



Complete Streets Advisory Committee Meeting Summary

November 13, 2017

Broward MPO Complete Streets Advisory Committee (CSAC) November 13, 2017 Meeting Summary

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Broward MPO Complete Streets

Advisory Committee (CSAC) Meeting Summary

On Monday, November 13, 2017, the Broward MPO with the assistance of Kimley-Horn and Urban Health Partnerships hosted the final Complete Streets Advisory Committee (CSAC) Meeting of 2017. At this meeting Slido, an interactive polling element, was again incorporated into the meeting due to its success in the previous meeting. This tool provided real time data to be collected and allowed for more people to have input in the meeting. Polling results and next steps have been included in this summary.



November 13 CSAC Meeting Polling Result for Deerfield Beach Presentation

Meeting Participants

SIGN-IN SHEET
 CSAC Meeting | November 13, 2017 | 2 p.m. to 4 p.m.
 Broward MPO Board Room | 100 West Cypress Creek Road, Suite 650 | Fort Lauderdale, FL 33309

Name	FIRST	LAST	AGENCY
Alex	Barr	FDOT	
Scott	Brunner	TCC/Broward County Traffic Engineering	
Ivan	Cabrera	Hollywood CRA Transportation Manager	
Mark	Cantor	Community Member	
Hughes	Charles	FDOT	
Andrew	Dietz	Associate Planner, City of Margate	
Andrew	Disbury	Riverland Road Community	
Jennifer	Fierman	Marlin Engineering	
Laurie	Fucini-Joy	UHP	
Vicky	Gatams	SFRTA	
Tina	Jou	Deerfield Beach	
Robert	Hill	AHA	
Mark	Horowitz	Complete Streets Program Manager, Broward County	
Roger	Lalanne	Broward County	
Louis	Lopez	City of Hollywood	
Eric	Power	Deerfield Beach	
Jonathan	Roberson	Broward County Transit	
Doris	Span	Community Member	
Brad	Swing	City of Sunrise	
Dawn	Teetsel	Broward County Planning Council, Senior Planner	
Lacy	Toline	UHP	
Larry	Wallace	FDOT	
Karen	Warfel	City of Fort Lauderdale	

Broward MPO Current Effort

Let's Go Walking! 2017

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/lets-go-walking>

Music!

Free Food!

Fun Activities!

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

COMMUTER SERVICES

Whitehouse GROUP

#LETSGOWALKING

The Let's Go Walking! 2017 event has been scheduled for Saturday, December 16, from 10:00 a.m. – 1:00 p.m. The event will be held at Joseph C. Carter Park and include a walk around Sistrunk. For more information and to register visit: <http://www.browardmpo.org/index.php/let-s-go-walking>

Safe Streets Summit 2018

The Fifth Annual Safe Streets Summit will be held February 2, 2018 at the Hilton West Palm Beach. This is a collaborative effort between the Palm Beach Transportation Planning Agency (TPA), the Broward Metropolitan Planning Organization (MPO) and the Miami-Dade Transportation Planning Organization (TPO) to provide a local, yet regionally connected approach to prioritizing and implementing Complete Streets throughout Southeast Florida. To register and for more information visit: <http://www.safestreetssummit.org/>.

Action Items: Make nominations for the Safe Streets Summit Awards here: <http://www.safestreetssummit.org/safe-streets-awards>



Complete Streets and other Localized Initiatives Program (CSLIP)

The 2017/2018 Applications were due on November 15, 2017. For more information visit: <http://www.browardmpo.org/index.php/major-functions/complete-streets-localized-initiatives-program>

COMMITMENT 2040		COMPLETE STREETS AND OTHER LOCALIZED INITIATIVES PROGRAM EVALUATION CRITERIA						
		CONNECTIVITY	MOBILITY	SAFETY	ECONOMIC DEVELOPMENT			
COMPLETE STREETS (e.g., bike lane, sidewalk, transit shelter, etc.)	ACTIVITY CENTERS (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.	CONNECTION TO EXISTING FACILITY Projects analyzed and awarded points based on its terminal connection to an existing, like facility. Staff may conduct field reviews to verify connections.	TRAFFIC VOLUME/LANE (200ft buffer) Projects analyzed and awarded points based on traffic volume per lane within the buffer.	TRANSIT BOARDINGS (1/2 mile buffer) Projects analyzed and awarded points based on daily transit boardings occurring within the buffer.	NON-VEHICULAR CRASHES (200ft buffer) Projects analyzed and awarded points based on total number of pedestrian and bicycle crashes occurring within the buffer during a five-year period.	VEHICULAR CRASHES (200ft buffer) Projects analyzed and awarded points based on total vehicular crashes occurring within the buffer during a five-year time period.	LOW INCOME POPULATION (1/2 mile buffer) Projects analyzed and awarded points based on the percentage of the low income population within the buffer.	EMPLOYMENT-POPULATION PROPORTION (1/2 mile buffer) Projects analyzed and awarded points based on the proportion of the total employment and population within the buffer area.
SAFETY & SECURITY (e.g., traffic calming, intersection redesign, etc.)	Scale: 3+ 50 points 1-2 30 points 0 10 points	Scale: 2 sides 50 points 1 side 30 points 0 sides 10 points	Scale: 10 - 50 points	Scale: 10 - 50 points	Scale: 10 - 50 points	Scale: 10 - 50 points	Scale: 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	
SUSTAINABILITY INITIATIVES (e.g., Mobility Hub, greenway, etc.)	Data Source: Broward County (2013)	Data Source: Field Review / Google Earth	Data Source: Broward MPO (2013)	Data Source: BCT and SPTA (2014)	Data Source: Signal Fear, University of Florida (2012-2016)	Data Source: Signal Fear, University of Florida (2012-2016)	Data Source: ACS 2012, 5-year average (Census Block Groups)	
TECHNOLOGY ADVANCEMENTS (e.g., ITS, upgraded signalization, etc.)	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.	

CSAC Commuter Challenge

CSAC members will be participating in their own Commuter Challenge from December 2017 to January 2018. To participate you can download the free RideFlag mobile app from the App Store or Google Play. The app offers alternative commute modes, automatically tracks progress, and provides instance positive feedback to participants and reminders to repeat. In addition, the app provides valuable information to sponsor organization. Once the app has been downloaded you can also look forward to real-time date, real-time tracking and reporting.

iTunes App: <https://itunes.apple.com/us/app/rideflag/id1020756524?mt=8>

Google Play App:

<https://play.google.com/store/apps/details?id=com.rideflag.main&hl=en>

Meeting Presentations

NYC High Line and Equity

Presented by Emma Bloomfield, Director of the High Line Network

The High Line is a public park owned by the City of New York that is maintained, operated, and programmed by Friends of the High Line, in partnership with the New York City Department of Parks and Recreation.

The High Line was opened in 1934 for trains as part of the West Side Improvement Project due to the many pedestrian deaths that were occurring on the at-grade rail line. In 1980, the last train ran on the High Line and the elevator structure was left in place. A group of property owners lobbied for demolition but Peter Obletz, a local activist, challenged the demolition in court.



The High Line sat vacant for 20 years, nearly completely untouched. In 1999 residents of the High Line neighborhood, Joshua David and Robert Hammond founded Friends of the High Line to advocate for the High Line's preservation and reuse as public open space. After many years of outreach and promotion, the groundbreaking for the High Line happened in April of 2006. The first section of the park opened to the public on June 9, 2009.

When the park opened, it was projected that they would see approximately 300,000 visitors yearly, by 2015, 7.6 million people had visited the High Line! Though it is a popular attraction to tourists, Friends of the High Line wanted to ensure that the park would serve the surrounding communities, with inclusivity being key.



To support the community, two councils were formed for teens: Green Council, an educational and hands-on horticulture job training program and Teen Arts & Culture Council, which provides job training in arts and culture programming.

Another wonderful surprise that came about from the High Line is the revenue it has brought to New York City. In 2002, it was projected that the park's costs would be \$100 million, bringing in a revenue of \$262 million. By 2014 the park's costs were \$190 million, however revenue for New York City was \$1 billion!

Questions that guided the High Line's work in promoting equity and inclusivity were:

- 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?

Member Comment: A question was asked about how the High Line is maintained. Friends of the High Line maintain the park.

Member Comment: A question was asked regarding gaining community input. It was stated that some of the methods for engaging more residents was babysitting was provided at community meetings and information was available in multiple languages.

Complete Streets in Deerfield Beach

Presented by Eric Power, Deerfield Beach Director of Planning and Development Services

On August 20, 2013 Deerfield Beach adopted the Deerfield Beach Complete Streets Guidelines. They were the first city in the state of Florida to adopt Complete Streets Plans. In 2015, the implementation plan came into effect and three projects were started:

i. A1A (20th Avenue) Project

- Designated bike lanes, designated sidewalks, and clear crosswalks were added.

ii. Hillsboro Boulevard

- Existing conditions consisted of 6 lanes and two-way center turn lane, limited sidewalks and bike lanes, and no designated bus lanes or stops.
- Solutions provided were to reduce lane widths to 11 feet, add bicycle lanes and add a median.



iii. Pioneer Grove

- The purpose of this project is to re-establish the historic center as the main hub of the City while ensuring a sustainable and progressive community vision of ‘everybody’s neighborhood’.
- To carry out Pioneer Grove’s vision, the following guidelines were followed:
 - Incorporate historic aspects of the area
 - Properties must have a consistent design scheme
 - Provide walkable and connected pathways
 - Properties must have consistent lighting structures
 - Properties must have a consistent landscape pallet

The City of Deerfield Beach will continue to develop the Hillsboro Boulevard Corridor with completion expected in March 2018. In addition, the City will begin Phase 2 of the Central Core Infrastructure Plan and begin working on Complete Streets initiatives along Dixie Highway.

Complete Streets Master Plan Update

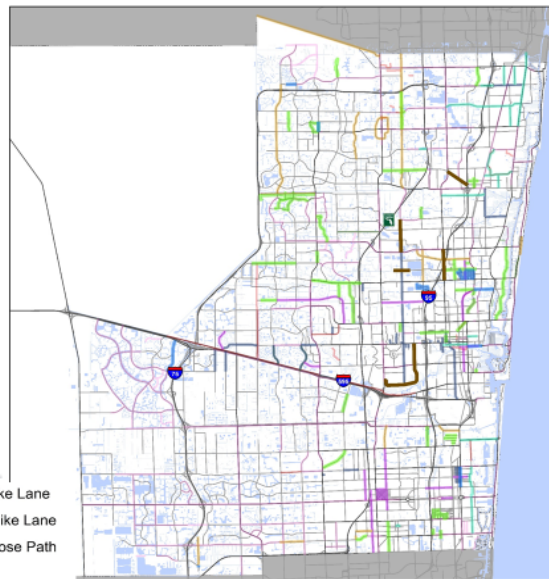
Presented by Lisa Juan, Kimley-Horn and Associates; Jennifer Fierman, Marlin Engineering; and Laurie Fucini-Joy, Urban Health Partnerships

The Broward Complete Streets Master Plans purpose is to guide the Broward MPO’s future investment in Complete Streets. The Plan would develop the next round of Complete Streets projects that help connect the missing gaps and provide a network of routes that are safe and comfortable for community members to shift their mode of bicycling and walking in Broward.

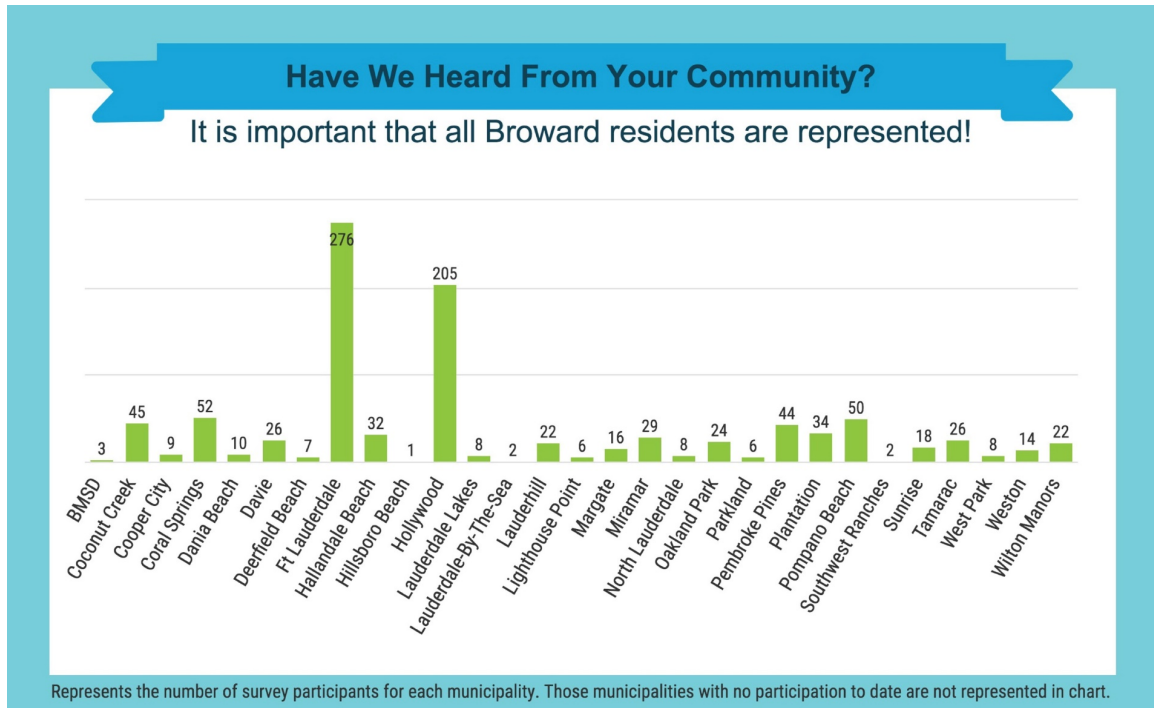
Existing Plus Committed

- 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 | |



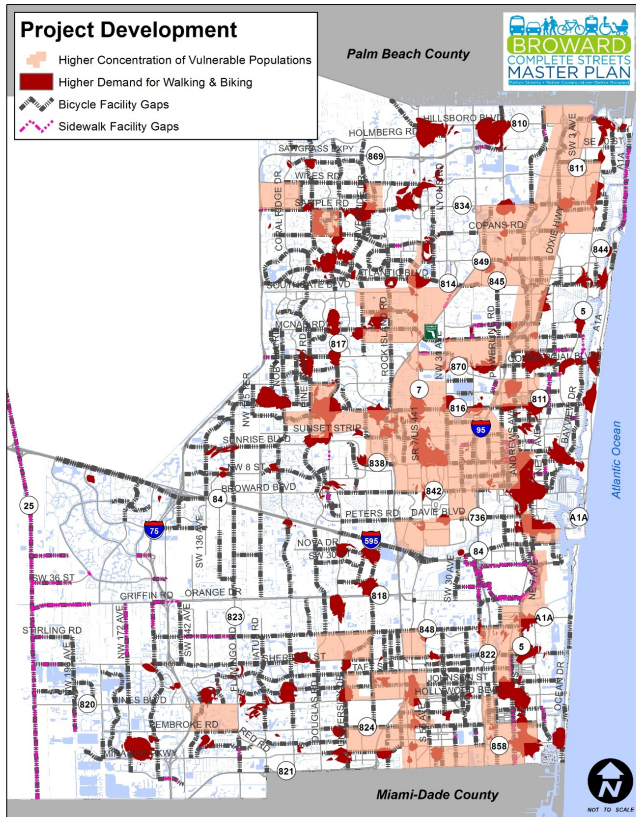
The Master Plan Outreach was ongoing at the time of the meeting and will provide an opportunity for community input to help development the Master Plan. Outreach extended throughout Broward with an emphasis on obtaining input from hard to reach communities, such as Broward County Municipal Services District, City of Lauderdale Lakes, City of North Lauderdale, City of Lauderhill, City of Pembroke Park, City of Miramar, City of Hallandale Beach, and City of West Park.



Outreach strategies have consisted an online survey, partner survey, input mapping, focus groups and one-on-one interactions. The online survey, input mapping and partner survey were promoted and available for participation over the course of two weeks. The two focus groups were conducted, one in Lauderdale Lakes on October 25 and another in Dania Beach on October 26. In addition, 100 face-to-face contacts were made with Broward residents to promote the survey and provide Complete Streets education.

As part of the Master Plan development, a demand analysis was done to estimate the propensity for walking and bicycling in Broward. The demand analysis is an objective, data-driven process that estimates the cumulative demand representative of where people live, learn, work, shop, play, and access transit by quantifying factors that generate bicycle and pedestrian movement. The analysis reveals high demand areas exist throughout the County, yet in a distributed manner with little areas of concentration.

An additional analysis was done centered on equity, which identified areas with concentration of historically vulnerable populations. The equity analysis was overlaid



with the demand analysis to create a map that is being used to guide the development of the Master Plan.

Another component of the Master Plan is to review and align with the Lane Elimination Process. A list of lane elimination projects and maps have been created, but to better understand the impacts if all the projects were implemented, an exercise using the Southeast Florida Regional Planning Model (SERPM) was conducted. Looking at the statistics only in Broward, there was only a small negligible difference from the Cost Feasible Plan and the Cost Feasible Plan + the Lane Elimination projects. The results of the exercise show that the Total Accident Costs went down. This means that accidents could be less severe if all the lane elimination projects were constructed.

The Master Plan develop will continue over the course of the next several months. This will include finishing the public input component, refining the project needs development and prioritization criteria, presenting to the Broward MPO Board, and continuing to meet with the Project Advisory Committee (PAC).

Member Comment: Over 1,000 surveys collected is huge!

Member Comment: A question was asked about if there have been issues with eliminating a lane and affecting emergency vehicles. It was stated that emergency services provide input before any lane eliminations.

Member Comment: A question was asked about how accident costs are being calculated. The model provides the output, it isn't being configured by hand. It was also stated that the difference may be significant because of peak hours.

Member Comment: A question was asked if speed is a factor in the model. It was stated that it is not.

Member Comment: A question was asked if a GC Ratio was configured or built into the model.

Action Item: Broward MPO will provide a list of projects at the January meeting.



November 13 CSAC Meeting Polling Result

Next Steps

Member Updates

- Information on the groundbreaking for NE 13th Street Complete Streets project in Fort Lauderdale will be forthcoming

CSAC 2018 Meeting Schedule

- Next Meeting:
 - January 8, 2018: 2:00 p.m. – 4:00 p.m.
 - Located at Broward MPO
 - Trade Centre South
 - 100 West Cypress Creek Road
 - 6th Floor Board Room
 - Fort Lauderdale, Florida 33309
- Following 2018 Meetings:
 - March 12, 2018
 - May 14, 2018
 - July 9, 2018
 - September 10, 2018
 - November 5, 2018



Move People | Create Jobs | Strengthen Communities

Broward Metropolitan Planning Organization

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For more information on activities and projects of the Broward MPO, please visit:

BrowardMPO.org

For complaints, questions or concerns about civil rights or nondiscrimination; or for special requests under the Americans with Disabilities Act, please contact Christopher Ryan, Director of Public Involvement and Communication/Title VI Coordinator at (954) 876-0036 or ryanc@browardmpo.org.

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