



ENVIRONMENTAL PROTECTION AND GROWTH MANAGEMENT DEPARTMENT
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MEMORANDUM

TO: Bertha W. Henry, Broward County Administrator

FROM: Henry Sniezek, Director
 Environmental Protection and Growth Management Department

Richard Tornese, Director
 Highway Construction and Engineering Division

DATE: August 28, 2018

SUBJECT: LANE ELIMINATION CONSIDERATIONS – COMPLETE STREETS TEAM

During 2012 and 2013, Broward County prepared and adopted a series of guidelines, standards, and policies to support the development and implementation of "Complete Streets" projects throughout the County. "Complete Streets" are streets that are planned, designed and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities, regardless of mode of transportation (e.g. walking bicycling, driving automobiles, riding public transportation, or delivering goods). It is important to note that the County's guidelines and policies specifically emphasize "context sensitivity," meaning that projects must be evaluated for safety, appropriateness, and anticipated impacts to the immediate and surrounding areas.

A component of the County's "Complete Streets" initiative was the creation of the County staff "Complete Streets Team." The Team membership is multi-disciplinary, and includes representation from Public Works, Transportation, Parks and Recreation, Environmental Protection and Growth Management, and Human Services. At a minimum, the Team meets quarterly, but often holds meetings on an "as needed" basis.

During the past several years, the Team has coordinated with numerous citizens, municipalities, FDOT, MPO, the County's Bicycling and Pedestrian Advisory Committee, and representatives of other jurisdictions, to evaluate many projects and policies. Since the Team was established, policy and project challenges have arisen, and the Team continuously re-examines and augments its practices to address such challenges. For example, project challenges such as the safe interface between on-street parallel parking and bicycle lanes, and the minimum appropriate vehicle lane width necessary to accommodate transit vehicles have been thoroughly considered by the Team and resulted in the development of appropriate Team policy. An issue that has also come to the forefront are lane elimination proposals. One of the current practices is to request a long-range plan traffic study from the applicant to gauge potential impacts to not only the affected roadway, but to other roadways within the area. Most recently, a lane elimination project for Prospect Road between Dixie Highway and Commercial Boulevard has been under consideration by the Team, and the traffic study provided by the city of Oakland Park (as the applicant) indicated impacts to surrounding area roadways. Such estimated impacts are currently considered by the Team as reason to not support a lane elimination project. It was noted that the Team did not have a policy to accept "de minimis"

Memorandum
 Lane Elimination Considerations – Complete Streets Team
 August 28, 2018
 Page 2 of 3

(minimal) impacts. After discussion with Oakland Park and FDOT staff, the Team decided to explore establishing a “de minimis” threshold and address related policy issues.

On August 23, 2018, the Team met and discussed staff policy regarding lane elimination proposals. In lieu of the current “no increased impact” threshold, the Team’s consensus was to propose the following policies in consideration of lane elimination proposals as they relate to areawide impacts:

Proposed Lane Elimination Proposal Policies Concerning Areawide Impacts

1. De minimis Threshold

The Team consensus was to suggest a threshold for “de minimis” (minimal) impacts be less than 3% of existing and projected roadway segment vehicle capacity. Estimated impacts exceeding the de minimis threshold would be considered “adverse” if such estimated additional impact would affect existing and/or projected overcapacity segments or estimated to create an overcapacity condition. The Team consensus was also that an analysis be required for a minimum of 1-mile in all directions per 1-mile segment proposed for lane elimination.

(NOTE: The suggested 3% threshold for de minimis is patterned after the existing Broward County Land Use Plan amendment “significance” threshold established in Policy 2.14.9:

POLICY 2.14.9 *The impact analysis for proposed amendments to the Broward County Land Use Plan shall continue to consider as significant those regional roadway segments that are projected to experience, as a result of the net effect from the proposed amendment, an impact of three percent (3%) or greater than the p.m. peak hour level of service capacity for those regional roadway segments.)*

2. Intergovernmental Coordination

The Team consensus was to suggest that any municipality within a study area should be notified of the proposed lane elimination. The Team also recommends that any roadway link within a municipality that is identified as impacted with an increase in projected trips as per the study (even if below the 3% threshold) should be supported by a letter of “no objection” from, at a minimum, the municipal manager with the municipal mayor copied.

3. Long-Range “Vision”

The Team consensus was to suggest that any lane elimination proposal be supported by a project-specific municipal or applicant “vision” document that addresses the long-range vision of the lane elimination and surrounding area. Such a vision document should be prepared in coordination with public outreach.

The Team also proposes to clarify that the County staff lane elimination proposal review process is applicable to facilities under County jurisdiction. Also, the Team suggests that any lane elimination proposal subject to County jurisdiction be reviewed by the Board.

Prospect Road - Complete Streets Team Summary

- A. Concerning the September 13, 2018, Agenda Item regarding Prospect Road, the Complete Streets Team’s consensus is to **support the portion of the MPO/FDOT project between Commercial Boulevard and Powerline Road**, to construct bike lanes and repave Prospect



Memorandum
Lane Elimination Considerations – Complete Streets Team
August 28, 2018
Page 3 of 3

Road, at no cost to Broward County. This portion of the project, between Commercial Boulevard and Powerline Road, does not include any vehicle lane elimination.

- B. The Team's consensus based on current staff policy, is to not support the portion of the MPO/FDOT project between Powerline Road and Dixie Highway, which proposes to construct bike lanes and repave Prospect Road, at no cost to Broward County, but also proposes a vehicle lane elimination in each direction reducing the facility from 6 total lanes to 4 total lanes. However, if the above described updated policy criteria concerning areawide impacts was utilized, the Team notes the following:
1. The traffic study submitted by Oakland Park indicates that long-range plan impacts to areawide roadways are estimated to fall below 3% on study area links evaluated. A traffic study for estimated impacts on the area roadway network as currently configured had not been requested and is not available.
 2. The traffic analysis submitted by the City, which is consistent with the Team's proposed study area criteria, indicates increased impacts (all under the suggested 3% "de minimis" level) on roadways within the municipalities of Fort Lauderdale (NW 21 Avenue, Commercial Boulevard, I-95, US 1), Tamarac (NW 21 Avenue) and Wilton Manors (NE 26 Street). As of this writing, County staff has not requested nor received from Oakland Park staff, any letters of "no objection" from the referenced municipalities.
 3. It is our understanding that the City has not prepared a project-specific "vision" document regarding the proposed lane elimination. It is noted that the lane elimination project is within the City's CRA, and the City held a community outreach meeting on August 30, 2017.

cc: Broward County Staff Complete Streets Team

