

Welcome...

*Broward County MPO
Complete Streets Technical
Advisory Committee
Meeting*





Technical Advisory Committee

Monday, April 14, 2014 2:00 PM – 3:30 PM

Facilitators:
Laurie Fucini-Joy,
Laurie@UrbanHS.com



Agenda

I. Introductions/ Sign-In

II. Initiative Update

- a. Partner Updates
- b. Walkability Audit Update

III. Hollywood Presentation

IV. Hollywood Blvd Site Walk

V. Next Steps

- a. Next TAC Meeting, May 12th

Introductions/ Sign-In

- New TAC Members
- Meeting is being Recorded

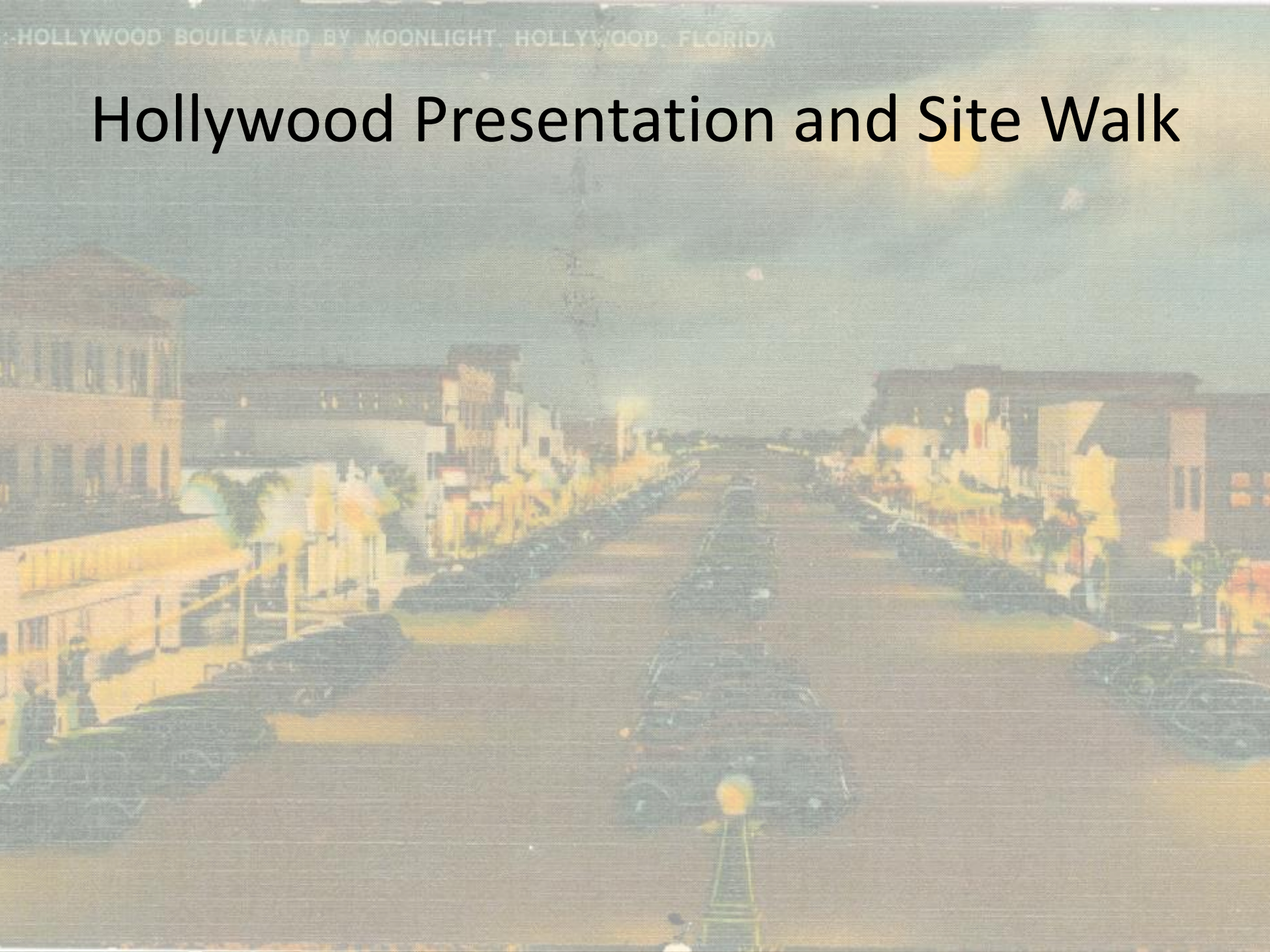


Initiative Update

- Partner Updates
- Walkability Audits Update
 - Congratulations to the selected Cities
 - City of Coconut Creek
 - City of Fort Lauderdale
 - City of Lauderhill
 - City of North Lauderdale
 - City of West Park

HOLLYWOOD BOULEVARD BY MOONLIGHT, HOLLYWOOD, FLORIDA

Hollywood Presentation and Site Walk



HOLLYWOOD COMPLETE STREETS EARLY CONSIDERATIONS AND CHALLENGES

- Interest generated by residents and Hollywood City Commission, by the National Complete Streets Coalition, by Broward County Commission adoption of Complete Streets policies, and by Broward MPO encouragement

Challenges:

- How to incorporate Complete Streets design in cases of spatial constraints in existing rights-of-way
- How to acquire funding for construction and maintenance of increased amenities
- How to balance community perception of automobile and parking needs versus more focus on non-motorized transportation
- How to maintain design and planning flexibility while implementing Complete Streets policies



CITY COMMISSION RESOLUTION NO. R-2013-251

HOLLYWOOD COMPLETE STREETS

- A resolution of the City Commission expressing commitment to complete streets policies and practices which help encourage the design, planning and construction of safer, healthier streets and ultimately increase physical activity and the health of the neighborhoods
- Section 1: The City of Hollywood shall plan, design and create livable, safe and connected streets with an efficient, multimodal transportation network that promotes the health and mobility of all citizens and visitors of all ages and abilities while reducing the negative impacts transportation can have on the environment.
- Section 2: The City of Hollywood is committed to balancing all transportation modes for all users, including cyclists, pedestrians, the disabled, and transit user, in its public rights-of-way. Through the implementation of Complete Streets principles and practices, the City of Hollywood shall make its best effort to accommodate all users and all modes, space permitting.
- Section 3: This resolution shall be in full force and effective immediately upon its passage and adoption.



HOLLYWOOD BOULEVARD...HOW IT STARTED

- Downtown business roadway planned as a “main street” when vehicles moved much slower



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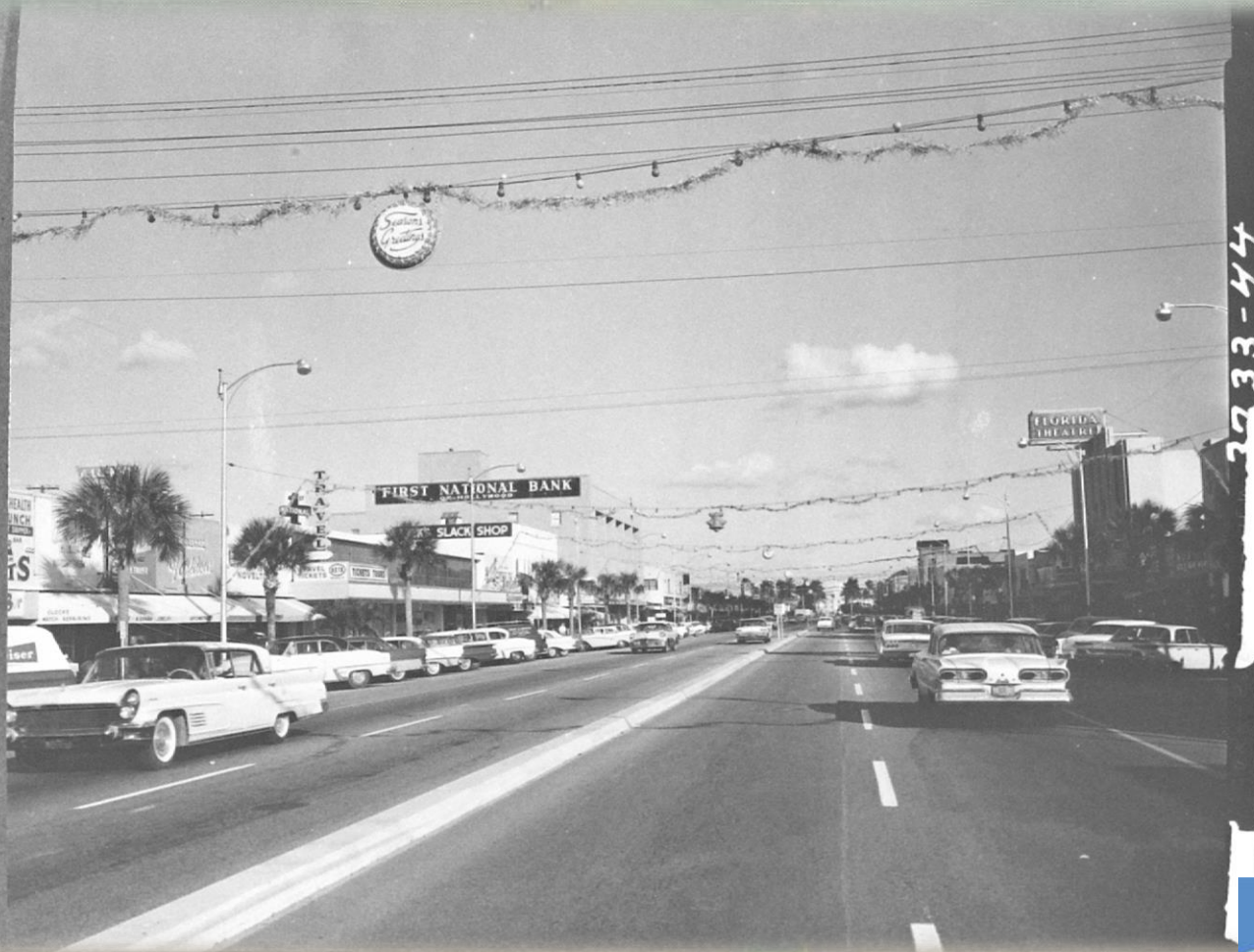


Hollywood Blvd
Photo - by - H



HOLLYWOOD BOULEVARD...WHAT IT BECAME

- As popularity of the automobile grew through the 20th century, roadway space became heavily utilized



HOLLYWOOD BOULEVARD...WHAT IT BECAME

- Hollywood Blvd. between City Hall and Dixie Highway during the 1960s



HOLLYWOOD BOULEVARD...WHAT IT IS NOW

- The current primary use is as a vehicular thoroughfare for moving traffic through the corridor and does not allow for safe crossing of pedestrian traffic



HOLLYWOOD BOULEVARD...WHAT IT IS NOW

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HOLLYWOOD BOULEVARD...WHAT IT IS NOW

- The current design does not promote safe parking for today's vehicles



HOLLYWOOD BOULEVARD...WHAT IT IS NOW

- Existing Black Olive street trees are cracking pavement and staining walks and structures



HOLLYWOOD BOULEVARD...WHAT IT IS NOW

- Under-utilized existing parking



HOLLYWOOD BOULEVARD...WHAT IT IS NOW

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HOLLYWOOD BOULEVARD...WHAT IT IS NOW

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SOME DESIGN ELEMENTS OF COMPLETE STREETS



Bike Lanes



Multi-use Trails



**Curb Extensions/
Median Crossings**



Crosswalks



Lighting



**Traffic Circles /
Roundabouts**



Median Islands



**On-street
Parking**



**Shading/Street
Trees**



Cycletracks



Bus Shelters



Road Diets



GOALS OF THE CORRIDOR RE-DESIGN

- Promote a street that is designed for more than one use that will work for children, seniors, wheelchair users, and sidewalk retailers



GOALS OF THE CORRIDOR RE-DESIGN

- Integrate place-making design concepts that bring mixed use, community revitalization and renewed business interest



GOALS OF THE CORRIDOR RE-DESIGN

- Enhance the quality of live of those who live and work within the area, thus strengthening the conditions and environment that allow an area to evolve and thrive



PARAMETERS OF PROJECT

- Overall streetscape vision from City Hall to Dixie Highway

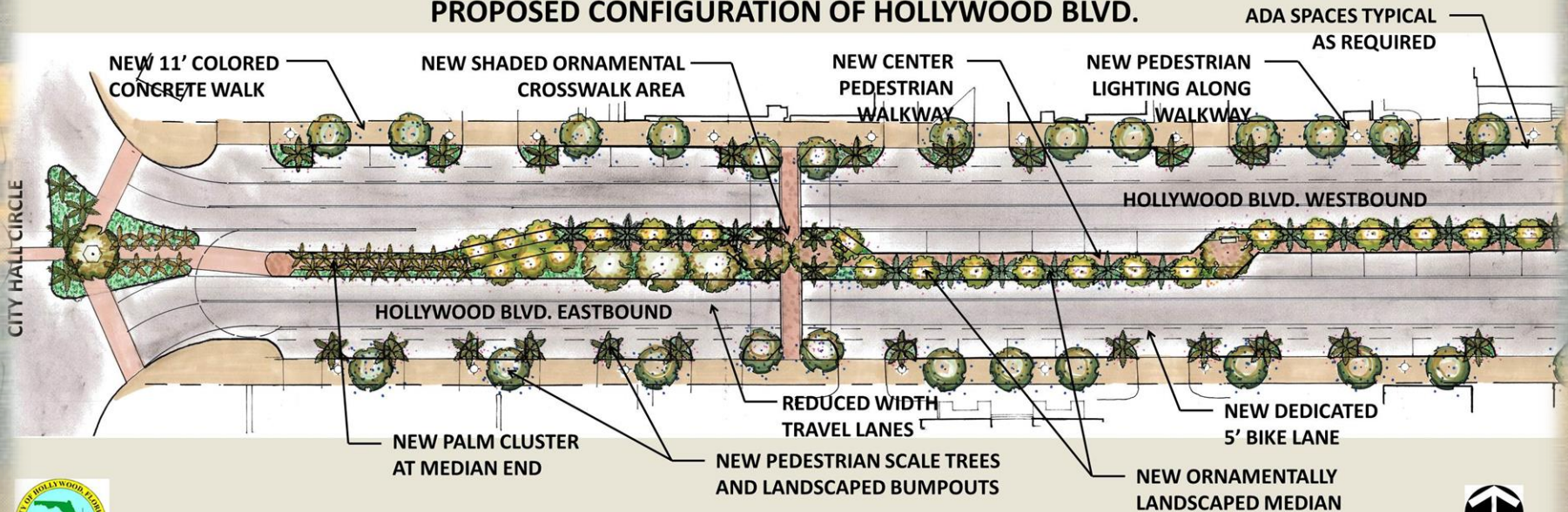


SECTION 'A' – City Hall Circle midway to 24th Ave.

EXISTING CONFIGURATION OF HOLLYWOOD BLVD.



PROPOSED CONFIGURATION OF HOLLYWOOD BLVD.



HOLLYWOOD BLVD. SECTION 'A'

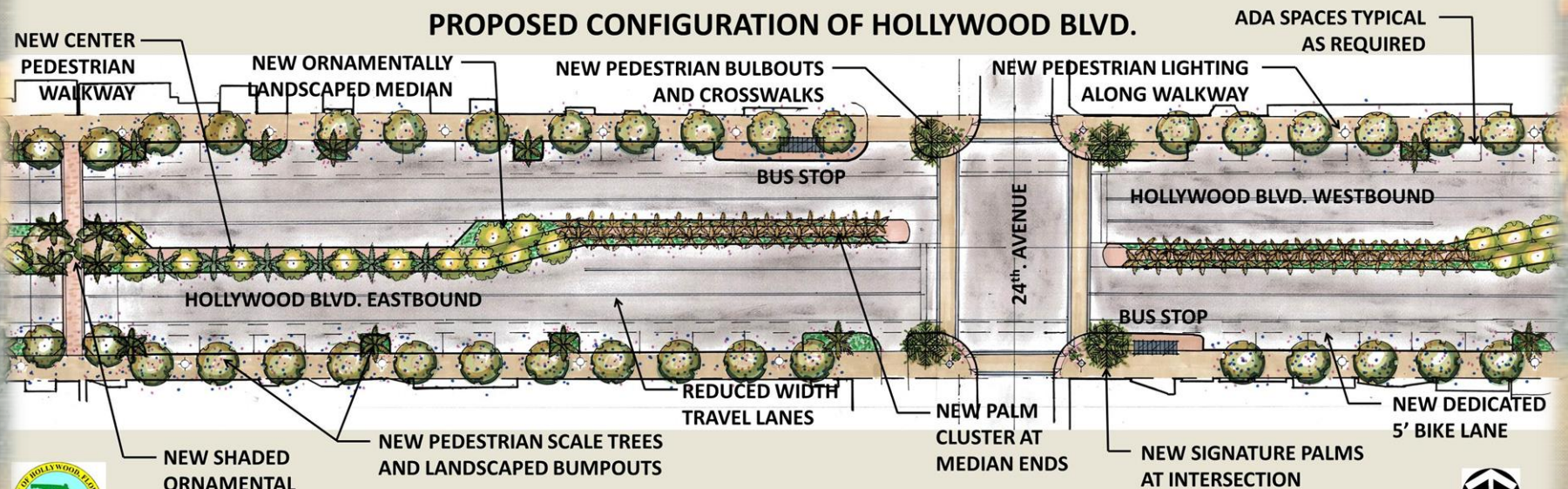


SECTION 'B' – Midway from City Hall Circle to 24th Ave.

EXISTING CONFIGURATION OF HOLLYWOOD BLVD.



PROPOSED CONFIGURATION OF HOLLYWOOD BLVD.



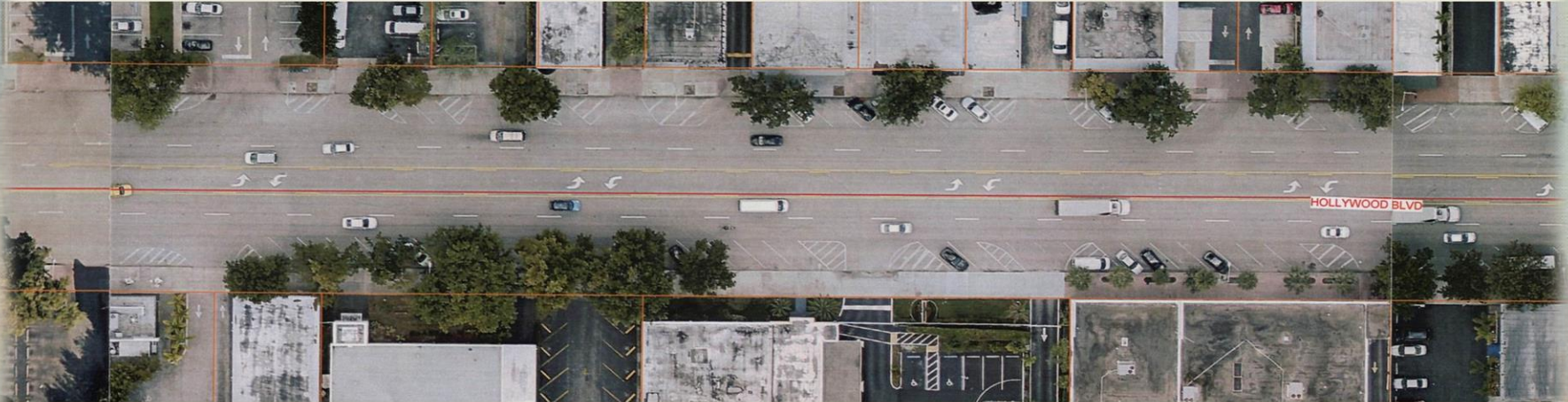
HOLLYWOOD BLVD. SECTION 'B'

SCALE: 1"=20'

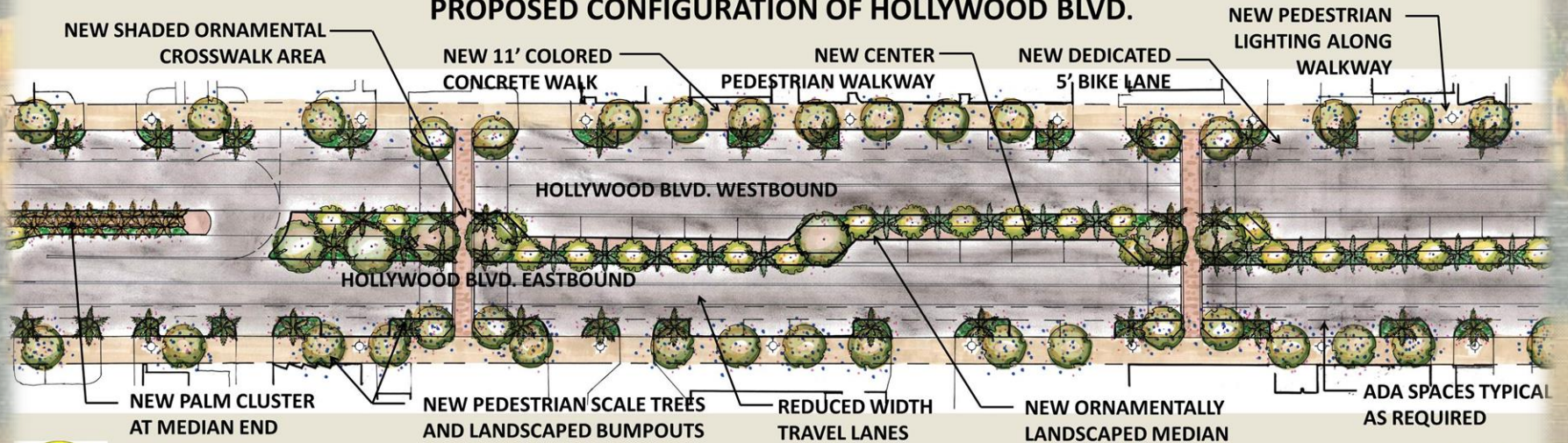


SECTION 'C' – East of 24th Ave. midway to Dixie Highway

EXISTING CONFIGURATION OF HOLLYWOOD BLVD.



PROPOSED CONFIGURATION OF HOLLYWOOD BLVD.

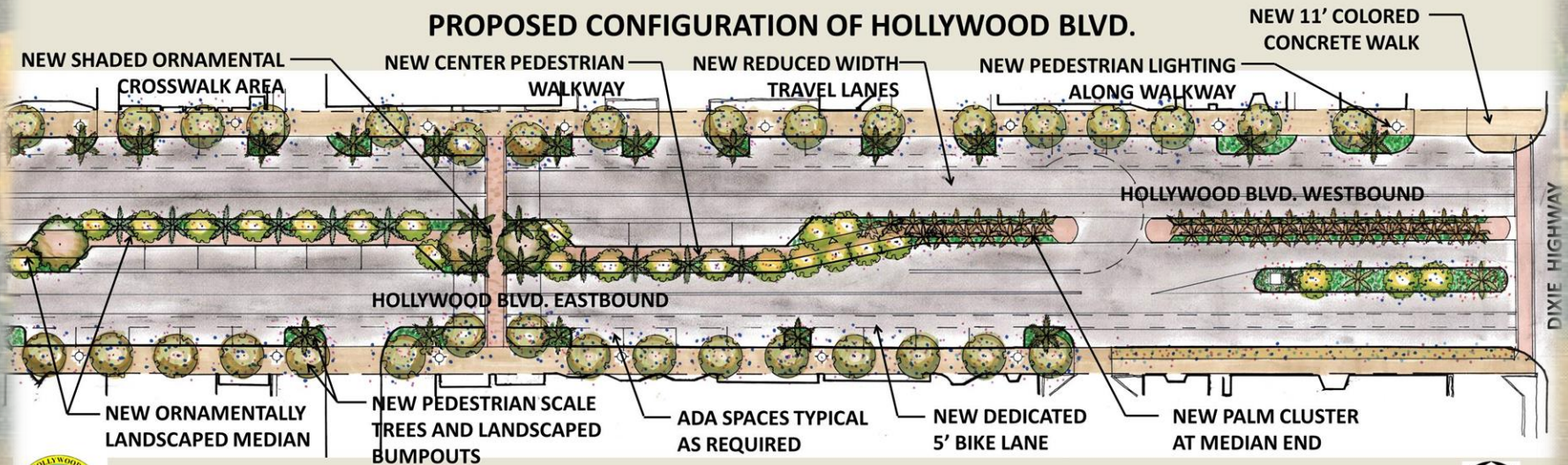


SECTION 'D' – Midway from 24th Ave. to Dixie Highway

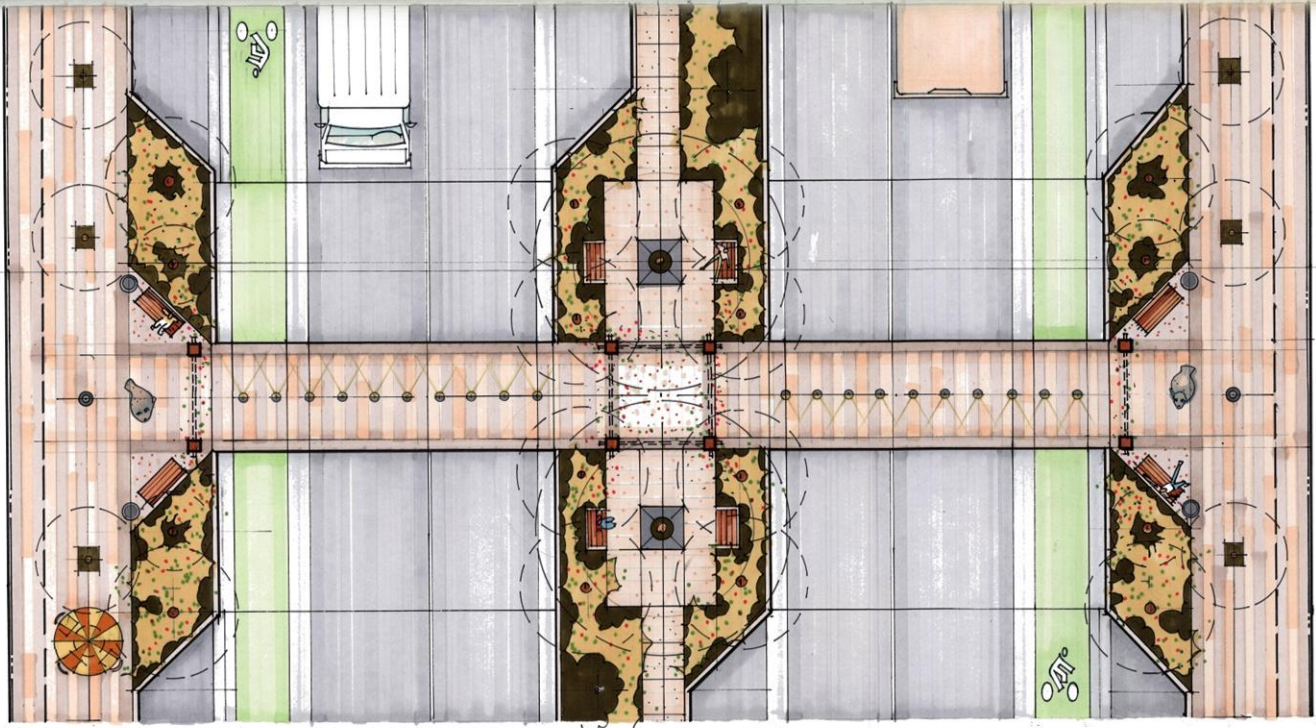
EXISTING CONFIGURATION OF HOLLYWOOD BLVD.



PROPOSED CONFIGURATION OF HOLLYWOOD BLVD.



TYPICAL CROSSWALK PLAN-SECTION



PERSPECTIVE VIEW OF BEAUTIFIED MEDIAN

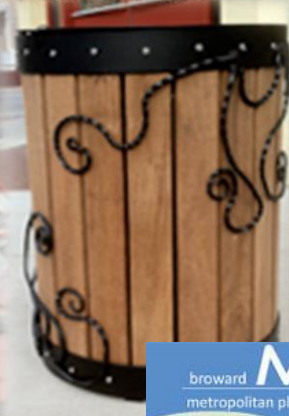
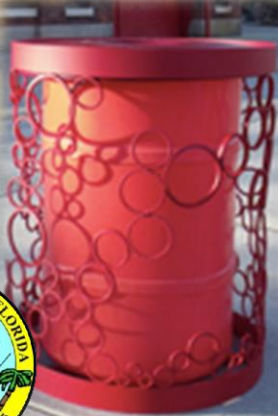


PERSPECTIVE VIEW 24th AVE. INTERSECTION



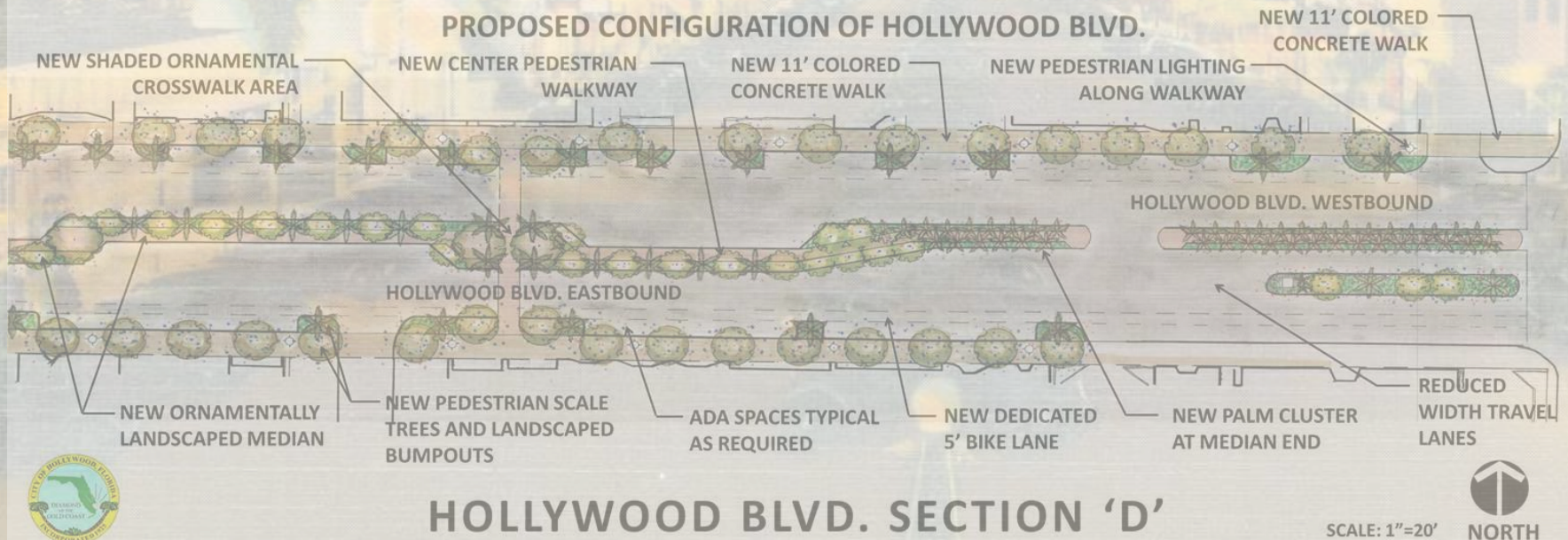
OPPORTUNITIES FOR ART IN PUBLIC PLACES

- Functional public art

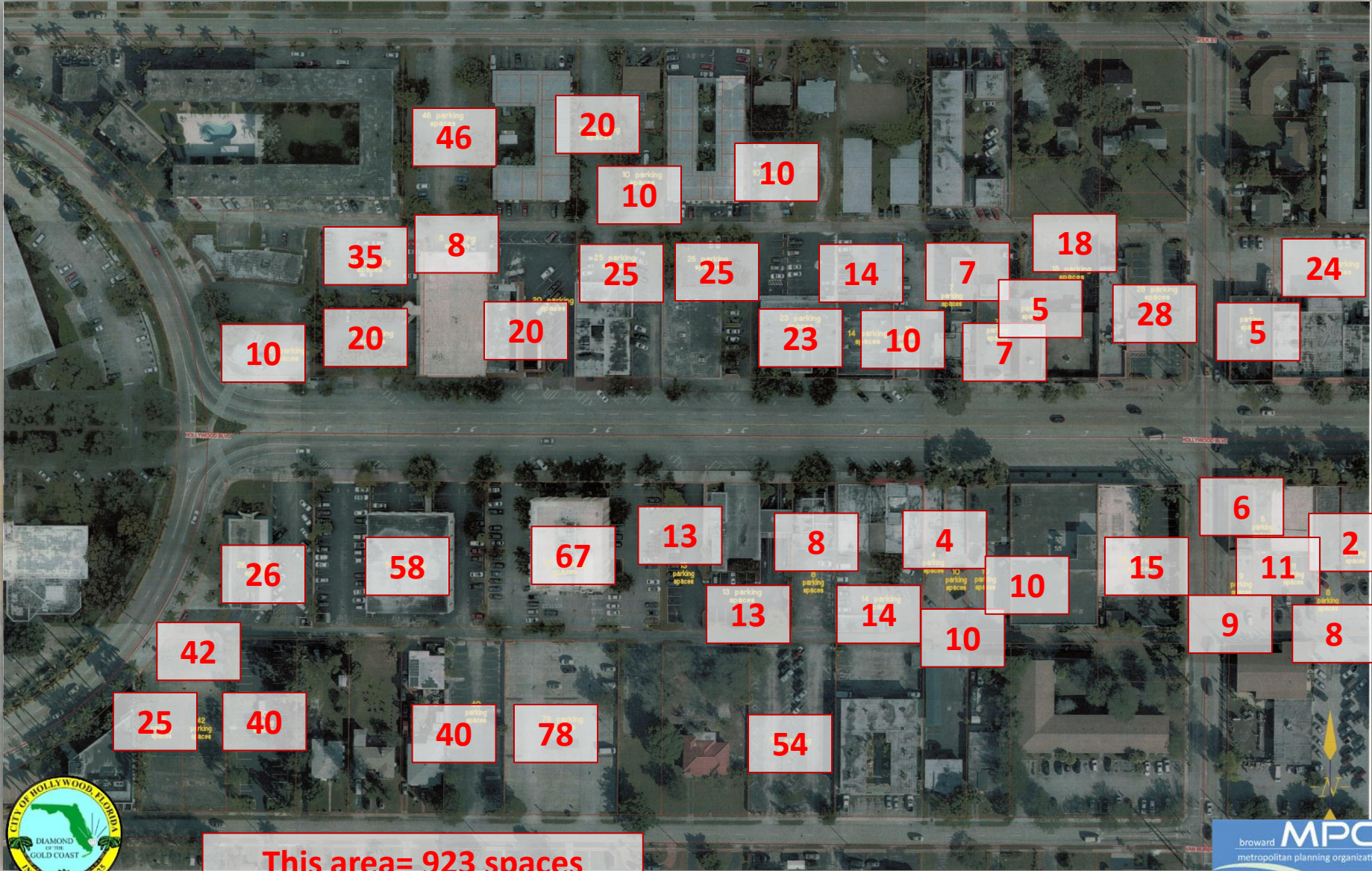


Parking Data

- Existing on-street parking = 192 spaces
- Proposed on-street parking = 160 spaces + two dedicated bike parking corrals
- Reduction of on-street parking = roughly 26%
- Safer parking configuration (parallel configuration)
- Accident data supports unsafe vehicular conditions along corridor



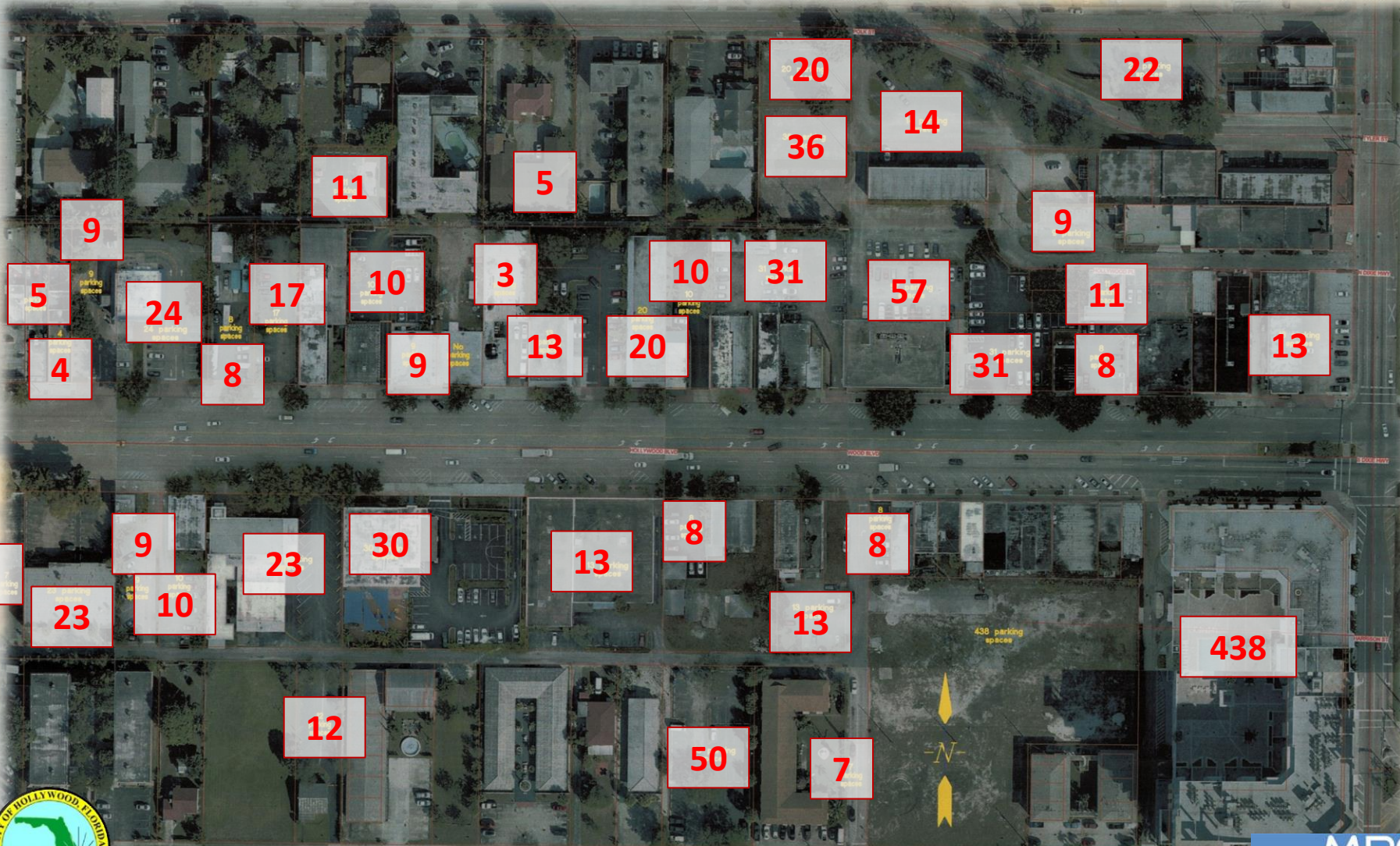
Private Parking Spaces Adjacent to the Corridor



This area= 923 spaces



Private Parking Spaces Adjacent to the Corridor



This area= 1,051 spaces

Corridor perimeter= 1,974 spaces



BENEFITS OF THIS PROJECT

- New paving, striping and surface drainage configuration
- New wide ornamental concrete walks
- New mid-intersection pedestrian crosswalks with center refuge median and center walkway spline
- New 5' wide bike lanes with buffer zones
- New pedestrian scale lighting
- New landscape along corridor (trees/palms/flowering shrubs & groundcover)*
- New site furnishings including functional public art
- New ADA parking spaces and accessible ways
- New ornamental shade structures at crosswalks
- Safer parking configuration
- Schedule: Design 2014-2015 Construction 2016-2017



OTHER PLANNED COMPLETE STREETS PROJECTS



Dixie Highway Corridor



OTHER PLANNED COMPLETE STREETS PROJECTS



U.S. 1 Corridor from Young Circle to Sheridan Street



OTHER PLANNED COMPLETE STREETS PROJECTS



U.S. 1 Corridor from Young Circle to Sheridan Street



OTHER PLANNED COMPLETE STREETS PROJECTS



U.S. 1 Corridor from Young Circle to Sheridan Street



OTHER PLANNED COMPLETE STREETS PROJECTS



Kimley-Horn
and Associates, Inc.



A1A/Ocean Drive Corridor

HOLLYWOOD BOULEVARD BY MOONLIGHT, HOLLYWOOD, FLORIDA

Questions?



Next Steps

- Next Meeting
 - Monday, May 12th
 - Update on 2040 LRTP

