



Technical Advisory Committee

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

Facilitator:
Anamarie Garces,
Anamarie@UrbanHS.com



Agenda

- I. Introductions/ Sign-In
- II. Initiative Update
- III. PEDSTED Presentation
- IV. Hallandale Beach Presentation
- V. Deerfield Beach Presentation (coming soon)
- VI. Next Steps

Introductions / Sign-In

- TAC Members Introductions
- Meeting is being Recorded

Initiative Updates

- Partner Updates
 - Broward County will revise the Comprehensive Plan and the Land Use Plan
 - August 27th Kick Off Meeting at 9 AM
 - BC Government Center, Room 422
- Complete Streets Fact Sheet

Initiative Updates

- Making Broward County Safer Action Plan
 - Check out the Action Plan at:
 - » <http://urbanhs.com/initiatives/greatstreets/walkbike-broward/>
 - » Please email feedback to dan@urbanhs.com
 - » Website updated monthly, next update is July 20th
- Next Steps for Implementation

Initiative Updates

- **Please Participate in the Walkability Audits**

- Ft. Lauderdale - July 24th
- Coconut Creek - September 4th
- North Lauderdale - September 25th
- Lauderdale – October 2014
- West Park – October 2014

- **Register and RSVP through the MPO's Complete Streets Website:**

<http://www.browardmpo.org/services/complete-streets/walking-audits>



Initiative Updates

- **Technical Assistance Opportunities**
 - Complete Streets presentation to Elected Officials
 - Assistance to cities interested in adopting a Complete Streets policy or planning framework
 - If you are interested, please contact Ricardo Gutierrez:
 - gutierrezr@browardmpo.org or 954-876-0044

PEDSTED Presentation

By: Mayor Richard J. Kaplan

PEDSTED

PEDESTRIAN SAFETY THROUGH ENVIRONMENTAL DESIGN

BY MAYOR RICHARD J. KAPLAN
CITY OF LAUDERHILL, FL
JULY 14, 2014

STATISTICS

FLORIDA TRAFFIC CRASH STATISTICS REPORT

2010

7894 CRASHES INVOLVING PEDESTRIANS

7290 PEDESTRIANS INJURED

499 PEDESTRIANS KILLED

2011

7039 CRASHES INVOLVING PEDESTRIANS

6194 PEDESTRIANS INJURED

497 PEDESTRIANS KILLED

FROM 2011-2013, SOUTH FLORIDA IS RANKED #4 AS MOST DANGEROUS PLACE FOR PEDESTRIANS.

THERE WERE 1555 PEDESTRIAN DEATH IN BROWARD FROM 2000-2009.

IN 2012, 180 PEDESTRIAN DEATHS IN BROWARD.

“NO SINGLE FACTOR IS COMPLETELY RESPONSIBLE FOR THE PROBLEM OF PEDESTRIAN-VEHICLES CRASHES RESULTING IN INJURIES AND FATALITIES. A COMBINATION OF UNSAFE PEDESTRIAN BEHAVIOR, VEHICLE AND DRIVER FACTORS, PROBLEMATIC PHYSICAL ENVIRONMENTS AND OTHER SPECIAL CONDITIONS ALL CONTRIBUTE TO THEM.”

Campbell, B.C. Zegeer, H. Husang and M. Cynecki (2004), A Review of Pedestrian Safety Research in the United States and Abroad. USDOT, FHA

“ IN A RECENT STUDY OF 7,000 PEDESTRIAN-VEHICLE CRASHES IN FLORIDA, RESEARCHERS DISCOVERED THAT PEDESTRIANS WERE AT FAULT IN 80% OF THESE INCIDENTS.”

Lee, C, and M. Abdel-Aty (2005) “Comprehensive Analysis of Vehicle-Pedestrian Crashes at Intersections in Florida.” Accident Analysis and Prevention.

Florida: Types of Pedestrian Crashes

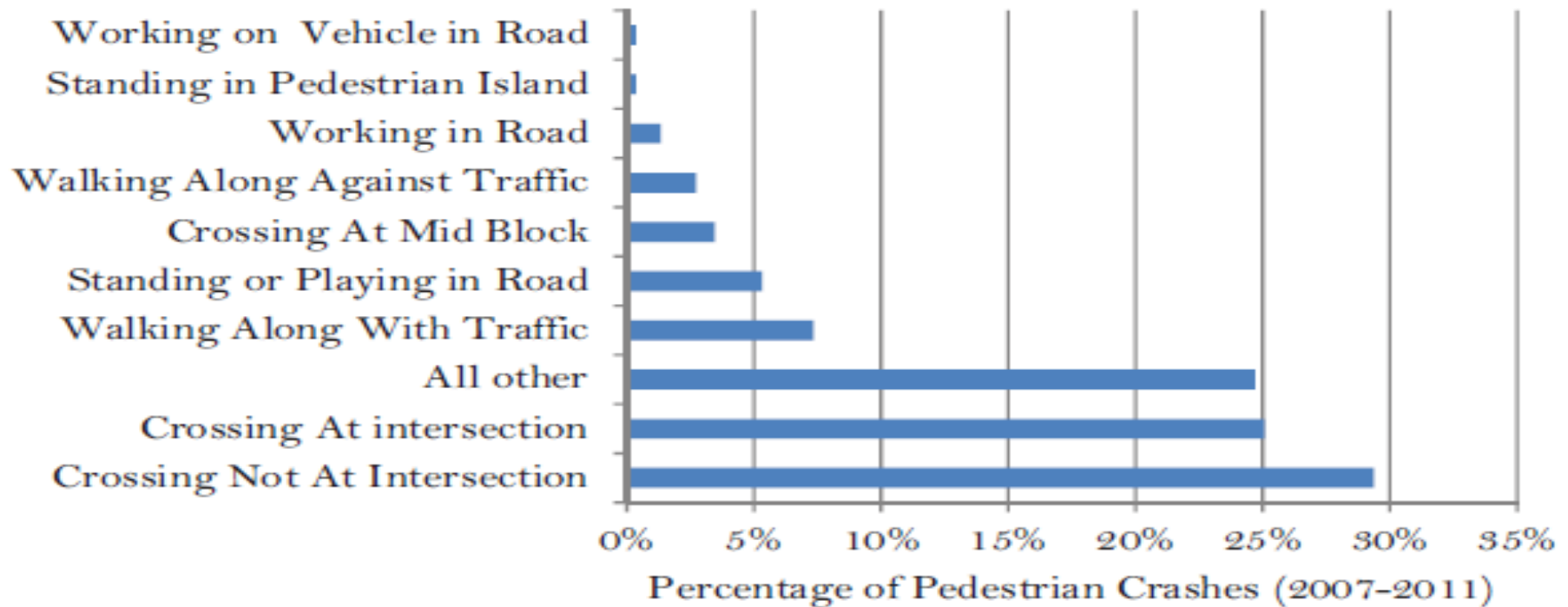


Figure 2-12. Statewide pedestrian crashes by pedestrian action.

Source: FDOT CAR System.

“JAYWALKING IS OFTEN CITED AS A POOR PEDESTRIAN BEHAVIOR THAT LEADS TO PEDESTRIAN INJURIES AND FATALITIES.”

Mullen, B., C. Cooper, and J. Driskell (1990) “Jaywalking as a Function of Model Behavior.” *Personality and Social Psychology Bulletin*

Jaywalker crossing on University Drive



“MIDBLOCK CROSSING IS IMPLICATED IN 55 PERCENT OF ALL FATAL PEDESTRIAN-VEHICLE CRASHES.”

Cui, Z., and S. Nambisan (2003). “Methodology for Evaluating the Safety of Midblock Pedestrian Crossings.” *Transportation Research Record*.

“IF CONVENIENT MIDBLOCK CROSSWALKS WERE AVAILABLE AT POPULAR CROSSING POINTS, PEDESTRIANS COULD CROSS THESE AREAS THAT WOULD OTHERWISE BE UNSAFE AND ILLEGAL.”

Heinonen, Justin A., and John E. Eck (2007). “Pedestrian Injuries and Fatalities Guide No. 51.” *Center for Problem-Oriented Policing*.

**Median brick walkway located
in area which is not designated
for a midblock crossing
on University Drive**

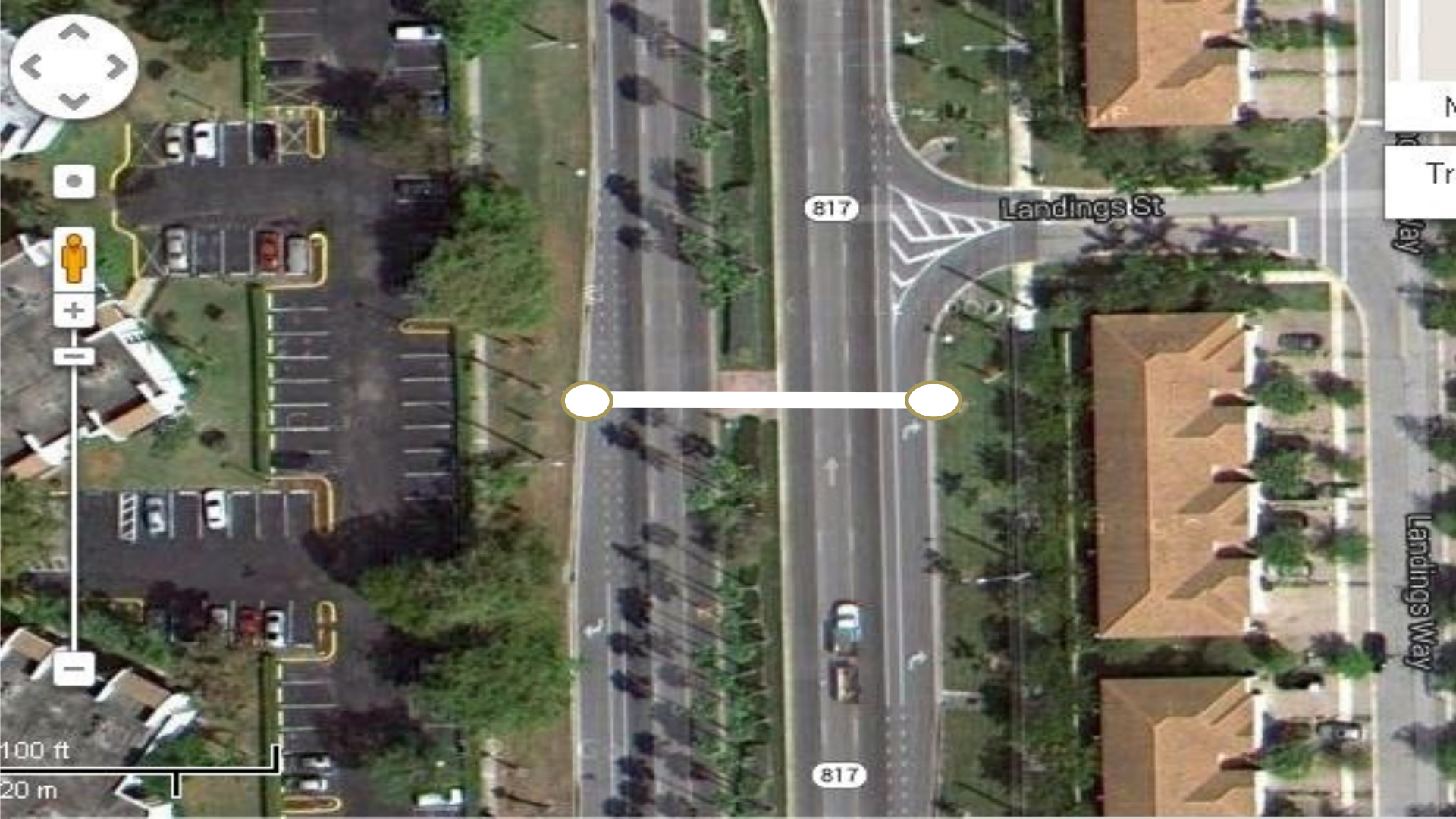




**EXAMPLE: ON HALLANDALE BEACH BLVD.
WHERE ISLAND IN MEDIAN IS CREATED ALMOST INVITING
PEDESTRIANS TO TRAVEL WHERE THEY ARE NOT SUPPOSED
TO BE.**

**“THE SHORTEST DISTANCE BETWEEN TWO
POINTS IS A STRAIGHT LINE.”**

**CONSIDER LAND USE DESIGN AND
PEDESTRIAN INGRESS/EGRESS TO
PROPERTIES**



817

Landings St

817

100 ft

20 m

M

Tr

Jay

Landings Way

HISTORICALLY TRANSPORTATION PLANNING HAS APPROACHED PEDESTRIAN SAFETY PRIMARILY IN TWO WAYS.

- 1) WORKING WITH DRIVERS TO CHANGE THEIR DRIVING HABITS AS WELL AS IMPROVING DRIVER AWARENESS.
- 2) BY CREATING SAFE CROSSING ZONES FOR PEDESTRIANS.

RARELY IS THE PEDESTRIAN'S OWN BEHAVIOR INCLUDED IN TRANSPORTATION PLANNING BY TRYING TO DISCOURAGE DANGEROUS SITUATIONS. STUDIES HAVE SHOWN THAT IN MANY CASES THE FAULT LIES WITH THE PEDESTRIAN.

NON PEDSTED APPROACH

METHODS OF IMPROVING PEDESTRIAN WALKING BEHAVIOR WITHOUT MAKING ENVIRONMENTAL CHANGES:

- 1) ENFORCE JAYWALKING LAWS- OFTEN A LOW PRIORITY FOR POLICE, CREATING CONFLICTS BETWEEN RESIDENTS AND CITY OFFICIALS. CONSIDERED A NUISANCE TO ENFORCE.
- 2) EDUCATION- CREATING PROGRAMS TO TEACH SCHOOL CHILDREN HOW TO PROPERLY CROSS A STREET REQUIRE SCHOOLS TO BE INVOLVED. THE PROBLEM IS THAT MANY ADULTS ARE THE ONES THAT NEED THE EDUCATION AND TEACH THEIR CHILDREN BAD PEDESTRIAN BEHAVIOR. ALSO, ANY EDUCATIONAL CAMPAIGN REQUIRES SUBSTANTIAL MEDIA EXPOSURE.

A NEW APPROACH – PEDSTED

METHODS OF IMPROVING PEDESTRIAN WALKING BEHAVIOR BY MAKING ENVIRONMENTAL CHANGES:

PEDSTED- PEDESTRIAN SAFETY THROUGH ENVIRONMENTAL DESIGN

APPROACHING THE PROBLEM IN THE SAME WAY AS,

CPTED- CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

NO METHOD WILL COMPLETELY SOLVE THE PROBLEM, BUT COMBINING DIFFERENT APPROACHES WILL HELP TO CHANGE OR PREVENT UNWANTED BEHAVIOR. IF SOMEONE WANTS TO VIOLATE THE LAW AND IGNORE SAFETY PRECAUTIONS, THEY WILL FIND A WAY TO DO IT.

FLAT BRICK MEDIUM IS PERFECT TO RIDE OR WALK ON. NOTICE THE BICYCLIST RIDING ON THE MEDIUM ON COMMERCIAL BLVD.



**WHILE YOU CANNOT SEE IT, THERE IS A PERSON
WALKING ACROSS THE STREET WITH ONCOMING TRAFFIC
ON OAKLAND PARK BLVD.**



THIS PERSON WAS SOLICITING FOR CONTRIBUTIONS. RIGHT AFTER THIS PICTURE WAS TAKEN HE RAN INTO MOVING TRAFFIC TO GET A DONATION FROM THE CENTER LANE. ON UNIVERSITY DRIVE. NOTICE THE FLAT WALKING AREA.



NOTICE PERSON SOLICITING ALONG ENTIRE TRACK OF FLAT MEDIAN. PERSON WAS DARTING IN AND OUT OF TRAFFIC TO SOLICIT



APPLYING PEDSTED PRINCIPALS:

PROBLEM #1: PEOPLE CROSSING IN FRONT OF A BUS WHEN THEY GET OFF. DRIVERS CAN'T SEE PEDESTRIANS COMING INTO STREET, AND PEDESTRIANS DO NOT CROSS AT CROSSWALKS SINCE IT MAKES THE WALK A BIT FARTHER.

SOLUTION: PLACING A SAFETY BAR IN FRONT OF THE BUS LIKE SCHOOL BUSES OR RAILING ALONG SIDEWALKS

RESULT: TO FORCE PEOPLE TO WALK TO A LOCATION SO THEY WOULD BE MORE VISIBLE TO DRIVERS AND MAY HAVE TO USE DESIGNATED CROSSWALKS. ALTERNATIVE, IF THEY INSIST ON GOING AROUND THE SAFETY BAR THEY ARE MORE LIKELY TO BE SEEN BY DRIVERS GIVING ADDITIONAL EARLY WARNING.





**SIMPLE BARRIERS.
BARRIER CAN BE
MOVED FORWARD TOO.**



D-64-D

NO PARKING
IN FRONT OF
BUSINESS

PROBLEM #2: PEDESTRIANS CROSSING STREETS IN LOCATIONS OTHER THAN AT CROSSWALKS

SOLUTION #1: MID-CROSSING BARRIERS USING LANDSCAPING, FENCES AND HUMPS

Berger, in R. Retting, S. Ferguson and A. McCartt, (2003). "A Review of Evidence-Based Traffic Engineering Measures Designed to Reduce Pedestrian-Motor Vehicle Crashes." American Journal of Public Health

SOLUTION #2: RAILING ALONG SIDEWALKS

RESULT: BY PREVENTING PEDESTRIANS FROM CROSSING IN DANGEROUS, UNDESIGNATED AREAS THEY WILL BE FORCED TO CROSS AT SAFER DESIGNATED PLACES.

MEDIAN FENCE BARRIERS WERE INSTALLED IN DC (4FT) AND NY (6 FT). 61% OF PEDESTRIANS IDENTIFIED THE BARRIER AS THE REASON FOR USING THE CROSSWALK. 48% SAID IT FORCED THEM TO USE THE CROSSWALK. BEFORE THE MIDBLOCK BARRIER WAS INSTALLED 61% CROSSED MIDBLOCK OUT OF CONVENIENCE.

Berger, W.G., Urban Pedestrian Accident Countermeasure Experimental Evaluation Study, National Highway Traffic Safety Administration, Fed. (1975)

A GOOD EXAMPLE OF A PEDSTED MIDBLOCK BARRIER PREVENTING PEDESTRIANS FROM CROSSING. ON HALLANDALE BEACH BLVD. IN HALLANDALE BEACH.



BUT NOTE





CAPS PLACE ON FLAT MEDIAN SURFACES PREVENT PEDESTRIANS FROM STANDING ON THEM







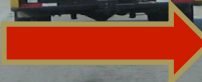




HOWEVER, AS PREVIOUSLY
STATED, EVEN IF PEDSTED
PRINCIPALS ARE APPLIED,
THERE ARE THOSE THAT WILL
IGNORE SAFETY MEASURES



**GOOD PEDSTED BARRIER WITH BREAK IN LANDSCAPING.
NOTICE THE PEDESTRIAN CROSSING ON HALLANDALE
BEACH BLVD.**



THE END

COMMENTS?

Hallandale Beach Presentation



Hallandale Beach
PROGRESS. INNOVATION. OPPORTUNITY.

Director of Development Services
Keven Klopp



Hallandale Beach Presentation



August 2013: Commission Resolution Supporting Complete Streets

September 2013: Commission endorsed Broward's Guidelines

October 2013: Smart Growth Code Audit

May 2014: Selected Consultant to Prepare Complete Streets BODR

October 2014: LDR Amendments – Regional Activity Center

Summer 2015: Basis of Design Report Completion



Hallandale Beach Presentation



October 2013: Smart Growth Code Audit

Identified 30 specific potential changes in our regulations that would, if adopted, help implement Smart Growth principles, many of them relating to complete streets guidelines

Examples:

Bike lane requirements and standards

Match building scale to street type



Hallandale Beach Presentation



October 2014: LDR Amendments – Regional Activity Center

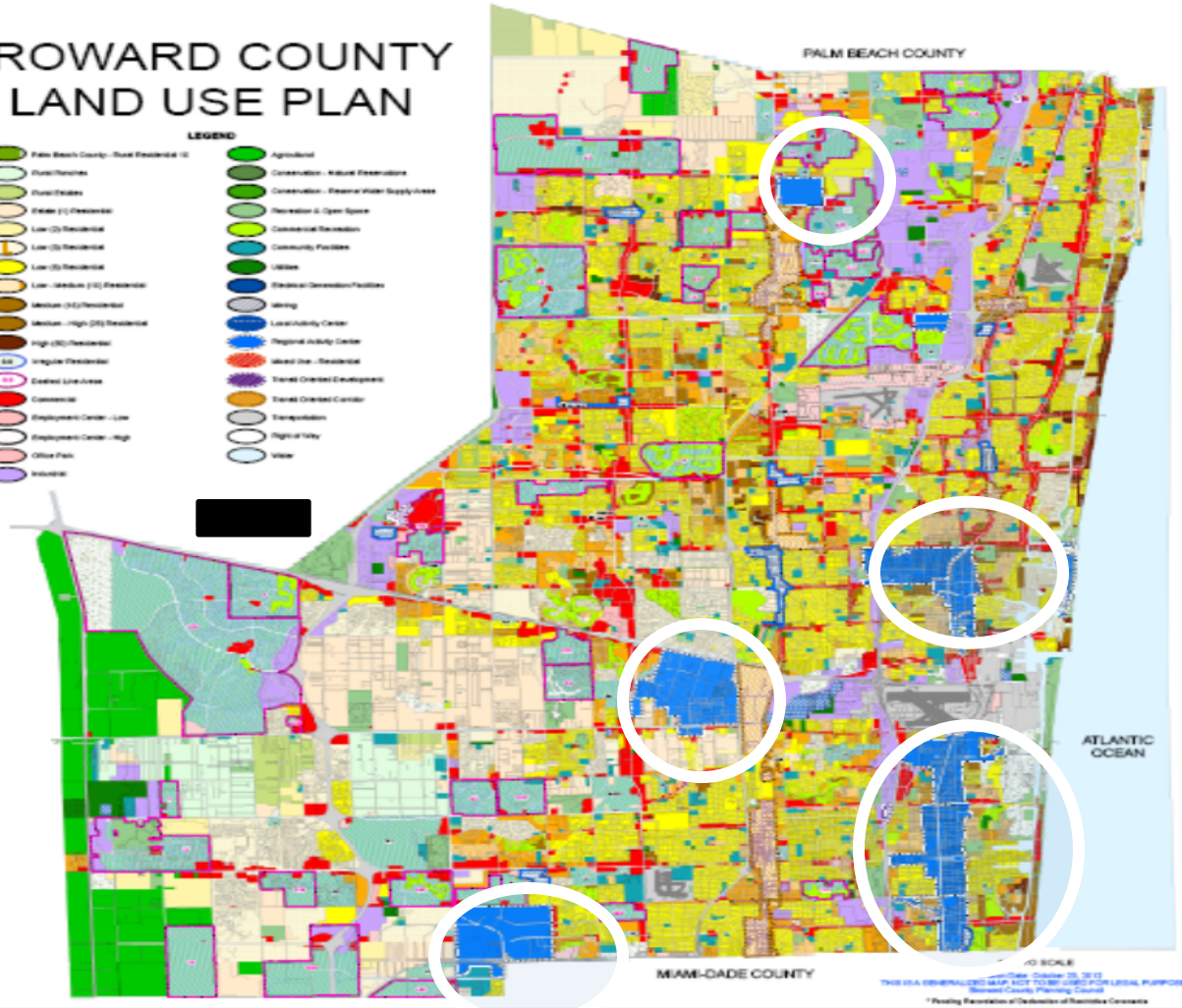
Treasure Coast Regional Planning Council engaged to prepare a broad rewrite of Land Development Regulations for the majority of the City's RAC (Corridor includes Dixie Highway and Federal Highway)





Hallandale Beach
PROGRESS. INNOVATION. OPPORTUNITY.

BROWARD COUNTY LAND USE PLAN



Hallandale Beach Presentation



Surge in Development Interest

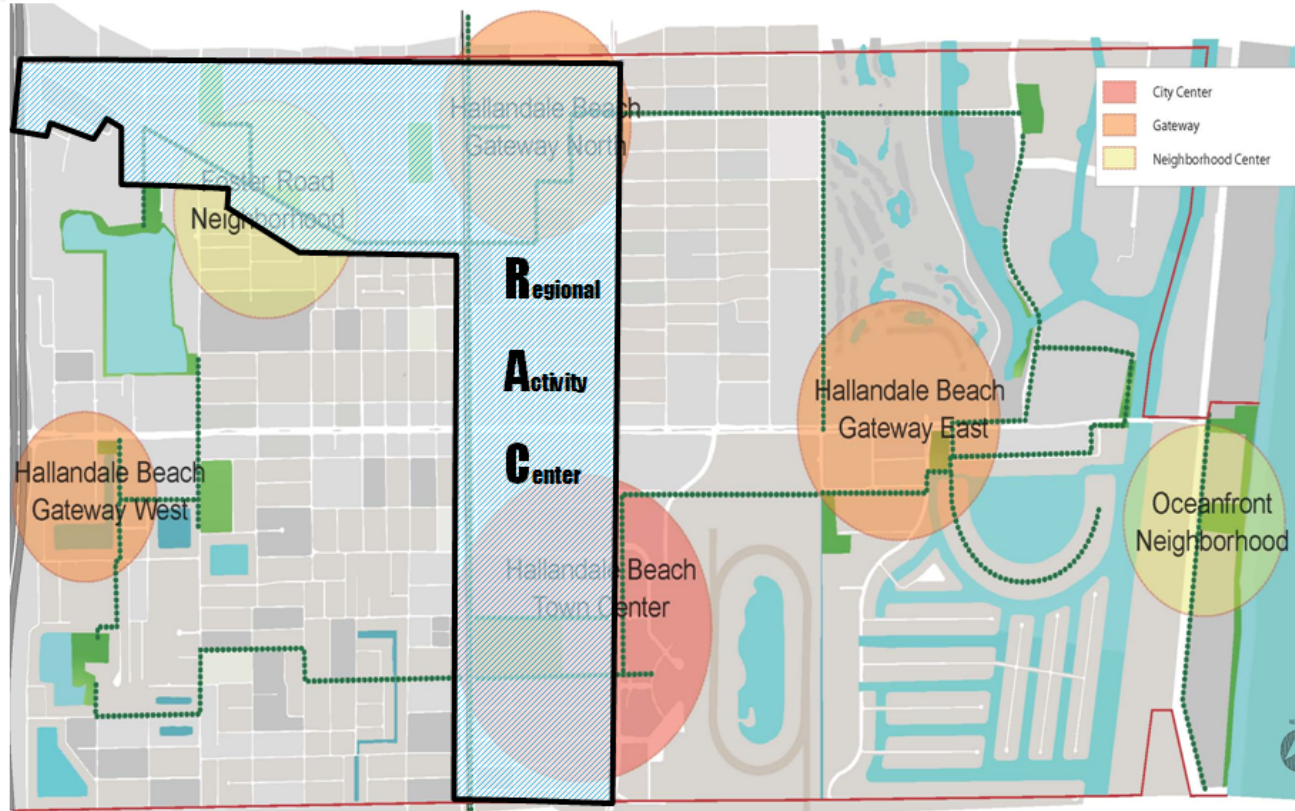
- Gulfstream Park Tower Approved – 26 story condominium
- Several others pushing the process limits
- Major City Investment in Parks and Open Space Facilities
- Coastal Link Station Area Planning



Hallandale Beach Presentation



Hallandale Beach
PROGRESS. INNOVATION. OPPORTUNITY.



Hallandale Beach Presentation



Gulfstream Park Village's
Pegasus and Gulfstream Park Tower



Hallandale Beach Presentation



Gulfstream
Park
Village's
Pegasus
and
Gulfstream
Park
Tower



Hallandale Beach Presentation



Complete Streets Basis of Design Report (Citywide)

- Seeks to address comprehensive improvements in the right of way (infrastructure, sidewalks, lighting, street trees and street furniture) with a consistently applied approach throughout all streets
- Assess existing conditions in the right of way, outline the basis for developing construction documents, determine phasing, and establish long term funding programs and a FY 2016 budget for the required improvements.



Hallandale Beach Presentation

Complete Streets Basis of Design Report Awarded to Craven Thompson

- Project Scope being prepared
- Build off numerous other plans and studies, including a Greenway trail concept, done in prior years
- Practical Approach to incorporating Smart Growth Principles and Complete Streets Guidelines into generally needed infrastructure rehabilitation and improvement projects



Deerfield Beach Presentation

By: Amanda Martinez

Complete Streets Implementation

Broward MPO TAC Meeting

July 14, 2014



Creating the Guidelines

May 2012:

- Complete Streets Committee
- Planning, Engineering, Landscaping, Fire Rescue, CRA/Economic Development & City Manager's Office
- Committee met monthly to review chapters of Broward Complete Streets Guidelines and revise to meet needs of the city

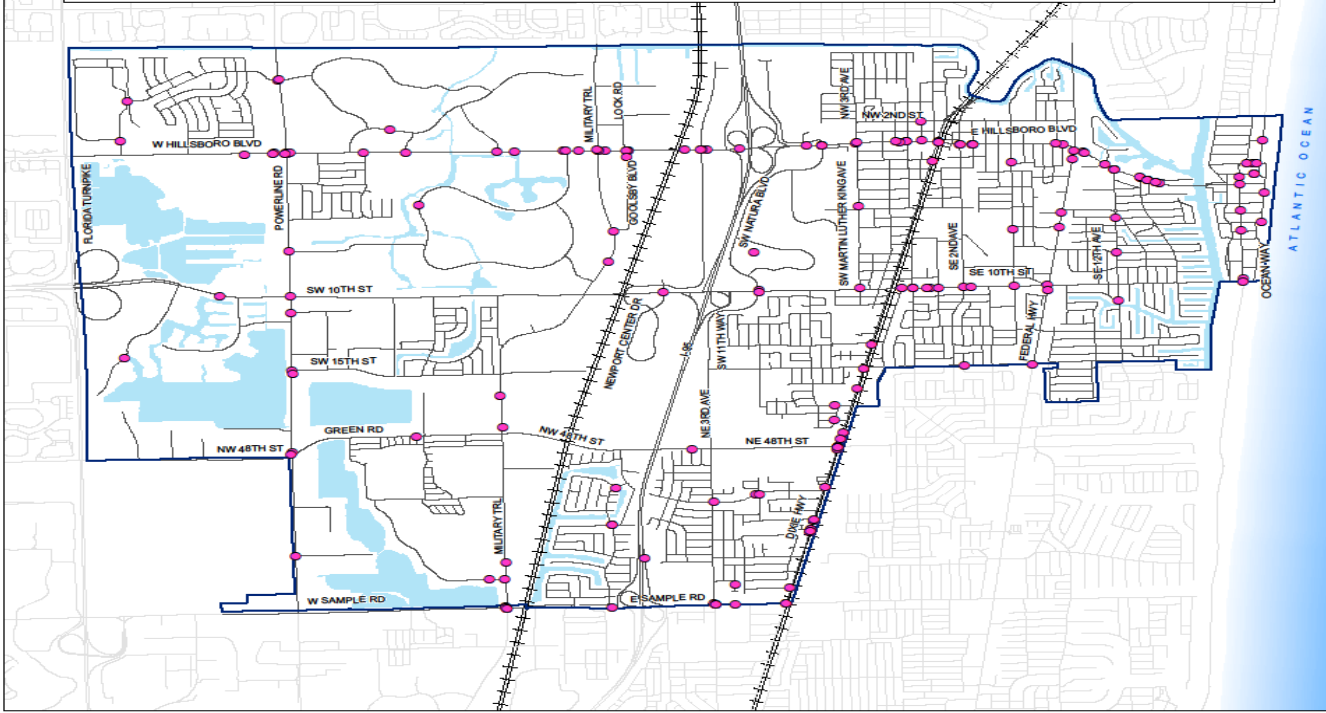
 broward **MPO**
metropolitan planning organization

Deerfield Beach Complete Streets Guidelines

Adopted August 20, 2013



Crash Accidents Involving Bicyclists from 2007 - 2012



MAP LEGEND

Crash Accidents Involving Bicyclists 2007-2012

● Bicyclist Accident

Corporate Limits



0 0.25 0.5 1 Miles

MAP INFORMATION

DISCLAIMER
 The map and all information contained on it is used by the City of Deerfield Beach for City Planning purposes only. The City of Deerfield Beach makes no representation as to the accuracy of any information contained therein. The burden for determining the accuracy, completeness, and general reliability of the information contained herein rests solely with the person who uses same. The City of Deerfield Beach makes no warranties, expressed or implied as to the accuracy of the information contained herein. There are no implied warranties or promises for a particular purpose, and any person who uses a copy of this map, by virtue of their possession of same, does so with the understanding that the information is not reliable. Further, the user assumes the full risk of any warranties, expressed or implied, as to the accuracy of the information contained therein. In no event shall the City of Deerfield Beach be liable for the direct, indirect, or consequential damages or any other damages arising out of the use or inability to use this map or the material information contained therein.
 The origin of this map is the City of Deerfield Beach Planning & Zoning Division.
 The information is intended for informational purposes only.
 Greater Center, University of Florida, Spatial Four Analysts.

Date: 5/9/2013
 Path: C:\Data\Deerfield\GIS\Planning\Complete Drawings\Cash Data_Bicycles_2007-2012



Community Outreach

- Survey
 - 9 question survey
 - Collected 200 responses
- Complete Streets Website
 - www.Deerfield-Beach.com/CompleteStreets
- Elementary School Poster Contest
- Attended Events: January – March 2013
 - Festival of the Arts
 - Green Market



Plans & Documents

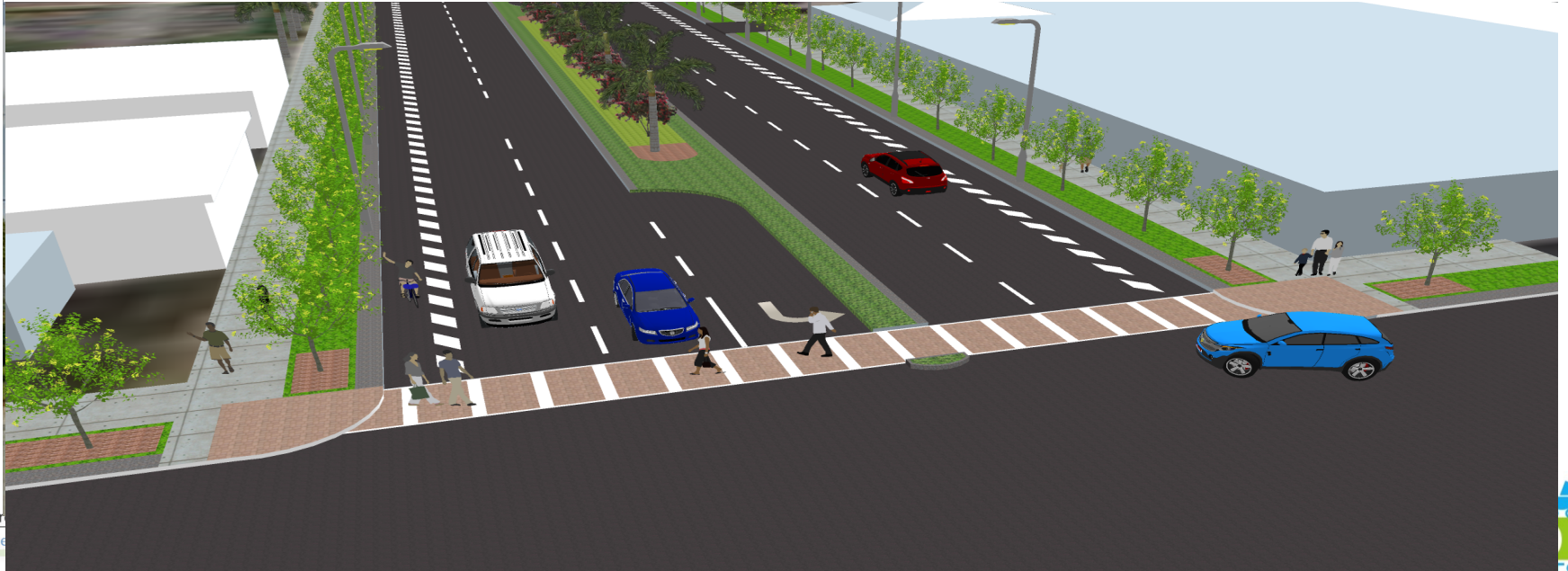
- Comprehensive Plan
 - August 2013: Guidelines adopted into the Transportation Element
 - April 2014: Adopted Complete Streets GOP's into the Transportation & Future Land Use Elements
- Complete Streets Plan
 - June 2014: Applied for a \$25,000 grant from DEO to hire a consultant

Implementation

- Piggyback on other agency projects:
 - Hillsboro Blvd. RRR project
 - A1A RRR project

Hillsboro Blvd. Existing

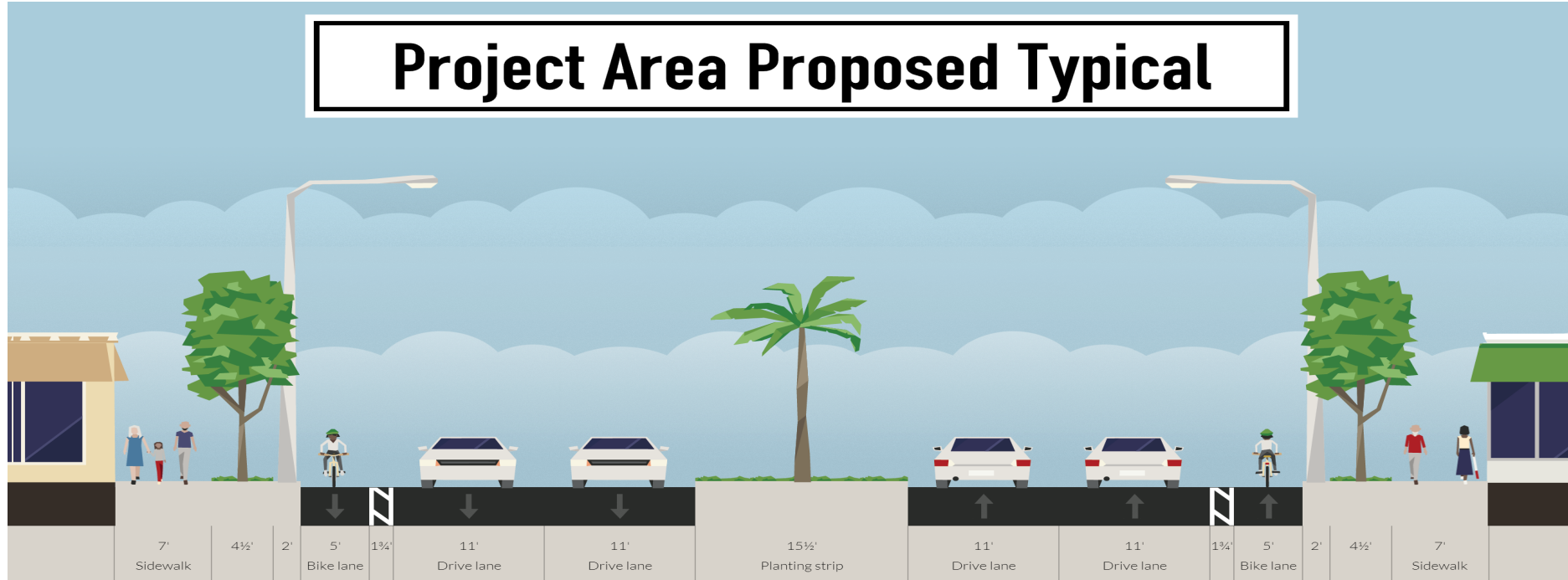
Hillsboro Blvd. Proposed



br
me

Typical Sections

Project Area Proposed Typical



A



Next Steps

- Next Meeting – September 8, 2014
 - Will include an update on the Ft. Lauderdale Walking Audit and a presentation on Performance Measures for TAC approval.
- 2015 Safe Street Summit
 - Save the Date!
 - January 22nd and 23rd