

## **Progress Meeting #7 Minutes**

### **Cypress Creek Mobility Hub Master Plan**

#### ***Broward Metropolitan Planning Organization***

**Friday, June 12, 2015 @ 9:00 a.m.**

Attendees: Lynda Westin (SFRTA), James Cromar (BMPO), Karen Reese (City of Fort Lauderdale), Karen Mendrala (City of Fort Lauderdale), Craig Pinder (City of Fort Lauderdale), John Portera (FDOT), Scott Seeburger (FDOT), Miguel Vargas (FDOT), Rob Piatkowski (Renaissance Planning), Nick Sofoul (BCT), Alfredo Sanchez (B&A), Randy Hollingworth (B&A), Odalys Delgado (HNTB), Matt Vinke (HNTB)

#### **Introductions were made**

#### **Progress Update:**

- Final comments on Draft Tech Memo 1 from the committee are due in two weeks (June 26).

#### **Presentation:**

- Randy presented the draft streetscape concepts to the committee but prefaced the concepts by reminding the committee that no formal traffic study was conducted as a part of this study.
  - Therefore, concepts are within the existing right of way – mostly within the existing curbline
- The first street presented was Andrews Ave, as well as Andrews Way
  - It was pointed out again that Andrews Ave is a county-maintained roadway
  - Some major changes to the roadway included:
    - Enhanced crosswalks with special pavers at all legs of the Andrews Ave/Andrews Way intersection. Also used at Andrews Way near the Tri-Rail station
    - On-street parking is included along Andrews Way (east side of road)
    - The concept also assumes the I-95 SB On-ramp removed
    - All existing turn lanes are kept, but one through lane is eliminated in each direction at the request of Tri-Rail
  - Karen Mandrela emphasized the importance of context sensitive design for this corridor
    - James mentioned how the future FDOT interchange study will impact this corridor, and its overall character and context
  - Nick mentioned his concern regarding transit stop locations.

- Need to show stop locations on the streetscape concepts. Specifically for this corridor, transit stop locations should be at Andrews Way so bus would not have to drive into/out of the FDOT-owned park-and-ride lot
    - John mentioned that the City of Fort Lauderdale owns a piece of land at this intersection, which should be further explored.
  - The northern part of the corridor (north of Cypress Creek Rd) has no traffic signals, thus no safe place to cross the street.
    - It was suggested that the possibility of a mid-block crossing somewhere near all the shopping/commercial properties be considered
  - Scott mentioned a plan to widen the northeastern quadrant of the intersection of Andrews Ave and Cypress Creek Rd
  - Scott also mentioned FDOT's current efforts to obtain all the relevant information from previous / on-going studies that involve the interchange at Cypress Creek Rd and I-95 prior to their PDE study in an attempt to fully understand the overall vision and plan for this area.
- The next street Randy presented was NW 6<sup>th</sup> Way, whose proposed improvements vary from the proposed improvements BCT developed during their negotiating efforts with Univ of Phoenix owners.
  - Removed numerous driveways that spill onto NW 6<sup>th</sup> Way from the building parking lot, so that there is only one driveway near the intersection of NW 6<sup>th</sup> Way and Cypress Creek Rd.
    - This helps to create / improve the internal circulation for the private parking lot
  - Crosswalks with special pavers are proposed that connect existing parking lots
  - Because this road is privately owned, improvements here are likely to be more long-term in nature, but BCT (as well as others) would like to see these improvements be shorter term
  - It was mentioned that BCT's TDP references a new transit service that will go from the Cypress Creek Tri-Rail station westward.
    - *Following up on this comment, no such mention regarding the newly proposed transit route was found in the TDP. Awaiting confirmation from BCT.*
- The next street Randy presented was NW 59<sup>th</sup> Ct.
  - Two different concepts were created, which ultimately differ based on whether a bike lane is provided or if there is a large shared-use path instead
    - James noted that this road has very low volumes of cars, likely into the future, which would not justify a separate bike facility such as a bike lane.
    - The City of Fort Lauderdale prefers the 12' shared-use path over the bike lanes.
  - Both concepts provide on-street parking
    - Which Karen Mendrala mentioned was likely unnecessary considering the existing uses here (none). Is it needed at all? If so, who will use it? Randy responded that it would be a benefit and serve future potential redevelopment efforts on the south side of the roadway.

- Karen Mendrala reminded the committee of the importance for designing roadways with a context-sensitive approach
  - Randy pointed out that on-street parking is more of a long-term consideration
- Construction for the improvements at Powerline Rd are already programmed and funded, which includes a cut in the existing median. The signal is supposed to be for transit buses only not vehicles due to the short spacing between median cuts along Powerline Road.
  - *The details for any other improvements at this intersection have been requested from Broward County Engineering (Scott Brunner) and will be included as a part of the overall streetscape plan for the area.*
- It was noted that there will be a marker/pylon at the intersection with Powerline Rd, similar to other markers (at Cypress Creek Rd/NW 6<sup>th</sup> Way, at Cypress Creek Rd/Tri-Rail Tracks, etc.)
  - The liability and maintenance issue related to these pylons need to be considered and negotiated among the City, County, etc.
- The last street presented was Cypress Creek Rd
  - The proposed streetscape concepts from the TAP report was shown within the existing right of way, and also what it would look like if trees were planted in the medians while adhering to FDOT's standards for tree setbacks in the median
    - This would require an additional 20' of right of way on either side of the road
      - No one was in support of widening Cypress Creek Rd – would further deteriorate the pedestrian network, forcing pedestrians to cross an even wider, dangerous road
      - This would also greatly impact the existing parking and circulation.
    - Karen M. mentioned that because this is a County owned and maintained roadway, the FDOT tree setback policy would not be required. The County has a different standard.
      - *As a follow up to Karen's comment, The Landscape Standards for Roadways for Broward County Roads (2005) defers to the FDOT standards for the planting of trees and shrubs on roadways, which also includes medians. Although exceptions can be made to FDOT's policy, this is done on a case by case basis.*
  - All existing turn lanes were kept, but one through lane in each direction was repurposed to allow for larger medians and landscaped buffering between the sidewalk and the roadway
  - When showing the concepts for the intersection at Andrews Ave, Karen M. asked whether an exclusive right turn lane would be necessary if the I-95 SB on-ramp was eliminated.
    - Likely not needed, but a traffic study would need to be completed.
    - This needs to be considered and/or incorporated in the final concepts.
  - When showing the concepts near the Tri-Rail tracks, Nick mentioned that the westbound bus stop was not shown in the concepts.
    - Nick also voiced his concern for pedestrian crossing at this location, especially for transit riders alighting at the westbound stop attempting to walk to the Tri-Rail station.

- This mid-block crossing still needs to be considered despite the engineering/design challenges. New technologies like flashing beacons, enhanced crosswalks, etc. have been used in places with similarly wide roads
- Nick also mentioned that BCT is steering away from bus bays due to the time it takes for buses to get back into traffic.
  - Bus bays are generally only considered either at a far-side transit stop or at a time point location.
- The intersection at NW 6<sup>th</sup> Way includes crosswalks at every leg with a wider median on the eastern side of the intersection. This was designed as a pedestrian refuge island that would improve the safety for pedestrians crossing the street.
- There were some comments for the streetscape concepts for the overall study area. These included:
  - Karen M. noticed that there are no bicycle facilities / accommodations recommended along
  - Depending on the final concepts for Andrews Avenue and Cypress Creek Road, a Trafficways Plan amendment may also be needed.
  - A meeting with the Broward County Public Works, complete streets folks was recommended to get their input on proposed concepts. Karen M. would like to discuss further narrowing lanes to 10' instead of the 11' shown on all the concepts. Concepts will not be changed until receive input from the County.
  - Cypress Creek Rd. Bike lanes (preferably protected) need to be incorporated here to strengthen the local bicycle network. Same comment for Andrews Ave – bike lanes need to be included.
    - Randy said that the medians can be taken out or be designed considerably smaller to allow for bike lanes on both sides of the road
  - There was also a discussion regarding the livability of streets trees and how they are planted, which included the options of tree grates, tree wells, tree pots, etc.
    - More landscaping and street trees would fit the desired context better while acting as an enhanced buffer between pedestrians and vehicles
  - It was noted that there may already be programmed/funded complete streets improvements within the study area, which should be documented.
    - Recommendations for future streetscape improvements should also 'piggy-back' on these complete streets improvements.
    - *As a follow-up to this comment, the programmed complete streets projects were reviewed and no such projects are within this study area.*
  - New, revised concepts for the area adjacent to the Tri-Rail tracks (extending from the existing platform to Cypress Creek Rd) will be developed and shared soon; just need to get the recently completed survey work and files.
    - There are also plans from the FDOT Railway Office for a 4-track concept in this area, which will greatly impact the plans and design options for any streetscape improvements along the railway

- The design for the pathway from the Tri-Rail platform to Cypress Creek Rd will likely need to be outside the SFRTA right of way due to this plan, thus impacting adjacent properties' existing parking.

**Next Meeting:**

- Friday, July 12, 2015 @ 9:00am – Broward MPO Conference Room
- July's meeting will cover the site plan concepts based on the evaluation criteria and other priorities. Preliminary information will also be provided regarding joint development opportunities and strategies. In August, site plan tech memo, final recommendations on study will be provided.