

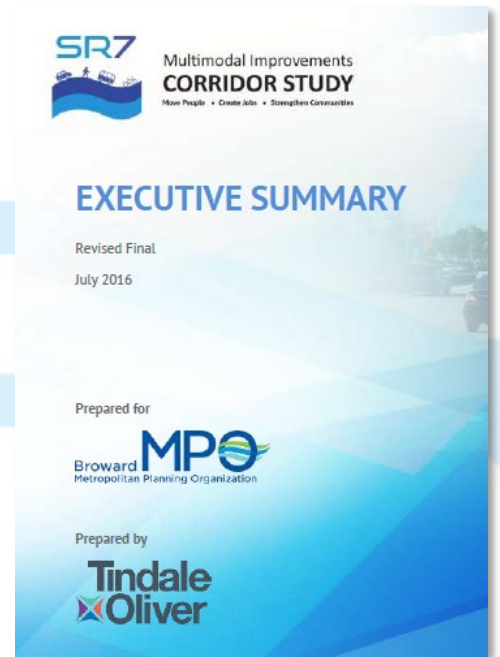
Copans Rd Mobility improvements

429576-5

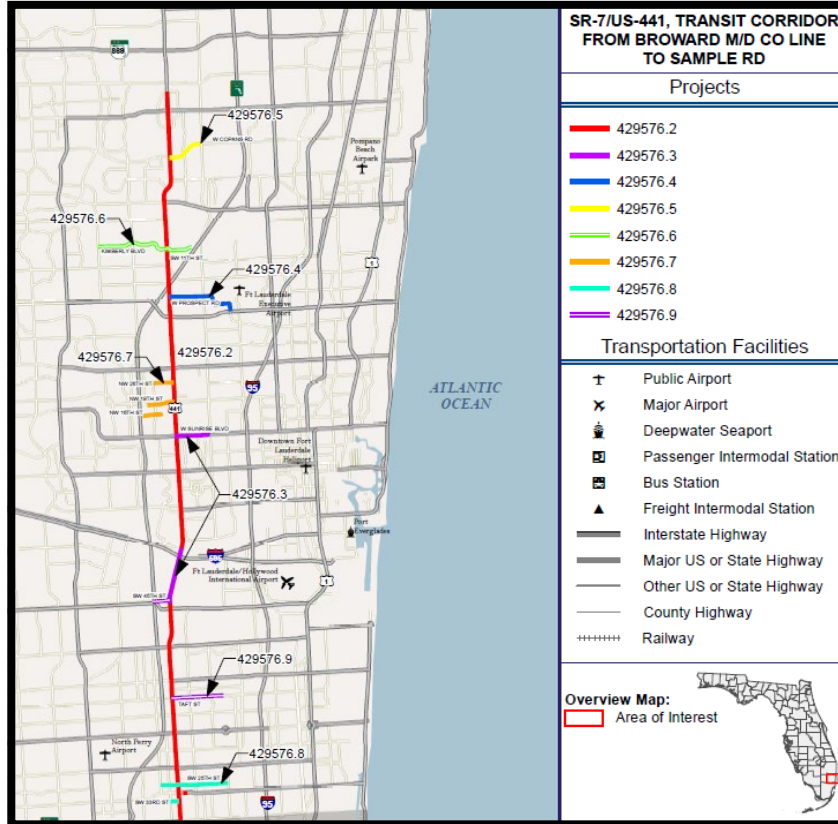
Part of the SR 7 Transit Corridor

Complete Streets Advisory Committee

May 10, 2021



SR 7 Corridor Study



- To enhance the transit passenger, bicycle and pedestrian experience, through mobility and safety improvements along SR-7.
- Improvements were developed in SR-7 Corridor study 429576-1, www.ImproveSR7.org (Approved by Broward MPO July 14 2016, Improvements were grouped into 3 groups of recommendations.)
- Project Advisory Committee 3 groups of Recommendation
 - Short-term corridor-wide Safety improvements
 - Mid-term pedestrian/bicycle network improvements
 - Longer-term safety and operational improvements at Mobility Hubs and Major Intersections

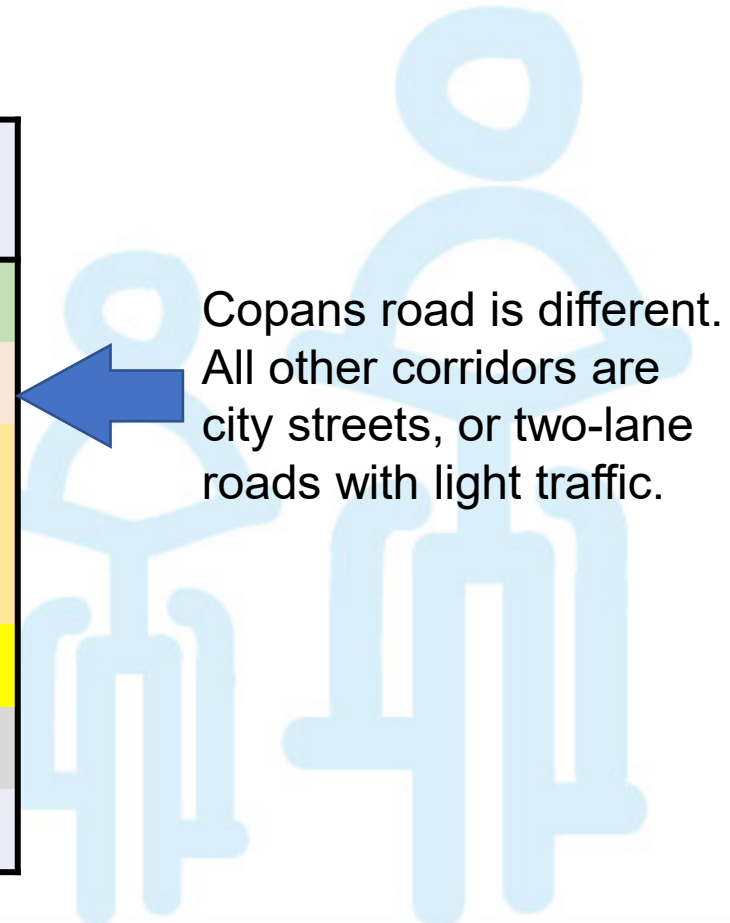
SR 7 Corridor Study

Mid-term pedestrian/bicycle network improvements

- Provide safe connectivity that will provide users with a quality network to access transit facilities along SR 7.



Project Number	Street	Scope	City
429576-4	W Prospect Rd	Bike Lanes	Broward County
429576-5	Copans Rd	Bike Lanes	Broward County
429576-6	Kimberly Blvd	Bike Lanes/Transit stops	North Lauderdale
	SW 11th St	Sidewalks	Margate
429576-7	NW 16th St	Bike Lanes	Lauderhill
429576-8	SW 25th St	Bike Lanes/Sidewalks	Miramar
429576-9	Taft St	Bike Lanes	Hollywood



Copans road is different. All other corridors are city streets, or two-lane roads with light traffic.

Seven principles of Bicycle Network Design



Safety

The frequency and severity of crashes are minimized and conflicts with motor vehicles are limited



Comfort

Conditions do not deter bicycling due to stress, anxiety, or concerns over safety



Connectivity

All destinations can be accessed using the bicycling network and there are no gaps or missing links



Directness

Bicycling distances and trip times are minimized



Cohesion

Distances between parallel and intersecting bike routes are minimized



Attractiveness

Routes direct bicyclists through lively areas and personal safety is prioritized



Unbroken Flow

Stops, such as long waits at traffic lights, are limited and street lighting is consistent

Seven principles of Bicycle Network Design



Conventional Bike Lanes (low speed, two lanes, low %trucks)

-  Safety
-  Comfort
-  Connectivity
-  Directness
-  Cohesion
-  Attractiveness
-  Unbroken Flow

Bike lanes meet the Seven principles



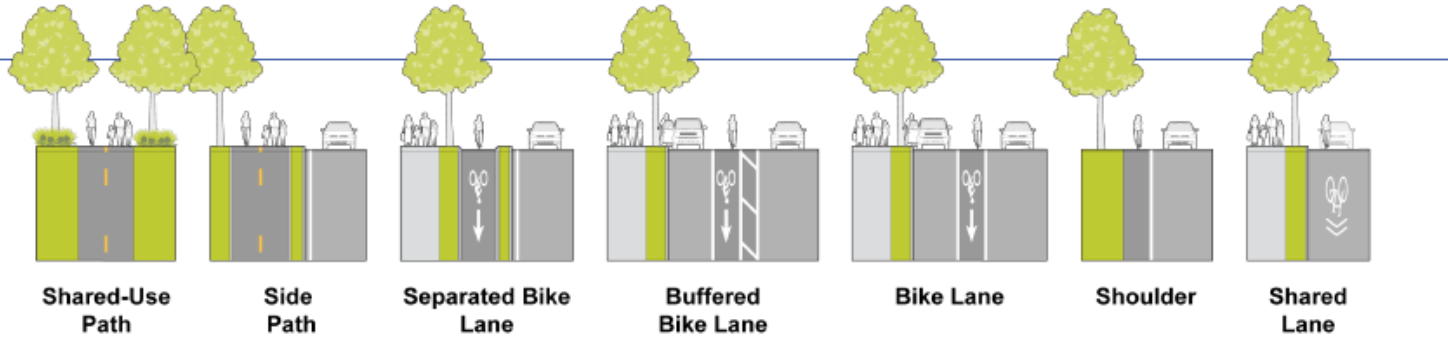
Copans Road (high speed, multi-lane, high %trucks)

-  Safety
-  Comfort
-  Connectivity
-  Directness
-  Cohesion
-  Attractiveness
-  Unbroken Flow

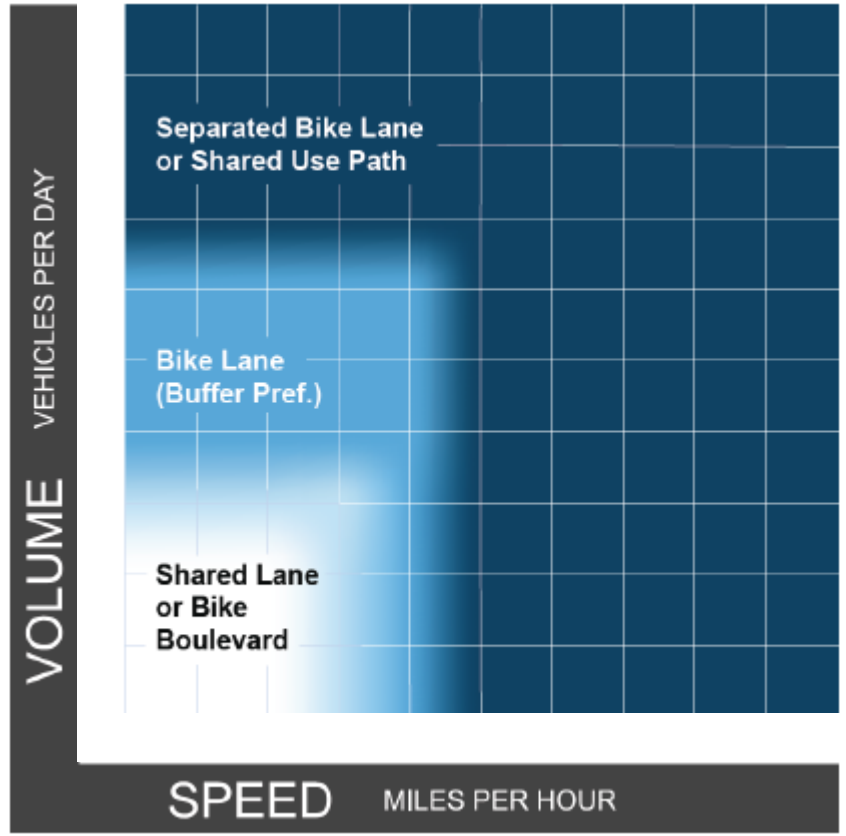
Bike lanes do not meet Seven principles

**2018 ADT =34,300
 Design Speed =45 MPH
 Trucks = 5.5%**

Bikeway Selection

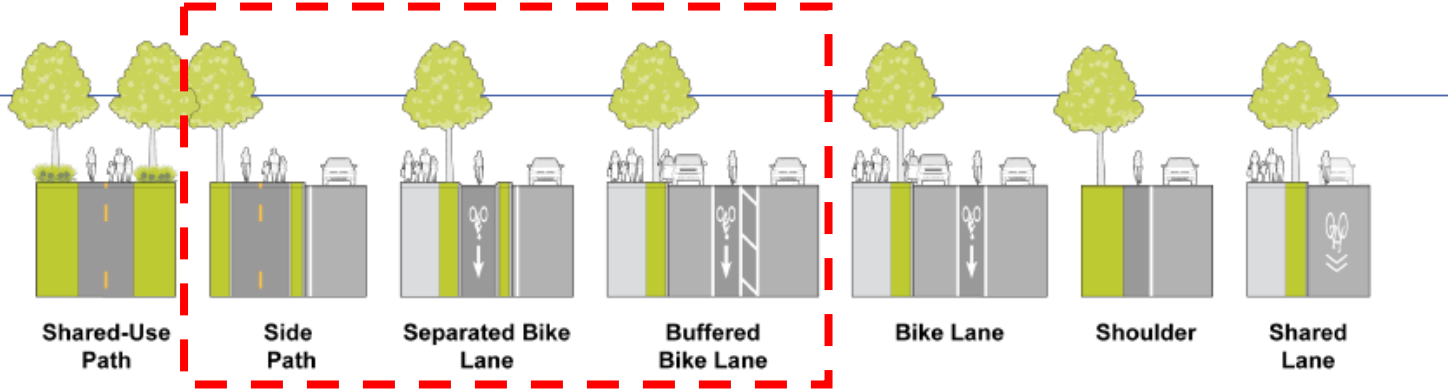


+ SEPARATION FROM TRAFFIC **-**

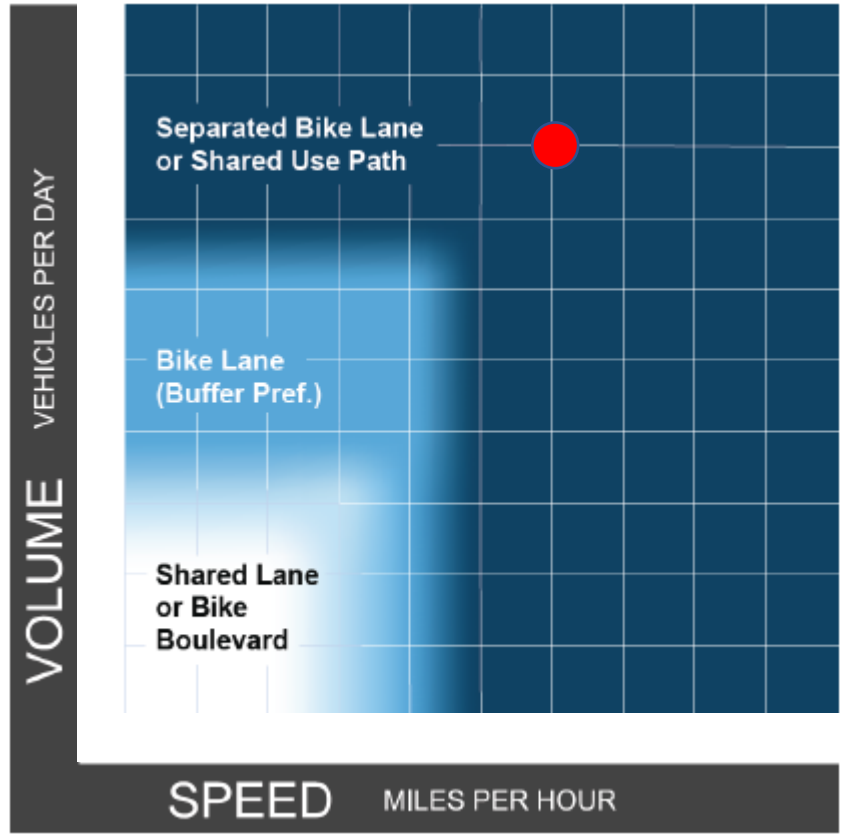


 U.S. Department of Transportation
 Federal Highway Administration

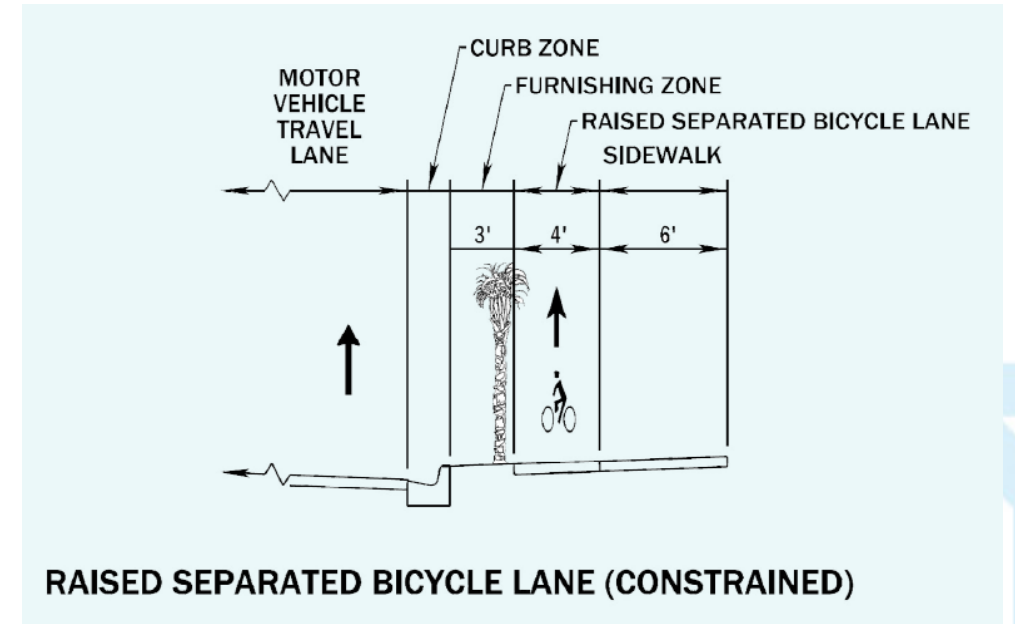
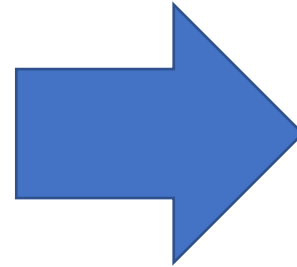
Bikeway Selection



+ SEPARATION FROM TRAFFIC **-**

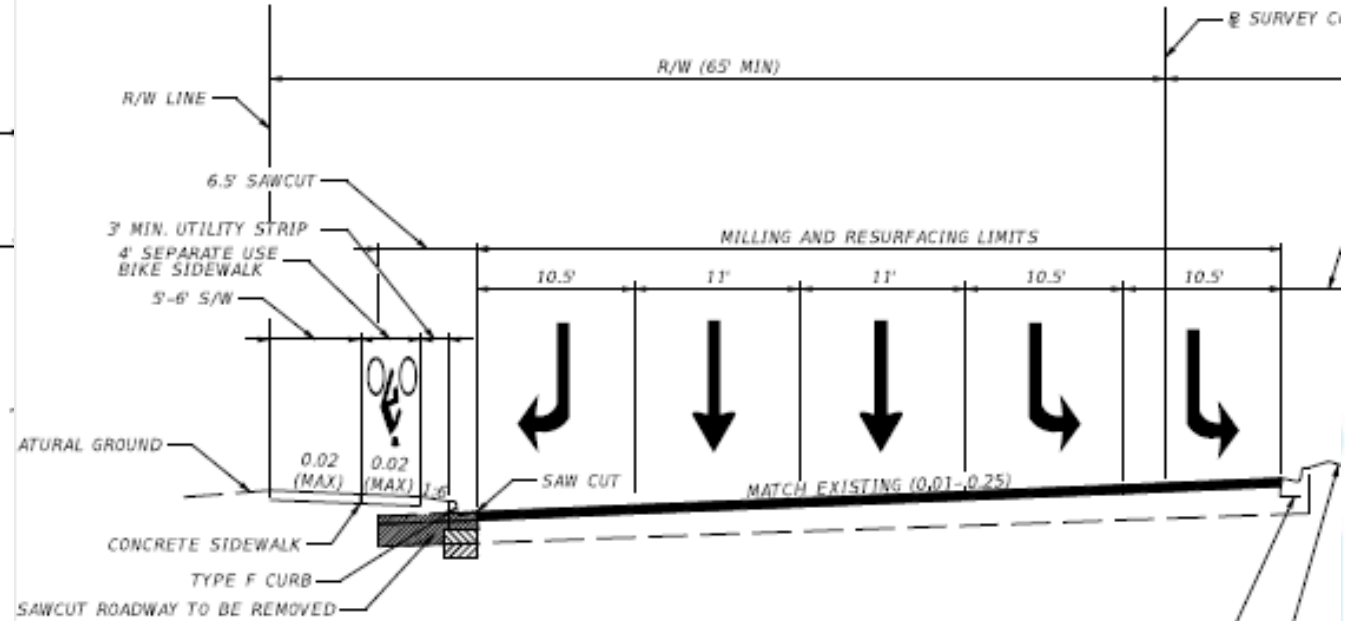
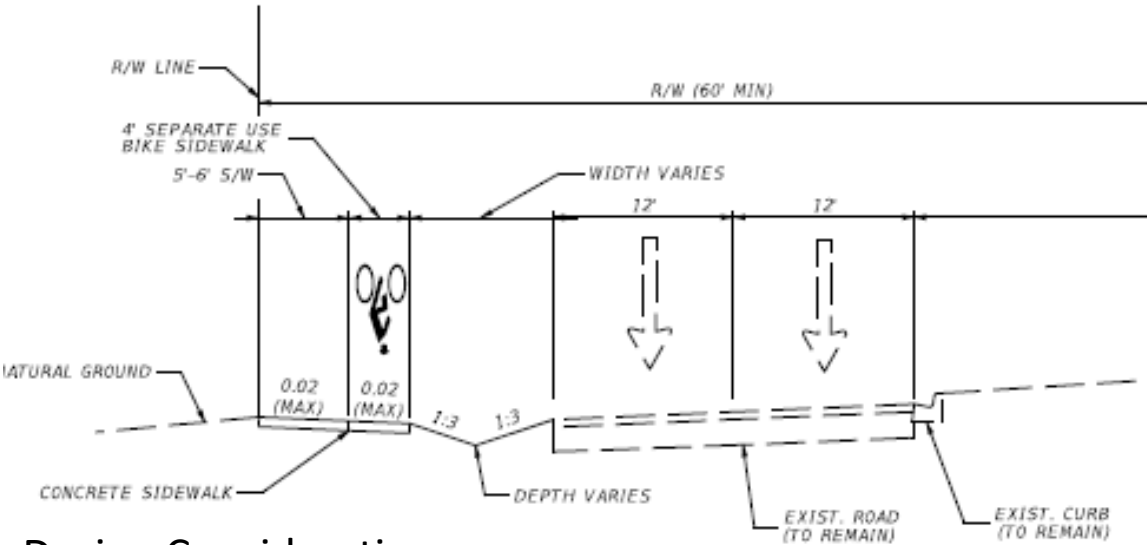


Broward County MPO Design Guidelines



Copans Road Separated Bicycle Lanes

Separated Bicycle Lanes also referred to as a cycle track provides the most comfortable on-street environment for people who are interested in bicycling more but concerned about riding directly adjacent to traffic.

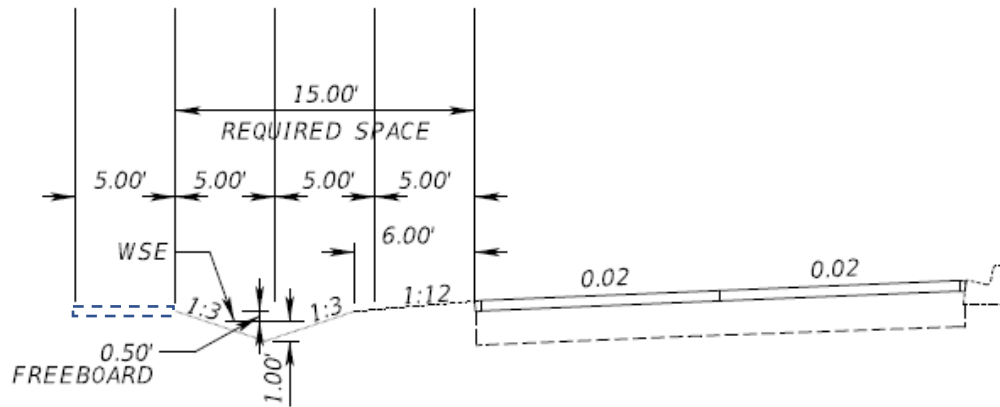


Design Considerations

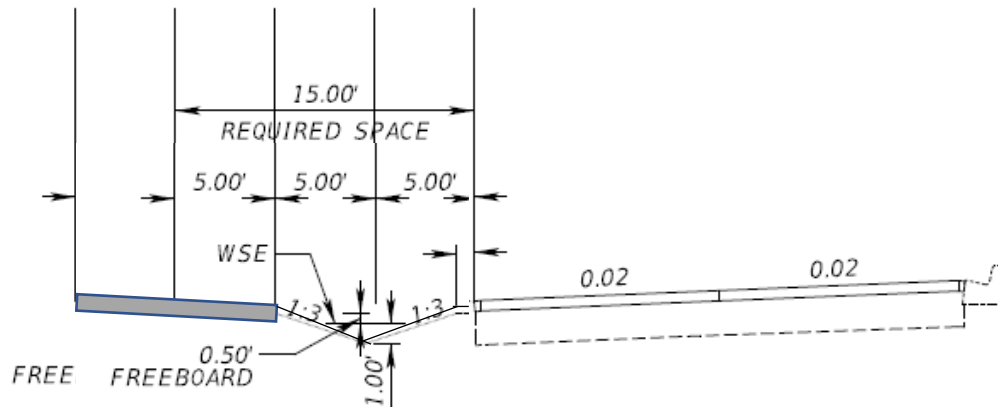
- The width for the Bikeway will be 4 feet.
- The width of pedestrian zone will be 5 to 6 feet.
- The minimum width of separation from roadway will be 3 feet.
- At intersections lane width will be reduced to 11' for thru lanes and 10.5' for turn lanes.
- The Bikeway will be separated from the roadway but adjacent to the sidewalk/pedestrian zone.

Copans Road Drainage

- Swales will be extended to increase storage. To maximize ditch conveyance, no shoulder will be installed to provide higher capacity.
- French drains will be added at locations when required space is constrained.



Existing



Proposed

Copans Road Bicycling for Everyone!

Intersections and Driveways



Shared Use Path	Criteria
Cross slope	Meets Criteria
Design Speed	will use 18 mph vs 30 mph
Drop off	Meets Criteria
Graded area	Shoulder is being used for drainage
Grades	Meets Criteria
Horizontal clearance	Will be met on the side designated for Bicycles
Radii	Meets Criteria for 18 mph
Separation	will use 3' minimum vs 4'
Sight Distance	Meets Criteria
Vertical clearance	Meets Criteria
Vertical curve	Meets Criteria
Width	Meets Criteria

Reference: Broward County MPO Complete Street Guidelines

Current Project Schedule



County project 104518

- Anticipated Design Completion Fall 2021
- Bid Opening (Letting Date): Winter 2022
- Anticipated Construction Start Date: summer 2022

MPO project 429576-5

- Anticipated Design Completion April 2022
- Bid Opening (Letting Date):
Funded: July 2023
APP: August 2022
- Construction estimate:
2.7 Million

Copans Road



Summary of Improvements

- Widen existing sidewalk from 5-ft to 10-ft sidewalk to accommodate pedestrians and bicyclist
- Drainage improvements as a result of sidewalk widening
- Landscape removal and relocation as a result of sidewalk widening
- Pedestrian signal improvements at Banks and SR 7
- Relocation of Signing in conflict with sidewalk



Robert Lopes, P.E.

Florida Department of Transportation (FDOT)

Consultant Project Manager

(954)-777-4425

Robert.Lopes@dot.state.fl.us

Fazal Qureshi, P.E.

Broward Metropolitan Planning Organization (MPO)

Transportation Project Manager

(954)-876-0071

qureshif@browardmpo.org