



STATE ROAD 7 MEETING
Thursday, March 13, 2013
2:00 P.M. – 4:00 P.M.

LOCATION

Field House Hall
Broward County Regional Park & Field
3700 NW 11th Place
Lauderhill, FL 33311

MEETING AGENDA

1. Welcome Remarks
 - Commissioner Thomas Dorsett of West Park, Chair
 - Gary Rogers, Executive Director of the Lauderdale Lakes Community Redevelopment Agency (CRA) & Vice-Chair
2. Agenda. *Action: Approval.*
3. SR7 Spotlight Video & Presentation: Seven50 Prosperity Plan.
Ms. Marcela Cambor-Cutsaimanis, Project Director. *Action: Information Only.*
4. Cross-Collaboration for Healthy Food Systems, Technical Assistance Opportunity.
Mr. Anthony Olivieri, FHEED LLC. *Action: Information Only.*
5. Broward Complete Streets Update & Technical Assistance Opportunity.
Ms. Anamarie Garces, Urban Health Solutions, Inc. *Action: Information Only.*
6. Speak UP Broward Introduction & Community Outreach Opportunity.
Ms. Pamela Adams, Adams Consulting, Inc. *Action: Information Only.*
7. State Road 7 Updates: Discussion/Announcements/New Business/Public Comment.
Action: Information Only.
8. Adjourn

STATE ROAD 7 COLLABORATIVE

To: SR7 Steering Committee AGENDA ITEM # 3
From: Staff
Date: March 13th, 2014 Meeting
Subject: SR7 Spotlight Video & Presentation: Seven50 Prosperity Plan

The Southeast Florida Regional Partnership, in association with the South Florida and Treasure Coast Regional Planning Councils and more than 200 regional partners, is pleased to announce the completion of Seven50's Southeast Florida's Prosperity Plan. The Partnership's 50-year Southeast Florida Prosperity Plan reflects a regional agreement around priority investments in key areas of importance to Southeast Florida's future. When considered together, these issues coalesce into a coherent strategy and investment plan in support of the future sustainability and economic prosperity of our communities along SR7 and the Region. Materials pertaining to the project and Partnership are available on the Seven50 website (www.seven50.org).

The Seven50 SE Florida Prosperity Plan was officially released and is currently available for review as an online, interactive report. The purpose of the online interactive report is to ensure that this document remains easy to access, current, and a valuable resource for years to come. This online version will be the main output revenue for the information related to Seven50.

In the months leading up the release of the Plan, the Seven50 Team was on tour throughout the seven counties of the region working with local planners, workgroups, state and local agencies and the public, addressing particular concerns and key areas of focus for each of the counties. The Plan aims at guiding critical regional investments and identifying essential projects, programs, and infrastructure to improve economic and environmental sustainability throughout the region. To review the Seven50 Plan, please visit: <http://seven50report.org>.

SR7 Collaborative Presenter: Ms. Marcela Cambolor-Cutsaimanis, Seven50 Project Director

Action:

Information Only.

STATE ROAD 7 COLLABORATIVE

To: SR7 Steering Committee AGENDA ITEM # 4
From: Staff
Date: March 13th, 2014 Meeting
Subject: Cross-Collaboration for Healthy Food Systems, Technical Assistance Opportunity

Finding techniques for cross-sectoral collaboration is a major challenge for those involved in food system change. Too often, food system “practitioners”, who implement community food projects and programs do not have opportunities to strategize with “planners” (e.g., urban and community health planners), who shape the food system policy context of practitioner activities. This SR7 Collaborative update will describe how this effort convened planners, practitioners and other local food change agents for a Community Food System Roundtable: a workshop designed to help participants develop strategies for improving the local food system. Participants will also learn about GIS techniques to measure and map food and diet-related disparities, examples of community-based healthful food access interventions, and a model for community food system strategies that can be tailored specifically by communities seeking to improve collective impact and collaboration.

SR7 Collaborative Presenter: Mr. Anthony Olivieri, FHEED LLC, a TOUCH Broward Partner

Action:

Information Only.

**Slum &
Blight**

**Community
Food Projects**

**Health
Determinants**

POVERTY

EMPLOYMENT

POVERTY

**High Disease
&
Hospitalization**

HEALTHY FOOD

**Healthy
Behaviors**

**Dilapidated,
Impaired
Physical
Environment**

**Neighborhood
GREENING**

**Physical
Environment**

Target Broward ZIP Codes with Above County Rates of:

Diabetes, Unhealthy Food Index, % Black Population & Earned Income Tax Credit Return Rates.

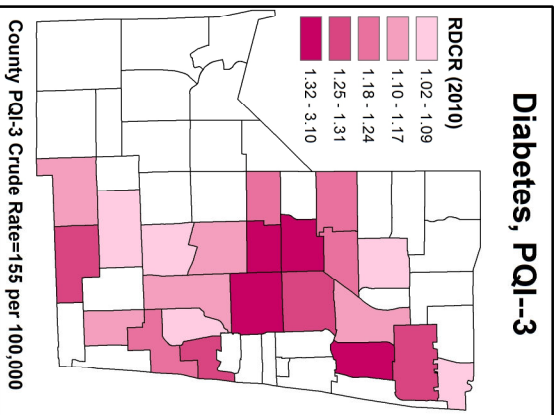


Transforming Our Community's Health



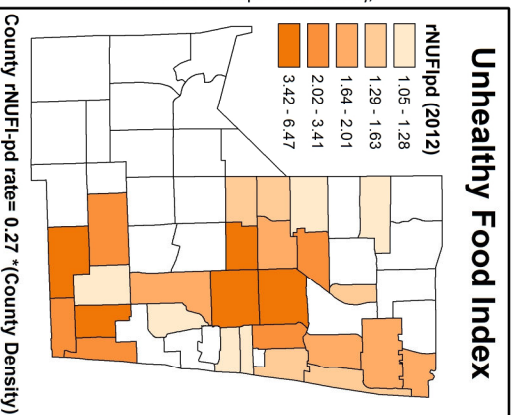
HEALTH & HUMAN SERVICE INNOVATIONS

Diabetes, PQI--3

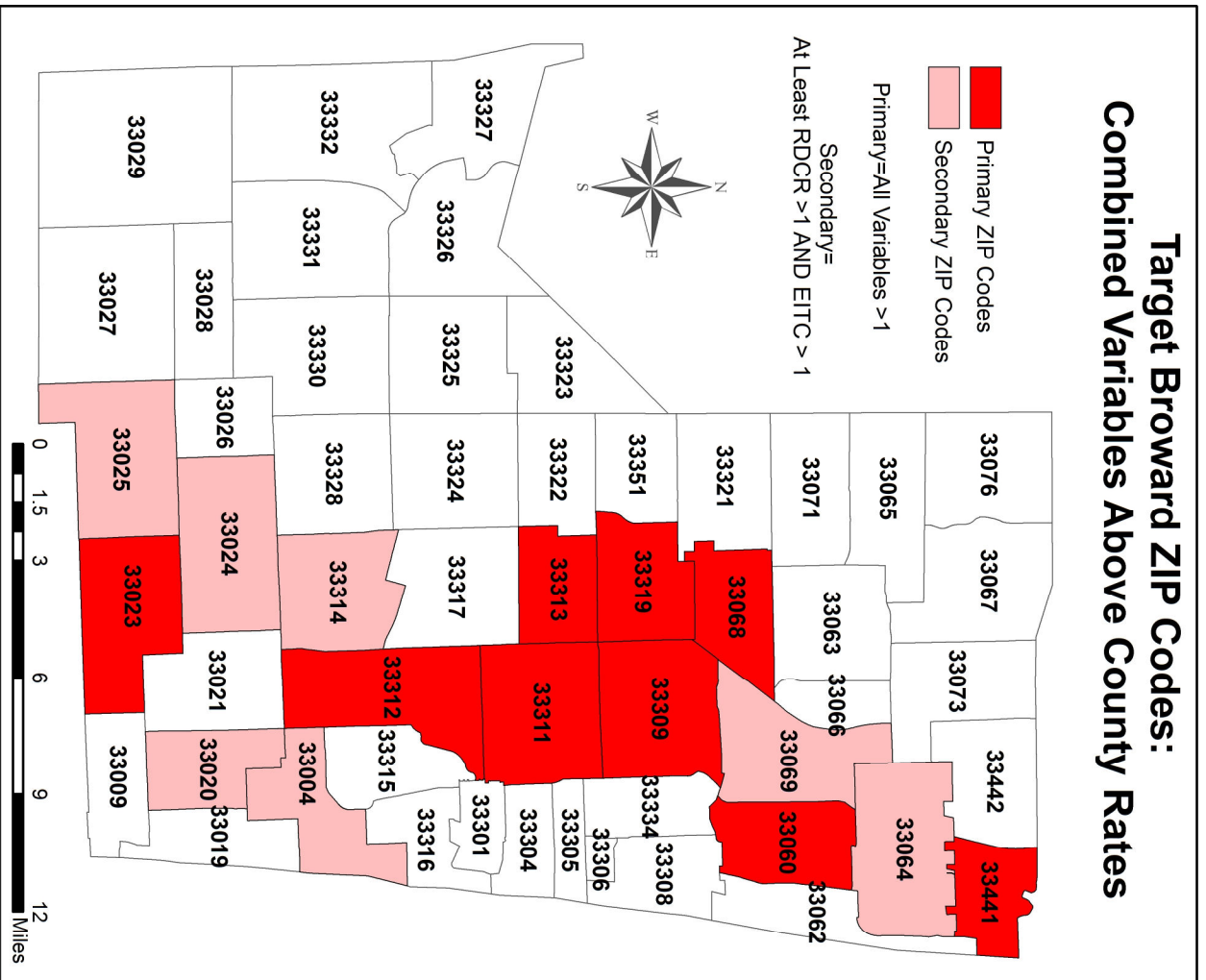


All Variable Grouped by Quintile

Unhealthy Food Index



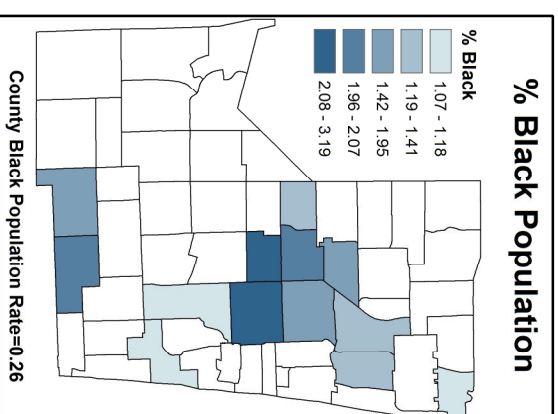
Target Broward ZIP Codes: Combined Variables Above County Rates



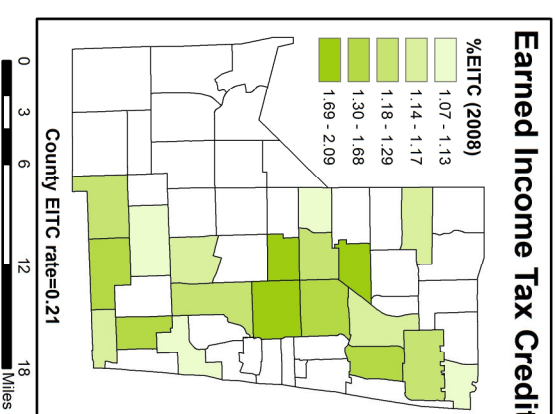
All ZIP Code values above 1 are rates above the County's rate. Example: 1.50= 50% more than the County rate. 0.50= Half of the County rate. Primary Target ZIP Codes are the intersection of ALL variables with values greater than 1.

Created by Anthony Olivier, FHEED, LLC, 5/6/2012. For planning and educational purposes only.

% Black Population



Earned Income Tax Credit



This publication was supported by the Cooperative Agreement Award Number U58DP003661-01 from the Centers of Disease Control and Prevention. Its contents are solely the responsibility of the authors and do not necessarily reflect the official views of the Centers of Disease Control and Prevention.



Food for Health: the Environment, Economy & Democracy

Community Food Systems Planning and GIS

NB: rNUFI-pd = Relative Neighborhood Food Index, Controlled for Population Density,

STATE ROAD 7 COLLABORATIVE

To: SR7 Steering Committee

AGENDA ITEM # 5

From: Staff

Date: March 13th, 2014 Meeting

Subject: Broward Complete Streets Update & Technical Assistance Opportunity

The Broward MPO is providing Technical Assistance to cities interested in implementing Complete Streets. The SR7 Collaborative update will provide an overview of the planning framework and mechanisms that have led the County to where it is today with Complete Streets and opportunities and materials for each city that may wish to receive assistance. Technical Assistance can be provided in several ways to interested jurisdictions.

The types of assistance include but are not limited to:

- Complete Streets presentations to elected officials and staff.
- Assistance to Cities interested in adopting a Complete Street policy or planning framework.
- Create an action plan for a City to adopt the Complete Street Guidelines.
- Conduct pre and post evaluations on Complete Streets projects.
- Walking Audits - RFP information at:
<http://www.browardmpo.org/services/complete-streets/walking-audits>

If your jurisdiction is interested in any of the above, please contact Ricardo Gutierrez at gutierrezr@browardmpo.org or 954-876-0044. The MPO looks forward to working with you to realize Complete Streets in your community.

Presenter: Anamarie Garces, Urban Health Solutions, Inc.

Action:

Information Only.



Broward Complete Streets Model Policy

In July of 2012, the Broward Metropolitan Planning Organization (MPO) unanimously endorsed the Broward Complete Streets Guidelines. This comprehensive set of Guidelines is intended to help cities replace auto-oriented standards with standards that create safer, healthier streets by balancing all transportation modes and accommodates all users.

The Broward Complete Streets Initiative Technical Advisory Committee (TAC) recognized that all jurisdictions would require a mechanism for adopting the Guidelines. Thus, the TAC formed a Model Policy Taskforce to carefully craft a policy framework that could be easily tailored and adopted by local governments. This model policy was based on a nationally recognized policy approved by the City of Baldwin Park, CA in 2011. The Taskforce took this template and customized it to meet the needs of South Florida communities. Furthermore, the entire TAC reviewed the model policy and offered Broward-specific additions and considerations.

This model policy is intended to be comprehensive by including the following elements:

- A customizable recital to encourage local jurisdictions to provide their specific reasons and a context for pursuing Complete Streets
- Vision
- Objective
- Jurisdiction guidance
- Approach
- Exception process
- Performance measures (engineering, environmental and health)
- Implementation steps

This model policy is intended for flexible implementation. Local jurisdictions may adopt as many or as few of the components of this model as needed, depending on the goals of its residents and local leaders. The Taskforce aimed to set the highest standards, but understands that some jurisdictions may not find certain measures or steps applicable. Local jurisdictions are encouraged to view the model as a menu where they can order as much or as little as they feel appropriate. For any questions or comments regarding this model policy please visit, www.browardcompletestreets.org or email Complete Streets Program Manager Patrice Gillespie Smith at patrice@urbanhs.com.

Acknowledgements:

Broward Model Policy Taskforce:

- Alena Albereni, Sustainable Community Partners, Inc.
- Ellen Feiler, the Florida Department of Health at Broward County, Smart Growth Partnerships
- Mark Horowitz, Broward County Highway Engineering Department
- Larry Hymowitz, FDOT, District 4

Staff:

- Priscila Clawges, Broward MPO
- Ricardo Gutierrez, Broward MPO
- Buffy Sanders, Broward MPO
- Lauren Bello, UHP
- Patrice Gillespie Smith, UHP

We also appreciate the close review by the Broward MPO Complete Streets Technical Advisory Committee

DRAFT Model Broward Complete Streets Policy

Whereas, the City of _____ has a thriving population of residents who have indicated they want safe, healthy options to driving, and;

Whereas, the pedestrian and bicycle crash rate in the City of _____ is _____ and represents a public health risk, and;

Whereas, the City of _____ knows that by balancing all transportation modes and accommodating all users, Complete Streets policies and guidelines can help encourage the design, planning and construction of safer, healthier streets and ultimately increase physical activity and the health of neighborhoods, and;

Whereas, the Broward Metropolitan Planning Organization (MPO) endorsed the Broward Complete Streets Guidelines for the adoption of all of Broward's jurisdictions and has provided the City of _____ the tools necessary to adopt Complete Streets Guidelines, and;

Whereas, the Broward County Commission unanimously adopted a Complete Streets motion to facilitate the Broward Complete Streets Guidelines, and;

Whereas, the Broward Complete Streets Guidelines contain standards that can help calm traffic, increase physical activity and create safer, more welcoming environments for pedestrians, bicyclists and transit users, and;

Whereas, Complete Streets provide more independence and mobility for those unable to use cars, and;

Whereas, the Broward Complete Streets Guidelines reflect Florida State Statute, Florida Department of Transportation standards and Broward County policies and include incremental and flexible improvements that can be incorporated into existing and planned Capital Improvement Projects, and;

Now, therefore be it resolved: The City Commission adopts the following Complete Streets policy:

Objective: To adopt and implement Complete Streets Guidelines so that transportation improvements are planned, designed, constructed, operated and maintained to encourage walking, bicycling, and transit use while promoting safe operations for all users.

Vision: The City of _____ will plan, design and create livable, safe and connected streets with a highly 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 on the environment.

CONNECTIVITY

- (A) The City of _____ will design, operate and maintain a transportation infrastructure that provides a connected network of facilities and services accommodating all modes of travel and all users.
- (B) The City will actively look for opportunities to repurpose rights-of-way to enhance connectivity for pedestrians, bicyclists, and public transit.

- (C) The City will focus non-motorized connectivity improvements on services, schools, parks, civic uses, regional connections and commercial uses.
- (D) The City will require large new developments and redevelopment projects to provide interconnected street networks with small blocks.
- (E) The City will review the zoning regulations and the land development code related to parking location, building setbacks and other factors adjacent to Complete Street Corridors to promote pedestrian oriented development.

JURISDICTION

- (A) This Complete Streets Guidelines are intended to cover all development and redevelopment in the public domain and all street improvement assessment districts within _____, but will also focus on regional connectivity.
- (B) Every City Department including _____ will follow the Guidelines.
- (C) The City requires all developers and builders to obtain and comply with the City's standards.
- (D) The City requires those agencies that it has permitting authority over, including, but no limited to, utilities and service contractors to comply with the Guidelines.
- (E) The City will leverage the resources of other agencies, including, but not limited to, federal agencies, Broward County Government, Florida Department of Transportation, Broward Public School District, Florida Department of Health in Broward County, Tri-Rail, and the Broward MPO, to achieve Complete Streets.

APPROACH

The City of _____ will adopt Complete Streets Guidelines and apply this policy to all roadway projects. This includes projects involving new construction, reconstruction, retrofits, repaving, rehabilitation, or changes in the allocation of pavement space on an existing roadway, as well as those that involve new privately built roads and easements intended for public use. Complete Streets elements may be achieved through single projects or incrementally through a series of smaller improvements or maintenance and operation activities over time.

- (A) The City will reference and modify the Transportation Element of its Comprehensive Plan, its land development regulations, and its roadway design standards to ensure consistency with the Guidelines.
- (B) The City shall coordinate its infrastructure investments with the Metropolitan Planning Organization's (MPO) Transportation Improvement Program (TIP) and the Long Range Transportation Plan (LRTP), agency work programs, and the Broward County Transit Development Plan to increase the coordination of Complete Streets implementation.

EXCEPTIONS

The City of _____ will pursue Complete Streets elements in all corridors. Complete Streets principles and practices will be included in street construction, reconstruction, repaving, and rehabilitation projects, as well as other plans and manuals, except under one or more of the following conditions:

- (A) A project involves only ordinary or emergency maintenance activities designed to keep assets in serviceable condition such as mowing, cleaning, sweeping, spot repair, concrete joint repair, or pothole filling, or when interim measures are implemented on temporary detour or haul routes.

- (B) The City Council exempts a project due to excessive and disproportionate cost (20 percent as recommended by the Federal Highway Administration) of establishing a bikeway, walkway or transit enhancement as part of a project.
- (C) Unless otherwise determined by the City Council, the _____ departments (whichever entity the City determines) will jointly determine through a process open to the public if certain Complete Streets projects/features are not feasible or cost effective to implement the provisions of this policy through public or private project design or manuals or other plans.

DESIGN

Additionally, _____'s City Council declares it is the City's policy to:

- (A) Adopt new Complete Streets Guidelines to guide the planning, funding, design, construction, operation, and maintenance of new and modified streets in _____ while ensuring a context sensitive approach to unique circumstances of different streets and communities.
- (B) Within two years of the passage of this policy, incorporate the Complete Streets Design Guidelines' principles into all City plans, manuals, rules, regulations and programs as appropriate.
- (C) Provide well-designed pedestrian accommodations on all streets and crossings. Pedestrian accommodations can take numerous forms, including, but not limited to, traffic signals, access management, lighting, roundabouts, bulb-outs, curb extensions, sidewalks, buffer zones, shared-use pathways, and perpendicular curb ramps, among others.
- (D) Provide well-designed bicycle accommodations along all streets. Bicycle accommodations can take numerous forms, including, but not limited to, the use of bicycle boulevards, striping, access management, slow streets, low auto volume streets, bicycle storage, traffic calming, signs, and pavement markings, among others.
- (E) Where physical conditions warrant, landscaping shall be planted or other shading devices installed whenever a street is improved (such as the addition of medians or wider sidewalks) newly constructed, reconstructed, or relocated. An emphasis shall be placed on the addition of native trees that provide shade.

CONTEXT SENSITIVITY

- (A) In accordance with Smart Growth Principles, the City of _____ will plan its streets in harmony with the adjacent land uses and neighborhoods and promote walkable, livable communities through the design of a strong street network.
- (B) The City will solicit input from local stakeholders during the planning process.
- (C) The City will integrate natural features, such as beaches and waterways into design of streets.
- (D) The City will design streets with a strong sense of place. It will use architecture, landscaping, street furniture, public art, signage, etc. to reflect the community and neighborhood.
- (E) In and along retail and commercial corridors, the City will coordinate street improvements with merchants to develop vibrant and livable districts.

PERFORMANCE MEASURES

The City will evaluate policy implementation using the following performance measures:

1. Total miles of on-street bikeways defined by streets with clearly marked or signed bicycle accommodation.
2. Total miles of streets with pedestrian accommodation. (goal-all)
3. Number of missing or non-compliant curb ramps along City streets. (goal-0)
4. Percentage of tree canopy along City streets.
5. Percentage of new street projects that are multi-modal.
6. Number of alternative modes of transportation available.
7. Total number of people (instead of cars) moved on street rights of way.
8. Number and severity of pedestrian-vehicle and bicycle-vehicle crashes.
9. Number of pedestrian-vehicle and bicycle-vehicle fatalities. (goal-0)
10. Number of residents diagnosed as overweight or obese (data collected at the County level).
11. Number of residents engaging in physical activity (moderate/vigorous) three times per week (data collected at the County level.)

IMPLEMENTATION

(A) *Lead Department*: The City shall identify a department to lead the implementation of this policy and to coordinate with other impacted departments to ensure a comprehensive adoption of the Guidelines.

(B) *Advisory Group*. The City will establish an advisory committee to oversee the implementation of this policy. The committee will include members from various City Departments. In addition, the committee may include representatives from Broward County Transit and/or Tri-Rail, representatives from the bicycling, disabled, youth and older adult community, and other advocacy organizations, as relevant.

(C) *Inventory*. The City will maintain a comprehensive inventory of the pedestrian and bicycling facility infrastructure integrated with the City's database and will prioritize projects to eliminate gaps in the sidewalk and bikeways networks.

(D) *Capital Improvement Project Prioritization*. The City will reevaluate Capital Improvement Project prioritization to encourage implementation of bicycle, pedestrian, and transit improvements.

(E) *Revisions to Existing Plans and Policies*. The City will reference and modify the Transportation Element of its Comprehensive Plan and any other existing plans related to the design of the public right of way to ensure consistency with the Guidelines.

(F) *Storm Water Management*. The City will prepare and implement a plan to transition to sustainable storm water management techniques along its streets (per public health, City and State regulations).

(G) *Public Official and Staff Training*. The City will train (through online tools such as Webinars and brief videos) pertinent leaders and staff on the content of the Complete Streets principles and best practices for implementing the policy.

(H) *Coordination*. The City will utilize inter-departmental project coordination to promote the most responsible and efficient use of fiscal resources for activities within the public right of way.

(I) *Funding*. The City will actively seek sources for public and private funding to implement Complete Streets. Furthermore, the City shall attempt to coordinate its infrastructure investments and Complete Streets implementation with the Metropolitan Planning Organization's (MPO) Transportation Improvement Program (TIP), and the Long Range Transportation Plan (LRTP), other agency work programs, and the Broward County Transit Development Plan.

STATE ROAD 7 COLLABORATIVE

To: SR7 Steering Committee

AGENDA ITEM # 6

From: Staff

Date: March 13th, 2014 Meeting

Subject: Speak UP Broward Introduction.

Speak Up Broward is a community outreach effort about the future of transportation. It is a grassroots effort engaged in fact finding and focused on future funding needs. This goal for this effort is to develop a shared vision for a transportation future that results in a public and agency-wide commitment to a path forward that is funded and implemented. It's also an effort to understand values, willingness to support different levels of public investment and review alternative ways to pay for it. Speak Up Broward has built a base of volunteers that includes representatives from citizens, business and government to carry the message of planning processes, mobility problems and possible solutions in the future.

This is an opportunity for civic, business and professional organizations in your community to voice their opinions about our transportation future. Become a Speak Up Broward Ambassador and join the Speakers Bureau. You can volunteer as a speaker, a meeting facilitator or perhaps you can identify opportunities to share a Speakers Bureau presentation with community, civic or business organizations in your city. The Speak Up Broward team will organize, train and develop a "meeting in a box" so that you and/or your fellow Ambassadors can present information to and solicit important feedback from your community.

Presenter: Pamela Adams, Adams Consulting, Inc.

Action:

Information Only.



SIGN UP - SPEAK UP SPEAKERS BUREAU

VOLUNTEER

Name: _____

E-mail: _____

Phone: _____ Best time to reach you: _____

Areas of expertise: _____

YOUR ROLE: You may do both! Assignments will be made based upon availability and the best fit for the organization requesting the speaker. We will manage the Speakers Bureau so that everyone shares the load and gets a turn.

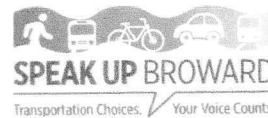
_____ SPEAKER _____ FACILITATOR

RECOMMENDATIONS FOR OTHER VOLUNTEERS

Name: _____

E-mail: _____ Phone: _____

The next Speakers Bureau orientation session is scheduled for October 29, 2013 at 5:30pm at the Broward MPO Offices, 100 West Cypress Creek Road, Suite 850, Fort Lauderdale, FL 33309.



HELP US LINE UP SPEAKING ENGAGEMENTS

We need your help to include and engage more Broward civic, business and community organizations. Please identify organizations that we should target for presentations.

Organization Name	
Contact Person	
Telephone/E-mail	
Organization Name	
Contact Person	
Telephone/E-mail	
Organization Name	
Contact Person	
Telephone/E-mail	