

# Commuter Rail First / Last Mile Plan

Steering Group Meeting #1

February 24, 2022



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

# AGENDA

- Introductions
- Draft Scope of Work Review & Comments
- Plan Goals & Objectives Poll
- Study Area Discussion
- Oakland Park Blvd & Dixie Hwy Walk Audit
- Broward Commuter Rail (BCR) Project Development & Environment (PD&E) Study Update

# INTRODUCTIONS – STEERING GROUP

- ❑ **City of Oakland Park**
  - **Jennifer Frastai, Assistant City Manager**
  - **Albert Carbon, PE, City Engineer**
  - **Ana Alvarez, Chief Planning Officer**
  - **Pete Schwarz, Planning Director**
  - **Lester Leavitt, Resident**



# INTRODUCTIONS – STEERING GROUP

- ❑ **City of Wilton Manors**
  - **Pamela Landi, Assistant City Manager**
  - **Todd DeJesus, Capital Projects & Grants**
  - **Jennifer Gomez, Resident**
  - **Hunter Stephens, Resident**

# INTRODUCTIONS – STEERING GROUP

## ☐ Broward County Government

- Richard Tornese, PE, County Engineer
- Nicholas Sofoul, AICP, Transit Planning Administrator
- Josette Severyn, AICP, Senior Mobility Planner
- Jean-Paul Perez, Senior Planner



# INTRODUCTIONS – STEERING GROUP

- ❑ **Florida Department of Transportation – District Four**
  - **Lisa Maack, AICP, Passenger Operations Manager**
  - **Phil Schwab, Project Manager**
  - **Larry Wallace, Bicycle & Pedestrian Coordinator**

# INTRODUCTIONS – PROJECT TEAM

- ❑ **Broward Metropolitan Planning Organization (MPO)**
  - **Amanda Christon, AICP, Transit Planner**
  - **Mark Brown, AICP, Senior Transportation Planner**
  - **Darci Mayer, Senior Transportation Planner**
  - **Levi Stewart-Figueroa, Senior Transportation Planner**
  - **Benjamin Restrepo, PE, Project Engineer**
  - **Andrew Riddle, AICP, City Services Manager**

# DRAFT SCOPE OF WORK - COORDINATION

## Purpose of the Steering Group

- Provide advice, guidance, input and feedback on overall planning effort & work products.
  - Min. 2 weeks review of work products
  
- Schedule / Key Milestones – March 17
  
- Steering Group Meetings / 2 p.m. to 3 p.m.
  - #1 February 24, 2022
  - #2 April 19, 2022
  - #3 June 21, 2022
  - #4 August 16, 2022
  - #5 October 18, 2022
  - #6 December 13, 2022

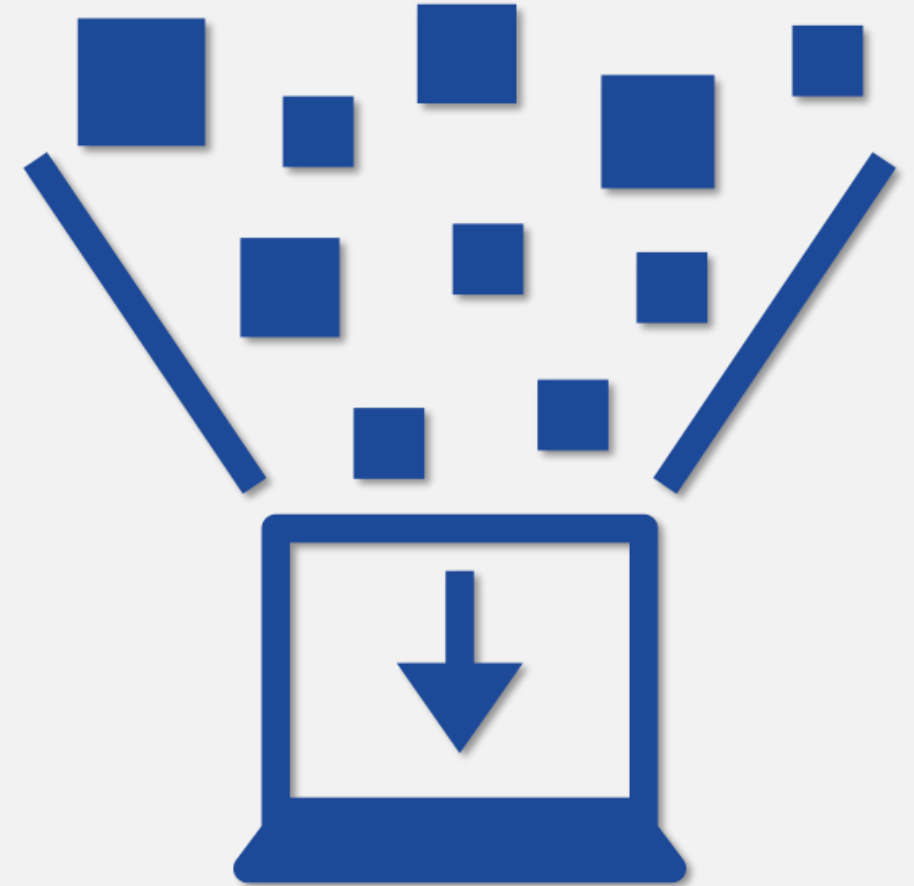




# DRAFT SCOPE OF WORK – DATA

## March – April

- ❑ Coordination with partners individually / collection of data\*
  - SharePoint Site
- **Task 1.5\*** Services to be performed by partner agencies (11 items)
- **Task 3.1.1\*** Existing Local Planning Document Review
- **Task 3.1.2\*** Land Use, Traffic & Multimodal Data (15 items)
- **Task 3.2** Field Data



# DRAFT SCOPE OF WORK - ANALYSIS

- ❑ **Task 3.3** Existing Conditions Analysis
- ❑ **Task 3.4** Identification of Needs, Deficiencies & Opportunities
  - Safety
  - Americans with Disabilities Act (ADA)
  - Sidewalks
  - Bicycle facilities
  - Transit access



# DRAFT SCOPE OF WORK - RECOMMENDATIONS

- ❑ **Task 4.1 – 4.5**
  - Identification solutions & improvements
- ❑ **Task 4.6**
  - Planning Level Cost Estimates
- ❑ **Task 4.7**
  - Screening of Potential Solutions & Improvements
- ❑ **Task 4.8**
  - Potential Funding Sources
- ❑ **Task 5**
  - Final Plan





# DRAFT SCOPE OF WORK - FEEDBACK

- ❑ One of Oakland Park's goals is to achieve social equity for various economically challenged areas. It is key that this effort focus on bridging the social divide east-west as well as north-south. (AA)
  - Yes. Transportation Planning Equity Assessment tool will be utilized and will be a plan goal.
  
- ❑ Will the potential funding sources include the new grants in the Infrastructure Investment and Jobs Act (IIJA aka Bipartisan Infrastructure Law or BIL) (AA)
  - Yes. All potential funding sources will be considered.
  
- ❑ What does it mean on page 3-4 to be in the one-half mile (pedestrian improvements) and three-mile (bicycle improvements) radius of the proposed station to have a "de facto physical and functional relationship to public transportation?" (LL)
  - FTA funding may be eligible for pedestrian & bicycle improvements within these boundaries.

# DRAFT SCOPE OF WORK – FEEDBACK (CONT.)

- ❑ In paragraph 3.1.2 there is a bullet point that promises to assemble information on "right-of-way use agreements (e.g. FEC). (LL)
  - Existing ROW use agreements may provide information regarding types of use(s) and duration on private property (FEC).
  
- ❑ I did not see any spot where I could invoke the concept of so-called micromobility ideas. (LL)
  - Micro-transit & mobility are included in section 4.5. All steering group ideas will be considered.
  
- ❑ Include sea level rise and resiliency in document review/data collection. (LM)
  - Acknowledged & revised accordingly.
  
- ❑ Consider adding a forum for public involvement – maybe an interactive pop-up table in the area? To gather details about how the locals use and see the area. (LM)
  - This is a great idea and open for discussion with the Steering Group.

# DRAFT SCOPE OF WORK – FEEDBACK (CONT.)

- ❑ Expand beyond commuters for purpose and need or delete “for commuters”. (LM)
  - **Acknowledged. Three options below based on other comments received:**

The purpose or objective of the Plan is to increase ridership and access to the proposed commuter rail station located near NE 38 Street which will allow additional travel options ~~for commuters~~ and reduce roadway vehicle congestion. The Plan’s needs including improving safety, creating inclusive transportation infrastructure for people of all ages and abilities and to complement the efforts of the Broward Commuter Rail project and the Broward County Premium Mobility Plan (PreMo) ~~Transit Systems Plan~~. (LM)

The purpose of this plan is to improve access to and ridership of the proposed commuter rail station, expected to be located near NE 38th Street in Oakland Park. The introduction of a new commuter rail line in this corridor will create additional travel options for commuters and can reduce roadway congestion. Safety and connectivity have been identified as this area's principle needs; this plan will improve safety, create inclusive transportation infrastructure for people of all ages and abilities, and will compliment Broward County's ongoing work with the Broward Commuter Rail project as well as Broward County PreMo (Premium Mobility). (AC)



# DRAFT SCOPE OF WORK – FEEDBACK (CONT.)

## Purpose statement (cont.):

Shouldn't the purpose be to maximize ridership of the commuter rail service through enhancing accessibility of the proposed station?

The purpose or objective of the Plan is to increase ridership and access to the proposed commuter rail station located near NE 38 Street which will allow additional travel options for commuters and reduce roadway vehicle congestion. The Plan's needs including improving safety, creating inclusive transportation infrastructure for. (LH/LW)

# DRAFT SCOPE OF WORK – FEEDBACK (CONT.)

- ❑ Details on the rail stop itself and where we are in the decision process on the overall commuter rail program and river crossing. What has been agreed, and what still needs to be decided. (HS)
  - [FDOT will address this comment in the BCR PD&E update.](#)
  
- ❑ On-going and planned work being done by Oakland Park and Wilton Manors in the areas of economic development, zoning and tourism. Insights into OP and WM strategic plans. The TOCs in Wilton Manors also come to mind, as does the new City Hall Complex for OP. What plans are currently in the works for pedestrian and bicycle paths in the study area, and just south and north of us by FTL (e.g. LauderTrail)? (HS)
  - [Response requested by cities of Oakland Park and Wilton Manors. Perhaps this should be an agenda item for next meeting.](#)
  
- ❑ Jurisdictional info, including perhaps a presentation to SG members on what jurisdiction owns/has responsibility for the various roadways and waterways in the study area. I know it's a mix of overlapping city, county, state and other — FEC, TriRail, South Florida Water Management (?) etc — roles and responsibilities, but also know for sure that I don't understand them all. (HS)
  - [This comment will be addressed in mapping of assets \(facility ownership\) and potential challenges.](#)

# DRAFT SCOPE OF WORK – FEEDBACK (CONT.)

- ❑ **Study Area:** I would certainly want to ensure that geographic area encompasses Andrews Ave, the newly designated Transit Oriented Corridor-West in Wilton Manors, and a major north-south transportation and transit route. It would be useful too, to include Powerline Avenue, as that: is also a heavily trafficked north-south route; has problematic bike lines in Wilton Manors; has new investments in bike lanes in Oakland Park; and abuts Mills Pond Park which will be the terminus of one branch of the LauderTrail plan. (HS)
  - **Acknowledged.** This can be discussed as the Steering Group defines the study area during today's meeting.
  
- ❑ **Purpose and Objectives.** I would hope that the FLM Plan would not focus solely on increasing rail ridership and access for commuters. Rail stops can be a powerful tool for creating, building and connecting communities. There should be an appropriate focus too on how planning for the rail stop can enhance the overall quality of life for residents in OP and WM, improve connectivity between our two central business districts (Wilton Drive/5 Points and 12th Ave/Dixie Hwy), and help promote economic development and tourism and visitors to our two cities. (HS)
  - **Acknowledged.** Perhaps this could be one of the plan's goal (e.g. Quality of life goal)



# DRAFT SCOPE OF WORK – FEEDBACK (CONT.)

- ❑ **Mobility — Bicycle and Pedestrian Improvements.** One way to improve accessibility to the rail stop and, improve the quality of life for residents, and promote economic development and vitality around the rail stop is to expand and make more bicycle and pedestrian infrastructure more safe and accessible. Perhaps this should be a discrete objective of the study, and not just be seen as one tool for reducing roadway congestion, which is the way I read the purpose paragraph. Evaluation criteria might also be expanded to include the degree to which solutions promote walkability and bikability. (HS)
  - **Acknowledged.** The underlined text will be included in section 2.3 “Evaluation Framework and Measures”.
  
- ❑ **Wilton Manors Points of Interest:** It goes without saying that our Arts & Entertainment District/Wilton Drive is the most prominent feature of the urban landscape in Wilton Manors. There are a few other existing points of interest (I am sure there are more) that should feature in any discussion about connectivity to the rail stop: the Yard Complex (dining/shopping) at NE 24th Court and NE 13th Ave; large non-profits and employers like the Pride Center on Dixie Highway; the local theater complex at Dixie Highway and NE 24th Street; large healthcare employers along NE 26th Street; the shopping center on NE 26th Street; the large Wilton Station residential complex on NE 14th Ave; and Moss Construction on Andrews, another large employer in Wilton Manors. (HS)
  - **Acknowledged.** This will be discussed as the Steering Group defines the study area during today’s meeting.

# DRAFT SCOPE OF WORK – FEEDBACK (CONT.)

- ❑ Please provide an overview of how this particular effort fits in with the other proposed commuter rail stations in other cities? Are similar studies/ steering groups concurrently taking place in various other cities? This will help us assess the study area (page 3). How were the proposed station locations selected? Are there any definitive plans/ funding / schedules for construction of the train station, or is this an early-stage planning effort? (JG)
  - The FLM Plan is a “pilot project” for the proposed NE 38 St station location (Oakland Park); however, the planning methodology may be applicable / duplicated for the other proposed BCR station locations.
  - The selection, funding and schedule of the proposed station locations will be addressed by FDOT during the BCR PD&E update.
  
- ❑ Section 2.3 Evaluation Framework and Measures: “Safety and security” should be a default measure, not a “may be added”. (LH/LW)
  - Acknowledged and revised accordingly.

# DRAFT SCOPE OF WORK – FEEDBACK (CONT.)

- ❑ Include lighting (element of safety & security) in section 3.1.2 Data Collection (LH/LW)
  - **Acknowledged and revised accordingly.**
  
- ❑ FDOT (PLEMO) has developed a TOD Readiness Tool that could be used to compliment the identification of needs, deficiencies and opportunities. I recommend that the Project Team/Steering Group engage our office to add results from using this tool to compliment analyses. The tool identifies opportunities and constraints for TOD based on policy, market, physical, and social factors of each station area and proposes strategies to increase a station area's readiness. (LH/LW)
  - **Acknowledged. Will include in data collection as a tool for use in plan.**
  
- ❑ Should also include long-term and short-term bicycle parking/storage, not only at the station, but throughout the study area. (LH/LW)
  - **The study area is where recommendations will be made; it is not limited to only the station.**



# DRAFT SCOPE OF WORK – FEEDBACK (CONT.)

- ❑ Education and enforcement strategies should always be considered. Also, lighting. (LH/LW)
  - Acknowledged and revised accordingly in section 4.4.
  
- ❑ Perhaps deficiencies is a better descriptor throughout the scope than using problems? Does problems refer to accessibility? (LH/LW)
  - Acknowledged. “Problem” is the term used in the MPO’s *Planning Guidebook*, but “deficiencies” can replace “problems” in the scope of work.
  
- ❑ The project team could modify/supplement the distance-based study area boundary using a time-based criteria, such as a 15 minute walkshed, bikeshed and shared mobility travel time. The study area could be defined differently per mode of travel? Why look at ped improvements beyond 1/2 mile? (LH/LW)
  - Acknowledged. This can be discussed as the Steering Group defines the study area during today’s meeting.
  
- ❑ Other Questions & Comments on the draft Scope of Work?

**Plan Goals & Objectives Poll**  
**[www.menti.com](http://www.menti.com)**



# Rank the following goals for the first / last mile plan.



# Rate the following ways of travel to or from the proposed commuter rail station at NE 38th St?





# What makes it difficult or unpleasant for you to walk or ride a bike within 2-3 miles of the proposed station location at NE 38th St?

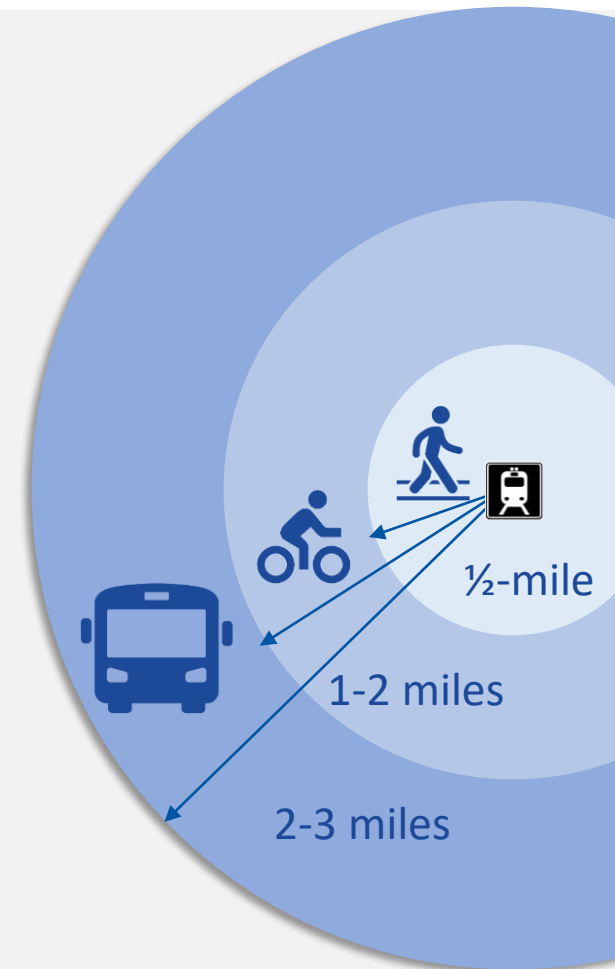


# Study Area



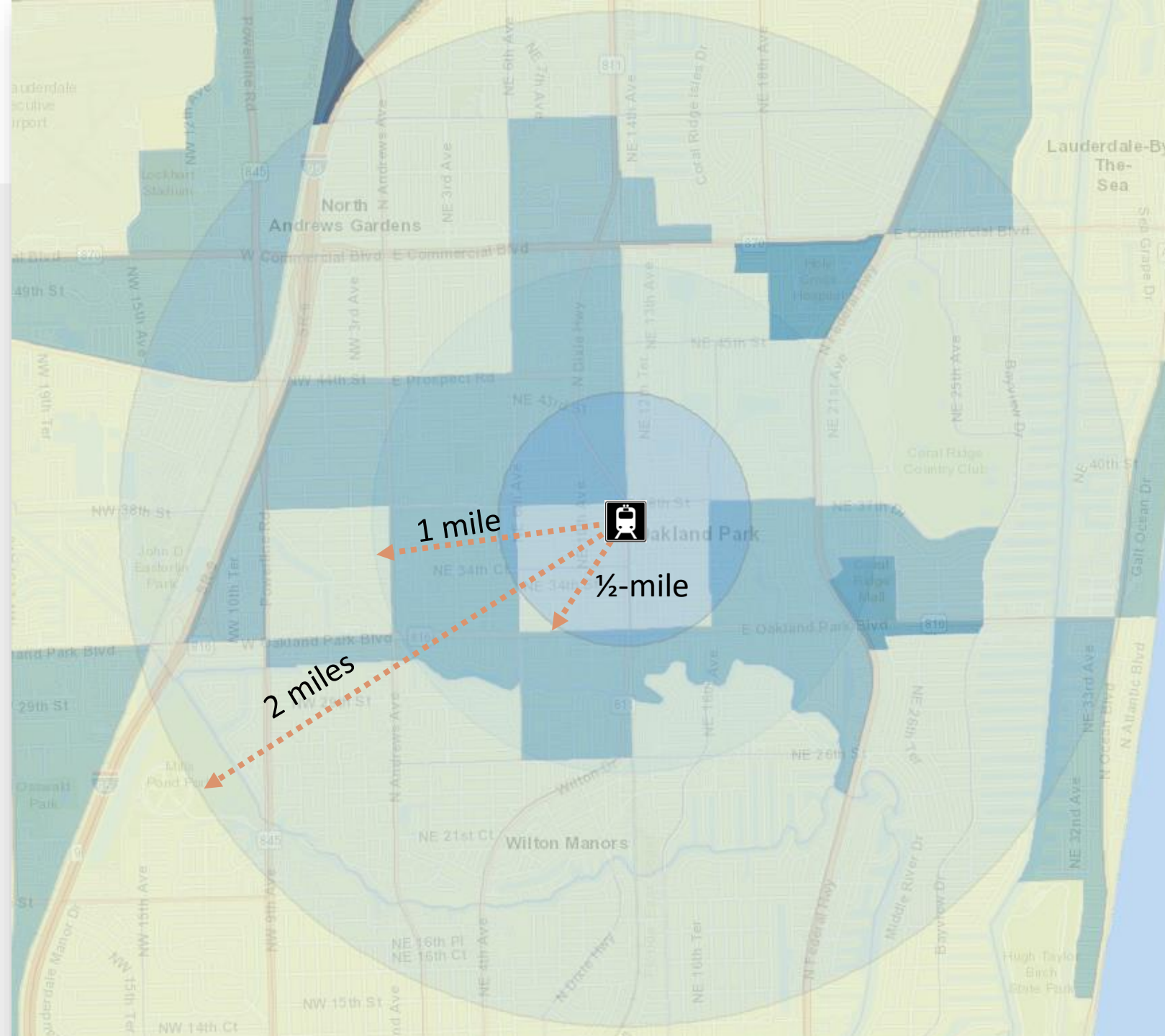
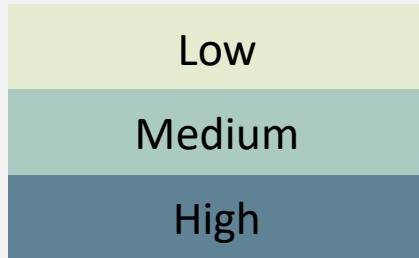
# STUDY AREA - DISCUSSION

- ❑ Federal Transit Administration (FTA) Guidance:
  - Pedestrian Improvements – up to ½-mile of station
  - Bicycle Improvements – up to 3 miles of station
  
- ❑ Determine Study Area
  
- ❑ Considerations
  - Land Use
  - Points of Interest
  - Employment & Housing
  - Existing multimodal network (Transit Routes, Sidewalks, Bike facilities)
  - Other considerations



# STUDY AREA

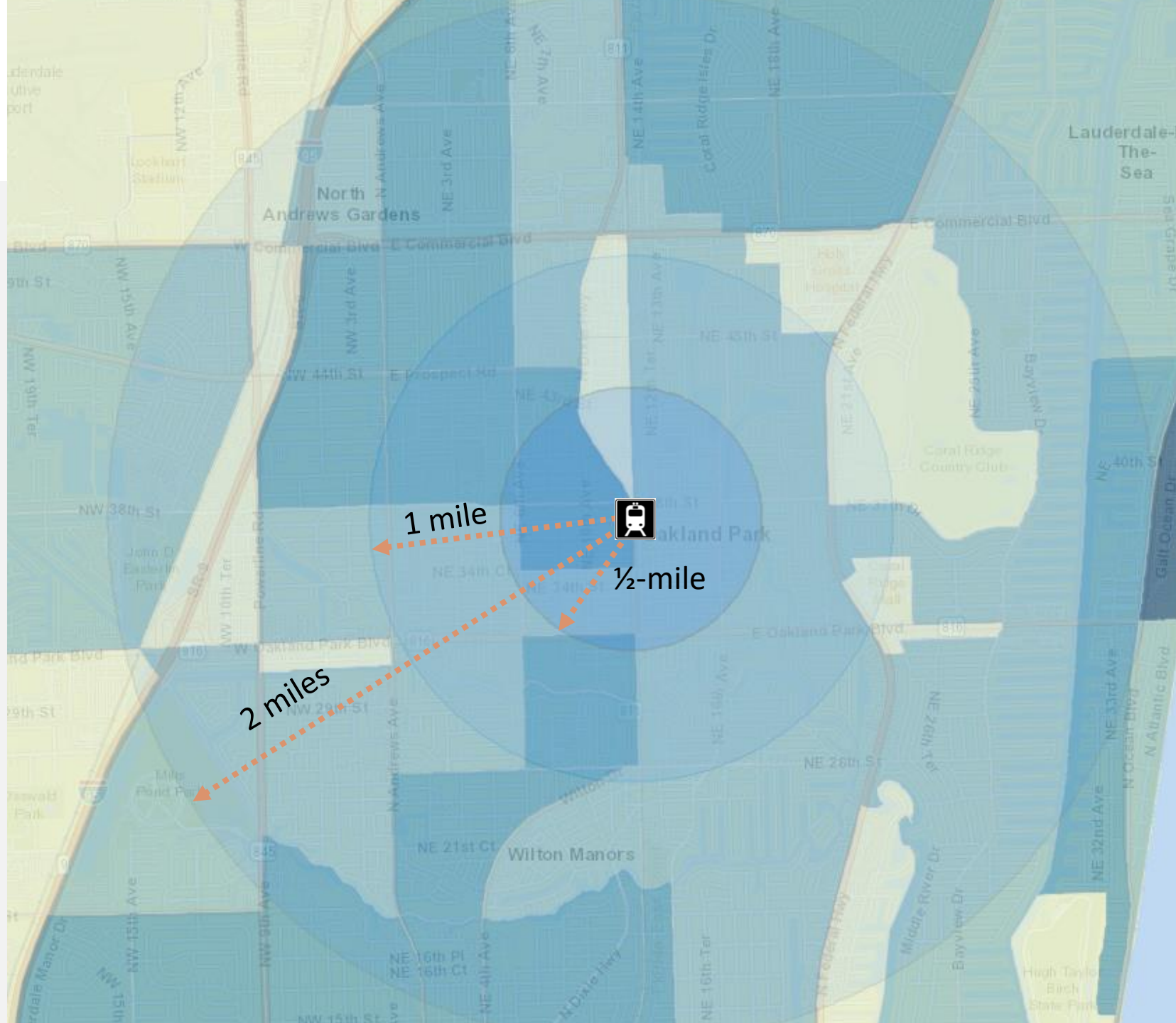
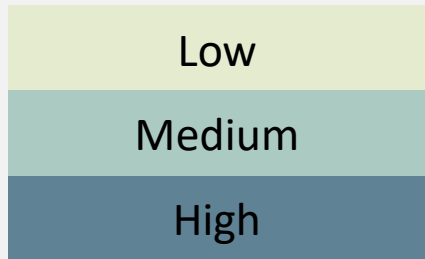
## ☐ Employment Density





# STUDY AREA

## Population Density

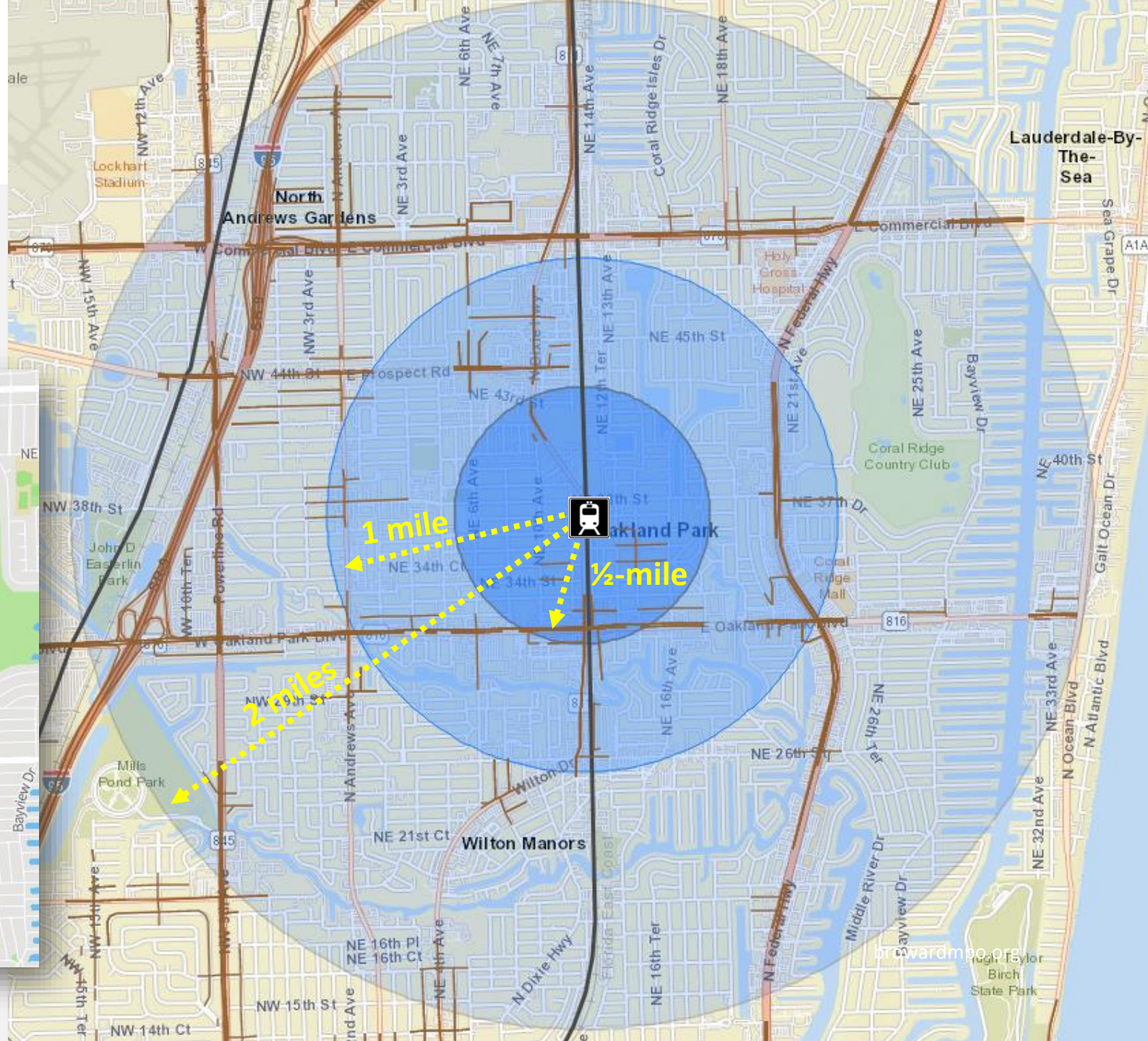
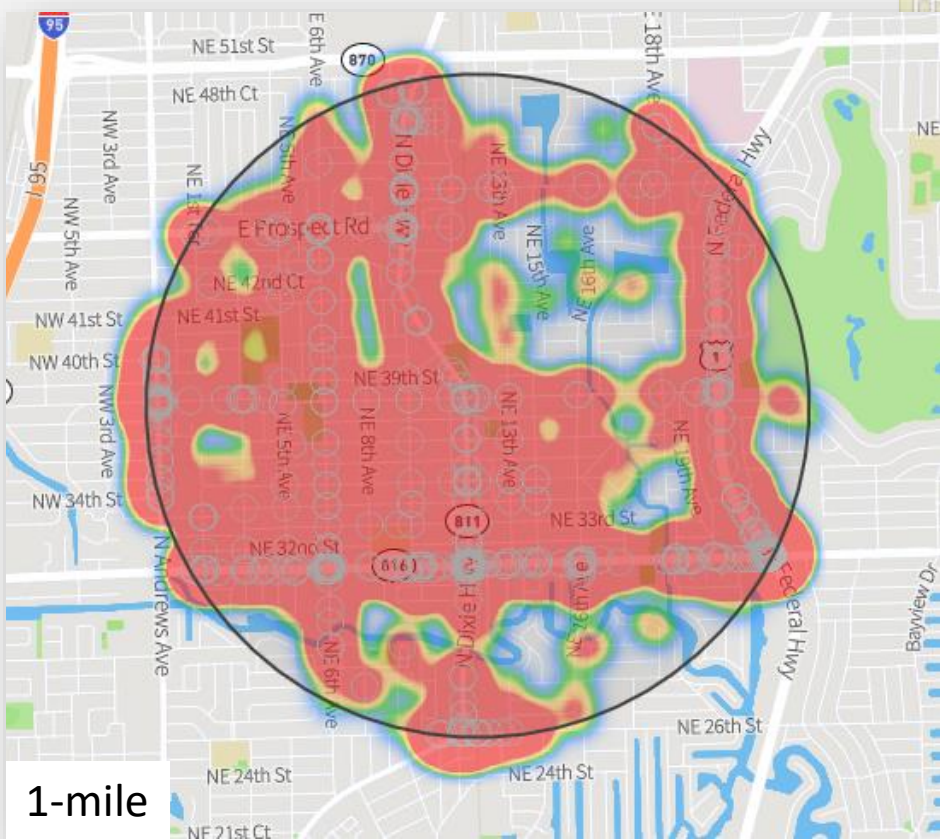




# STUDY AREA

□ High Injury Network (HIN)

— HIN Locations

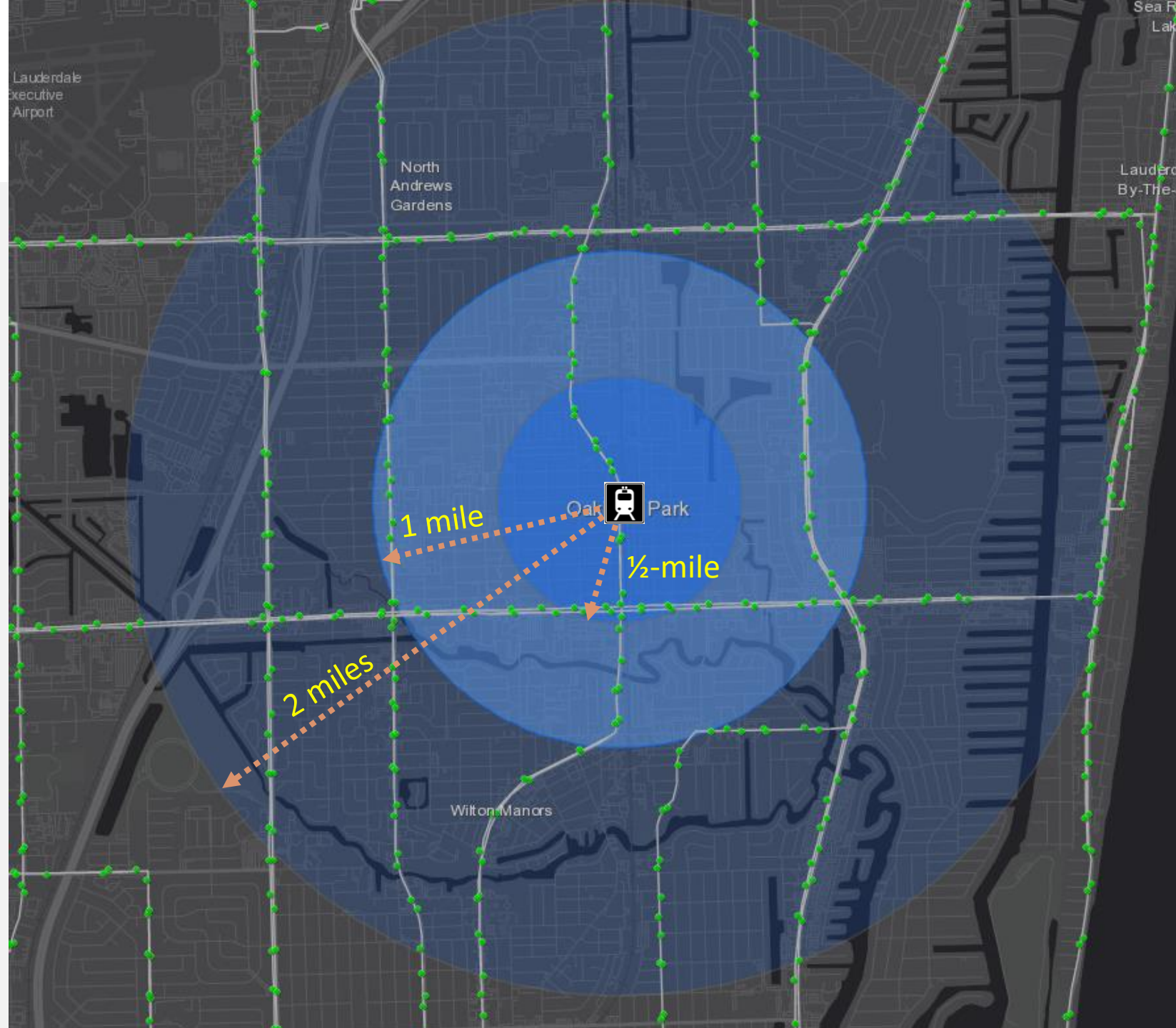




# STUDY AREA

☐ Transit Routes

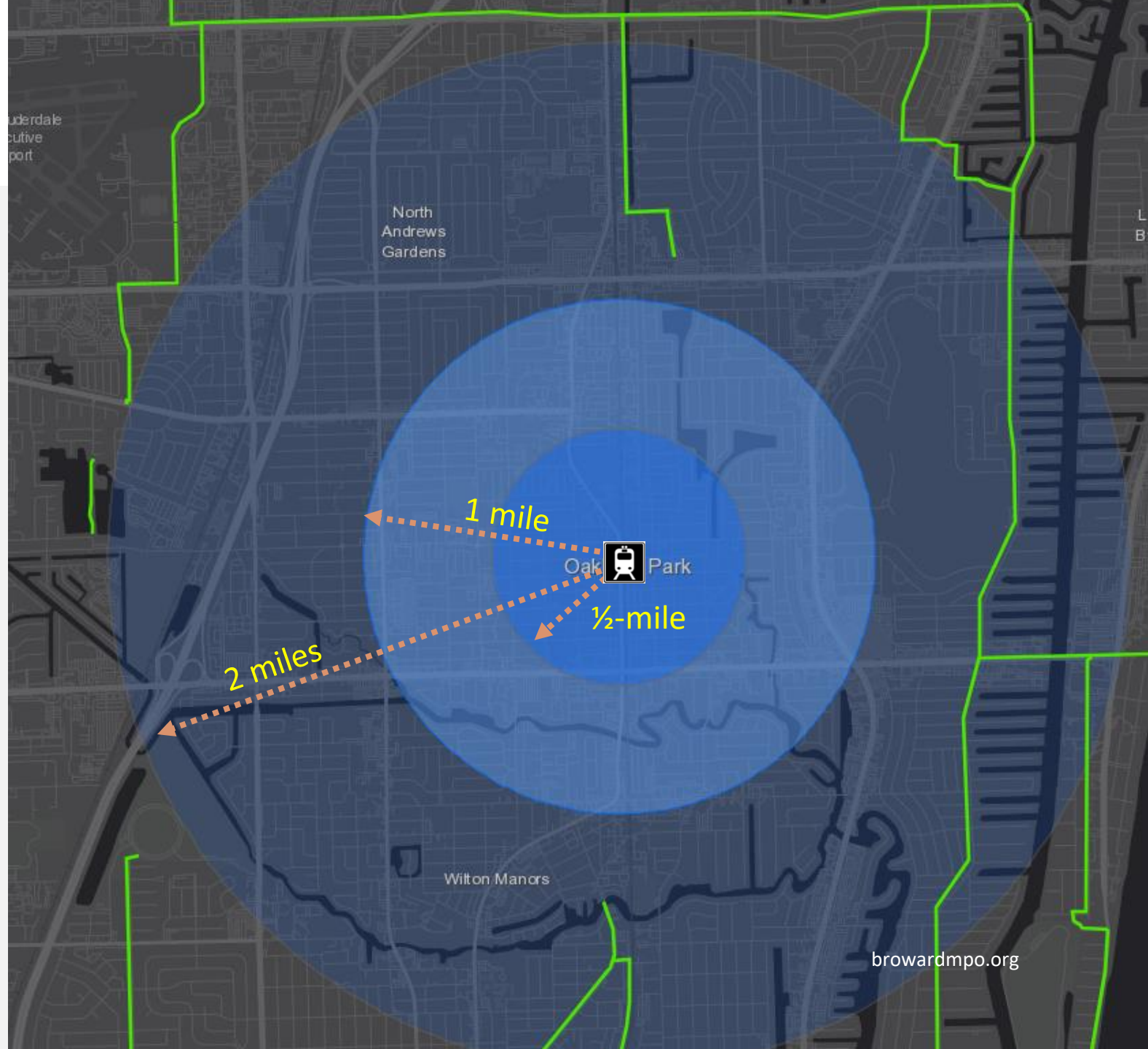
● Bus Stop Locations



# STUDY AREA

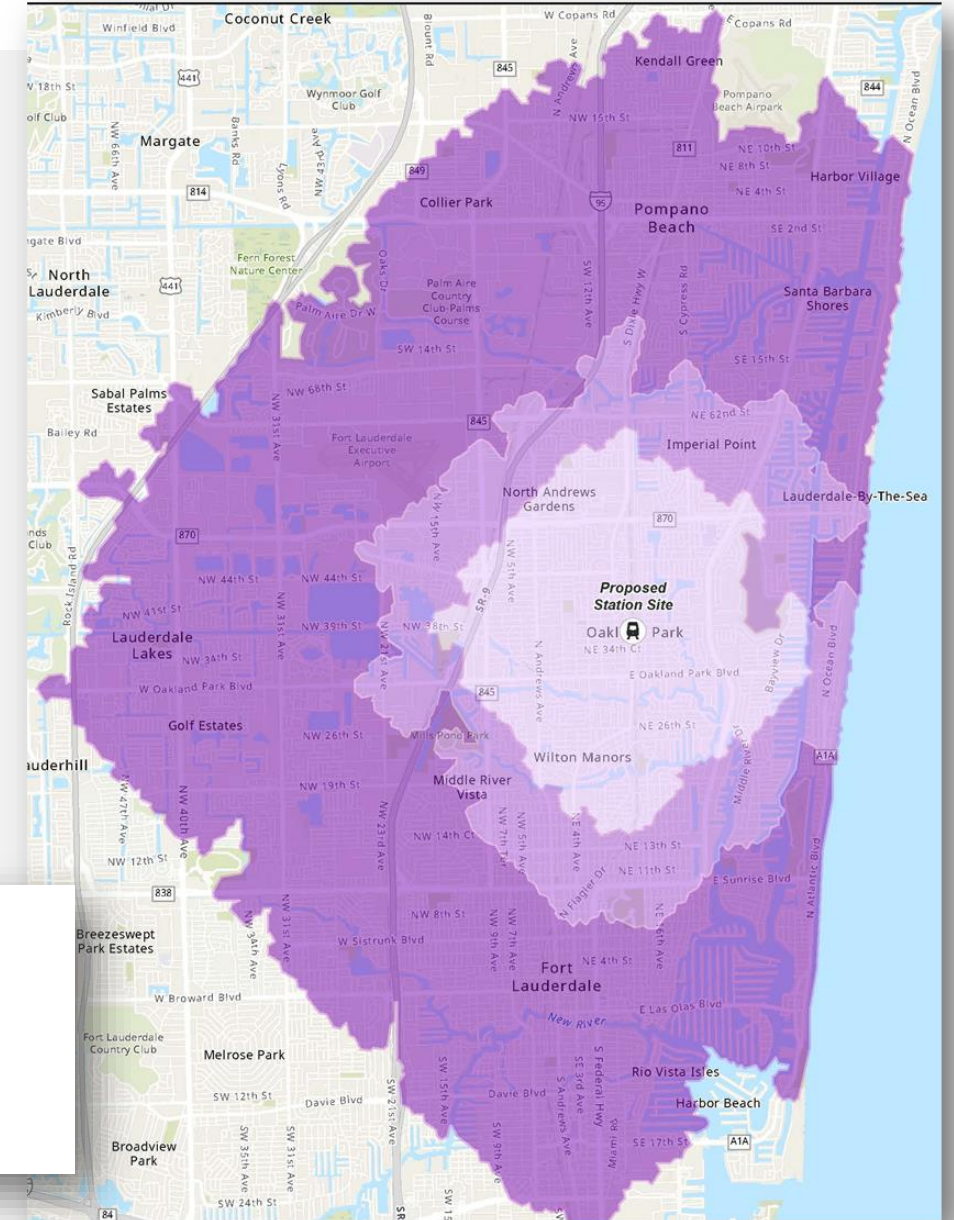
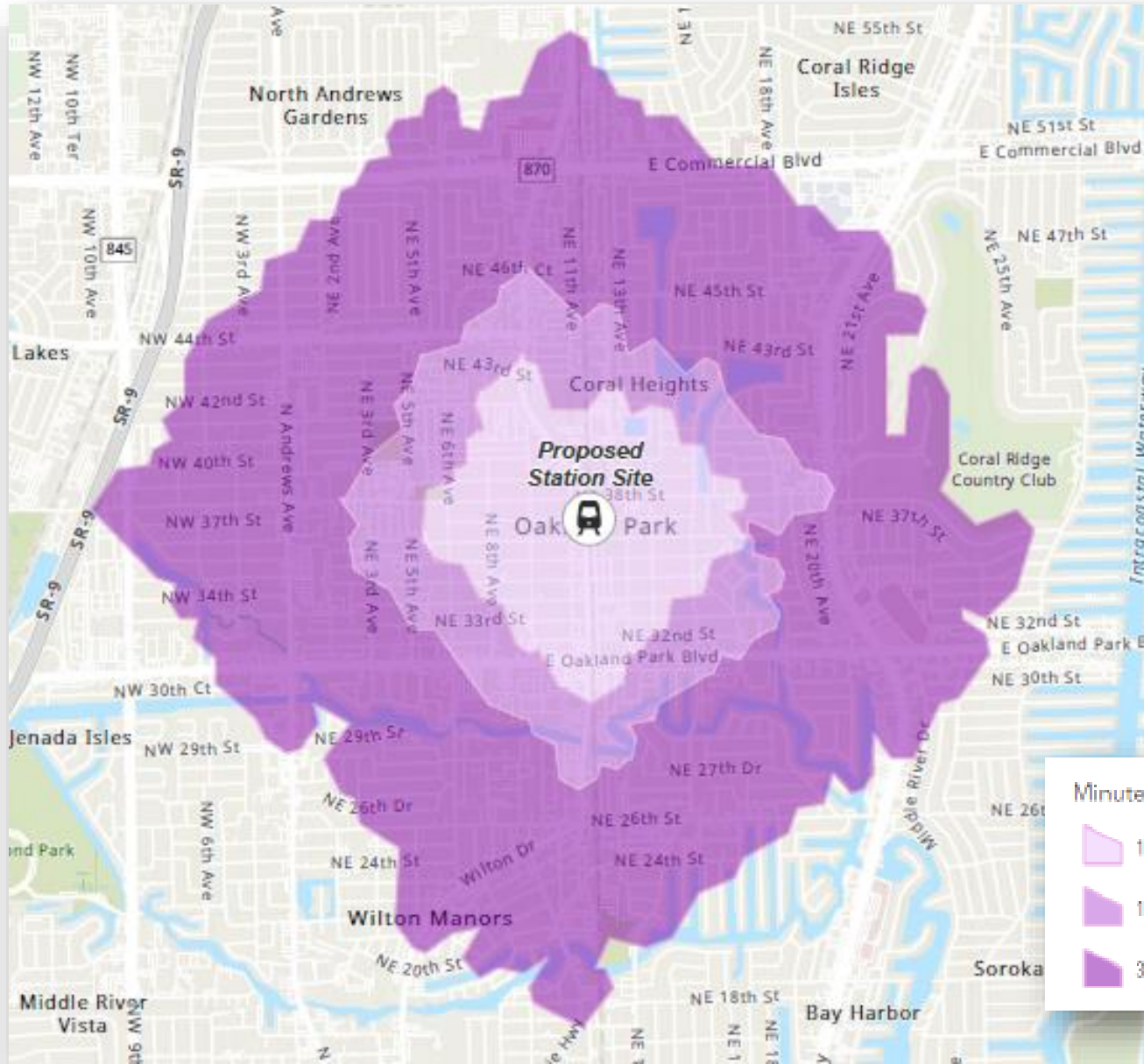
□ Trail

— Existing & Proposed





# STUDY AREA – WALK & BIKESHED

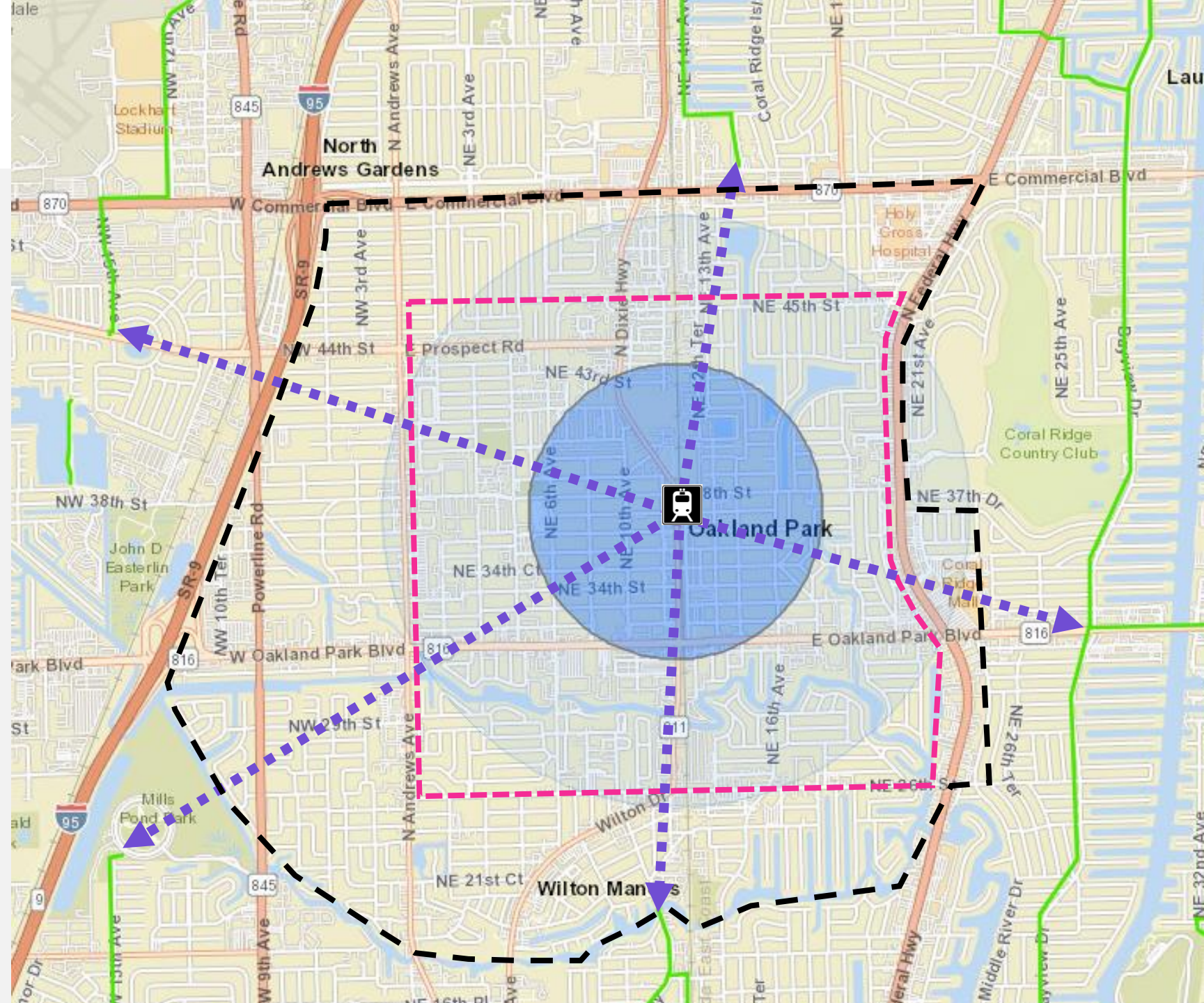




# STUDY AREA

## □ Proposed Study Area

- Zone "A"**  
Study Area Boundary
  - All modes
- Zone "B"**  
Study Area Boundary
  - Transit
  - Micromobility
  - Trails
- Trail Connections**



# NEXT STEPS / Q&A

## Next Steps

- **Revise scope: Refine purpose statement, study area map, draft plan goals and develop corresponding objectives (circulate to Steering Group)**
- **Data Collection with Partners**
- **Identify Study Area Multimodal Network**
- **Begin assessment**

## Q&A