30%



**HOLLYWOOD - SR 7 MASTER PLAN**  
**SR 7 Proposed Bus Stop**  
DATE: January 14, 2018



# Funding process through MTP

- Funding for capital improvements
  - CSLIP-like process
  - Key element: Sponsor Readiness
- Funding for planning assistance
  - Eligible expenses – need to determine what is eligible
  - Joint development opportunities

# Evaluation Process

- Market Readiness
  - Origin and Destination (Housing and Employment)
  - Market Activity
  - Equity Criteria (Carless Households)
- Network Readiness
  - Existing transit frequency and ridership
  - Flexibility for future improvements / changed conditions
- Sponsor Readiness
  - Member Government Submits Application

# Mobility Hub Candidate Locations

## MOBILITY HUB CANDIDATE LOCATIONS

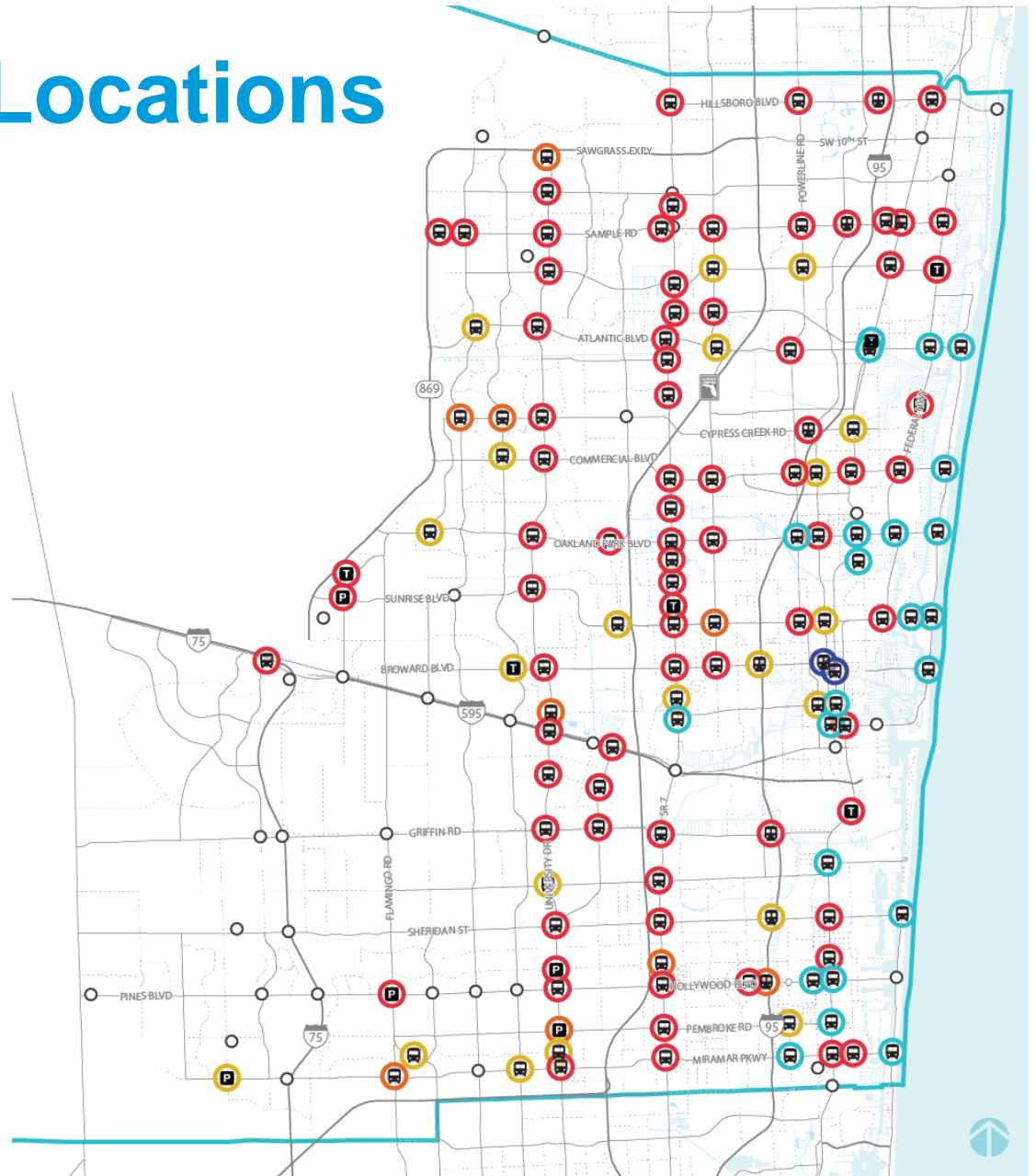
○ Does Not Meet Minimum Criteria

### Typology - Transect

- Urban Core
- Urban General
- Suburban Commercial
- Suburban Residential
- Suburban Commercial/Residential Mix

### Typology - Transit Activity

- Ⓜ Rail Station
- Ⓣ Bus Transfer Center
- Ⓟ Park & Ride
- Ⓜ Streetside Transfer





# Mobility Elements



Bus Boarding Platform



Bicycle Parking



On-Street Bus Bay Pull-Out



Bus Shelter without bench



Bus Shelter with bench



Transit Info Signage



Car Share Parking



Electric Vehicle Parking & Charge Stations



Real Time Transit Information



Shuttle Trolley Drop-Off



Transit Signal Prioritization



Kiss & Ride/Transportation Network Companies/Taxi Drop-Off



Bikeshare Station

# Safety Elements



Protected Bike Lanes



Raised Pedestrian Crosswalk



Pedestrian Activated Signals



Pavement Upgrade



Pedestrian-Scale Lighting



In-Ground Lights



Pedestrian Refuge Median



Lighted Crosswalk

# Placemaking Elements



Community Entry Marker



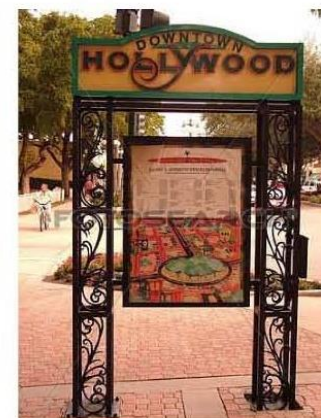
Wayfinding Signage



Canopies / General Shading



Community Plaza with Public Art



Community Identity Feature /  
Wayfinding Map (Monument)



Community Event Space



Community Identity Feature



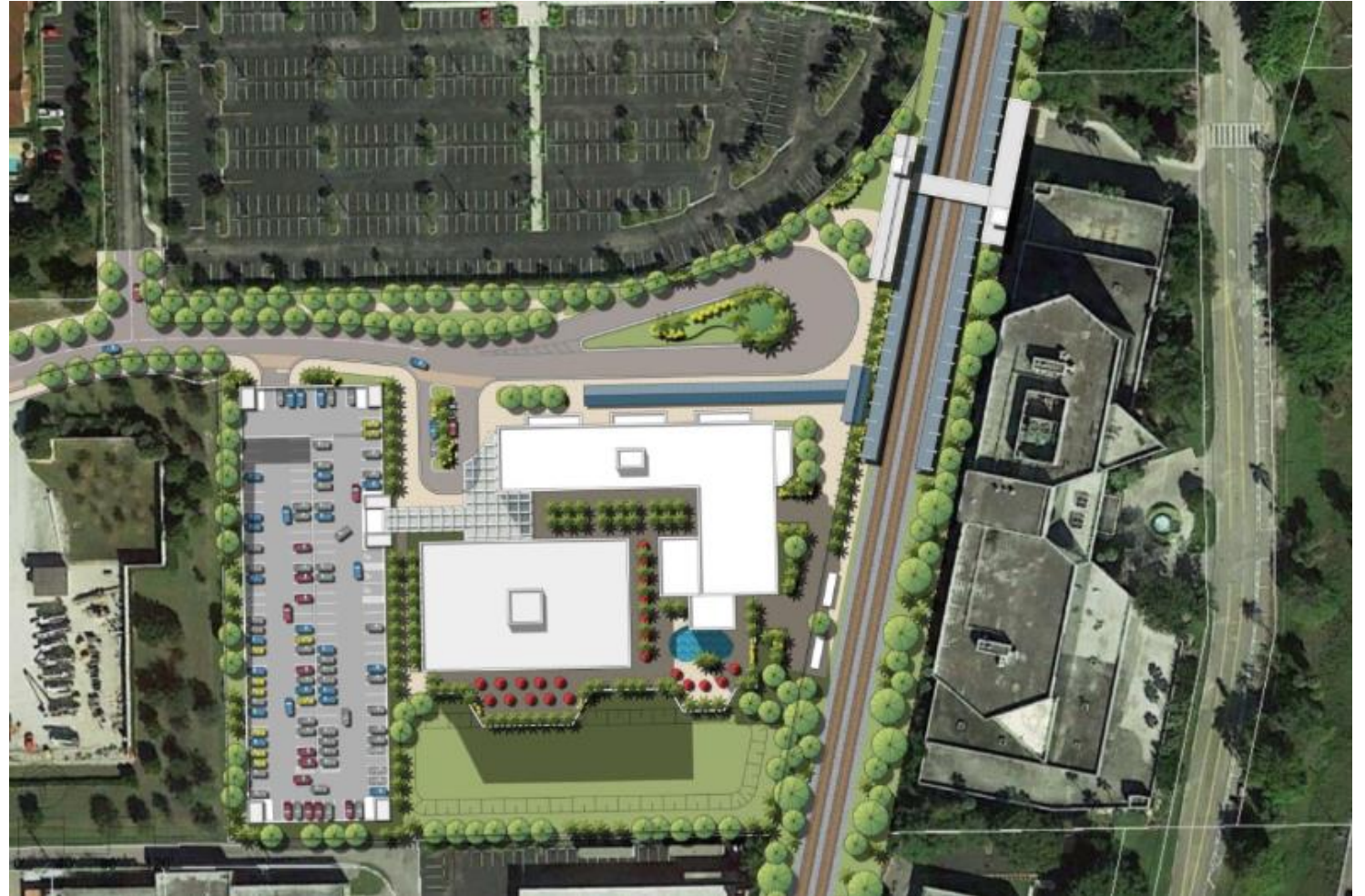
Public Restroom



Hollywood Beach Mural Building

# Transit-Oriented Development/Joint Development

- Opportunities for housing and employment near transit
- MPO as a partner with public and private entities
- Not “one size fits all”
- Public infrastructure investments that encourage increased economic development



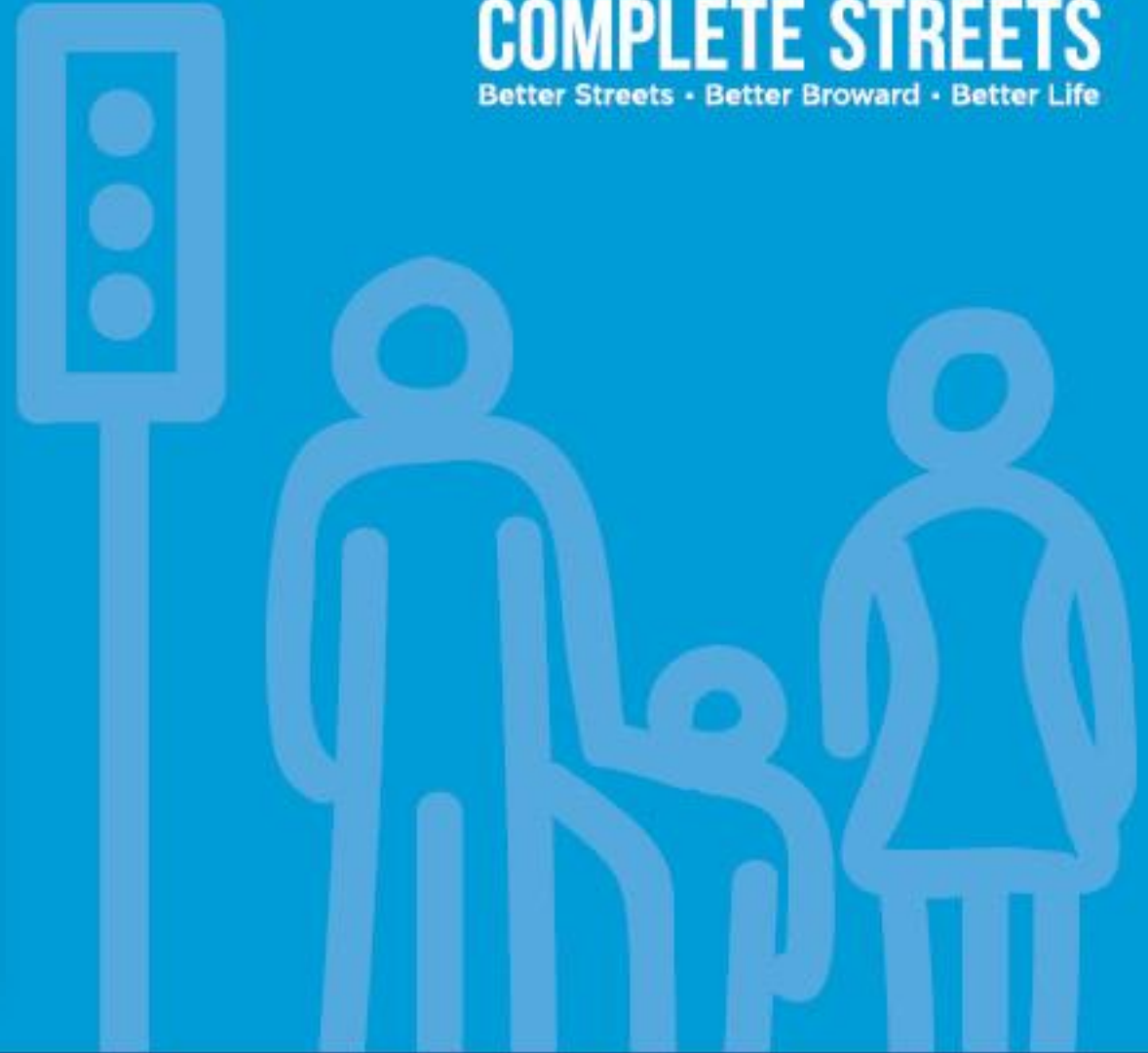
# Thank you

Chadwick Blue, Project Coordination Manager

[bluec@browardmpo.org](mailto:bluec@browardmpo.org)

(954) 876-0051

# MEMBER UPDATES



# 2020 Meeting Schedule

- *March 9, 2020*
- *May 11, 2020*
- *July 13, 2020 \**
- *September 14, 2020*
- *November 9, 2020*



# *THANK YOU!*

- Any Final Questions?
- Next CSAC Meeting – Monday, March 9, 2020
- 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

