Complete Streets Initiative

October 31, 2018

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Strategic Planning Manager
Managing Congestion....
Complete Streets in Broward: The Beginning

- **Transformation** 2035 Long-Range Transportation Plan (December 2009)
  - Focus on *moving people*, not cars
  - Allocated large portion of funding to transit and bicycle/pedestrian projects
  - Produced a prioritized list of bicycle/pedestrian projects for the region

*Foundation for our Complete Streets Initiative*
Why create Complete Streets?

- Proven Benefits
  - Safety
  - Health and happiness
  - Equity
  - Sustainability
  - Economics
  - Sense of community

Context Sensitive – Different design treatments for different types of roads and environments
Complete Streets – Now what?

- Education and Training
  - Broward Complete Streets Initiative

- Develop a Process – How do we go from planning to actual “projects”?
  - Mobility Program

- Establish Partnerships
  - Jurisdictional owners
Education and Training
Complete Streets Initiative

“to provide the necessary tools (education and training) to our local governments in implementing Complete Streets in their respective communities”

- Training & Education
- Community Engagement events
- Technical Resources
- Technical Assistance
Complete Streets Initiative

- **Training and Education**
  - Innovative Bikeway Design
  - Scalable Risk Assessment Methods for Bicyclists and Pedestrians
  - Safe Streets Summit

- **Community Engagement events**
  - Let’s Go Biking!
  - Let’s Go Walking!
  - Walk to School Day
  - Ground Breaking and Ribbon Cutting Ceremonies
Complete Streets Initiative

- **Technical Resources**
  - Complete Streets Guidelines
  - Policy & Planning Framework Models
  - Multi-Modal Level of Service (MMLOS) tool
  - Performance Evaluation Tool Kit
  - Model Complete Streets Policy and Plan Framework
  - Implementation materials (facts, posters, presentations, etc.)

*Available on our website BrowardMPO.org*
Complete Streets Initiative

- Technical Assistance
  - Walking Audits
  - Reviews of Internal Rules and Regulations
  - Complete Streets Policy and Plan Framework
  - Presentations
Implementation Program
Process - Mobility Program

Implementation Arm of the Broward MPO’s Complete Streets Initiative. Established Through a Partnership with the FDOT

1. MPO provides FDOT a prioritized list of projects
2. FDOT reviews projects for feasibility and determines costs
3. Meet with local partners to:
   • Establish clear roles and responsibilities
   • develop a refined concept
4. Political and community vetting.
5. Project gets incorporated into the FDOT Work Program and MPO Transportation Improvement Program for funding
6. FDOT designs and constructs the project!
$300 Million in Bicycle & Pedestrian Improvements programmed for funding
  • 140 miles – bicycle facilities
  • 34 miles – pedestrian facilities
• First Phase - expected date of completion Winter 2019
  • 48 projects
  • $15 million
The Broward MPO’s Mobility Projects

October 2018

Legend

- Green: Programmed (3rd Year)
- Blue: In Design
- Light Blue: Under Construction
- Gray: Completed
- Purple: Premium Transit Corridors
Partnerships
PARTNERS IN IMPLEMENTING A COMPLETE STREETS VISION
Partnerships

Broward MPO

Community

Broward County

FDOT

Municipalities
Complete Streets Master Plan
Introduction

• Guides **future investment** in Complete Streets Improvements
• Develops a **prioritized list** of projects
• Based on **data-driven analysis** including access to transit
• Community and local partner input
Master Plan Framework

- Literature Review
- Data Map Series
Master Plan Engagement

• Public Engagement – Over 1,300 participants!

HIGH-TOUCH
Focus Groups
One-on-One Interactions

HIGH-TECH
Community Survey
Digital Input Mapping
Partner Survey
Master Plan Engagement

- Broward residents walk, bike, and use public transportation at a higher level than Census work trip data alone suggest.

How Are Broward Residents Getting Around Their Community

Example Interpretation: Proportion of drivers in each target area is similar to all Broward - 89.2%
Transportation Network Analysis

- Equity
- Demand
Identification of Projects

• Access Shed
Identification of Projects

- Infrastructure Toolkit
# Project Prioritization & Recommendations

## CONNECTIVITY

<table>
<thead>
<tr>
<th>Activity Centers</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project corridor connects to 3 or more activity centers.</td>
<td>1</td>
</tr>
<tr>
<td>Project corridor connects to 1-2 activity centers.</td>
<td>0.6</td>
</tr>
<tr>
<td>Project corridor does not connect to an activity center.</td>
<td>0</td>
</tr>
</tbody>
</table>

*Data Source: [Broward MPO](http://www.browardmpo.org).*

## SAFETY

<table>
<thead>
<tr>
<th>Pedestrian/Bicycle Crashes</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project corridor is within a Pedestrian and/or Bicycle Hot Spot.</td>
<td>1</td>
</tr>
<tr>
<td>Project corridor is not within a Pedestrian and/or Bicycle Hot Spot.</td>
<td>0</td>
</tr>
</tbody>
</table>

*Data Source: [Bicycle and Pedestrian Safety Action Plan Crash Data 2010-2014](http:).^1

<table>
<thead>
<tr>
<th>Intersection/Crossing Density</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project corridor is within a low density of traffic signals.</td>
<td>1</td>
</tr>
<tr>
<td>Project corridor is within a medium density of traffic signals.</td>
<td>0.5</td>
</tr>
<tr>
<td>Project corridor is within a high density of traffic signals.</td>
<td>0</td>
</tr>
</tbody>
</table>

*Data Source: [Broward County GIS](http://www.browardmpo.org).*

## MOBILITY

<table>
<thead>
<tr>
<th>Transit Ridership</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project corridor's daily boarding and alighting is greater than 900.</td>
<td>1</td>
</tr>
<tr>
<td>Project corridor is within the daily boarding and alighting from 475 to 900.</td>
<td>0.75</td>
</tr>
<tr>
<td>Project corridor is within the daily boarding and alighting from 285 to 475.</td>
<td>0.5</td>
</tr>
<tr>
<td>Project corridor is within the daily boarding and alighting from 125 to 285.</td>
<td>0.25</td>
</tr>
<tr>
<td>Project corridor's daily boarding and alighting is less than 125.</td>
<td>0</td>
</tr>
</tbody>
</table>

*Data Source: [Broward County GIS](http://www.browardmpo.org).*

## ECONOMIC DEVELOPMENT

<table>
<thead>
<tr>
<th>Equity</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project corridor is within a higher concentration of vulnerable populations.</td>
<td>2</td>
</tr>
<tr>
<td>Project corridor is within a medium to high concentration of vulnerable populations.</td>
<td>1.5</td>
</tr>
<tr>
<td>Project corridor is within a medium concentration of vulnerable populations.</td>
<td>1</td>
</tr>
<tr>
<td>Project corridor is within a low concentration of vulnerable populations.</td>
<td>0.5</td>
</tr>
<tr>
<td>Project corridor is within a lower concentration of vulnerable populations.</td>
<td>0</td>
</tr>
</tbody>
</table>

*Data Source: [American Community Survey (ACS) for the County (2011-2015)](http://www.browardmpo.org).*

<table>
<thead>
<tr>
<th>Equitable Health Geography</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project corridor is within both of the areas characterized by health equity deficiencies.</td>
<td>1</td>
</tr>
<tr>
<td>Project corridor is within one of the areas characterized by health equity deficiencies.</td>
<td>0.5</td>
</tr>
<tr>
<td>Project corridor is not within an area characterized by health equity deficiencies.</td>
<td>0</td>
</tr>
</tbody>
</table>

*Data Source: [American Community Survey (ACS) for the County (2011-2015)](http://www.browardmpo.org).*

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1. *Activity Centers includes School, College, Hospital, Library, Office, and Parks.*
3. *Transit Ridership is based on the boarding and alighting per day.*
### Master Plan Implementation

- **Prioritized project list**

<table>
<thead>
<tr>
<th>Rank</th>
<th>Number</th>
<th>Project Name</th>
<th>Advisory Committee</th>
<th>Recommendation</th>
<th>Land Use Category</th>
<th>Year</th>
<th>Area</th>
<th>Cost</th>
<th>Subject</th>
<th>Programmed Year</th>
<th>Budgeted Year</th>
<th>Recommendation Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.0</td>
<td>1</td>
<td>W-101</td>
<td></td>
<td>0</td>
<td>Residential</td>
<td></td>
<td>5</td>
<td>0.6</td>
<td>City</td>
<td></td>
<td></td>
<td>Proposed Project</td>
</tr>
<tr>
<td>2.0</td>
<td>2</td>
<td>W-102</td>
<td></td>
<td>1</td>
<td>Residential</td>
<td></td>
<td>5</td>
<td>0.6</td>
<td>City</td>
<td></td>
<td></td>
<td>Proposed Project</td>
</tr>
<tr>
<td>3.0</td>
<td>3</td>
<td>W-103</td>
<td></td>
<td>1</td>
<td>Residential</td>
<td></td>
<td>5</td>
<td>0.6</td>
<td>City</td>
<td></td>
<td></td>
<td>Proposed Project</td>
</tr>
<tr>
<td>4.0</td>
<td>4</td>
<td>W-104</td>
<td></td>
<td>1</td>
<td>Residential</td>
<td></td>
<td>5</td>
<td>0.6</td>
<td>City</td>
<td></td>
<td></td>
<td>Proposed Project</td>
</tr>
</tbody>
</table>

**Note:** Details of each project, including additional recommendations and impact areas, are available in the full document. For further information, please visit BrowardMPO.org.
Identification of Projects

• Project Investment within Bundle Areas
Implementation Process

Program Ready

- Scope of Work
- Partner Collaboration
- Right-of-Way Certification
- Cost Estimates
- Documentation of Support / Endorsement
  - Resolution
  - Public support

Programmed

- Engineering Procurement / Contract Executed
- Community & Stakeholder meeting
- Plans Review (ERC)
- Resolution and Maintenance Agreement

Design

- Construction CEI Procurement / Contract Executed
- Public Information meeting
- Construction begins – *Groundbreaking***!!!
  - (lane closures, detours, etc.)

Construction

Completion

- Ribbon Cutting Ceremony!
Complete Streets – Comprehensive approach

• 2045 Long Range Transportation Plan
  • Larger Capital Investment Projects
• Complete Streets Master Plan
  • Regional Corridors
• Complete Streets and Localized Initiative Program (CSLIP)
  • Local projects feed into regional corridors
• Bicycle/Pedestrian Safety Action Plan (BPSAP)
  • Institutional/Policy recommendations
Contact Information

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