MPO and DOT Partnership for Complete Streets Projects

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July 29, 2020
Meet the Panelists

Ricardo Gutierrez  
Broward MPO

Brad Salisbury  
Florida DOT

Stephanie Garcia  
Broward MPO
Housekeeping

➤ Submit your questions

➤ Webinar archive: www.pedbikeinfo.org/webinars

➤ Certificates and professional development hours

➤ Follow-up email later today
Safe Transportation for Every Pedestrian (STEP)
New STEP Resources

Send Becky Crowe STEP UP photos and information rebecca.crowe@dot.gov

https://safety.fhwa.dot.gov/ped_bike/step
For More Information:

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https://safety.fhwa.dot.gov/ped_bike/step/resources/
BROWARD COMPLETE STREETS
Better Streets • Better Broward • Better Life

Commitment and Evolution of Complete Streets
Broward MPO

MPO Board representation:

- Broward County Commissioners (5)
- Broward Municipalities (31)
- South Florida Regional Transportation Authority (SFRTA/Tri-Rail) (1)
- Broward County School Board (1)

Our Mission:
To collaboratively plan, prioritize, and fund the delivery of diverse transportation options.

Our Vision:
Our work will have measurable positive impact by ensuring transportation projects are well selected, funded, and delivered.
Growth

2010
MANAGING CONGESTION...

Flamingo Road and Pines Blvd, Pembroke Pines

Cypress Creek Road and Andrews Ave, Fort Lauderdale
HOW IT STARTED?

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

Foundation for our Complete Streets Initiative
WHY CREATE COMPLETE STREETS?

**CHOICE**
Complete Streets benefit all users. Children in strollers, people with limited mobility, bicyclists, and transit riders are just a few. In Complete Streets, pedestrians, bicyclists, transit riders, and motorists can travel safely and efficiently - together.

**SAFETY**
Complete Streets provide safe access to cross the street, walk to shops, ride the bus, or drive for work and play. Many safety elements such as highly visible crosswalks, LED lights, curb-extensions, and green bike lanes will make Prospect Road safer for all users.

**HEALTH**
Complete Streets encourages healthy activities and communities. Complete Streets projects are designed to encourage more biking, walking, and transit use.

**ECONOMIC**
Complete Streets projects create a more welcoming environment that helps to raise property values, increases investments in communities, attracts new business, and supports existing local businesses.
COMPLETE STREETS – NOW WHAT?

• Education and Training
  • Broward Complete Streets Initiative

• Develop a Process – How do we go from planning to actual “projects”?
  • Mobility Program

• Establish Partnerships
  • Jurisdictional owners
“to provide the necessary tools (education and training) to our local governments in implementing Complete Streets in their respective communities”
CS INITIATIVE

• Training & Education
• Technical Assistance & Resources
• CS Advisory Committee
• Community Engagement events
Training Opportunities

NACTO

Innovative Bikeway Design

FHWA Scalable Risk Assessment

New Mobility and CS

National Association of City Transportation Officials

DESIGNING URBAN STREETS & BIKEWAYS

Broward Metropolitan Planning Organization

BetterStreetsBetterBroward.org
Safe Streets Summit

2017
Safe Streets Summit 2017. City of Sunrise, FL.

2018
Safe Streets Summit 2018. West Palm Beach, FL.

2019
Safe Streets Summit 2019. City of Miami, FL.

2020
Safe Streets Summit 2020. City of Fort Lauderdale, FL.
Key Partnerships

- Establish partnerships with Jurisdictional owners and government agencies
Mobility Program

A process – How do we go from planning to actual “projects”?
The Process

What Makes a Project “Program Ready?”

- Include project in TIP / STIP & Work Program (5th year)
- 3rd year – meeting with local government to verify scopes
  - Public Outreach
- Construction CEI Procurement / Contract Executed
  - Public Information meeting
  - Construction begins – Groundbreaking!!!
  - (lane closures, detours, etc.)

Scope of Work
- Right-of-Way Verification
- Partner Collaboration
- Cost Estimates
- Documentation of Support / Endorsement
  - Resolution
  - Public support

- Engineering Procurement / Contract Executed
  - Community & Stakeholder meeting
  - Plans Review (ERC)
  - Resolution and Maintenance Agreement

Completion
- Ribbon Cutting Ceremony!
Mobility Program

Brad Salisbury
FDOT District IV Design Project Manager
C1-Natural: Lands preserved in a natural or wilderness condition, including lands unsuitable for settlement due to natural conditions.

C2-Rural: Sparsely settled lands; may include agricultural land, grassland, woodland, and wetlands.

C2T-Rural Town: Small concentrations of developed areas immediately surrounded by rural and natural areas, includes many historic towns.

C3R-Suburban Residential: Mostly residential uses within large blocks and a disconnected or sparse roadway network.

C3R-Suburban Commercial: Mostly non-residential uses with large building footprints and large parking lots within large blocks and a disconnected or sparse roadway network.

C4-Urban General: Mix of uses set within small blocks with a well-connected roadway network. May extend long distances. The roadway network usually connects to residential neighborhoods immediately along the corridor or behind the uses fronting the roadway.

C5-Urban Center: Mix of uses set within small blocks with a well-connected roadway network. Typically concentrated around a few blocks and identified as part of a civic or economic center of a community, town, or city.

C6-Urban Core: Areas with the highest densities and building heights, and within FDOT designated Large Urbanized Areas (population >1,000,000). Many are regional centers and destinations. Buildings have mixed uses, are built up to the roadway, and are within a well-connected roadway network.
Context Classification

- Context Classification determines various roadway design criteria as specified in the Florida Design Manual (FDM)
- FDOT conducted an effort to determine the Statewide Provisional Context Classification (SPCC) for all state roads
- Context Classification is further refined for each project through the Multimodal Scoping Checklist (MMSC)

**Integration of FDM, SPCC, and MMSC**

- The primary purpose of the SPCC is to help guide the development and implementation of FDOT projects in planning and design.
- The Multimodal Scoping Checklist (MMSC) is done during the initial stages of scope development for Design and it is an opportunity early in the process to reach out to agencies for input.
- The SPCC is the starting point for determining context classifications at the project level using the MMSC.
- The evaluation of context classification at the project level can be a combination of a field visit, internet-based aerial and street view imagery, or map analysis and review of future land use and existing zoning information.
- The context classification of the MMSC is then shared with the Local Governments for review/feedback for on-system roads (off-system roads are sent as an informational item).
- Local Governments provide feedback and/or additional justification for a different context classification.
- Context classification is finalized and sent to the Design Project Manager for consideration in the project scope.
Safe Transportation for Every Pedestrian (STEP)

- Countermeasures
  - Raised Crosswalks
  - Crosswalk Visibility Enhancements
  - Pedestrian Refuge Island
  - Pedestrian Hybrid Beacon
  - Rectangular Rapid Flashing Beacon (RRFB)
  - Road Diet
Partnership between FDOT, Broward MPO and our Local Agencies

Raised Crosswalks
Old Dixie Highway, City of Fort Lauderdale

High Visibility Crosswalks
Hillsboro Blvd. City of Deerfield Beach

Pedestrian Refuge
Sunrise Blvd., City of Fort Lauderdale
Pedestrian Hybrid Beacon
A1A
St. Lucie County

Exclusive Pedestrian Phase, A1A, Fort Lauderdale

RRFB, A1A, Lauderdale By The Sea
STEP Program

Lane Elimination/Road Diet/Lane Repurposing
• Formalized process outlined in Florida Design Manual and upcoming Lane Repurposing Guidebook
• Process requires local agency initiation, public outreach and Commission resolution
• Guidebook will provide local agencies with best practices, example projects, and implementation steps
Lane Elimination/Road Diet/Lane Repurposing

– FDOT District 4
  • 29 State Road Projects, 5 completed
  • 29 Non-State Road Projects, 4 completed
– D4 currently conducting a Lane Elimination Before and After Study
  • Phase 2 of the Study will further analyze the completed lane elimination projects
STEP Program

Lane Elimination Projects - Non-State Roads

<table>
<thead>
<tr>
<th>Road</th>
<th>Limits</th>
</tr>
</thead>
<tbody>
<tr>
<td>NE 33 St.</td>
<td>NE 4 Ave. – NE 9 Ave. (Fort Lauderdale)</td>
</tr>
<tr>
<td>Las Olas Blvd.</td>
<td>SE 11 Ave. – SE 15 Ave. (Fort Lauderdale)</td>
</tr>
<tr>
<td>Sunset Strip</td>
<td>University Dr. – Sunrise Blvd. (Sunrise)</td>
</tr>
<tr>
<td>Sunset Strip</td>
<td>Nob Hill Rd. – University Dr. (Sunrise)</td>
</tr>
<tr>
<td>NW 27 Ave.</td>
<td>Davie Blvd. – Broward Blvd. [Fort Lauderdale]</td>
</tr>
<tr>
<td>NW 27 Ave.</td>
<td>Broward Blvd. – Sunrise Blvd. [Fort Lauderdale]</td>
</tr>
<tr>
<td>Prospect Rd.</td>
<td>Powerline Rd. – Dixie Hwy. (Oakland Park)</td>
</tr>
<tr>
<td>Sunset Strip</td>
<td>NW 109 Ave. – Nob Hill Rd. (Sunrise)</td>
</tr>
<tr>
<td>Dixie Hwy.</td>
<td>Sheridan St. – Miami-Dade C.L. (Hollywood/Hallandale)</td>
</tr>
<tr>
<td>Cypress Creek Rd.</td>
<td>Powerline Rd. – Andrews Ave. (Fort Lauderdale)</td>
</tr>
<tr>
<td>Cordova Rd.</td>
<td>SE 15 St. – SE 17 St. (Fort Lauderdale)</td>
</tr>
<tr>
<td>Birch Rd.</td>
<td>Bayshore Dr. – Vista Mar Dr. (Fort Lauderdale)</td>
</tr>
<tr>
<td>NE 15 Ave.</td>
<td>NE 11 St. – NE 13 St. (Fort Lauderdale)</td>
</tr>
<tr>
<td>N Dixie Hwy.</td>
<td>Pembroke Rd. – Sheridan St. (Hollywood)</td>
</tr>
<tr>
<td>N 21 Ave.</td>
<td>Pembroke Rd. – Sheridan St. (Hollywood)</td>
</tr>
<tr>
<td>Josh Lee Blvd</td>
<td>Oakland Park Blvd. – Nob Hill Rd. (Sunrise)</td>
</tr>
<tr>
<td>New River Circle</td>
<td>Weston Rd. – Weston Rd. (Sunrise)</td>
</tr>
<tr>
<td>NW 94 Ave.</td>
<td>Oakland Park Blvd. – Commercial Blvd. (Sunrise)</td>
</tr>
<tr>
<td>Springtree Dr.</td>
<td>NW 44 St. – University Dr. (Sunrise)</td>
</tr>
<tr>
<td>Springtree Lakes Dr.</td>
<td>Nob Hill Rd. – Pine Island Rd. (Sunrise)</td>
</tr>
<tr>
<td>Sunrise Lakes Blvd.</td>
<td>NW 105 Ln. – University Dr. (Sunrise)</td>
</tr>
<tr>
<td>SW MLK Jr. Ave.</td>
<td>SW 9 St. – SW 1 St. (Deerfield Beach)</td>
</tr>
<tr>
<td>Saddle Club Rd.</td>
<td>Lakeview Dr. – Weston Rd. (Wesley)</td>
</tr>
<tr>
<td>Pompano Park Place</td>
<td>Cypress Rd. – Powerline Rd. (Pompano Beach)</td>
</tr>
<tr>
<td>NW 19 St.</td>
<td>SR 7 – Powerline Rd. (Fort Lauderdale)</td>
</tr>
<tr>
<td>Parker Ave.</td>
<td>Southern Blvd. – Okeechobee Blvd. (West Palm Beach)</td>
</tr>
<tr>
<td>Barack Obama Hwy.</td>
<td>45 St. – Blue Heron Blvd. (Rivera Beach)</td>
</tr>
<tr>
<td>Congress Ave.</td>
<td>Atlantic Ave. – C-15 Canal (Delray Beach)</td>
</tr>
<tr>
<td>SE 3 Ave.</td>
<td>SE 17 St. – SE 6 St. (Fort Lauderdale)</td>
</tr>
</tbody>
</table>
Lane Elimination – State Roads

• Hillsboro Boulevard
  – Deerfield Beach
  – Added scope into FDOT Resurfacing Project
  – Shared funding
  – Installed bike lane and landscaping
Lane Elimination – State Roads

• A1A
  – Fort Lauderdale
  – Part of Hurricane Sandy Repair project
  – Shared funding
  – Installed bike lane, median, and decorative improvements
Lane Elimination – Non-State Roads

- NE 13th Street
  - Fort Lauderdale
  - Designed and constructed by the City
  - Added bike lane and median
Lane Elimination – Non-State Roads

• Sunset Strip
  – Sunrise
  – Designed and constructed by FDOT
  – Added bike lane
Hollywood Boulevard

– Project improvements include striping and surface drainage configuration, colored concrete walks, bike lanes with buffer zone, pedestrian lighting, (ADA) parking spaces, accessible ways, and landscaping.

– Enhanced pedestrian cross walks with median refuge and walkway.
Hollywood Blvd

The project located in downtown Hollywood was selected as the “urban” Complete Streets Demonstration project.

Destinations along this corridor include retail, office space and various restaurants. The corridor also provides direct access to the City Hall.

Complete Streets Champions Award.
MEASURING SUCCESS

Metrics
• Crash Data
• Speed Studies
• AADT
• Bicycle and Pedestrian counts

Sunset Strip Boulevard, City of Sunrise, FL.
PLANS

✓ Bicycle & Pedestrian Safety Action Plan
✓ Complete Streets Master Plan
Bicycle & Pedestrian Safety Action Plan

**VISION**
- Inspirational document or statement that defines a desired future.

**MASTER PLAN**
- Identifies and defines the ultimate desired network of facilities and treatments to achieve the vision.

**ACTION PLAN**
- Identifies strategic institutional changes needed to achieve the vision and how those changes can be accomplished.

**LRTP**
- Identifies and categorizes projects and programs by time frame and funding sources.

**CORRIDOR STUDY**
- Identifies context sensitive improvements and projects for a corridor.

**SAFETY & OPERATIONAL STUDY**
- Identifies design, operational, maintenance, and other implementable projects to improve a study area based on a specific safety or operational issue.

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MPO
BetterStreetsBetterBroward.org
Data-driven Approach

Crash hot spots areas analysis:

• The Roads are Wide & Don’t Match the Land Use Context.

56% of deadly crashes occurred on 4% of the network (made up of 6-lane roads)

• Wide roads pose significant barriers for pedestrians to safely cross roadways.
• Higher posted speeds (40+ MPH)
• There is an Incomplete Network!
The A-Team consisted of representatives of different agencies in Broward and responsibilities included:

- Field reviews demonstration areas and analysis.
- Countermeasure identification
- Champion!

SUBURBAN CORRIDOR DEMONSTRATION SITE
Oakland Park Boulevard from NW 84th Avenue to Atrium West

STUDY AREA | 1 Mile

ROADWAY CHARACTERISTICS

The corridor has a three lanes in each direction. It has intermittent right and left-turn lanes. There are access roads in some areas as well. It also has median with intermittent landscaping. The corridor has 5-6 sidewalks separated from the roadway; and while there are no marked bike lanes, it does have paved shoulders that could potentially be widened and converted into bike lanes in the future. The posted speed is 45 MPH. The land uses generally consist of auto-oriented shopping centers and big box retail set behind large surface parking lots.

CRASH DATA - 2010 TO 2015

<table>
<thead>
<tr>
<th>Category</th>
<th>Pedestrian</th>
<th>Peak Crash Time Periods</th>
<th>Peak Crash Months</th>
</tr>
</thead>
<tbody>
<tr>
<td>28</td>
<td></td>
<td>13%</td>
<td>30%</td>
</tr>
<tr>
<td>9</td>
<td>Bicycle</td>
<td>PM</td>
<td>30%</td>
</tr>
<tr>
<td>4</td>
<td>Injury</td>
<td>PM</td>
<td>46%</td>
</tr>
<tr>
<td>24</td>
<td>Property</td>
<td>PM</td>
<td>46%</td>
</tr>
<tr>
<td>2</td>
<td>Damage Only</td>
<td>AM</td>
<td>46%</td>
</tr>
</tbody>
</table>

FIELD REVIEW OBSERVATIONS
- Illegal Mid-Block Crossings
- Inattentive Drivers (Especially at Driveways and Intersection)
- Yellow Blocking Crosswalks
- Speeding/Aggressive Driving
- ADA Noncompliant Sidewalks and Ramps
- No Bike Lanes
- Missing/Relocated Crosswalks
- Lack of Crossing Opportunities
- Objects Blocking Sidewalk
- Broken/Out of Date Pedestrian Signs and Signals
- Fireworks Driveways
- Poorly Marked Driveway Crossings
- Wide Intersection/Excessive Pavement
- Lack of Bicycle Markings at Conflict Areas
- Long Delay Times
- Poor Lighting
Bicycle & Pedestrian Call to actions!

Advocacy Team

There is an “identity crisis” between the road design and user needs

The roads are not primarily designed to provide for a comfortable and convenient walking or bicycling experience

Many users of the system are not following walking, bicycling, and driving laws

Strategic partnerships are needed to see change

CALLS TO ACTION

Set the Stage

Create Safe Streets

Prevent Aggressive Behavior

All Hands on Deck

PRIORITIZED ACTION ITEMS

Identify areas throughout the County where bicyclists and pedestrians are the priority movement

Implement “quick build” temporary projects that showcase innovative bicycle and pedestrian infrastructure

Align design standards with the bicycle and pedestrian safety goals for the region

Institute a district-wide bicycle and pedestrian safety school education program

Create an educational program with law enforcement that focuses on bicycle and pedestrian laws

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Broward Metropolitan Planning Organization
BetterStreetsBetterBroward.org
Implementation

CALLS TO ACTION

Set the Stage
Create Safe Streets
Prevent Aggressive Behavior
All Hands on Deck

Complete Streets Master Plan
Complete Streets Design Guidelines & Vision Zero Action Plan

FDOT TransPlex Award 2020
Complete Streets Master Plan
Transportation Network Analysis
Complete Streets Master Plan

Community Outreach

Over 1,300 Broward residents and stakeholders participated in the Complete Streets Master Plan public involvement efforts.

Incomplete network & existing facilities aren’t comfortable for all users of the road.

- Pedestrian lighting
- Traffic calming measures
- Better bus stops and signage
- Shade!
The CSMP was formally adopted by the Broward MPO Board on February 14, 2019.

Broward residents rated the traffic on roads and lack of protected places to bike as the two most critical barriers to bicycling. The Complete Streets Master Plan proposes improved bicycle facilities.
WALKING AUDITS

Highlight corridors and areas that could benefit from a street assessment to better promote all modes of transportation.
PURPOSE

- Identify potential alternatives or solutions such as engineering treatments, policy changes, or education and enforcement measures

- **Aims to engage** stakeholders, technical staff, elected officials and representatives of non-traditional transportation partners, such as the AARP, Health agencies, YMCA.
Walking Audit Report

City of Pembroke Pines
SR 817, University Drive from County Line Road to Taft Street
August 2019

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Complete Streets Initiative
Program ready process
- Walking Audit
- CS Project Programmed on TIP
- CS Project

Sidewalk gap on the east side of NW 31st Avenue from NW 39th Street to NW 43rd Street.
FDOT Implementation

- Comments are forwarded to FDOT or Local Agency
  - If feasible, incorporate comments into an upcoming or current project
- Separate Improvement Categories:
  - Short Term
    - Immediate Implementation
    - Example: Signing and Pavement Marking
  - Intermediate Term
    - Follow-up study or project needed
    - Example: Additional crosswalk
  - Long Term
    - Substantial improvement necessary
    - Example: Right-of-Way Acquisition for Bike Lanes
In the pipeline...
Mobility Program

- **“Program Ready”**
  - $95 M
  - 55 miles
  - 77 miles

- **Programmed**
  - $102 M
  - 70 miles

- **In Design**
  - $68 M
  - 46 Miles

- **Completed!**
  - $37 M
  - 24 Miles

Demonstration Projects

BetterStreetsBetterBroward.org
301 Facility miles
LESSONS LEARNED

• Establish Champions
• Process
  • Public Outreach - early and often
  • Political support
  • Inter-agency and intra-agency coordination
  • Establish roles and responsibilities (Partnerships)
  • 3rd year check
• Messaging
  • Emphasis on People!
  • Not an overnight solution
THANK YOU!
Discussion

⇒ Send us your questions

⇒ Follow up with us:
  ⇒ Ricardo Gutierrez gutierrezr@browardmpo.org
  ⇒ Brad Salisbury brad.salisbury@dot.state.fl.us
  ⇒ Stephanie Garcia garcias@browardmpo.org
  ⇒ General Inquiries pbic@pedbikeinfo.org

⇒ Archive at www.pedbikeinfo.org/webinars