



Complete Streets TOUCH Initiative

Broward Complete Streets TAC

January 14, 2013





Partner Updates: What Have You Done to Advance Complete Streets?

Scary Trends:

- Broward and Palm Beach Highway/Road fatalities rise
- Recent crosswalk fatalities

Good News:

- A1A improvements (FDOT/MPO and Ft. Lauderdale)
- MMLOS
- Safety Street Party



In Ft. Lauderdale:





Creating Your Community's CS Plan

- Engage the public
- Incorporate your Guidelines
- Assess your resources
- Leverage existing information
 - LRTP
 - FDOT
 - County
 - BRHPC



Creating Your Community's CS Plan

Public Involvement

Four, 2-hour long workshops were held between December 2010 and March of 2011, resulting in numerous recommendations from committee members and other residents who relayed concerns through their neighborhood representatives between meetings. Meetings included case studies and concepts of the concepts presented in this plan, as well as extensive input from the community. Group discussions, question and answer sessions, SWOT analysis and open "mark up the map" opportunities contributed to most of the recommendations in the plan.



Figure 1: Workgroup members provided numerous comments and color coded assets, problems and opportunities in Southeast Baltimore.



Creating Your Community's CS Plan

Assessing Current Conditions

III. Existing Conditions

The workgroup meetings held in early 2011 made it known that there are several issues in the southeast which discourage street activity, including excessively wide streets on some local neighborhood roads, lack of tree canopies and unattractive streetscapes, high traffic speeds, and lack of on street parking. The general concerns heard from residents of southeast Baltimore included:

- High speed traffic on streets like Eastern Ave., Orleans, Fayette and Boston Streets which disconnect neighborhoods and reduce retail and residential rehabilitation potential
- Lack of trees and landscaping on local neighborhood roads and near industrial properties throughout the southeast
- Lack of parking in Fells Point, Upper Fells Point, Canton, and Patterson Park
- Lack of way finding and a "disconnection" between southeastern neighborhoods and major community assets.
- A sense that walking, bicycling and transit were modes of "last resort" for many residents.

Southeast Baltimore also has many advantages which are conducive to complete streets. A collection of historic neighborhoods, mixed use main streets, major employment centers, and an active waterfront are all destinations which are already accessible by foot, bicycle and transit. Creating cohesive links between these assets was identified as a major goal by the workgroup.



Figure 7: Fayette Street adjacent to Enoch Pratt Library. Complete street components could help link the library to surrounding neighborhoods while slowing down traffic.



Creating Your Community's CS Plan

Assessing Current Conditions

The Southeast Bicycle Network utilized innovative bicycle infrastructure to improve navigation by bicycle. A **contraflow bicycle lane** was installed on Lancaster St from Ave St to Wolfe St allowing westbound cyclists to divert from Alcaena to quieter neighborhood streets to Fells Pt. By adding a **green treatment** to the President Street bike lanes improved the visibility of the bike facilities on this high traffic road. The Southeast Bicycle Network construction was completed in July 2011.

As of 2011, a substantial portion of the southeast bike network has been completed. Remaining connections to be striped include:

- Ellet St.
- Potomac St. (possible cycle track)
- Ellwood St.
- Gough St.
- Berk St.

Bicycle lanes should be incorporated into complete streets designs for the corridors indicated on the bike map. While sharrows make up a large part of the bike network on Alcaena and Fall Streets, full bike lanes are recommended where street width allows.

III. Schools

Southeast Baltimore has a large number of schools. About 70% of the southeast's roadway network is within 2500 feet of a school, creating a need for slower, more livable streets which are safe for children.

III. Truck Routes

A truck route study was conducted by BCDOT in 2011 and will be finalized in 2012. Truck routes may influence where curb extensions, bicycle lanes, and other street infrastructure upgrades can be installed. For instance, bump outs on a street with heavy truck traffic will need to accommodate all possible truck turning movements safely. Colored and patterned crosswalks on truck routes will also need to be constructed with more durable material to accommodate heavier traffic. Angle parking or bike facilities may also not be possible on these routes. As of 2011, the major truck routes identified through Southeast Baltimore are Orleans Street and Boston Street.

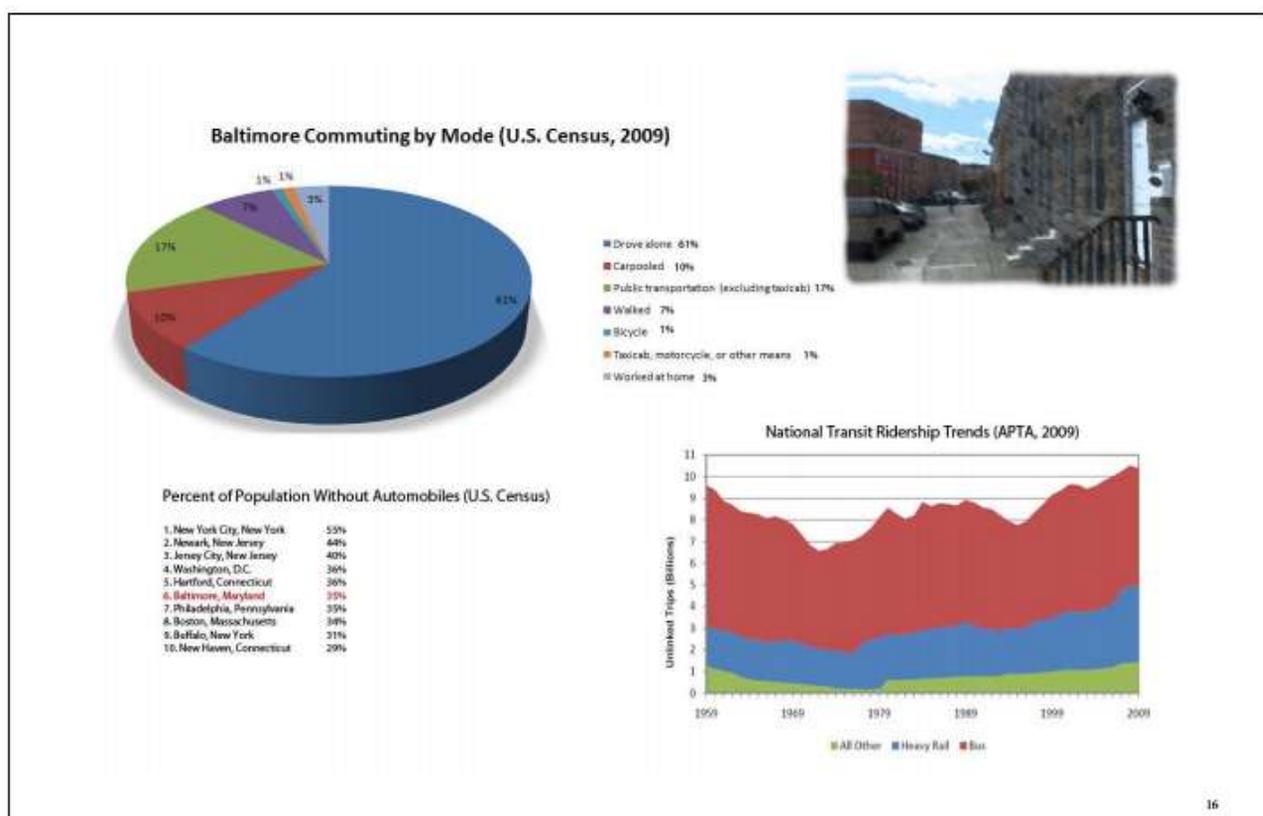
Route Number	Line Name
005	MONDAWHN - CEDONIA
006	CEDONIA - EDMONDSON VILLAGE
007	MONDAWHN - CANTON
008	LUTHERVILLE - UMTC
010	RT. 40/ROLLING - BULLBECK RD.
011	TOWSON LOOP - CANTON CROSSING
013	CANTON/FELLS POINT - WALBROOK
	SECURITY MALL - OVERLEA/FERRY HALL
015	STATE CENTER - GOUCHER/CARNEY
020	SECURITY SQUARE MALL - DUNDALK
021	FELLS POINT - CAREY & CUMBERLAND
022	BAYVIEW - MONDAWHN
023	RT#1 & ROLLING - FOX RIDGE
023	RODGERS STATION - ESSEX P & R
	WHITEHARSH PMA - UMBC / BLIND DED.
025	NORTHERN PERRY & YORK - RIVERVIEW
040	SECURITY SQ. / PIDDLE RIVER.
091	SINAI HOSPITAL - DOWNTOWN
100	METRO
104	CROMWELL BRIDGE - JOHNS HOPKINS
	WHITE MARSH - MONUMENT & RUTLAND
130	ELLSGOTT CITY-SARATOGA EXT.
140	OLIVER BEACH/ESSEX- HOPKINS HOSP
301	PENN - WASHINGTON
310	COLUMBIA - BALTIMORE
320	LAUREL - BALTIMORE
410	CHURCHVILLE BALTIMORE
411	HICKORY TO HOPKINS HOSP
412	HARRYWOOD PARK & RIDE
420	HAVRE DE GRACE - HOPKINS

Major bus corridors are Fleet St., Boston St., Fayette St., Monument St., and Madison St. Similar to



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Assessing Current Behavior



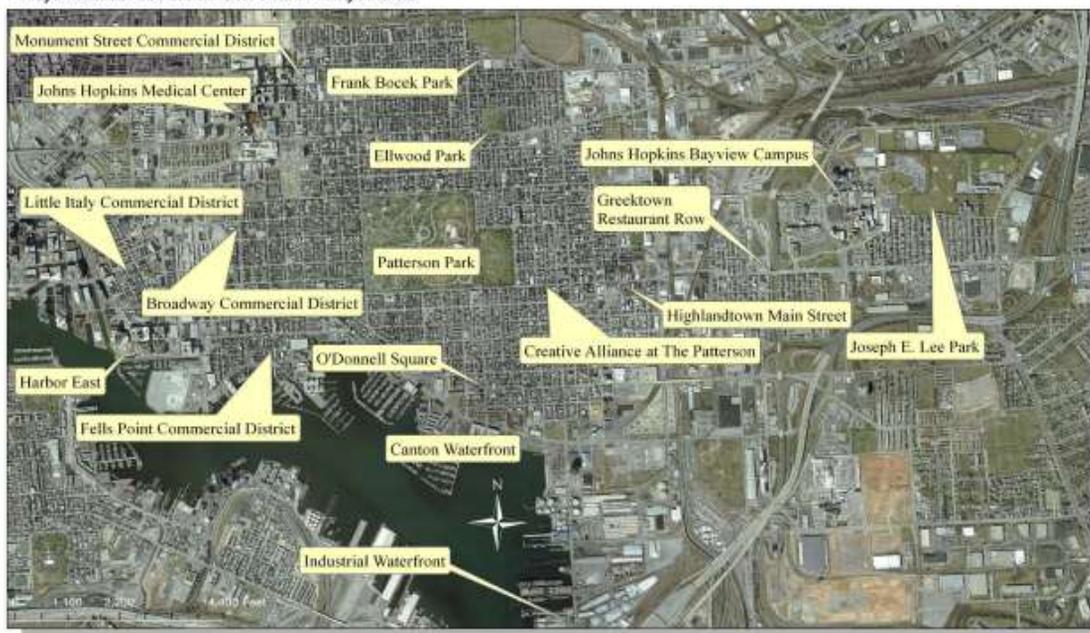


Creating Your Community's CS Plan

Mapping Your Assets

Southeast Baltimore Complete Streets Plan

Major Southeast Baltimore Community Assets





BROWARD COUNTY TRAFFICWAYS PLAN

LEGEND

Classification	Symbol	R/W
Limited Access/Controlled	—	325'
Arterial	—	200'
	—	144'
	—	120'
	—	110'
	—	105'
	—	100'
Collector	—	94'
	—	80'
	—	70'
One-Way-Flow	—	54'
	—	42'
Right-of-Way Street	—	0-0'
Corridor Sensitivity	—	

AREA PLANNING BOARD Adoption Dates

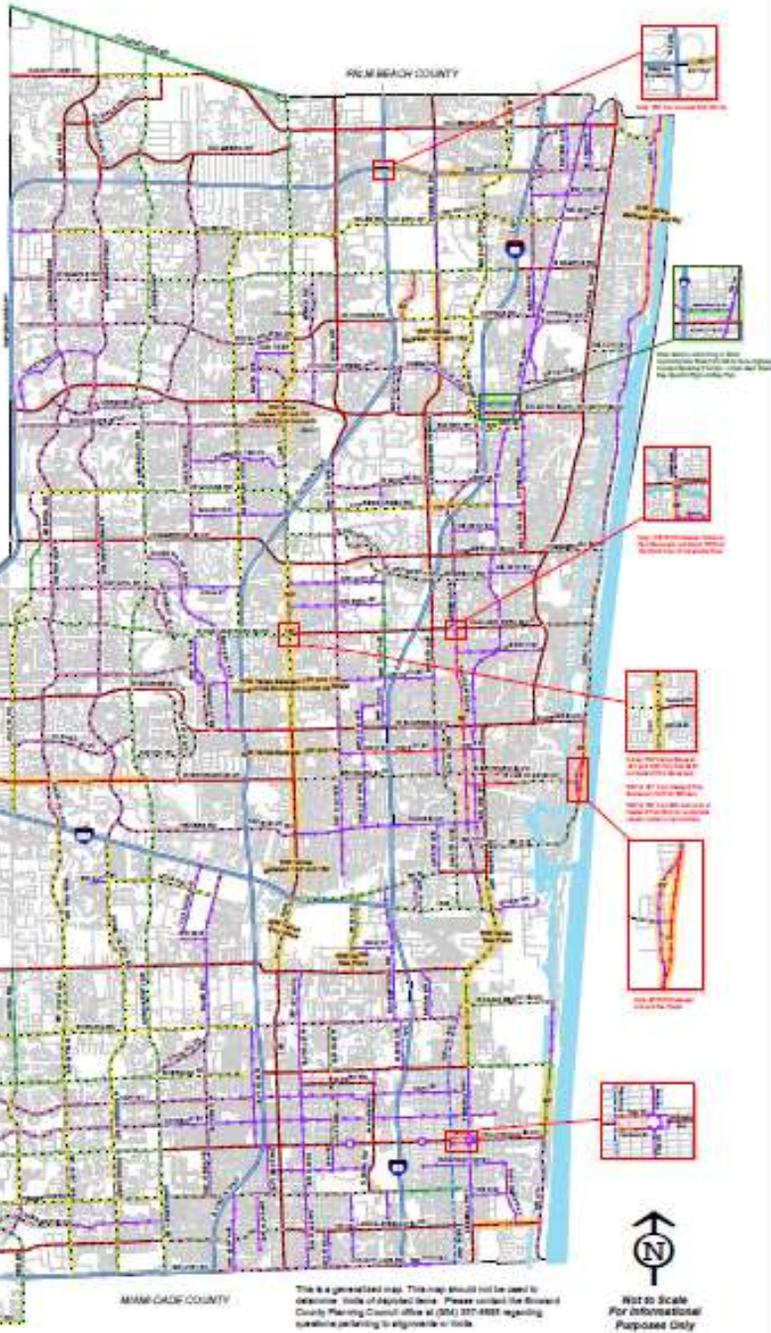
North: 10/9/02 Southeast: 11/7/03
 Central: 9/11/02 Southwest: 4/17/02

GENERAL NOTES

- TRAFFICWAYS LOCATIONS ARE NOT PRECISE:**
This plan shows traffic corridors, not precise alignments. Alignments will be determined as a result of detailed studies.
- LOCAL ROADS:**
Local roads are not included in the Trafficways Plan.
- RIGHT-OF-WAY REQUIREMENTS:**
The standard right-of-way requirements shown on the Trafficways Plan may be less than the standard width shown only where existing conditions (include additional width) and as determined and approved by the Planning Council.

Date of Last Revision: December 9, 2010

The GIS Version of the Broward County Trafficways Plan Map adopted as the official version April 23, 2009



This is a generalized map. This map should not be used to determine title of depicted items. Please contact the Broward County Planning Council Office at (954) 357-6881 regarding questions pertaining to alignments or title.

Not to Scale
For Informational
Proposed Only

2035 BICYCLE COST FEASIBLE PLAN

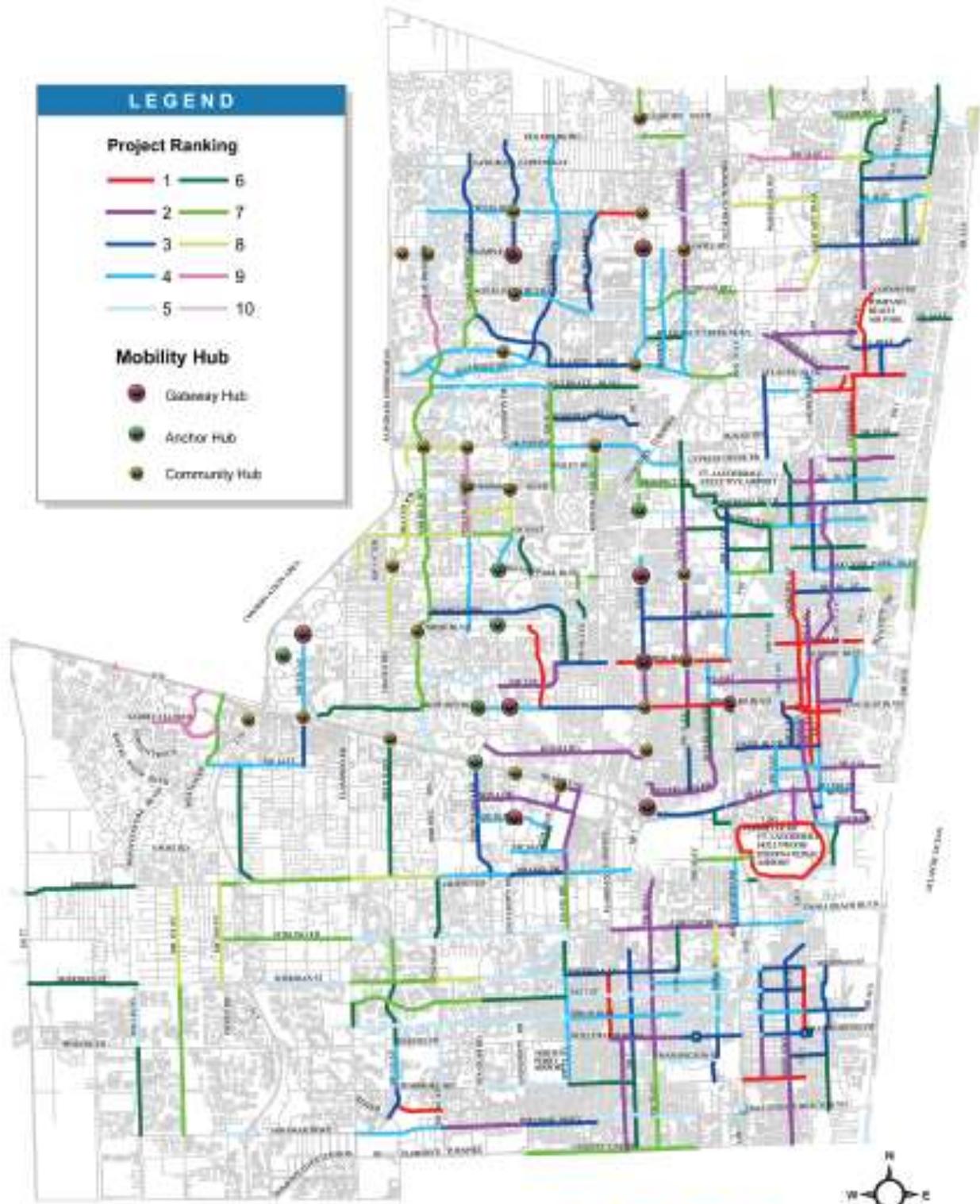
LEGEND

Project Ranking

1	6
2	7
3	8
4	9
5	10

Mobility Hub

- Gateway Hub
- Anchor Hub
- Community Hub



2035 PEDESTRIAN COST FEASIBLE PLAN

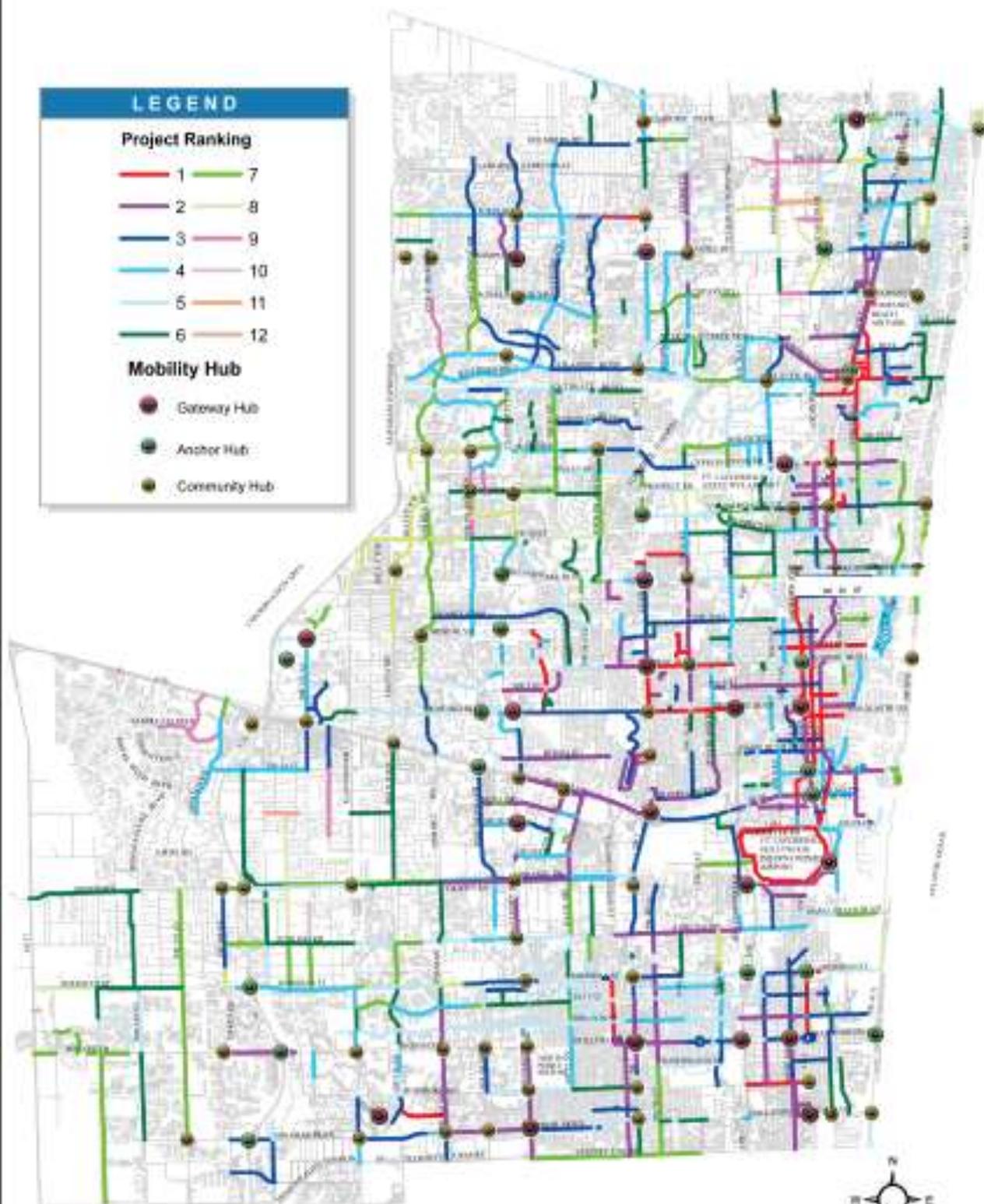
LEGEND

Project Ranking

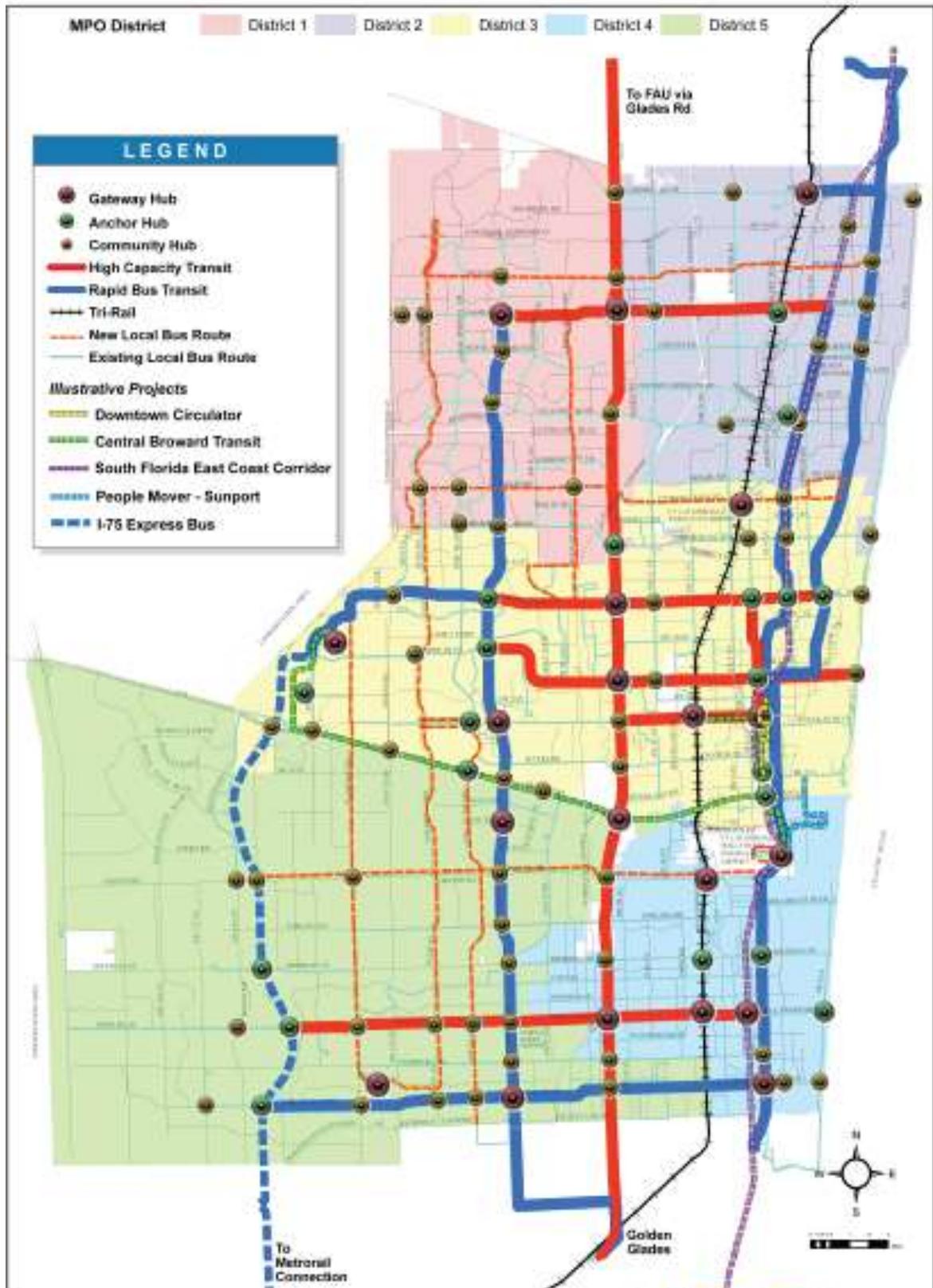
- | | |
|---|----|
| 1 | 7 |
| 2 | 8 |
| 3 | 9 |
| 4 | 10 |
| 5 | 11 |
| 6 | 12 |

Mobility Hub

- Gateway Hub
- Anchor Hub
- Community Hub



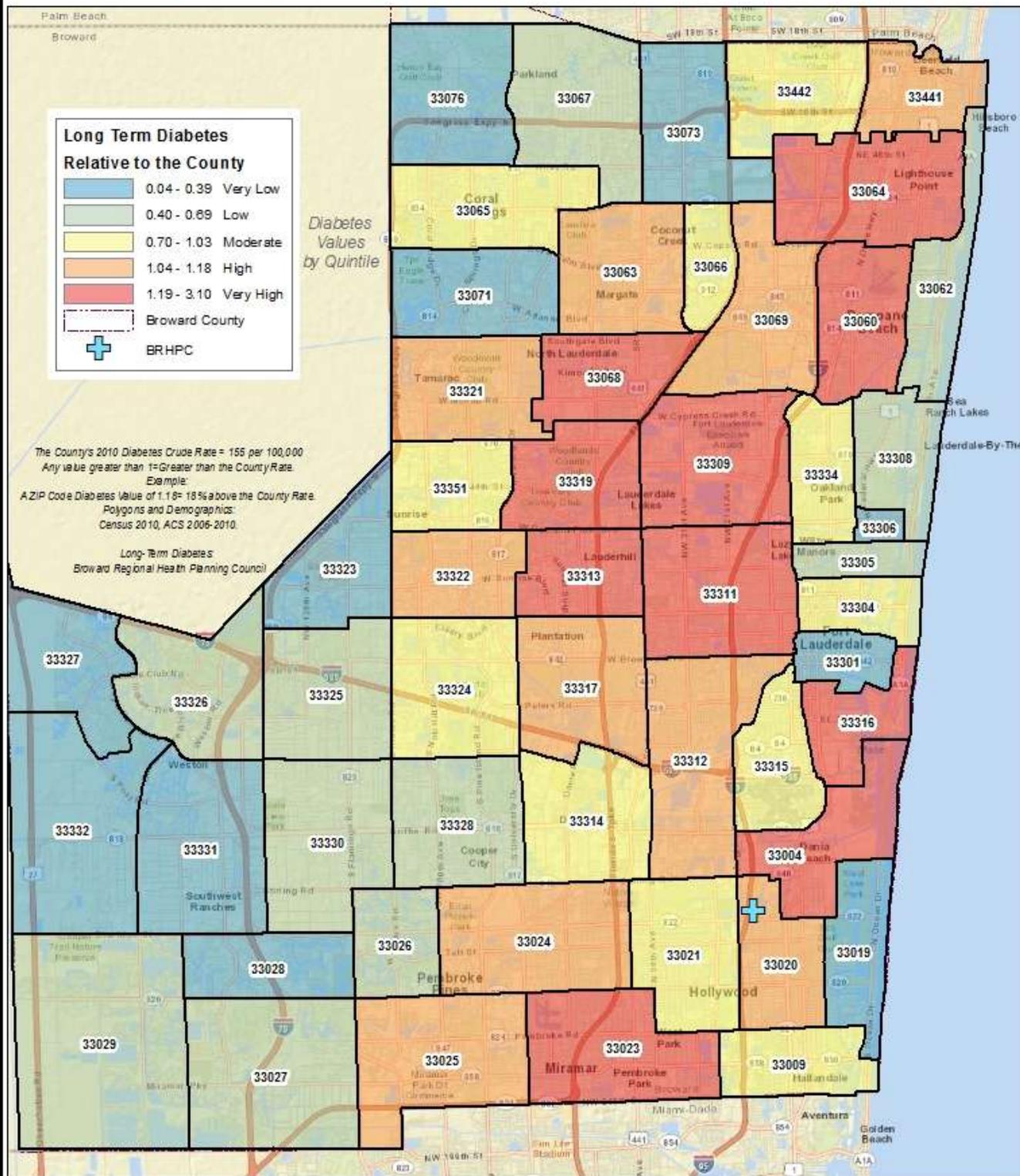
2035 TRANSIT COST FEASIBLE PLAN



2006-2010 Ped/Bike Hot Spots and Sites for Survey



Broward County's Long Term Diabetes by ZIP Code



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 Translating Our Community's Health

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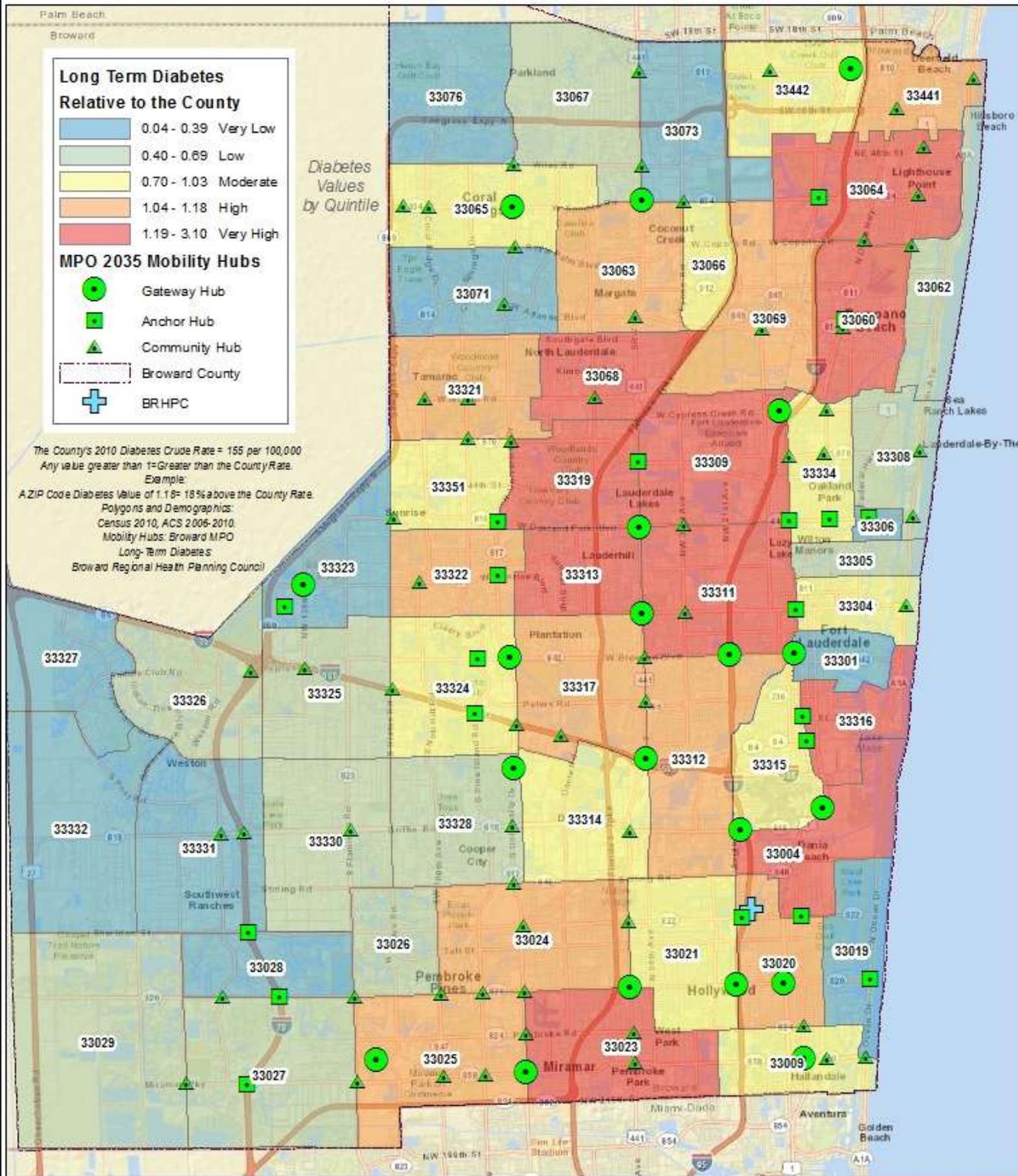


0 0.5 1 2 3 4
 Miles

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Broward County's Long Term Diabetes by ZIP Code

With MPO Mobility Hubs



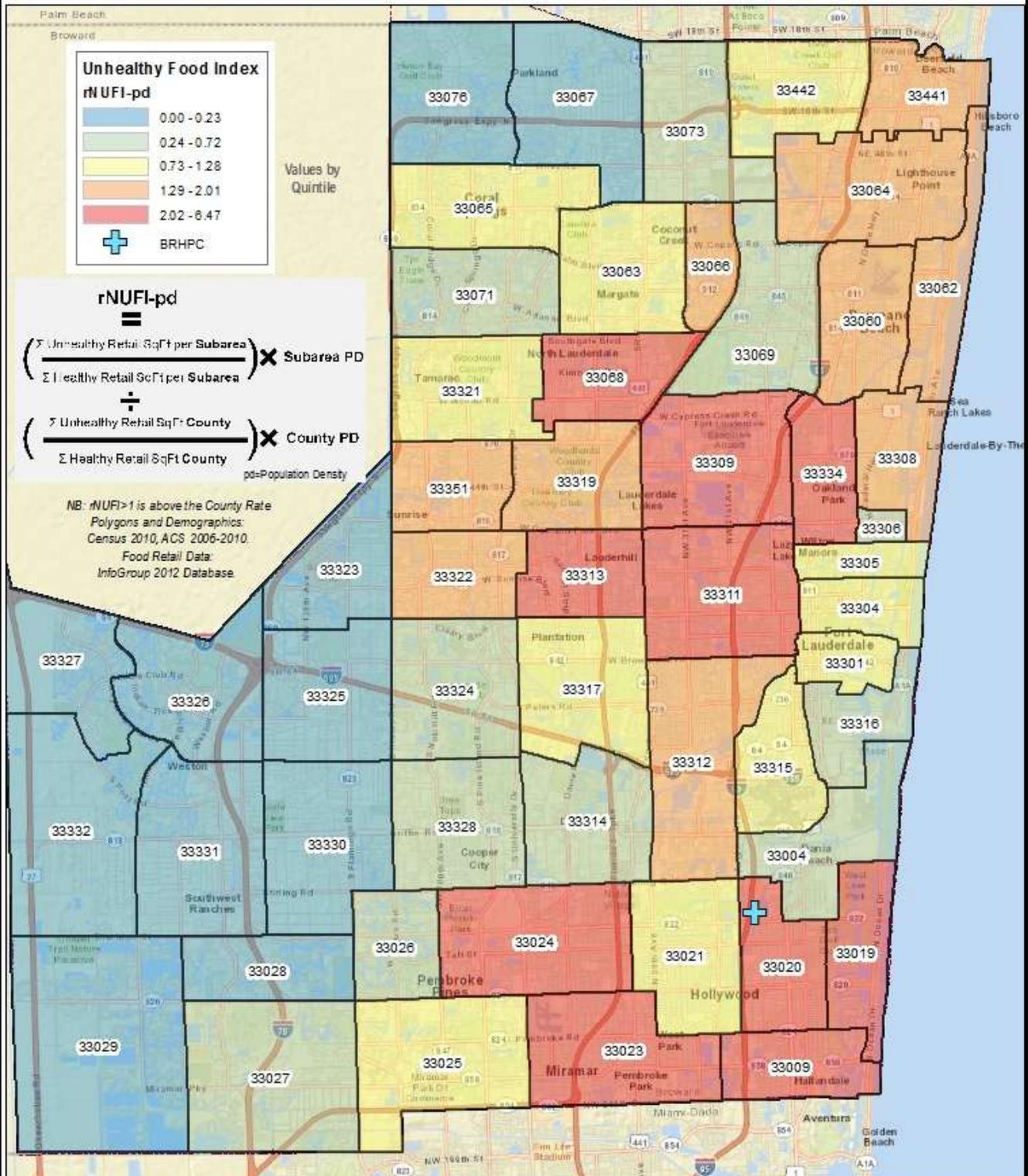
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Broward County Food Environment: Proportion of Unhealthy Food Retail to Healthy Retail Square footage



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Food Inventory: Compiled from InfoGroup Database as of March 2012

FOOD RETAIL VENUE	Number of Food Retail Venues in Broward	County Food Retail Crude Rate: per 1,313,831 County Adult Population *100,000 (Census SF1 2010)	Median Employee Size	Square Footage Range Predominant Percent		Estimated Total Square Footage based on range upper limit	Predominant Sales Volume Range	Healthy Status	SUMMARY	
Supermarkets	151	11	150	40,000+	77%	6,040,000	\$20-50 Million (59%)	Healthy	Healthy Stores	277
Grocery Stores	24	2	17	2,500 - 9,999	71%	240,000	\$2.5-20 Million (76%)	Healthy	Unhealthy Stores	718
Produce Vendors	33	2	3	0 - 2,499	91%	82,500	\$500K-\$1.25K (91%)	Healthy	County Ratio of Unhealthy to Healthy Stores	2.60= 2.6 Unhealthy stores per 1 Healthy store.
World Food Marts	69	5	4	0-2,499	90%	172,500	Less than \$500K-\$1 Million (91%)	Healthy	Total Healthy Store Square Footage	6,535,000
Convenience Stores	718	54	4	0 - 2,499	85%	1,795,000	Less than \$500K-\$1.25 Million (61%)	Unhealthy	Total Unhealthy Store Square Footage	1,795,000
Totals	995	75				8,330,000			Ratio of Unhealthy SqFt to Healthy Store	0.27=27 SqFt per 100 SqFt.
									Ratio of Unhealthy SqFt to All Retail Square Footage	0.22= 22 SqFt per 100 SqFt.

Only Convenience Stores are coded as “unhealthy” Food retail, and weighted at 2,500 SqFt.



rNUFI-pd=

**Relative Neighborhood Unhealthy Food Index,
Adjusted for Population & Area**

rNUFI-pd

=

$$\left(\frac{\Sigma \text{ Unhealthy Retail SqFt per Subarea}}{\Sigma \text{ Healthy Retail SqFt per Subarea}} \right) \times \text{Subarea PD}$$

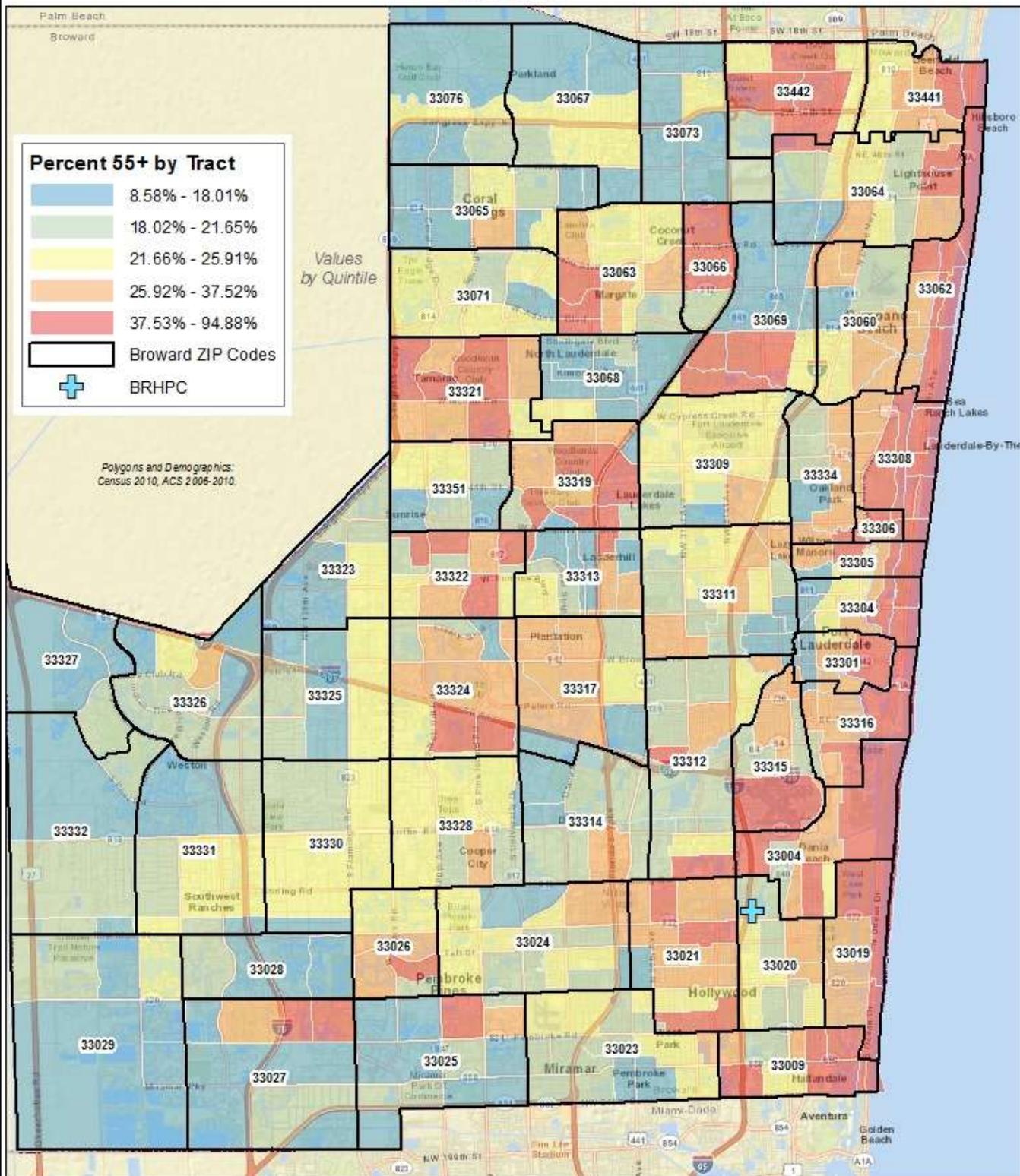
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$$\left(\frac{\Sigma \text{ Unhealthy Retail SqFt County}}{\Sigma \text{ Healthy Retail SqFt County}} \right) \times \text{County PD}$$

- ✓ **Accounts for SqFt of store types.**
- ✓ **Accounts for rate of store type SqFt by population density**
- ✓ **Accounts for the spatial context of stores (the County).**

Broward County's 55+ Population by Tract

With ZIP Codes



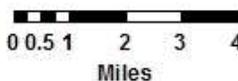
Polygons and Demographics:
Census 2010, ACS 2006-2010.



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Transforming Our Community's Health

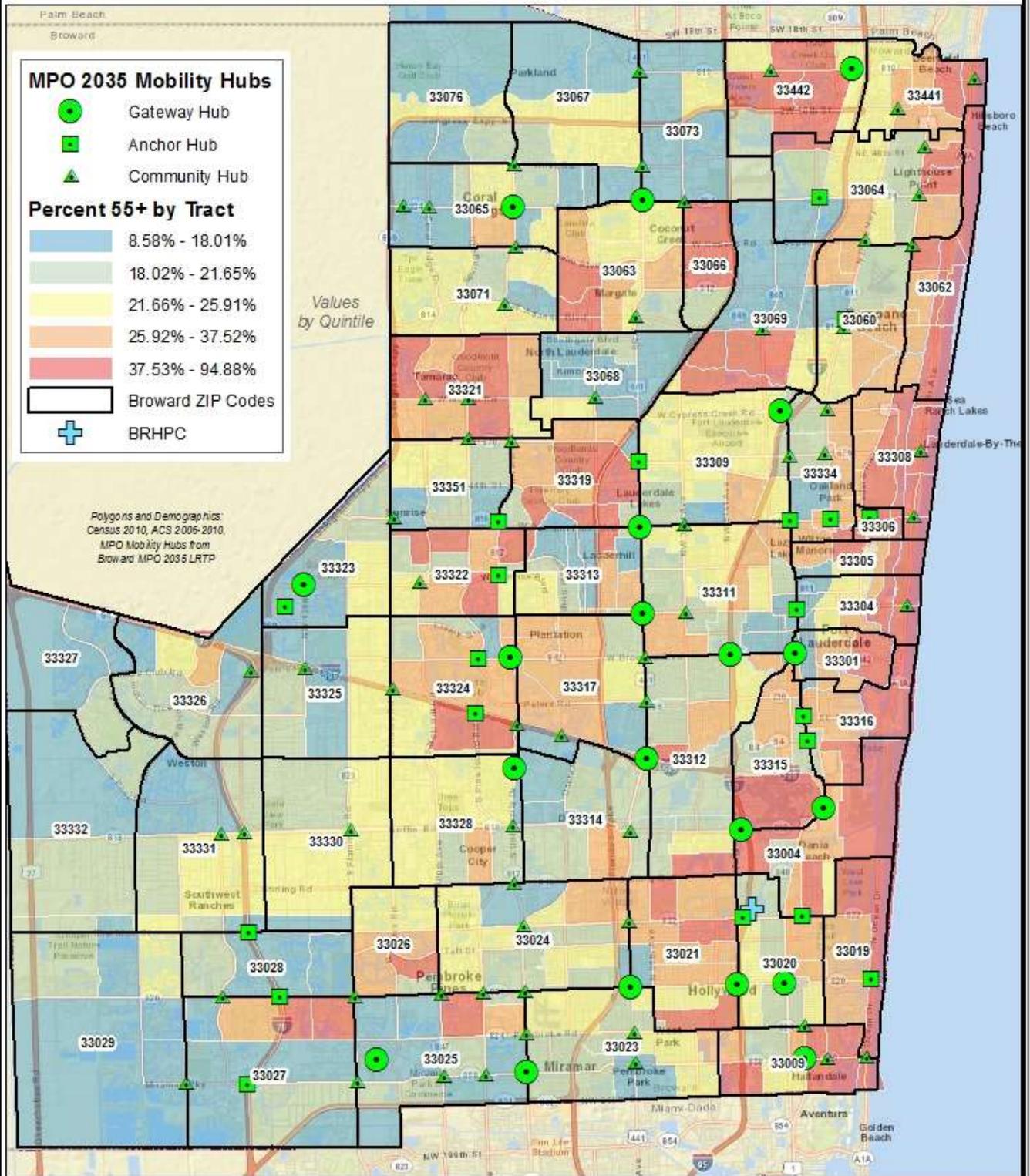
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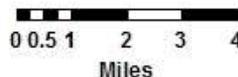
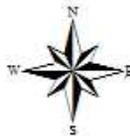
Broward County's 55+ Population by Tract

With ZIP Codes and MPO Mobility Hubs



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Transferring Our Community's Health

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MPO Criteria for Federal Fund Applications

TIP

Is project consistent with CS objectives?

Does project include CS elements?

Does project connect to a CS project?

Has applicant completed a CS plan?

Transp. Alternatives

Is this a CS demo project?

Has applicant adopted a CS policy (resolution or ordinance)

Has applicant adopted Guidelines?

Has applicant completed a CS plan?

Is the project identified in the CS plan?

Extra Credit

+

++

+++

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Proposed: If Yes, then applicant receives 3 extra points per + in ranking process



See You March 11:

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Or Visit:

www.browardcompletestreets.org



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