Creating a More Desirable and Livable Corridor

SR 7 - Palm Beach County

Saturday, April 17, 2010

TREASURE COAST REGIONAL PLANNING COUNCIL

A Multi-County, Multi-Agency Process...

... that includes the Community!
The Project
(in a nutshell)

Transform SR 7
(Transit-Supportive, Balance Land Uses, Better Connectivity)

Charrette Steering Committee

Allan Ennis
Patricia Masterman
Claudia Mossini
Jorge Perez
Steve Perman
Sheri Scarborough
Steve Sherman
Roxanna Trinka

Olympic Heights
Community High School
Sandalfoot Plaza and
Reichel Realty
Treasure Coast Regional Planning Council

Fun Facts
• One of eleven RPC’s
• Four counties
• 50 Municipalities
• 1.8 million people
• 3700 square miles

Our Objective Today:
1. Consider What Improvements can be Made to SR 7 that would Enhance:
   Mobility
   Aesthetics
   Transit
   Quality of Life

2. Put Those Ideas on Paper!!
How We Got Here

August 2007: PBC Transmits Ord. #07-01 Removing University Drive and Riverside Drive extensions into Palm Beach County from the 2020 Thoroughfare ROW Map;

October 2007: Department of Community Affairs finds the removal of these roadways Not in Compliance (due to lack of alternative provisions and mitigation strategies);

2008: Department of Community Affairs, PBC, Coral Springs, Tamarac, Coconut Creek, and Triple H Ranch negotiate an acceptable alternative to litigation;

April 2010: Execution of Stipulated Settlement Agreement between the parties.

Stipulated Settlement Agreement

“SR 7 shall be designated a Transit-Oriented Corridor from the Broward County Line to Glades Road.”

“OK…???”
Now What?

What can WE do?

Other Cities are Changing Course
SR 7 Corridor: On Its Way From A SUBURBAN SPACE to an URBAN PLACE

An Opportunity for Something Different

Lauderdale Lake’s Vision
Margate’s Vision: A Gateway To The City

Margate’s Objective: A Sense of Place
Davie/Hollywood/Seminole Nation’s Vision:
A World Class Street

6 + 2?
Only as a Last Resort
Looking Across County Lines

Multimodal Quality of Service

Providing mobility for people and goods is transportation’s most essential function.

Four dimensions of mobility:

• Quality of travel
• Quantity of travel
• Accessibility
• Capacity utilization
Multimodal Quality of Service

• Multimodal - incorporating all modes of travel
  – Vehicular (automobile, truck, motorcycle)
  – Transit (bus, train, streetcar, light rail, trolley)
  – Pedestrian (walking, wheelchair)
  – Cycling (bicycle)

• Quality of Service - traveler-based perception of how well a transportation service or facility operates (typically graded A to F)

Source: 2009 FDOT Quality/Level of Service Handbook
Multimodal Quality of Service

Study Process:
• Looking at existing quality of service for pedestrians, cyclists and transit riders
• Identify strategies to improve quality of service for these travel options
• Set targets for future quality of service

Land Uses and Physical Predictability
Town Center?

Is This What You Meant?
Advance Our Planning From This...

To This...
To This…

And This…
And Even This!

Creates a “Chassis” on which to build predictability in planning policies, the development process, and the resulting built form.

Charrette Study Area

- Hillsborough Canal
- Glades Road
- SR 7
SR 7 Today

Beautiful Areas

SR 7 Today

Areas that Could Be Beautiful
SR 7 Today

Routes 91 and 92 along SR 7 in West Boca Carried 154,000 Riders in 2005

Existing Transit

SR 7 Today

The Ride is A Struggle and Amenities are Limited

Bicyclists
SR 7 Today

US 1 Miami ~ 106,000 AADT/Day
(Annual Average Daily Trips)

SR 7 Today

SR 7 PBC ~ 58,000 AADT/Day
(Annual Average Daily Trips)
A Front-Back Dilemma

SR 7 Today

Vacant Land: What will Be Built Here?

Conventional Subdivisions? Retail?
Buildings have FRONTS & BACKS
In New Projects: Make the Streets Good Neighbors

In New Projects: Promote the Street as an Amenity, and Inspire Investment
Re-Imagine the Corridor

SR 7 Today

Re-Imagine the Corridor

SR 7 Today
Infilling Underutilized Parcels

Change Over Time
A Good Block Structure Allows Change Over Time

Winter Park Village
SR 7 Today

This is a Very Popular Sign in West Boca

Access and Mobility

Land Use and Connectivity

Trip Assignments in Two Patterns of Development

"Newer" Convention

"Older" Convention

Limited Network

Dense Network
Circulation

Arterial Roads
(Arteries)

Collector Roads
(Veins)

Local Roads
(Capillaries)

Without a Dense Network of Capillaries, Your Extremities would Fall Off

The Roadway Network is not Unlike the Body’s Circulatory System

A Cross-Section Through Recent Planning History
A Cross-Section Through Recent Planning History

More Than 6 Times the Distance with 1/5th of the Connectivity
The Less Connected, The Bigger The Streets *Must Be.*

The More Connected, the Smaller the Streets *Can Be.*
Traffic Components

Engage Arterial 2 Times in 2 Directions
Make 2 U-Turns
Travel Nearly 1.25 Miles
To Go 150 Yards

A “Local” Trip

SR 7 Today

Limited Pedestrian Connectivity Only
Exacerbates the Mobility Issues

Pedestrians
SR 7 Today

Pedestrians

We are in the Midst of a

A Paradigm Shift
Sustainability Means the Planet AND the People

N.O.R.C.S
Naturally Occurring Retirement Communities
We Can Certainly Do Better Than This!

What Are the Things WE CAN DO?
The Public Process
Residents and Local Governments Working Together

The Public Process: Planning for the Future
DAY 1: 10:00am to 3:00pm
Kids have some of the best ideas

The Citizen’s Ideas
Sandalfoot Plaza  
(North of Western Beef)

Days 2-7: In The Studio

The Team

Urban Designers  
Architects  
Transportation Engineers  
Retail Consultant  
Economists  
Local Staff  
Others as needed
Friday April 23rd:
Presentation of Work in Progress
Olympic Heights HS - 6:00 pm

Charrette Rules

- Sign Your Name
- No Speeches
- Argue With Your Pencils
- Don’t Just Say It... Draw It!!
- No Idea is a Bad Idea
- Do Not Think About Money (just for today!)
- HAVE FUN!!!
Let's GO!

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Bicycle Quality of Service
Pedestrian Quality of Service

Transit Quality of Service