



Technical Advisory Committee

Monday, September 8th, 2014 | 2:00 PM – 3:30 PM

Facilitator:
Anamarie Garces,
Anamarie@UrbanHS.com



Agenda

- I. Introductions/ Sign-In
- II. Initiative Updates
- III. City of Fort Lauderdale Walking Audit 2:30 PM
- IV. Performance Measures 2:50 PM
- V. City of Pompano Beach Complete Streets 3:10 PM
Presentation from Victor Hays
- VI. Next Steps/ Closing Remarks 3:25 PM

I. Housekeeping

- Sign-in
- Meeting is being Recorded
- Introductions

II. Initiative Updates

STAR Ratings

Broward County Ped/Bike Safety Action Plan

II. Initiative Updates

Safe Street Summit 2015

- » Date set for January 22nd, 2015
- » Find more information at:
www.browardmpo.org/services/complete-streets/safe-streets-summit
- » RSVP at: <http://www.browardmpo.org/services/complete-streets/rsvp.html>
- » MPO Board Members have been registered already
- » Space is limited, as are sponsorship opportunities
- » Contact Ricardo Gutierrez with questions about the event or to become a sponsor, at: gutierrezr@browardmpo.org
- » Event and Sponsorship Flyers available

Safe Streets Summit 2015!



**GET Hooked ON
COMPLETE STREETS**



broward **MPO**
metropolitan planning organization

SAVE THE DATE SAFE STREETS SUMMIT

JANUARY 22, 2015

IGFA FISHING HALL OF FAME & MUSEUM
300 GULF STREAM WAY, DANIA BEACH, FL 33004



To learn more, visit:

www.browardmpo.org/services/complete-streets/safe-streets-summit



SAFE STREETS SUMMIT

JANUARY 22, 2015

IGFA FISHING HALL OF FAME & MUSEUM
300 GULF STREAM WAY, DANIA BEACH, FL 33004



SPONSORSHIP OPPORTUNITIES

Thursday, January 22, 2015 • 8:30 am - 4:00 pm
IGFA Fishing Hall of Fame & Museum, Dania Beach, Florida 33004

PLATINUM SPONSOR: \$3,000+

Includes company name and logo on program and signage, listing on website with link, verbal recognition of sponsorship at opening event, display of logo on show PowerPoint presentation tabletop booth*, and large logo displayed on giveaway item.

GOLD SPONSOR: \$2,000

Includes company name and logo on program and signage, listing on website with link, verbal recognition of sponsorship at opening event, display of logo on show PowerPoint presentation and logo displayed on giveaway item.

SILVER SPONSOR: \$1,000

Includes company name and logo on program and signage, listing on website with link, verbal recognition of sponsorship at opening event, and display of logo on show PowerPoint presentation

BRONZE SPONSOR: \$500

Includes company name and logo on program and signage, listing on website with link, verbal recognition of sponsorship at opening event.

MEAL SPONSORSHIP

Limited to one sponsor per meal.

BREAKFAST: \$2,000

Includes verbal and visual recognition as sponsor, with signs displaying company logo and acknowledgment of breakfast sponsorship.

LUNCH: \$3,000

Includes verbal and visual recognition as sponsor, with large signs displaying company logo and acknowledgment of lunch sponsorship.

*A limited number of tabletop booths will be available, on a first come, first served basis.

Main Sponsor: Broward Metropolitan Planning Organization
Event Coordinator: Urban Health Partnerships, Inc.



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FOR MORE INFORMATION:
Email Anamarie@UrbanHS.com or visit:

<http://www.browardmpo.org/services/complete-streets/safe-streets-summit>

II. Initiative Updates

Technical Assistance Opportunities

- Presentations
 - Lauderdale Commission Presentation in September
 - North Lauderdale Commission Presentation in September
 - Local Coordinating Board for Transportation Disadvantaged Presentation in September
- Action Plans
 - City of Miramar
 - City of Sunrise
- Questions, please contact Ricardo Gutierrez:
gutierrezr@browardmpo.org or 954-876-0044

II. Initiative Updates

Walking Audit Schedule:

- Ft. Lauderdale – Held on July 24th
- Coconut Creek – October 7th
- North Lauderdale – October 23rd
- Lauderhill – TBD on Sept. 15th, for October 2014

Please RSVP through the MPO's Complete Streets Website:

<http://www.browardmpo.org/services/complete-streets/walking-audits>



III. Walking Audits

Fort Lauderdale Walking Audit Preliminary Findings

Presenter:
Dan Greenburg
Urban Health Partnerships
Dan@UrbanHS.com



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City of Fort Lauderdale

Walking Audit – Community Workshop

Date: July 24th, 2014

Location: Greater Fort Lauderdale Chamber of Commerce

General Corridor: Flagler Village and NE 3rd Ave.

Street Segments Audited:

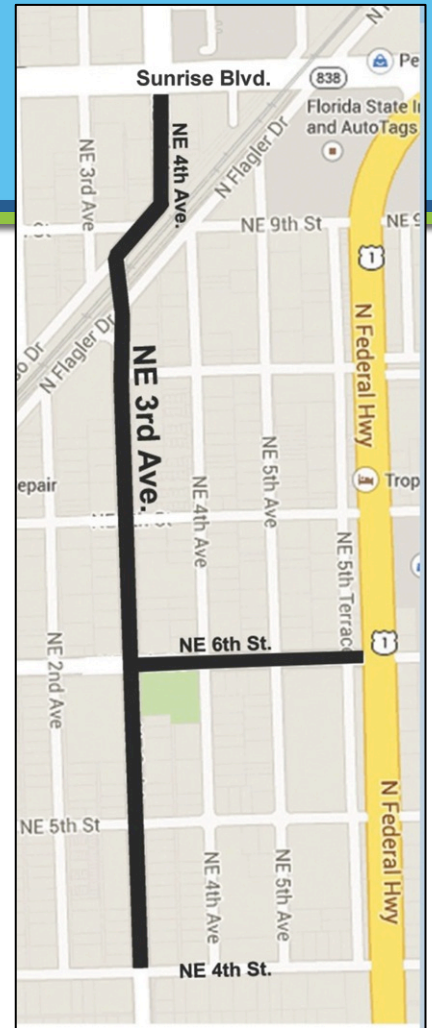
- NE 3rd Ave., from Flagler Dr. to NE 4th St.
- Progresso Dr., from NE 3rd Ave. to NE 4th Ave.
- NE 4th Ave., from Progresso Dr. to Sunrise Blvd.
- NE 6th St., from NE 3rd Ave. to US 1

Number of Participants: 53

General Event-Summary

The event presentation to attendees introduced:

- Ft. Lauderdale context and background info
- The Flagler Village Walking Audit corridor, shown at right
- Places of interest along the corridor
- The 3 different Walking Audit Routes and 6 teams
- Common Complete Streets elements to identify and audit
- An example of an existing concern on the corridor
- The six team-facilitators and roles of team members



Walking Audit Routes/ Segments

Each route had two Walking Audit teams assigned to it

- 3 Routes in total
- 2 Teams per route
- 6 Teams in total
- 45 min. walks

NE 4th Avenue and Progresso Drive

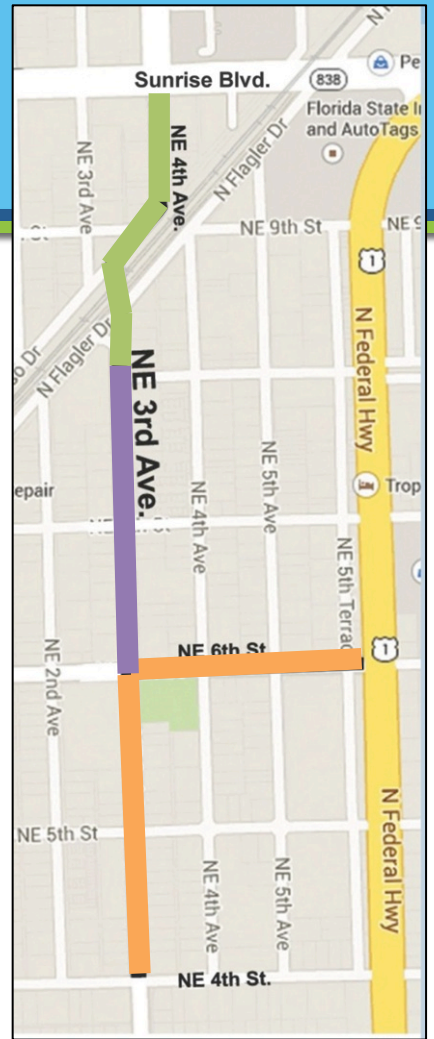
Sunrise Blvd. to Flagler Dr.

NE 3rd Avenue

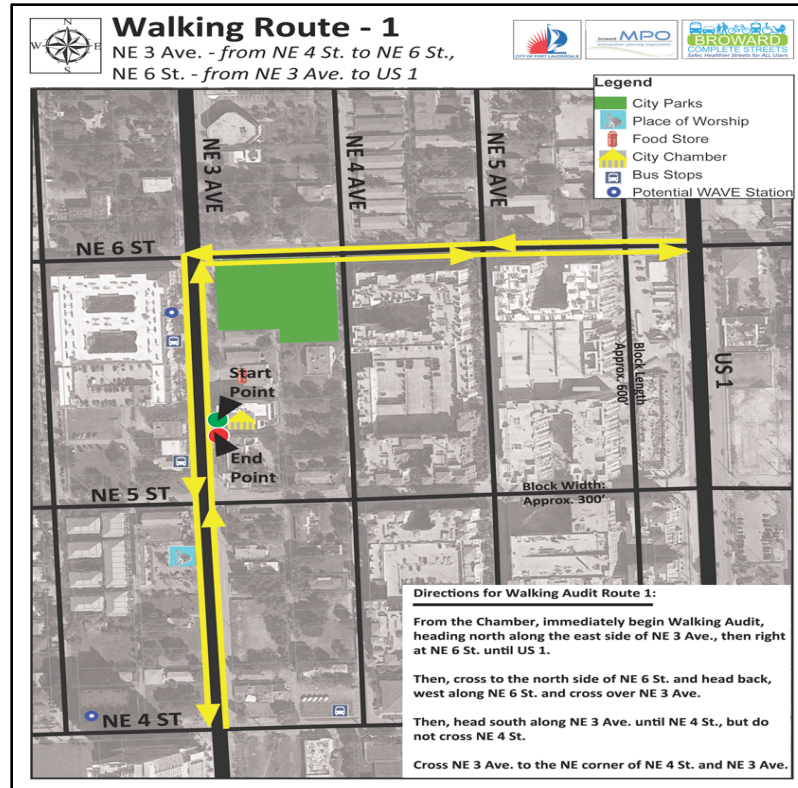
Flagler Dr. to NE 4th St.

NE 6th Street

NE 3rd Ave. to US 1



Route Map Example



The Walking Audit!

Group Facilitators organized each team member's role:

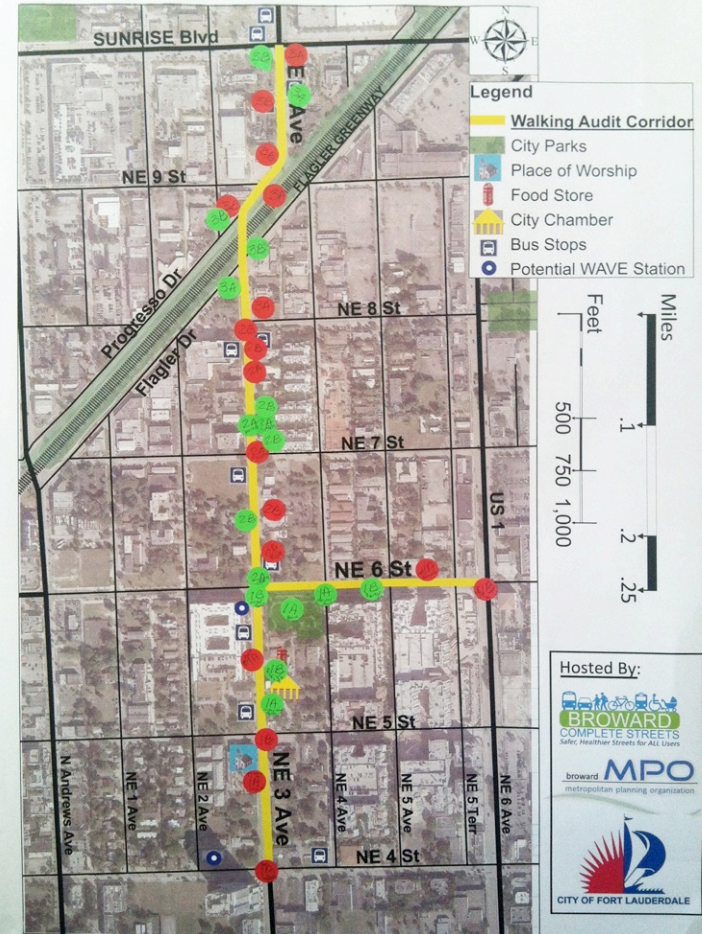
- Team Leader
- Photographer
- Audit Form Recorder
- Sketcher/Illustrator
- Presenter of Walking Audit Findings
- Observer(s)



Each Team Reports their Findings and Places Red and Green Dots on the Map

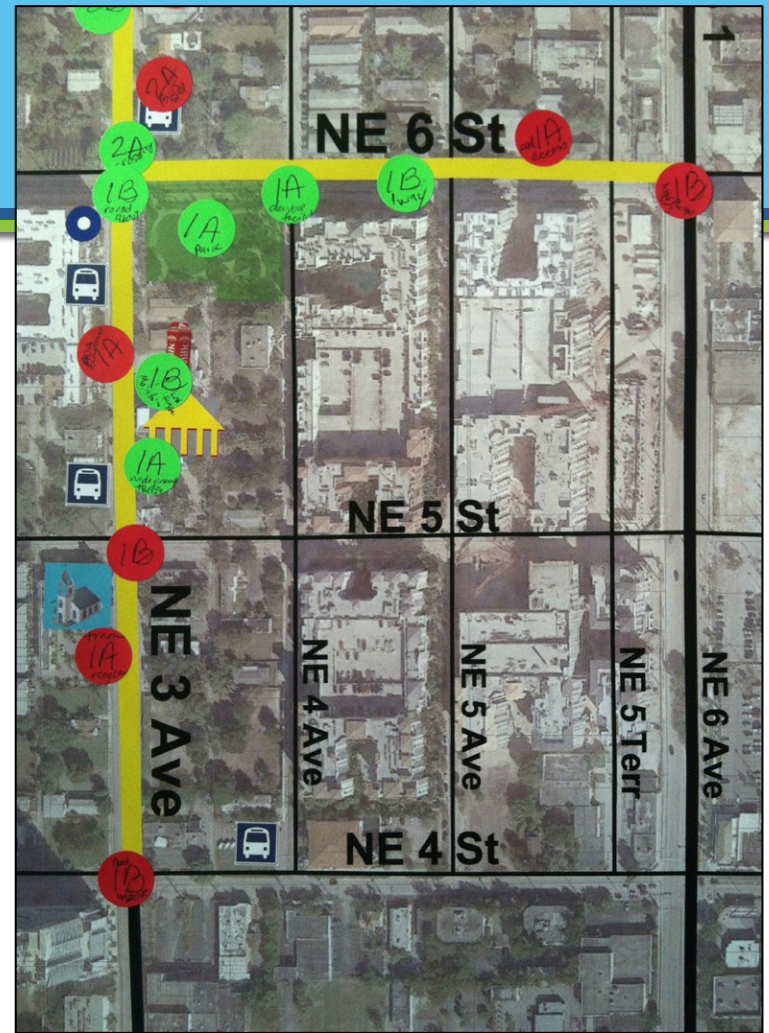
- Place a **red dot** ● on the large map near the three biggest concerns or threats identified by your team.
- Place a **green dot** ● on the large map near the three greatest opportunities or assets identified by your team.
- Each team will report in 5 minutes or less.

Ft. Lauderdale: Walking Audit Map



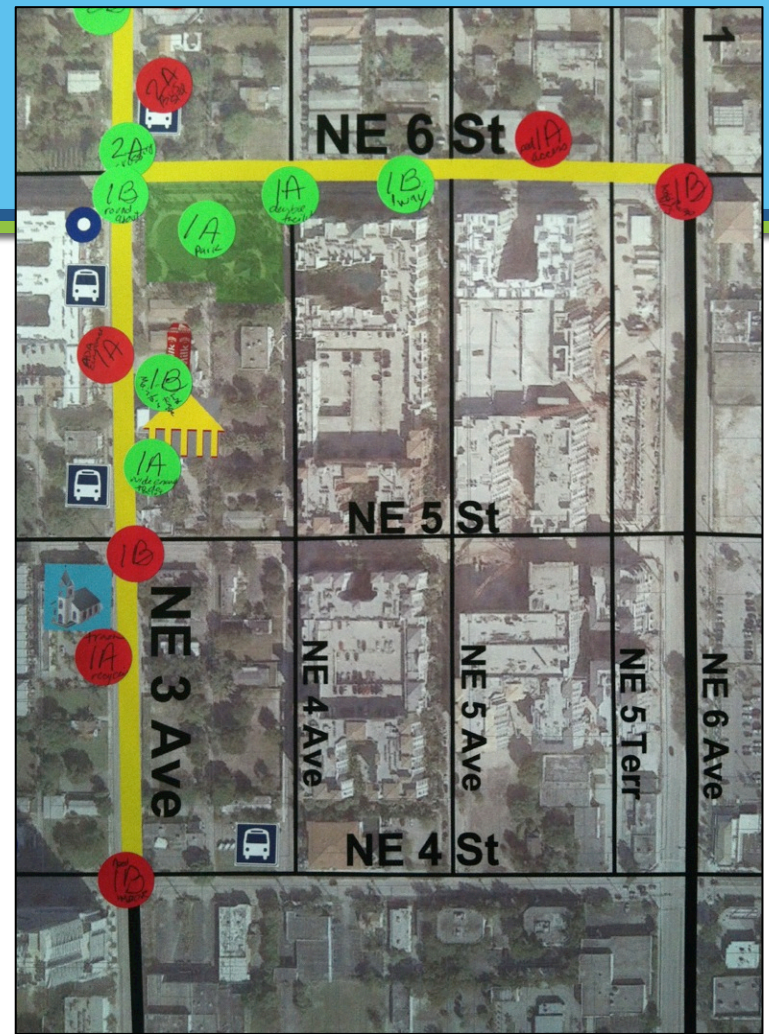
Route 1 Findings

- Cracked/broken/patched/uneven sidewalks and ADA-compliant curb ramp evaluation needed
- Pedestrians crossing mid-block
- Mid-block crossings needed, especially around bus stops and food store
- Lack of bicycle facilities and paths
- Drivers drove too fast; potentially too wide of a turning radii around corner, inviting high speed turns, or too wide of a roadway
- Traffic calming devices/designs/construction needed
- Sidewalk too narrow to pass or accommodate multiple pedestrian groups
- Narrow to non-existent buffer between sidewalks and roadway
- Exposed utility structures are unsightly and some are potentially hazardous to pedestrians and cyclists, especially in low-light, and some non-ADA compliant
- Landscaping/vegetation maintenance needed along R.O.W.
- Trash/litter/roadway debris observed along corridor
- More shelters/benches needed for bus stops and/or ADA landing pads potentially needed



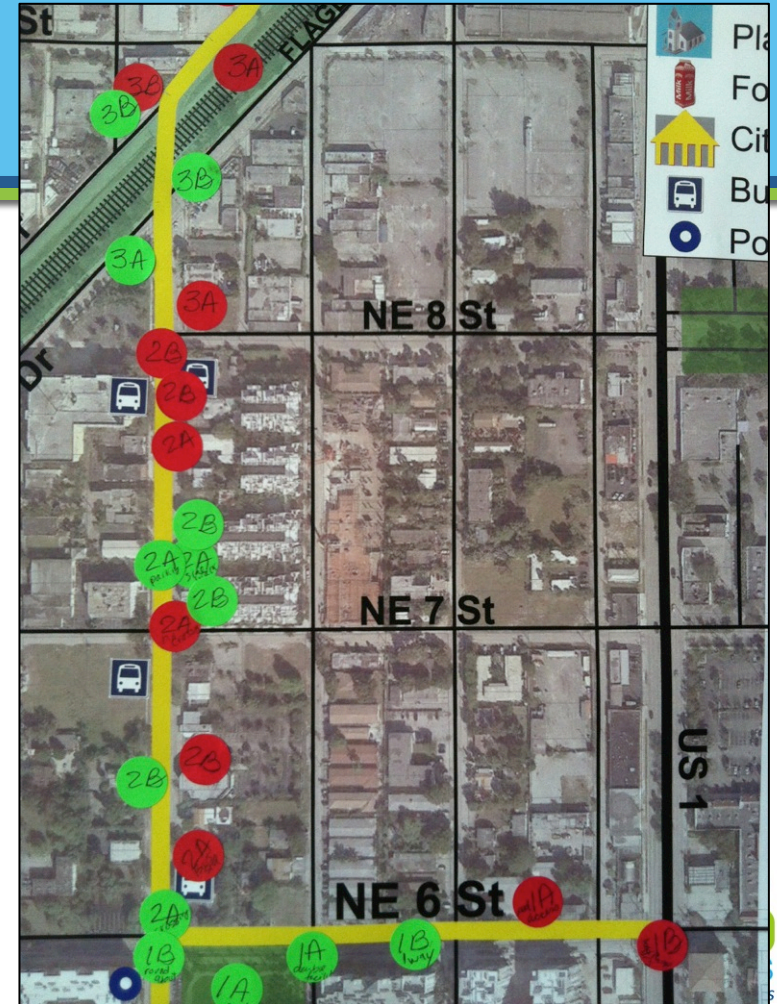
Route 1 Findings (continued)

- Pedestrian crossing signal timing too short for pedestrian crossing and possible need for pedestrian-refuge center-islands
- Curb ramps/sidewalk connections needing repairs
- Pedestrian crossing signals didn't allow enough time or didn't provide a long enough time to cross the street
- Lack of design continuity, such as with crosswalks
- Pedestrian hazards (poles, signs, vegetation, holes, trip hazards) within the pedestrian footpath/existing sidewalk
- Sidewalk starts/ends abruptly and is in need of continuations to existing paths
- On street parking re-evaluation of where parking is allowed along corridor is needed, to both add and remove spaces
- Crosswalks lacking clear identification and boundaries or missing crosswalks
- R.O.W. width potentially allows for numerous re-design options, such as one ways, dedicated bike lanes and/or a road-diet



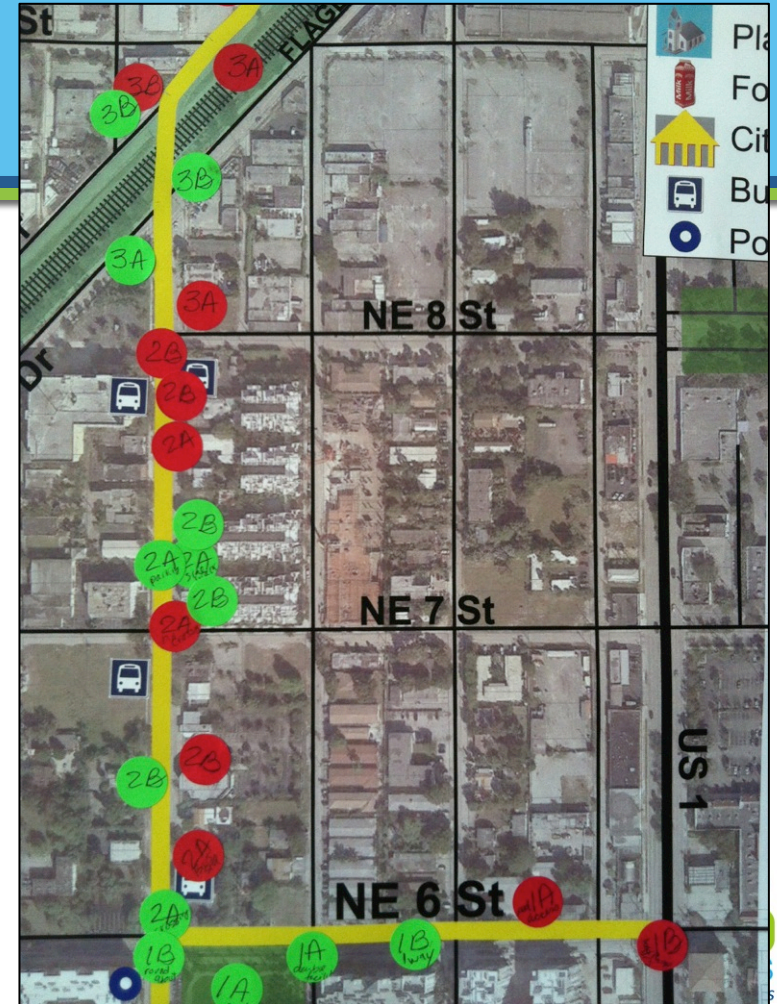
Route 2 Findings

- Cracked/broken/patched/uneven sidewalks and ADA-compliant curb ramp evaluation needed
- Pedestrian lighting potentially needed
- Bus stops need to correlate with crosswalks
- Drivers drove too fast; potentially too wide of a turning radii around corner, inviting high speed turns, or too wide of a roadway
- Lack of bicycle facilities and paths
- Competing driveways make for potentially hazardous situation for pedestrians
- More shelters/benches needed for bus stops and/or ADA landing pads potentially needed
- Bus stop landings potentially needed at some points, to provide ADA access to transit passengers
- Bus stops too far from intersections and no mid-block crossings
- Pedestrians observed crossing mid-block; mid-block crossings needed



Route 2 Findings (continued)

- Water pooling and mosquitos observed
- Landscaping/vegetation maintenance needed along R.O.W.
- Vegetation and landscaping additions / butterfly, bird and bee friendly plants needed
- Wayfinding/signage additions could be helpful
- Damaged/bent/twisted/improperly installed signage
- Artistic and creative elements are desired, such as enhanced visibility, colored crosswalks
- Drive-through buildings/facilities are not integrated well with pedestrian safety precautions
- Opportunity for diagonal crossing at specific, potentially-accommodating intersection(s)
- Permeable materials needed for groundcover, such as pervious pavers for footpaths instead of solid concrete that blocks oxygen to plant/tree roots
- Transitioning grade of sidewalks should be accounted for and evaluated



Route 3 Findings

- Drivers drove too fast; potentially too wide of a turning radii around corner, inviting high speed turns, or too wide of a roadway
- Cracked/broken/patched/uneven sidewalks and ADA-compliant curb ramp evaluation needed
- Transitioning grade of sidewalks should be accounted for and evaluated
- Sidewalk starts/ends abruptly and is in need of continuations to existing paths
- Lack of sidewalks/dangerous roadway shoulders for pedestrian activity
- Too much traffic perceived
- Drivers not yielding to pedestrians
- Drivers sped up to make it through traffic lights
- Pedestrian hazards (poles, signs, vegetation, holes, trip hazards) within the pedestrian footpath/existing sidewalk
- Railroad crossing needs pedestrian signalization and dedicated ped/bike crosswalk/path
- Roadway perceived as too wide along some segments
- Pedestrian crossing signals didn't allow enough time or didn't provide a long enough time to cross the street
- Crosswalks lacking clear identification and boundaries or missing crosswalks



Route 3 Findings (continued)

- Shade trees desired
- On street parking re-evaluation of where parking is allowed along corridor is needed, to both add and remove spaces
- Lack of bicycle facilities and paths
- Pedestrians observed crossing mid-block; mid-block crossings needed
- Pedestrian lighting potentially needed along corridor
- Water pooling along shoulder combined with lack of sidewalk
- Cars driving on shoulder combined with lack of sidewalk
- Vegetation and landscaping additions / butterfly, bird and bee friendly plants needed
- Trash/litter/roadway debris observed along corridor
- More shelters/benches needed for bus stops and/or ADA landing pads potentially needed
- Damaged/bent/twisted/improperly installed signage
- Artistic and creative elements are desired, such as enhanced visibility, colored crosswalks
- Exposed utility structures are unsightly and some are potentially hazardous to pedestrians and cyclists, especially in low-light, and some non-ADA compliant
- Building facades with no windows
- R.O.W. width potentially allows for numerous re-design options, such as one ways, dedicated bike lanes and/or a road-diet



Corridor-Level Attendee-Recommendations

Sidewalks

- Enhanced pedestrian lighting
- Enhanced materials for sidewalk construction
- Vegetation and infrastructure maintenance alongside roadway, sidewalks and bike paths
- Continuous materials, no continuous multi-patching of cracks
- Road buffers to separate high speed cars and pedestrians

Corridor-Level Attendee-Recommendations

Signage and Wayfinding

- Improved signage for pedestrians and bicyclists
- Signage repairs to broken/ bent signs
- Signs adjusted to proper height and directional orientation
- Wayfinding and contextual signage to supplement contextual connections
- Bicycle connectivity signage, pathway signage and lane-dedication signage, as well as wayfinding signs

Corridor-Level Attendee-Recommendations

Bus Stops

- Improved facilities/ structures, such as benches and shade
- More benches at stops and increased number of shelters
- Mid-block crossings near bus stops, to protect public transportation users who become pedestrians when they exit the bus
- ADA compliant landing pads and clear pathways to/ from stops
- Pedestrian crosswalks and signalization, especially near bus stops
- Bus stop signs could be improved and utilize new bus info and wayfinding

Corridor-Level Attendee-Recommendations

Peter Feldman Park and Flagler Greenway

- Utilize these resources and integrate them within the overall corridor through wayfinding and signage, as well as design cues
- More connectivity of the park and greenway to the corridor to improve overall corridor aesthetic as well as attract more users to the area
- Signage and wayfinding within the park and along the greenway to connect the corridor and bike lanes, sidewalks to greater Fort Lauderdale urban context, such as Las Olas
- Extension of the Sistrunk Blvd., Feldman Park and Flagler Greenway urban design elements
- Lighting and paths from nearby residences should connect safely to the public assets, and where sidewalks are missing they should be added

Corridor-Level Attendee-Recommendations

Landscape Management and Maintenance

- Trash, litter and vegetative debris should be removed with a thorough cleanup of the entire corridor, including landscape maintenance and trash/ debris removal
- Landscape trimming along property edges, clear of the pedestrian pathways
- Broken windows theory-related-concerns, where the perceived lack of ownership may translate into negative perceptions of the area
- High grass and trash in some areas may pose a hazard to pedestrians who step off the sidewalk; these potential hazards should be eliminated through a cleanup effort
- Missing sidewalks in some areas are compounded by overgrown vegetation and/ or debris and causing pedestrians to travel within the roadway, where cars are also traveling; sidewalks should be added where dangerous shoulders are not safe for pedestrians
- Overgrown vegetation in some places causes blind spots to pedestrians and users of the sidewalk, making collisions possible; vegetation should not hinder visibility in the 2' to 7' height range

Findings were Recorded and Submitted to Lauderserv

- Broward MPO requested that all existing service-related concerns be reported to the City of Fort Lauderdale's Lauderserv/Q-Alert System.
- Based on the recorded observations, findings and reported recommendations from each team, a list of 25 service requests were reported to the City of Fort Lauderdale.
- A map was created to help the readers identify the locations of specific service requests, along the corridor.



Lauderserv Service Request Example (Map ID #13)

Example:

Map ID #: 13

Ask Us / General Customer Service Inquiry

Service Request #: 13651

Service Request Location: 536 NE 12TH AVE

There was concern expressed over some minor trip hazards along this newly developed street segment: some photos are attached



Upcoming Timeline

- September 17: Host Agencies will have time to provide input on the draft report.
- September 26: Report will be made available for community input.
- October 6: Report will be published online.

Check out the Complete Streets Website at:
<http://www.browardmpo.org/projects-studies/complete-streets>

Thank you for viewing the post-audit presentation.

Are there any questions?

Walking Audit Schedule:

Coconut Creek – October 7th

North Lauderdale – October 23rd

Lauderhill – TBD on Sept. 15th, for October 2014

Please RSVP through the MPO's Complete Streets Website:

<http://www.browardmpo.org/services/complete-streets/walking-audits>



IV. Performance Measures

- Evaluation Framework
 - Program - Standards
 - Corridor - Objectives
- Equitable Mobility
- Safety
- Economic Vitality
- Health & Sustainability

Goals	Metric	Performance Standards	Data	Tools
Equitable Mobility	Mode Share	Increase Bicycle Counts by 7% by 2016 and by 14% by 2020. Raise Bicycle Level of Service (BLOS), by One letter grade by 2016 using the BLOS; Increase BLOS by Two letter grades by 2020	Collected by the Broward MPO	Pedestrian and Bike Counts Worksheet
		Increase Pedestrian Counts by 6% by 2016 and by 12% by 2020. Raise Pedestrian Level of Service (PLOS) by One letter grade by 2016 using the PLOS formulae; Increase PLOS and MMLOS by Two letter grades by 2020	Collected by the Broward MPO	
	Transit Ridership	Increase total Number of Transit Ridership by 8% by 2016 from baseline level.	BCT to consider requests from MPO to gather information at specific corridors	Automatic Passenger Counter
		Increase total Number of Transit Ridership by 16% by 2020 from baseline level		
	Multimodal Facilities	Increase percentage of Sidewalks and Bicycle Lanes/Paths by 30% by 2016, such that the level of coverage miles of dedicated alternative transit is at least 65% of the miles of Roadway by 2016.	Collected by the Broward MPO	Multimodal Facility Coverage Worksheet
		Raise Multimodal Level of Service (MMLOS) by One letter grade by 2016 using the MMLOS formulae; Increase MMLOS by Two letter grades by 2020	Collected by the Broward MPO using Automated Traffic Counters	MMLOS Worksheet
	Traffic Volume	Reduce the number of Annual Average Daily Traffic (AADTs) by 4% by 2016; by 7% by 2020	Data to be collected by the Broward MPO using Automated Traffic Counters	MMLOS Worksheet
		Reduce the number of Vehicle Miles Traveled (VMTs) by 5% by 2016; by 10% by 2020		
	Equitable Network Connectivity	Increase in Equitable Multimodal Network Connectivity; Increase percentage of Sidewalks and Bicycle Lanes/Paths by 30% by 2016, such that the level of coverage miles of dedicated alternative transit is at least 65% of the miles of Roadway by 2016	Data to be collected by the Broward MPO	Connectivity Worksheet

Goals	Metric	Performance Standards	Data	Tools
Safety	Crashes & Severity	Reduce total Number of Crash Injury and Mortality by 20% by 2016; by 50% by 2020.	Collected by Signal 4 Analytics	Crash Injury and Mortality Worksheet
	Vehicle Speeds	Increase number of Speed Limit Signs and Sign Speeds by 10% by 2016; by 20% by 2020.	Broward County to conduct as a “measure of effectiveness”	Vehicle Speeds Worksheet
	Safer Facilities	Implement strategic countermeasures to reduce total Number and Value of Crash Modification Factors (CMF) and Crash Reduction Factors (CRF) by 7% by 2016; by 20% by 2020	Collected by the Broward MPO	CMFs and CRFs Inventory Worksheet

Goals	Metric	Performance Standards	Data	Tools
Economic Vitality	Property Values	Increase in Commercial Property Values by 6% in all Complete Streets corridors after implementation	Collected by InfoGroup	Property Values Inventory Worksheet
	Retail Activity	Increase in individual and total business sales by 9% by 2016%; by 15% by 2020% Increase new business development along Complete Streets Corridors by 12% by 2016%; by 18% by 2020	Collected by InfoGroup	Sales Tax Inventory Worksheet
	Vacancies	Reduce number of Commercial Property Vacancies along Complete Streets Corridors by 10% by 2016; by 30% by 2020.	Collected by InfoGroup	Commercial Property Vacancies Inventory Worksheet
	Healthcare Costs	Generate 12% Savings in Healthcare Cost due to Bicycle and Pedestrian Usage from baseline to evaluation levels.	Collected by InfoGroup	Conserve by Bicycle and Pedestrian Study Benefits Calculator

Goals	Metric	Performance Standards	Data	Tools
Health & Sustainability	Environmental Impacts	Improved Water Quality by 12% by 2016; by 25% by 2020	Collected by the Broward MPO, their Partners, and Conserve by Bicycle and Pedestrian Study Benefits Calculator	Water and Air Quality Worksheet
		Improved Air Quality by 12% by 2016; by 25% by 2020		Conserve by Bicycle and Pedestrian Study Benefits Calculator
		Generate 500,000 Gallons of Fuel Savings by 2016		
		Reduce Pounds of Transportation-Related Carbon Dioxide Emissions by 5% by 2016; by 10% by 2020		
	Physical Activity	Increase in Number of Walking and Biking Trips by 15% by 2016; by 30% by 2020	Broward MPO and Partners to collect data	Pedestrian And Bike Counts Worksheet
		Increase in Self-Reported Physical Activity by 10% by 2016; by 18% by 2020		Physical Activity and Chronic Disease Worksheet
	Chronic Conditions	Reduce level of disability/increase self-management in patients with Diabetes, Hypertension, and CVD by increasing self-reported physical activity by 5% by 2016; by 18% by 2020		
	Environmental Infrastructure	Increase Tree Canopy Coverage by 20% by 2016; by 40% by 2020	Broward MPO and Partners to collect data	Tree Canopy Survey
		Increase Green Infrastructure for Water and Drainage such that Capture Ratios are increased by 20% by 2016 with an increase in the natural, local water table of 8%	Broward MPO and Partners to collect data	Storm water Calculator
	User Satisfaction	Increase in Self-Reported User Satisfaction by 20% by 2016	Broward MPO and Partners to collect data	User Satisfaction Survey

Goals	Metric	Performance Objectives	Data	Tools
Equitable Mobility	Mode Share	Increase Bicycle Counts by 7% by 2016 and by 14% by 2020. Raise Bicycle Level of Service (BLOS), by One letter grade by 2016 using the BLOS; Increase BLOS by Two letter grades by 2020	Collected by the Broward MPO	Pedestrian and Bike Counts Worksheet
		Increase Pedestrian Counts by 6% by 2016 and by 12% by 2020. Raise Pedestrian Level of Service (PLOS) by One letter grade by 2016 using the PLOS formulae; Increase PLOS and MMLOS by Two letter grades by 2020	Collected by the Broward MPO	
	Transit Ridership	Increase total Number of Transit Ridership by 8% by 2016 from baseline level. Increase total Number of Transit Ridership by 16% by 2020 from baseline level	Broward County Transit to provide. BCT to consider requests from MPO to gather information at specific corridors	Automatic Passenger Counter
	Multimodal Facilities	Increase percentage of Sidewalks and Bicycle Lanes/Paths by 30% by 2016, such that the level of coverage miles of dedicated alternative transit is at least 65% of the miles of Roadway by 2016.	Collected by the Broward MPO	Multimodal Facility Coverage Worksheet
		Raise Multimodal Level of Service (MMLOS) by One letter grade by 2016 using the MMLOS formulae; Increase MMLOS by Two letter grades by 2020	Collected by the Broward MPO using Automated Traffic Counters	MMLOS Worksheet

Goals	Metric	Performance Objectives	Data	Tools
Health, Safety & Sustainability	Crashes & Severity	Reduce total Number of Crash Injury and Mortality by 20% by 2016; by 50% by 2020.	Collected by Signal 4 Analytics	Crash Injury and Mortality Worksheet
	Vehicle Speeds	Increase number of Speed Limit Signs and Sign Speeds by 10% by 2016; by 20% by 2020.	Broward County to conduct as a “measure of effectiveness”	Vehicle Speeds Worksheet
	Safer Facilities	Implement strategic countermeasures to reduce total Number and Value of Crash Modification Factors (CMF) and Crash Reduction Factors (CRF) by 7% by 2016; by 20% by 2020	Collected by the Broward MPO	CMFs and CRFs Inventory Worksheet
	Environmental Impacts	Reduce Pounds of Transportation-Related Carbon Dioxide Emissions by 5% by 2016; by 10% by 2020	Collected by the Broward MPO, their Partners, and Conserve by Bicycle and Pedestrian Study Benefits Calculator	Conserve by Bicycle and Pedestrian Study Benefits Calculator
		Generate 500,000 Gallons of Fuel Savings by 2016		
	Physical Activity	Increase in Number of Walking and Biking Trips by 15% by 2016; by 30% by 2020	Broward MPO and Partners to conduct Pedestrian and Bike Counts	Pedestrian And Bike Counts Worksheet
	Environmental Infrastructure	Increase Tree Canopy Coverage by 20% by 2016; by 40% by 2020	Collected by the Broward MPO	Tree Canopy Survey
		Increase Green Infrastructure for Water and Drainage such that Capture Ratios are increased by 20% by 2016 with an increase in the natural, local water table of 8%	Broward MPO and Partners to collect data	Storm water Calculator
	User Satisfaction	Increase in Self-Reported User Satisfaction by 20% by 2016	Broward MPO and Partners to collect data	User Satisfaction Survey

Complete Streets Corridor Level Evaluation Framework

Page 3 of 3

Goals	Metric	Performance Objectives	Data	Tools
Economic Vitality	Property Values	Increase in Commercial Property Values by 6% in all Complete Streets corridors after implementation	Collected by InfoGroup	Property Values Inventory Worksheet
	Retail Activity	Increase in individual and total business sales by 9% by 2016%; by 15% by 2020%	Collected by InfoGroup	Sales Tax Inventory Worksheet
		Increase new business development along Complete Streets Corridors by 12% by 2016%; by 18% by 2020		
	Vacancies	Reduce number of Commercial Property Vacancies along Complete Streets Corridors by 10% by 2016; by 30% by 2020.	Collected by InfoGroup	Commercial Property Vacancies Inventory Worksheet
	Healthcare Costs	Generate 12% Savings in Healthcare Cost due to Bicycle and Pedestrian Usage from baseline to evaluation levels.	Collected by InfoGroup	Conserve by Bicycle and Pedestrian Study Benefits Calculator

V. Presentation from Pompano Beach

Pompano Beach and Complete Streets

- Presentation by Victor Haye



**Complete
Streets**

Design Manual

Complete Streets Design Manual Introduction

September 8, 2014

What are Complete Streets?

Complete Streets are designed to accommodate all users, including pedestrians, bicyclists, motorists, and transit riders of all demographics and abilities. Its concept supplements the improvement concerns such as human health, equity, aesthetics, economic development, environmental protection, safety, and livability.



Local Complete Streets Example Hillsboro Boulevard: Deerfield Beach

Why implement Complete Streets?

Vision for Strategic Plan

“By 2030, Pompano Beach will be an even greater place to live along the Atlantic coast of South Florida. The sense of place and family, the distinctive architecture, the broad range of amenities, the comparative safety of the community and the opportunity for employment in many diverse economic sectors will make it a draw for many people. At the same time, the location and talent that exists in the City make it a very attractive site for businesses to locate and grow. Pompano Beach is a city of great places and of great opportunity.”

Goal 4.0 – Increase community accessibility and mobility

- Initiative 4.1 –Increase pedestrian movement and safety
- Initiative 4.2 –Increase bicycling and pedestrian network
- Initiative 4.3 –Improve rail and public transit stops in the City
- Initiative 4.4 –Enhance transit options
- Initiative 4.5 –Develop connections between major venues

Complete Streets Policy

KEY POINTS

- 1.1 Connectivity
- 1.2 Jurisdiction
- 1.3 Approach
- 1.4 Exceptions
- 1.5 Design
- 1.6 Context Sensitivity
- 1.7 Performance Measures
- 1.8 Implementation

Complete Street Public Process

With the involvement of all parties, final street designs will result in a cohesive plan for the City of Pompano Beach that clearly reflects all of its users.

Complete Streets Design Process Steps

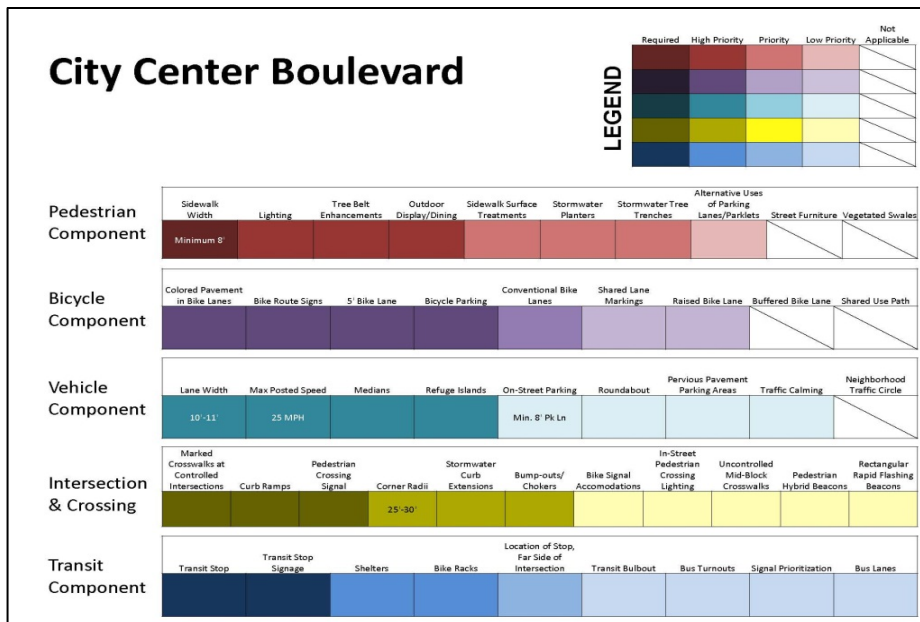
1. Project initiation (performed by public or city staff)
2. Public review
3. Plan development
4. Regulating bodies coordination
5. Funding & design
6. Installation

Complete Streets Typologies

- City Center Boulevard
- City Center Avenue
- City Center Street

- Commercial Boulevard
- Commercial Avenue
- Commercial Street

- Residential Boulevard
- Residential Avenue
- Residential Street



Design Components & Treatments

- Pedestrian Component
- Bicycle Component
- Vehicle Component
- Intersection & Crossing Component
- Transit Component

	Pedestrian Component									
	Sidewalk Width	Lighting	Tree Belt Enhancements	Street Furniture	Outdoor Display/Dining	Sidewalk Surface Treatments	Stormwater Planters	Stormwater Trenches	Alternative Uses of Parking Lanes/Parallels	Vegetated Swales
City Center Boulevard	Minimum 8'	Required	Required	Not Applicable	Required	Priority	Priority	Priority	Priority	Not Applicable
City Center Avenue	Minimum 8'	Required	Required	Required	Required	Priority	Priority	Priority	Priority	Not Applicable
City Center Street	Minimum 8'	Required	Required	Required	Priority	Priority	Priority	Priority	Priority	Not Applicable
Commercial Boulevard	Minimum 6'	Required	Required	Priority	Priority	Priority	Priority	Priority	Priority	Not Applicable
Commercial Avenue	Minimum 6'	Required	Priority	Priority	Priority	Priority	Priority	Priority	Priority	Priority
Commercial Street	Minimum 5'	Required	Required	Priority	Priority	Priority	Priority	Priority	Priority	Not Applicable
Residential Boulevard	Minimum 6'	Required	Required	Priority	Not Applicable	Not Applicable	Priority	Priority	Priority	Priority
Residential Avenue	Minimum 6'	Required	Required	Not Applicable	Not Applicable	Not Applicable	Priority	Not Applicable	Priority	Required
Residential Street	Minimum 5'	Priority	Required	Not Applicable	Not Applicable	Priority	Priority	Priority	Priority	Required
Industrial Thoroughfare	Minimum 5'	Required	Priority	Not Applicable	Not Applicable	Not Applicable	Required	Required	Priority	Required
Beach Thoroughfare	Minimum 8'	Required	Required	Required	Priority	Required	Priority	Priority	Priority	Not Applicable

Design Components and Treatments



Street Furniture



Sidewalk Width

Pedestrian Component & Treatments Examples



Tree Belt Enhancements

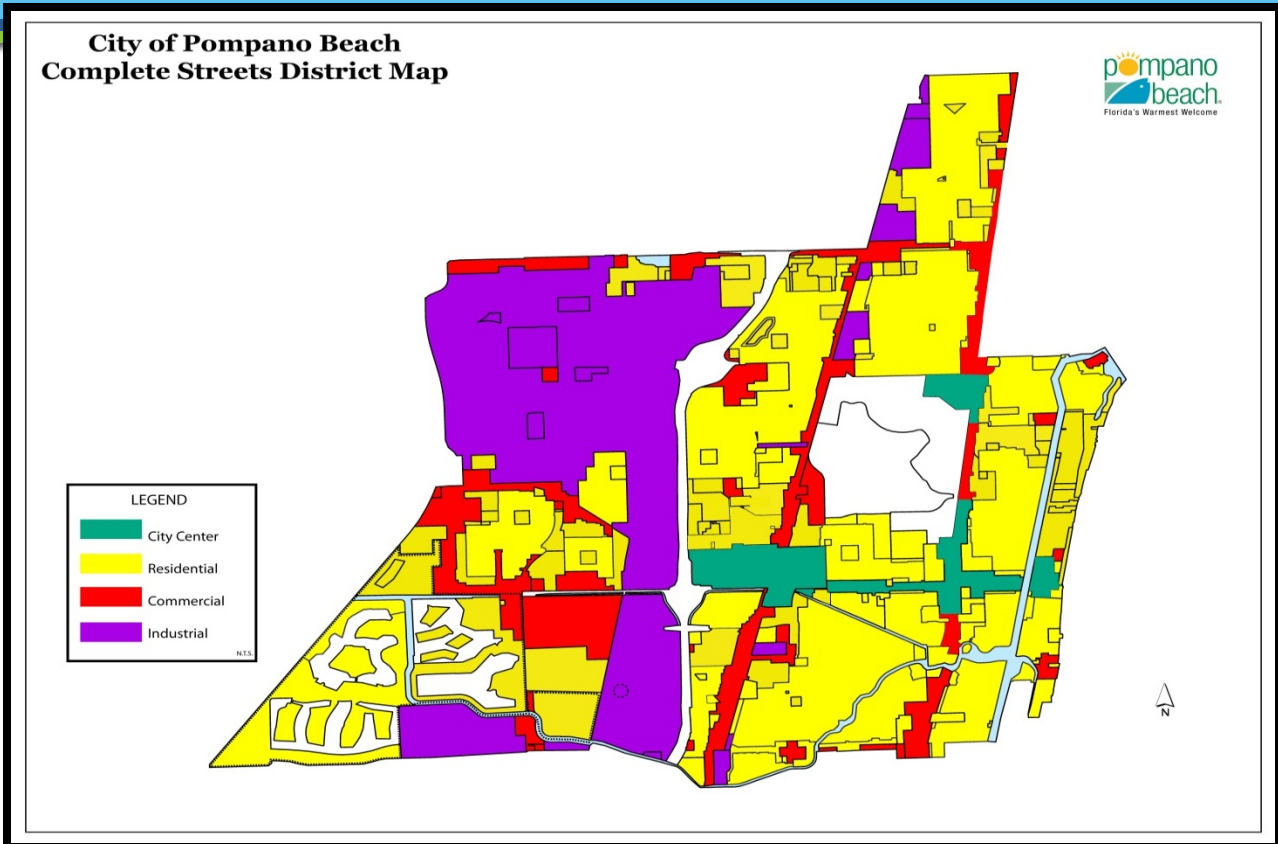


Sidewalk Surface
Treatments

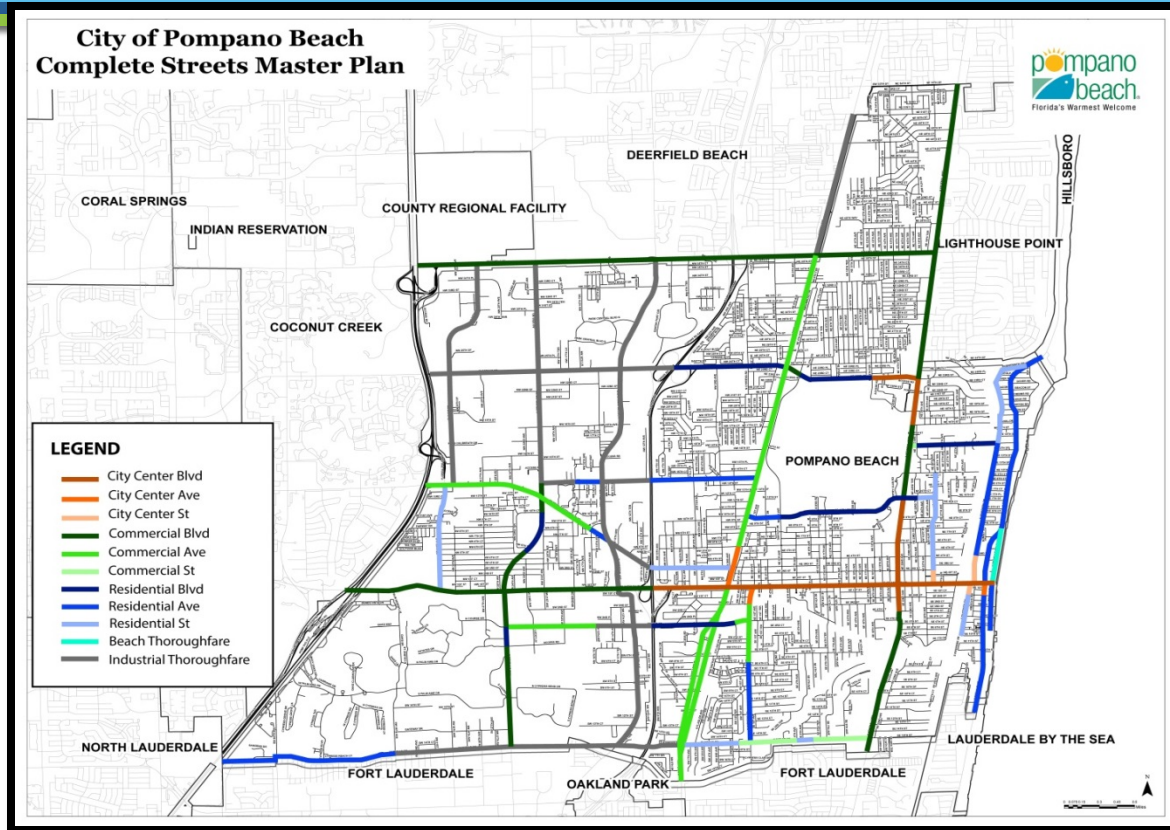


Lighting

Complete Streets District Map



Complete Streets Master Plan



Complete Streets Designations

Significant Streets in Pompano	Complete Streets Designations		
Atlantic Blvd (W-E)	Commercial Blvd (Turnpike - I-95)	City Center Blvd (I-95 - Beach)	
Copans Road (W-E)	Industrial Thoroughfare (Turnpike - I-95)	Residential Blvd (I-95 - Dixie Hwy)	Commercial Blvd (Dixie Hwy - NE 5th Ave)
	Residential Blvd (Ne 5th Ave - NE 12th Ter)	City Center Blvd (NE 12th Ter - Federal Hwy)	
Sample Rd (W-E)	Commercial Blvd (whole length of the street)		
Dixie Hwy (S-N)	Commercial Ave (City Line - Atlantic Blvd)	City Center Ave (Atlantic Blvd - NW 6th St)	Commercial Ave (NW 6th St - Sample Rd)
	Industrial Thoroughfare (Sample Rd - NE 51 St)		
Federal Hwy (S-N)	Commercial Blvd (City Line - SE 4th St)	City Center Blvd (SE 4th St - NE 10th St)	Commercial Blvd (NE 10th St - NE 16th St)
	City Center Blvd (NE 16th St - Copans Rd)	Commercial Blvd (Copans Rd - City Line)	
Ocean Blvd (S-N)	Residential Ave (City Line - SE 2nd St)	City Center Ave (SE 2nd Ave - Atlantic Blvd)	Residential Ave (Atlantic Blvd - City Line)
McNab Rd (W-E)	Residential Ave (Turnpike - SW 36th Ave)	Industrial Thoroughfare (SW 36th Ave - Dixie Hwy)	Residential St (Dixie Hwy - Sw 1st Ter)
	Commercial St (SW 1st Ter - SE 4th Ave)	Residential St (SE 4th Ave - NE 21st Ave)	Commercial St (NE 21st Ave - S Fed Hwy)
Andrews Ave (S-N)	Industrial Thoroughfare (whole way)		
Powerline Rd (S-N)	Commercial Blvd (McNab Rd - Palm Aire Dr)	Residential Blvd (Palm Aire Dr - Racetrack Rd)	Commercial Blvd (Racetrack Rd - NW 5th St)
	Residential Blvd (NW 5th St - NW 10th Ct)	Commercial Blvd (NW 10th Ct - NW 15th St)	Industrial Thoroughfare (NW 15th St - Sample Rd)
Hammondville Rd (W-E)	Commercial Ave (Turnpike - NW 16th Ave)	Residential Ave (NW 16th Ave - Andrews Ave)	Industrial Thoroughfare (Andrews Ave - I-95)
	City Center Ave (I-95 - Dixie Hwy)		
Riverside Dr (S-N)	Residential St (SE 10th St - SE 2nd St)	City Center Street (SE 2nd St - NE 2nd St)	Residential Ave (NE 2nd St - NE 14th St)
	Residential St (NE 14th St - Beacon St)		
Racetrack Rd/SW 3rd Street (W-E)	Commercial Ave (Powerline Rd - SW 15th Ave)	Industrial Thoroughfare (Sw 15th Ave - I-95)	Residential Blvd (I-95 - SW 4th Ave)
	Commercial Ave (SW 4th Ave - Cypress Rd)		
Briny Ave (S-N)	Residential Ave (Atlantic Blvd - SE 8th St)		
Cypress Road (S-N)	Residential Ave (McNab Rd - SW 6th St)	Commercial Ave (Sw 6th St - Sw 2nd St)	City Center Ave (Sw 2nd St - Atlantic Blvd)
NE 10th St (W-E)	Residential Ave (Dixie Hwy - NE 5th Ave)	Residential Blvd (NE 5th Ave - NE 23rd Ter)	Residential St (NE 23rd Ter - Harbor Dr)
Atlantic Blvd Ext (S-N)	Commercial Ave (Hammondville Rd - Atlantic Blvd)		
Harbor Drive (S-N)	City Center St (Atlantic Blvd - NE 2nd St)	Residential St (NE 2nd St - NE 12th St)	
N Pompano Beach Blvd (S-N)	Beach Thoroughfare (Ocean Blvd - Atlantic Blvd)		
NE 14th Street (W-E)	Commercial St (Federal Hwy - NE 23rd Ave)	Residential Blvd (NE 23rd St - Ocean Blvd)	
NW 15th Street (W-E)	Industrial Thoroughfare (Powerline Rd - NW 17th Ave)	Residential Ave (NW 17th Ave - Andrews Ave)	Industrial Thoroughfare (Andrews Ave - I-95)
	Residential Ave (I-95 - Dixie Hwy)		
Blount Rd (S-N)	Industrial Thoroughfare (Sample Rd - Hammondville Rd)		



CITY of POMPANO BEACH

Transportation Corridor Studies

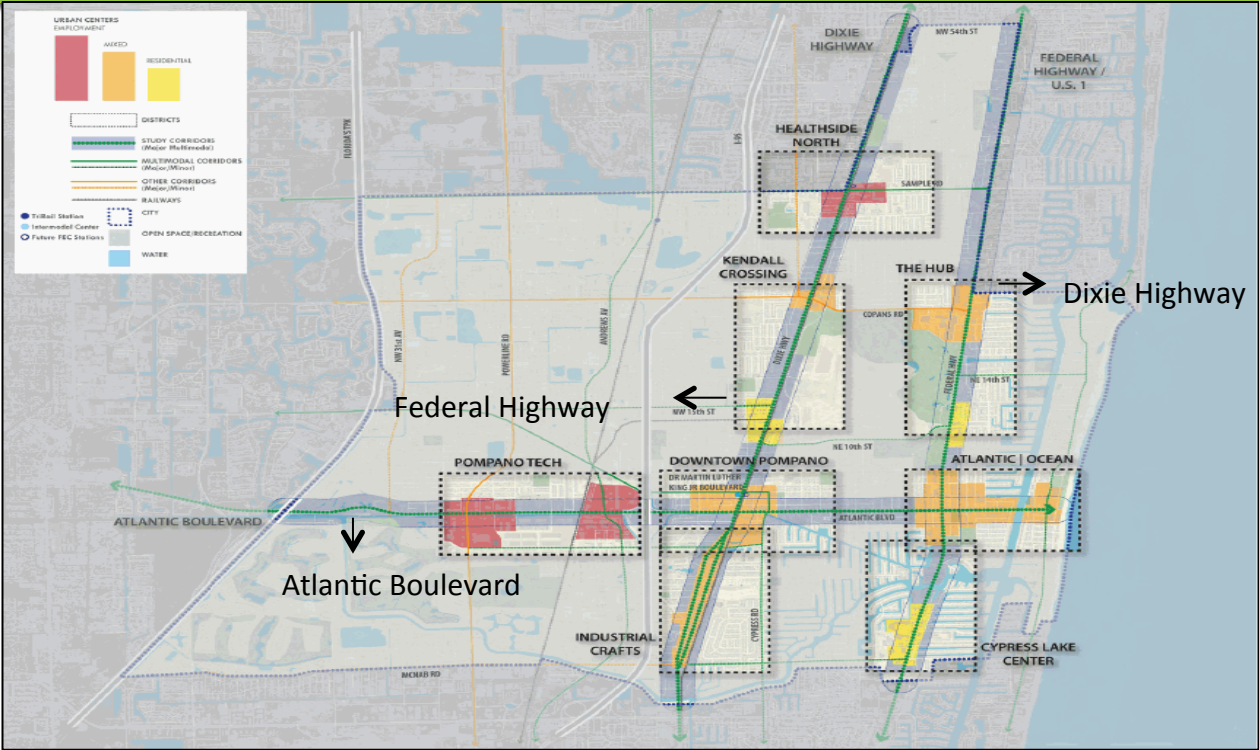


Transformation Plan

Dixie Highway, Federal Highway/US1, Atlantic Boulevard

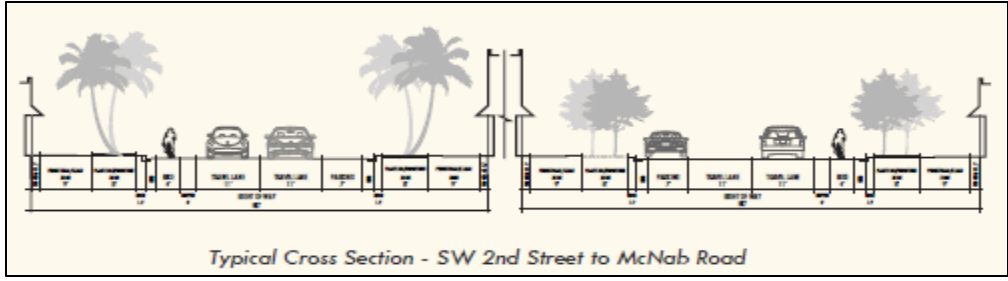
December 2013

Citywide Districts

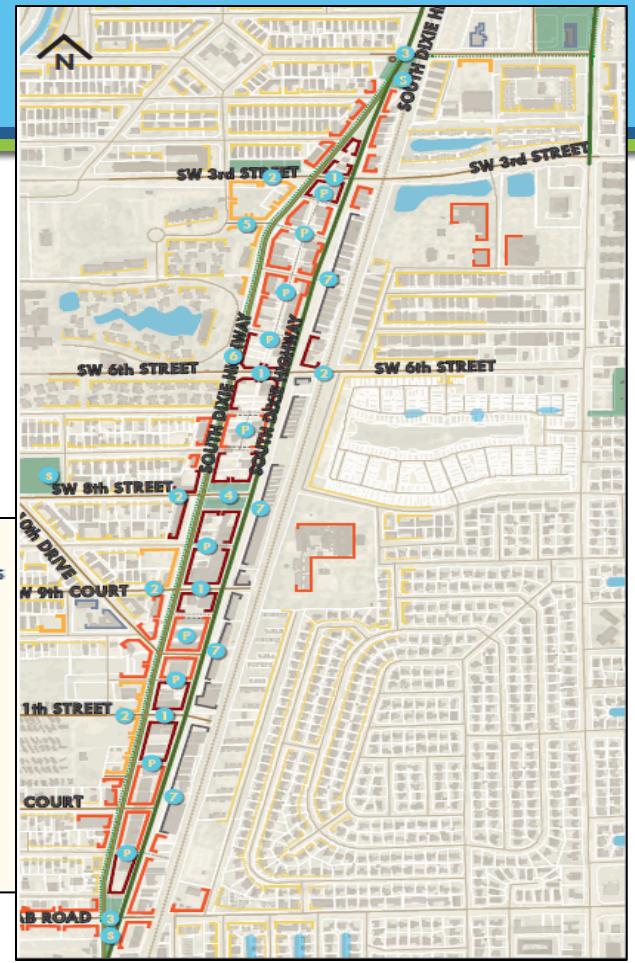


Industrial Crafts District

South Dixie Highway - Street Section

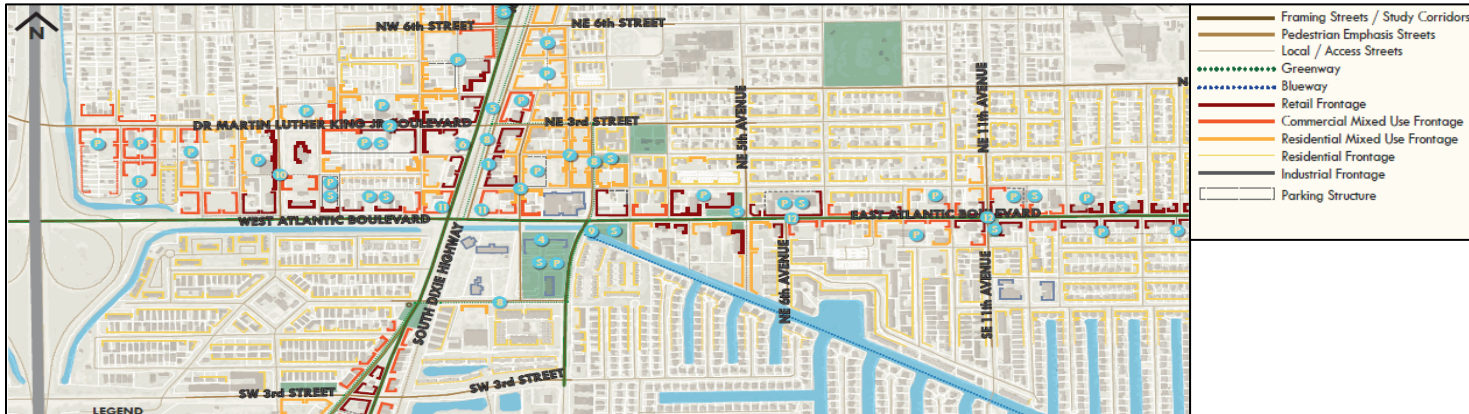
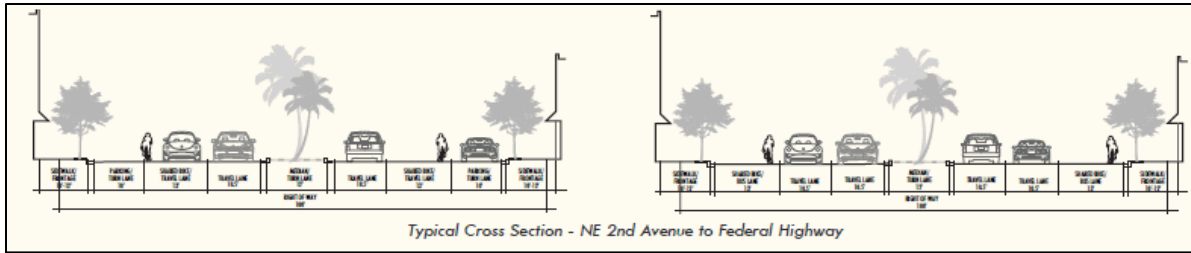


- LEGEND**
- Framing Streets / Study Corridors
 - Pedestrian Emphasis Streets
 - Local / Access Streets
 - Greenway
 - Blueway
 - Retail Frontage
 - Commercial Mixed Use Frontage
 - Residential Mixed Use Frontage
 - Residential Frontage
 - Industrial Frontage
 - Parking Structure



Downtown Pompano

Atlantic Boulevard- Street Section



Thank You

If you have any questions or concerns,
please contact:

Victor Haye, Principal Planner

(954)786-4045

victor.haye@copbfl.com

Next Steps

Next TAC Meeting

- October 6th, 2014, from 2:00 – 3:30 PM

Safe Street Summit 2015

- Save the Date!
- January 22nd, 2015
- MPO Board Members have been registered
- Some sponsorship opportunities are still available