



Complete Streets Master Plan

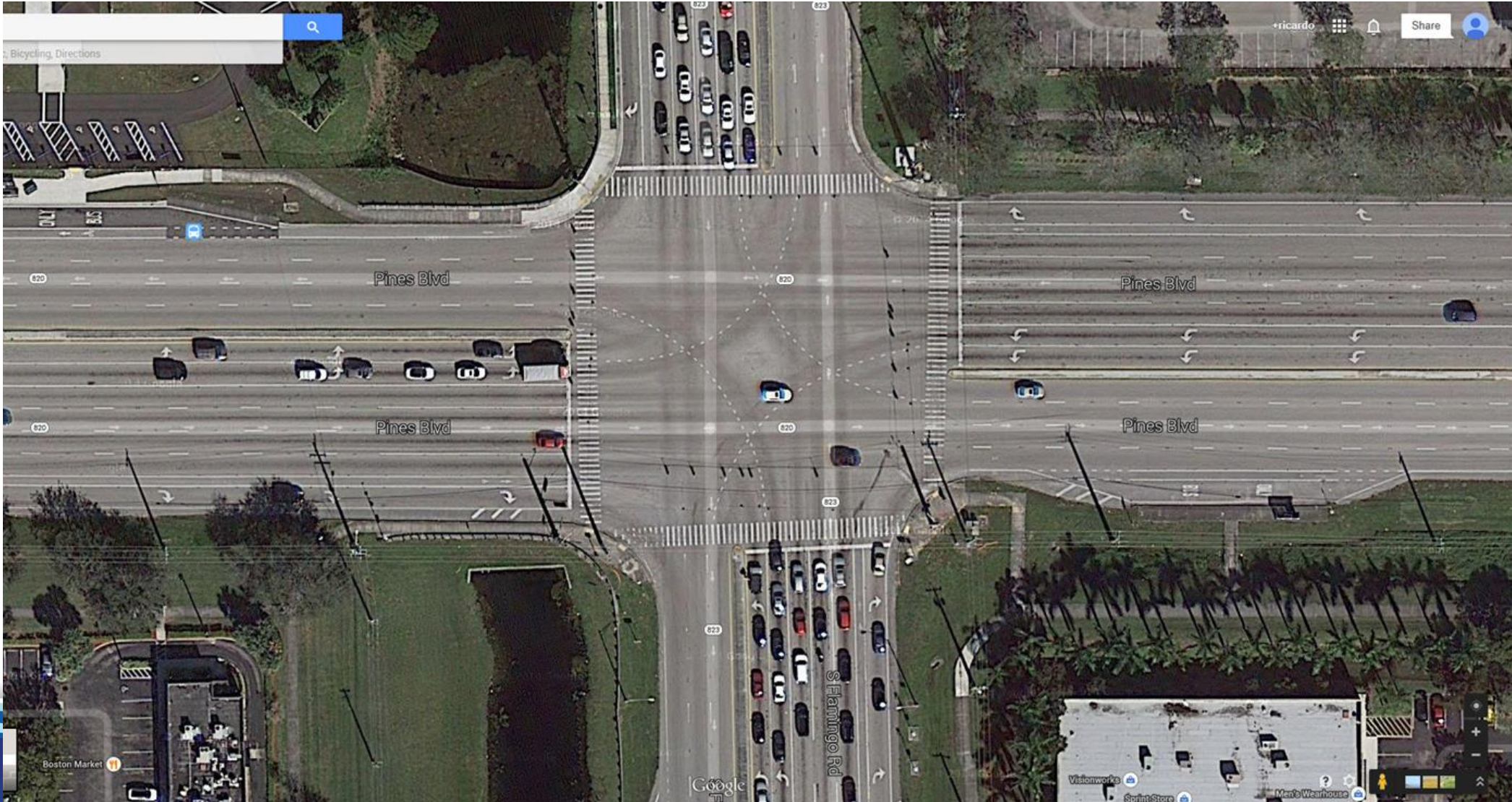
Project Advisory Committee (PAC)

Kick-off Meeting

May 22, 2017

Welcome and Introductions

- Please tell us about yourself and your interests in Complete Streets



Complete Streets in Broward: The Beginning

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



Complete Streets?


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

Broward Complete Streets Initiative

“to provide the necessary tools to our local governments in implementing Complete Streets in their respective communities”

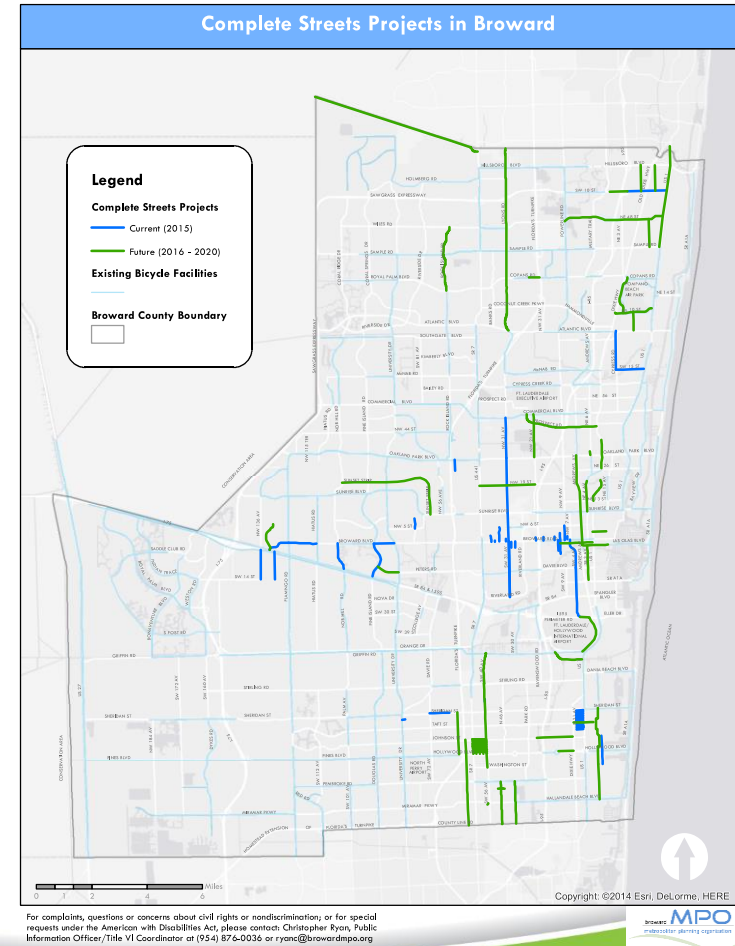
- Complete Streets Guidelines
- Policy & Planning Framework Models
- Multi-Modal Level of Service (MMLoS) tool
- Technical resources and Technical Assistance
- Community Engagement events
- Performance Evaluation tool kit
- Training – Safe Streets Summit

Complete Streets – Now What?

- Established necessary support for Complete Streets
 - 2035 LRTP Identified list of bicycle/pedestrian improvements, but no clear path for implementation
 - Money exists
- 
- FDOT as a partner and our construction wing
 - Start with high priority projects (low-hanging fruit)
 - Began programming projects in the 5-year Work Program

The Result...

- Broward MPO's Mobility Program
 - \$150 Million in Bicycle & Pedestrian improvements programmed for the next five years
 - 120 miles – bicycle
 - 34 miles – pedestrian
- First Phase (Underway)
 - 48 projects
 - \$15 million



Project Overview

- Purpose
 - Guide the Broward MPO's future investment in Complete Streets
 - Develop a data-driven analysis
 - Incorporate transportation partners' input
 - Develop a prioritized list of projects



Project Overview

- Project Advisory Committee (PAC)
 - A working group of the Complete Streets Advisory Committee (CSAC)
 - Will meet approximately 4 times throughout the Master Plan
 - Outcomes
 - Advise project team
 - Build consensus
 - Create support and enthusiasm for the Plan

Project Overview

- Master Plan Scope Tasks
 - Coordination (PAC)
 - Public Outreach
 - Data Collection
 - Transportation Network Analysis
 - Identification of Projects
 - Prioritization and Recommendations
 - Documentation



Background

- Complete Streets
- Best Practices from around the Country
- Maps, Maps, Maps
- Analysis Ideas
- Coordination



- Pedestrian facilities

- Bicycle facilities





- Integrating with Transit



• Dedicated space



- More frequent and safe crossings



• Separated bike lanes



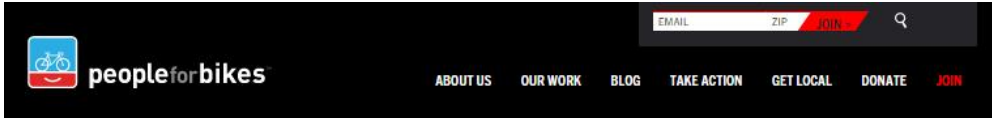


- Even constrained rights-of-way can have Complete Streets elements



- Demonstration projects

Hattiesburg, MS MPO



PEOPLEFORBIKES RETAILERS IN ACTION: MOORE'S BICYCLE SHOP IN MISSISSIPPI

November 18, 2014

Mitch Morrison, PeopleForBikes retail program coordinator



In almost any town or city, bike shops are the hub of the bicycling community. They are the hub of the PeopleForBikes community, too. We have more than 1,000 retailer members spreading the word about PeopleForBikes, bringing new riders into the movement and collecting donations to help fund our Community Grants program.

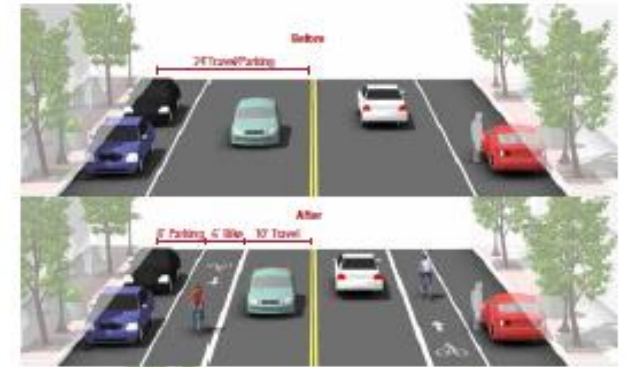
RELATED ARTICLES

- > *PeopleForBikes retailers in action: Virginia's The Bike Lane*
- > *PeopleForBikes retailers in action: Kentucky's Bikes and Moore*
- > *PeopleForBikes retailers in action: Kentucky's BikeWorld*

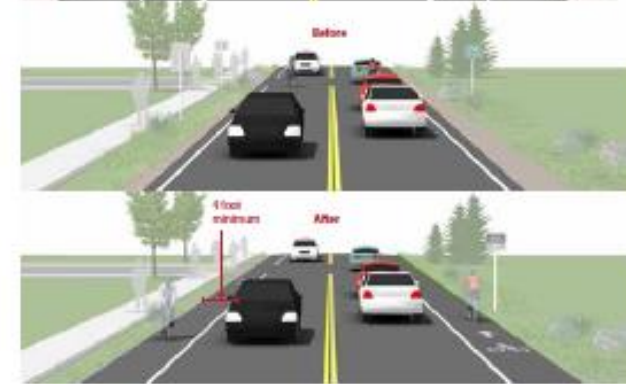
COMMUNITY STORIES



Lane Narrowing



Lane Expansion



Lane Reconfiguration



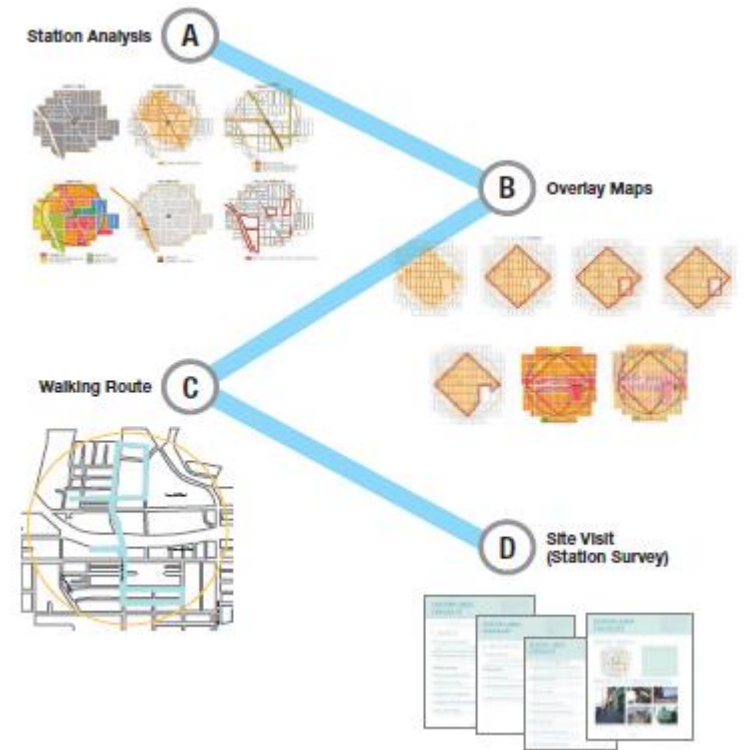
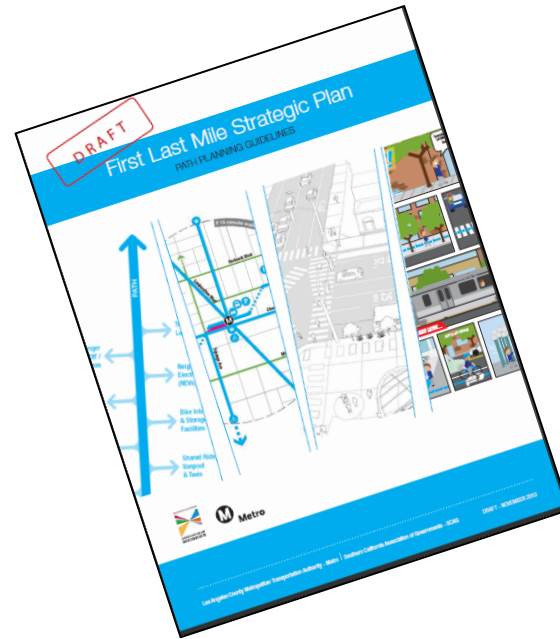
Lee County, FL MPO

- \$10.74 million federal TIGER V grant, matched by \$2.8 million locally
- Update project selection criteria to meet MAP-21 requirements
- TIGER grant design support
- Bicycle and Pedestrian Plan Update
- Fund local bike-ped plans



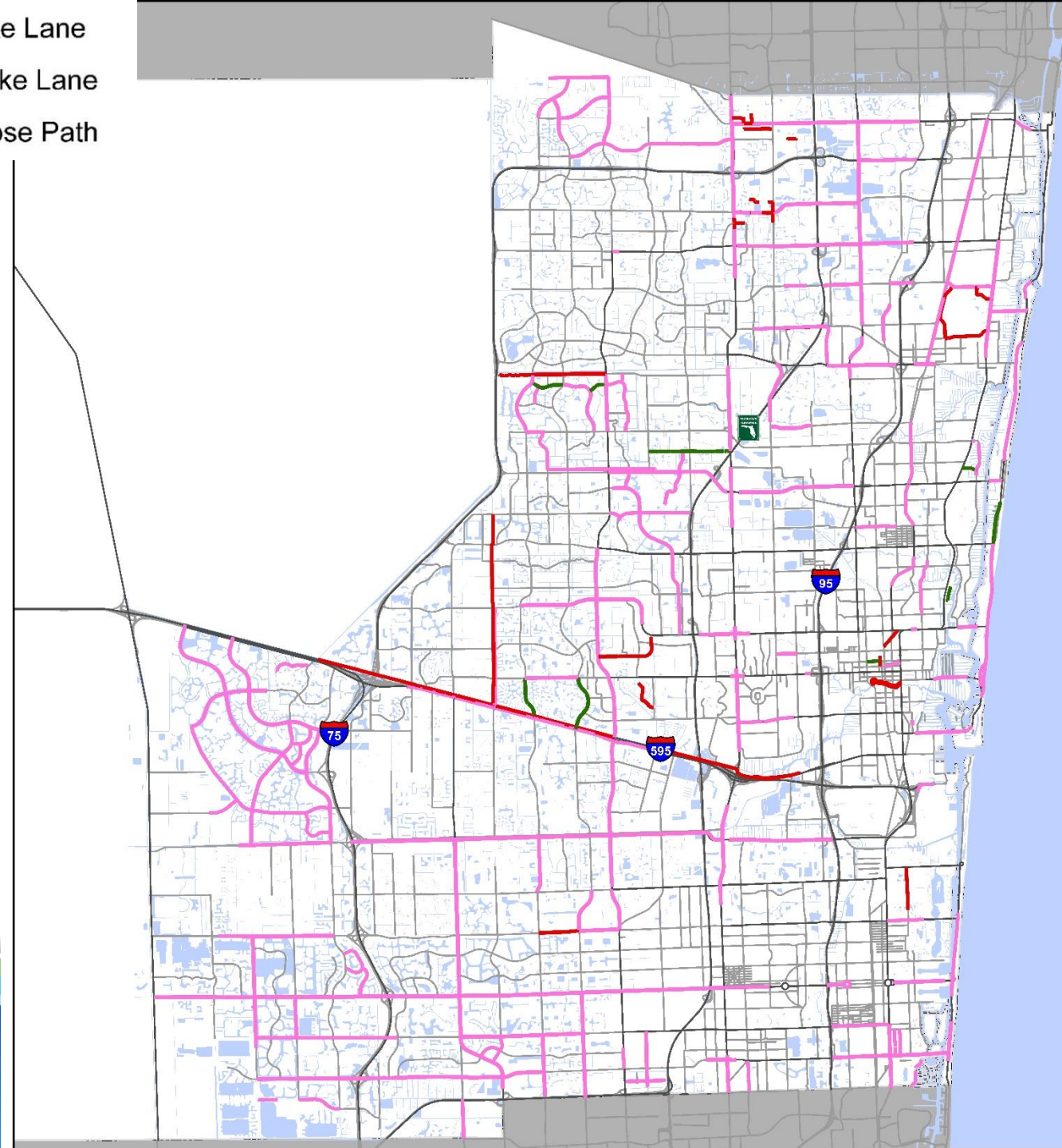
LA METRO

- Active Transportation + Transit Access Guidelines



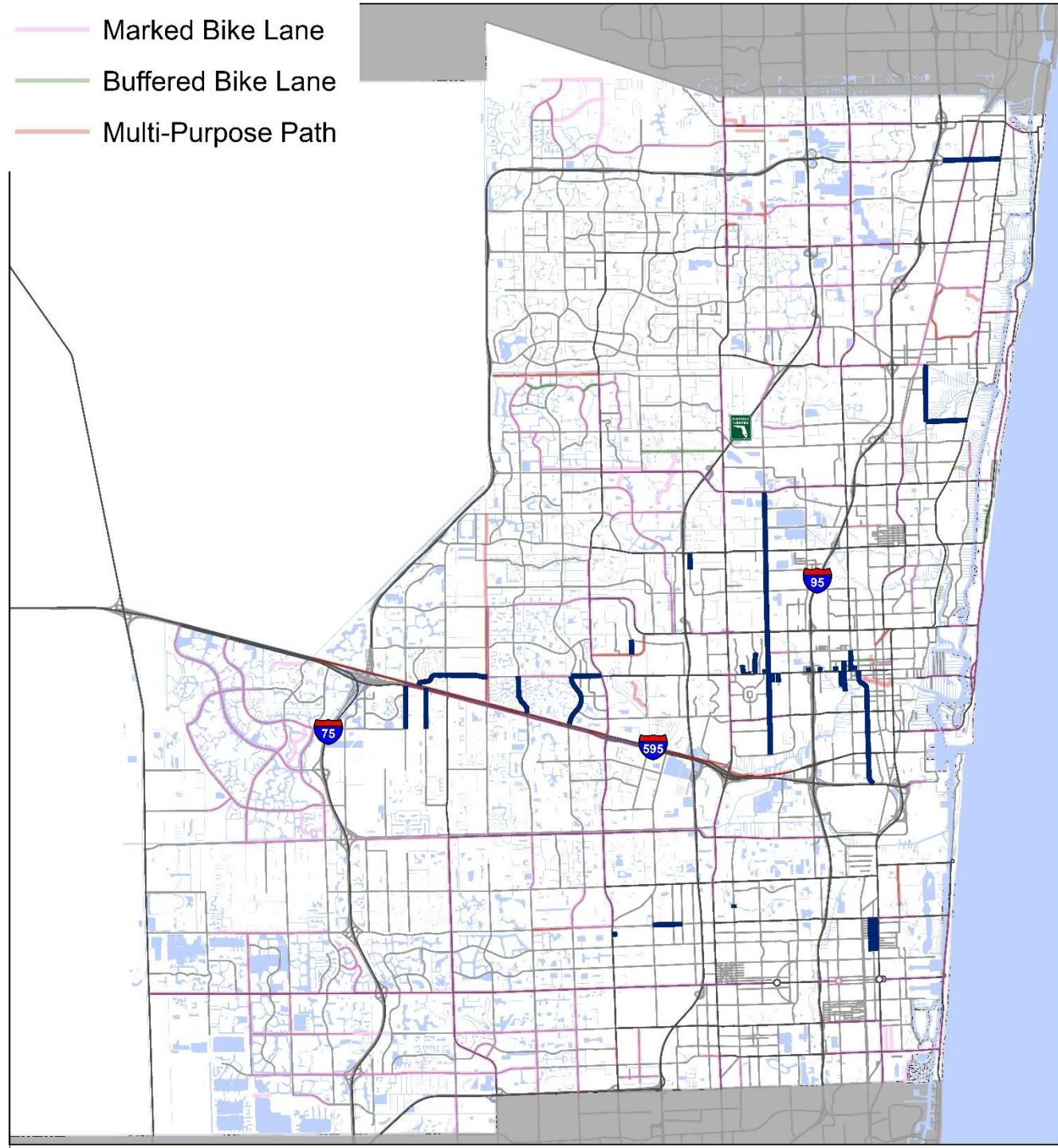
Existing Bicycle Facilities

- Marked Bike Lane
- Buffered Bike Lane
- Multi-Purpose Path



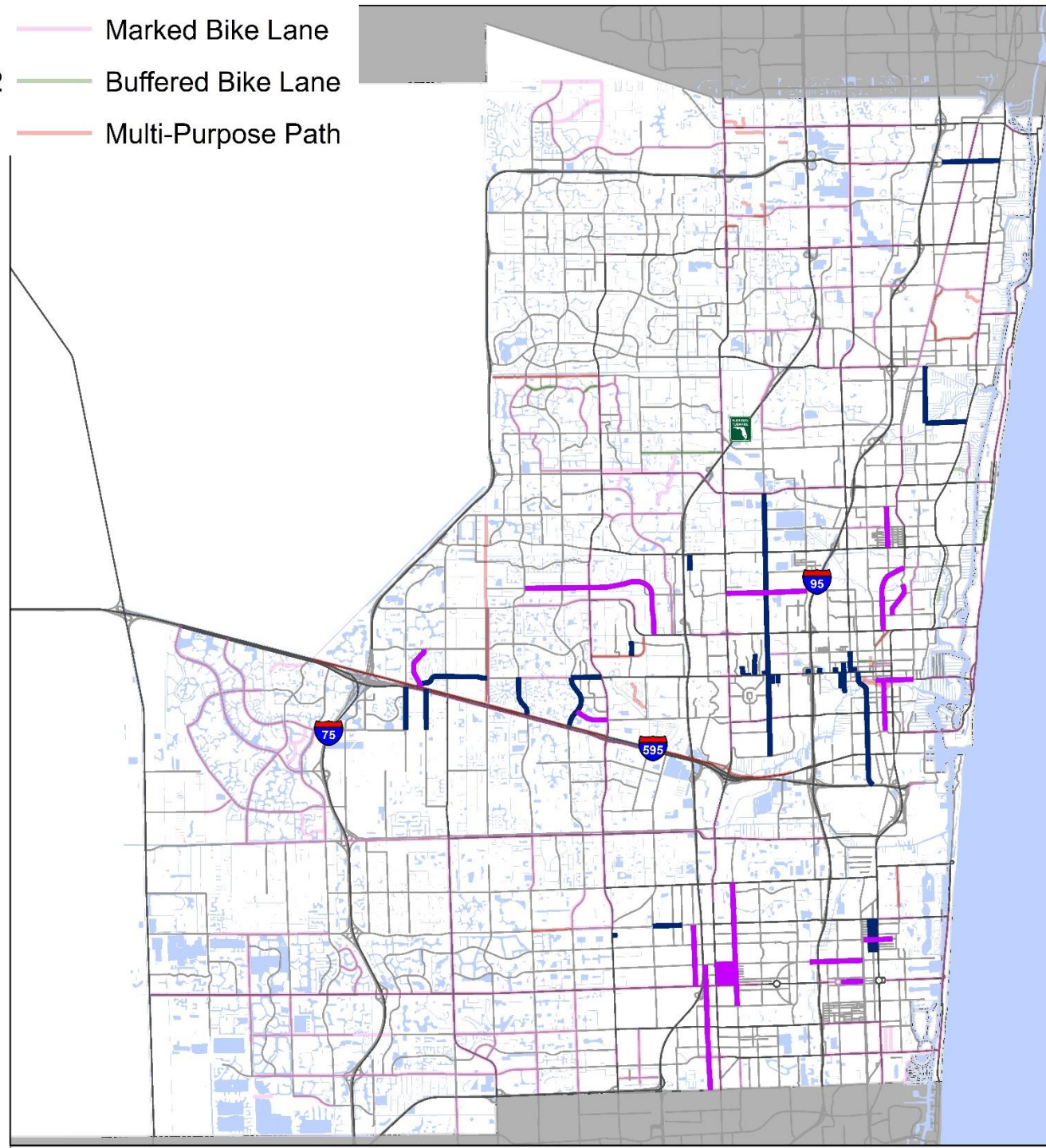
Mobility Projects Phase 1

- Mobility Projects Phase 1
- Marked Bike Lane
- Buffered Bike Lane
- Multi-Purpose Path



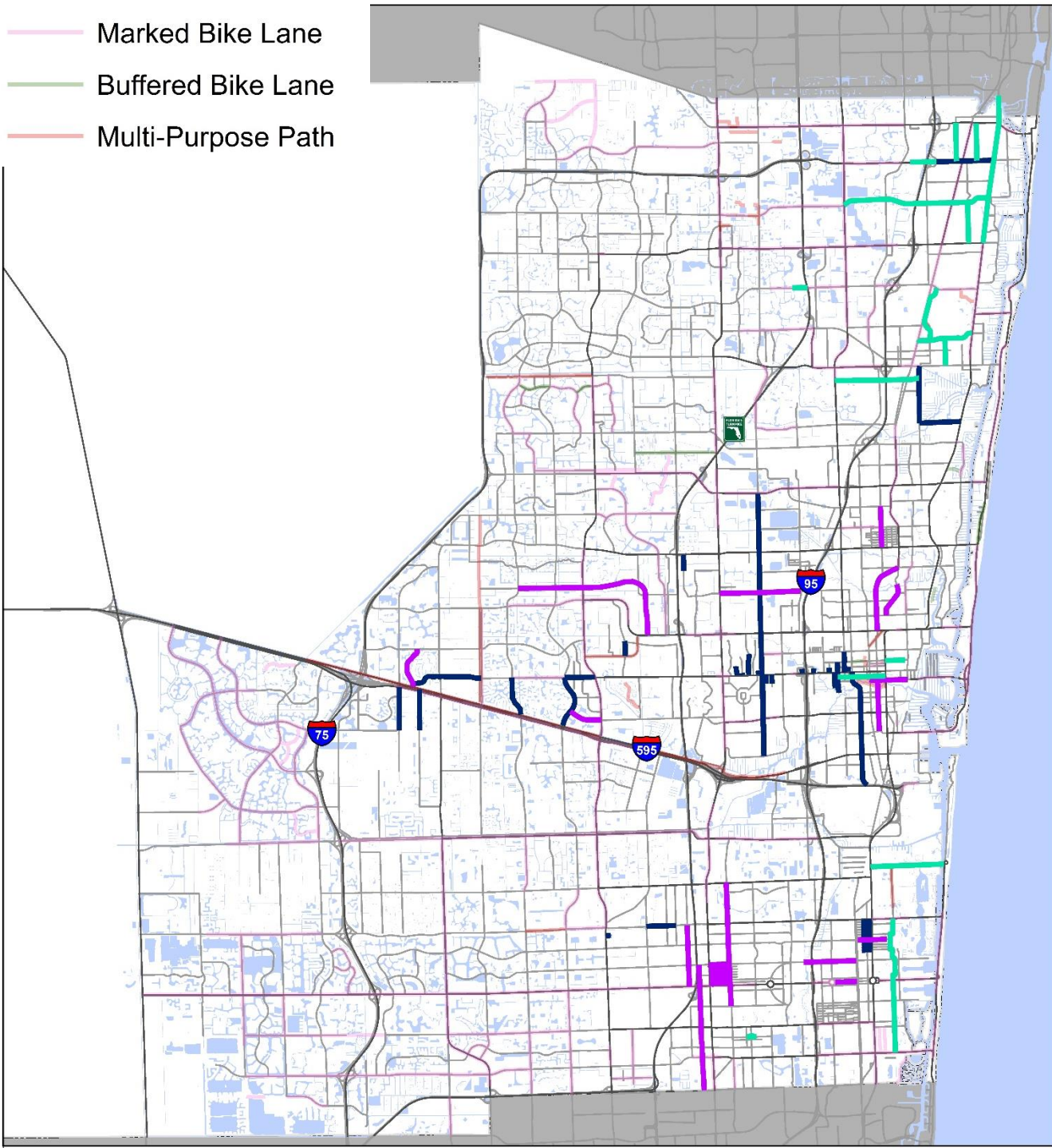
Mobility Projects Phase 2

- Mobility Projects Phase 1
- Mobility Projects Phase 2
- Marked Bike Lane
- Buffered Bike Lane
- Multi-Purpose Path



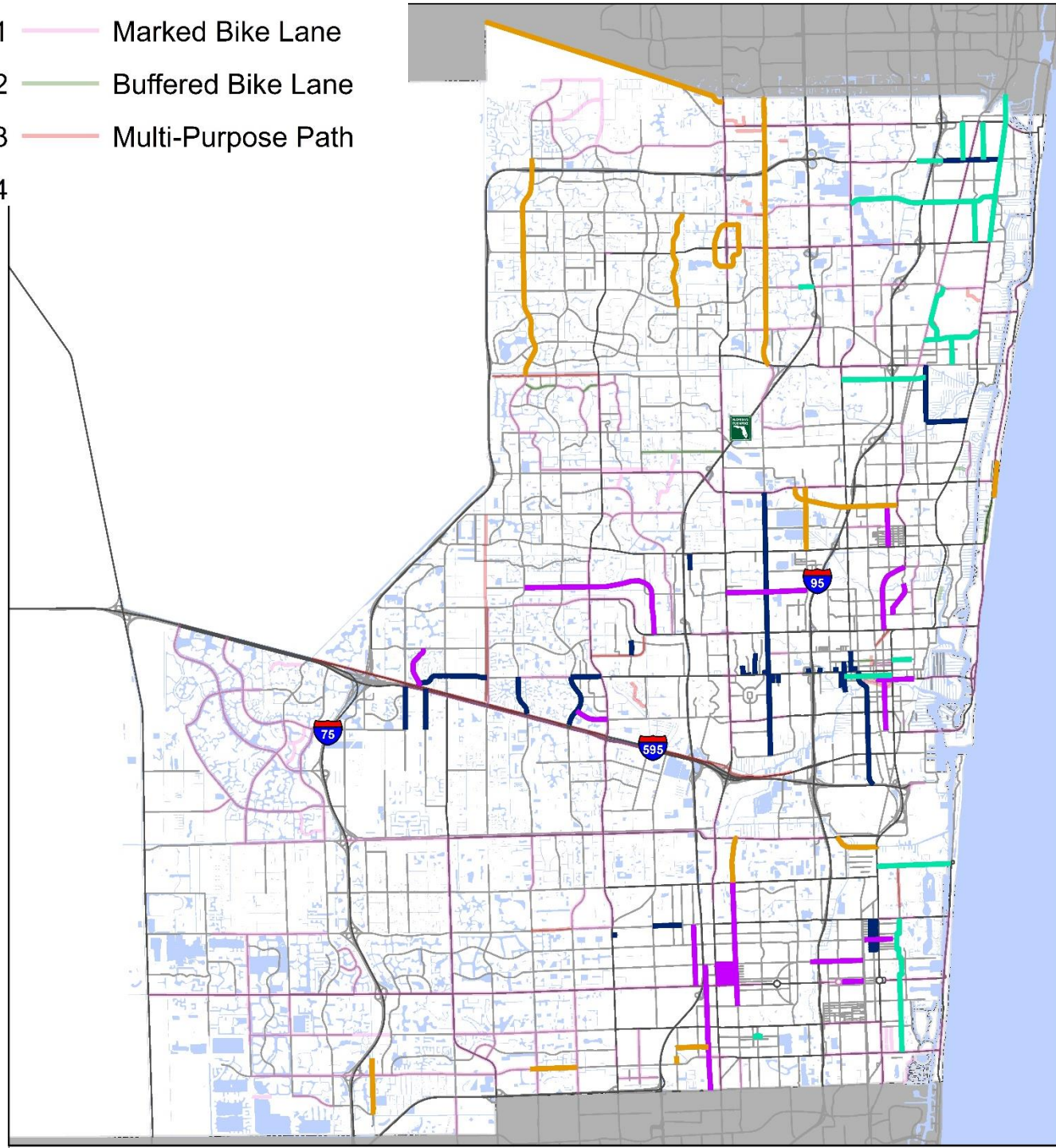
- Mobility Projects Phase 1
- Mobility Projects Phase 2
- Mobility Projects Phase 3
- Marked Bike Lane
- Buffered Bike Lane
- Multi-Purpose Path

Mobility Projects Phase 3



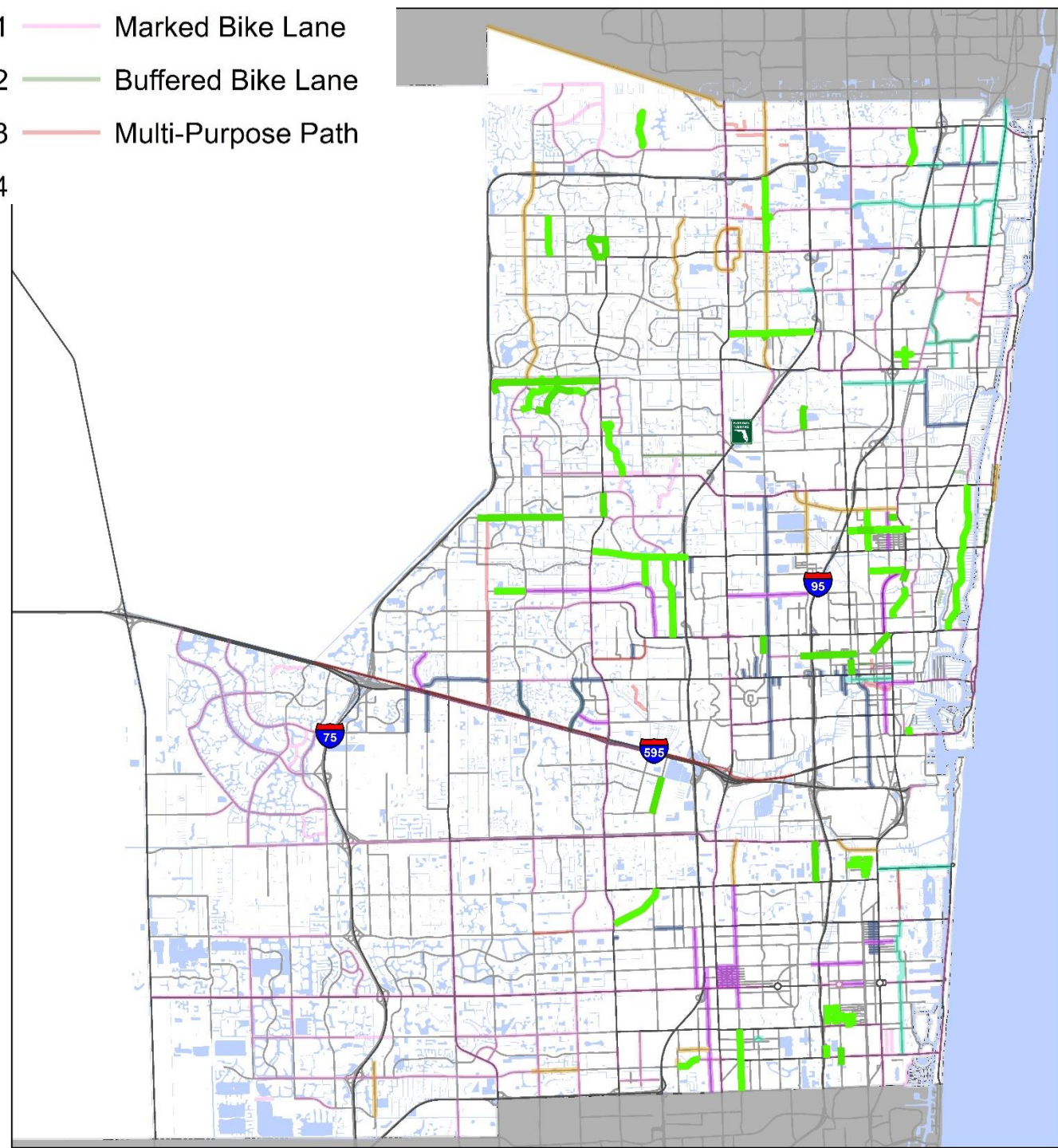
Mobility Projects Phase 4

- Mobility Projects Phase 1
- Mobility Projects Phase 2
- Mobility Projects Phase 3
- Mobility Projects Phase 4
- Marked Bike Lane
- Buffered Bike Lane
- Multi-Purpose Path



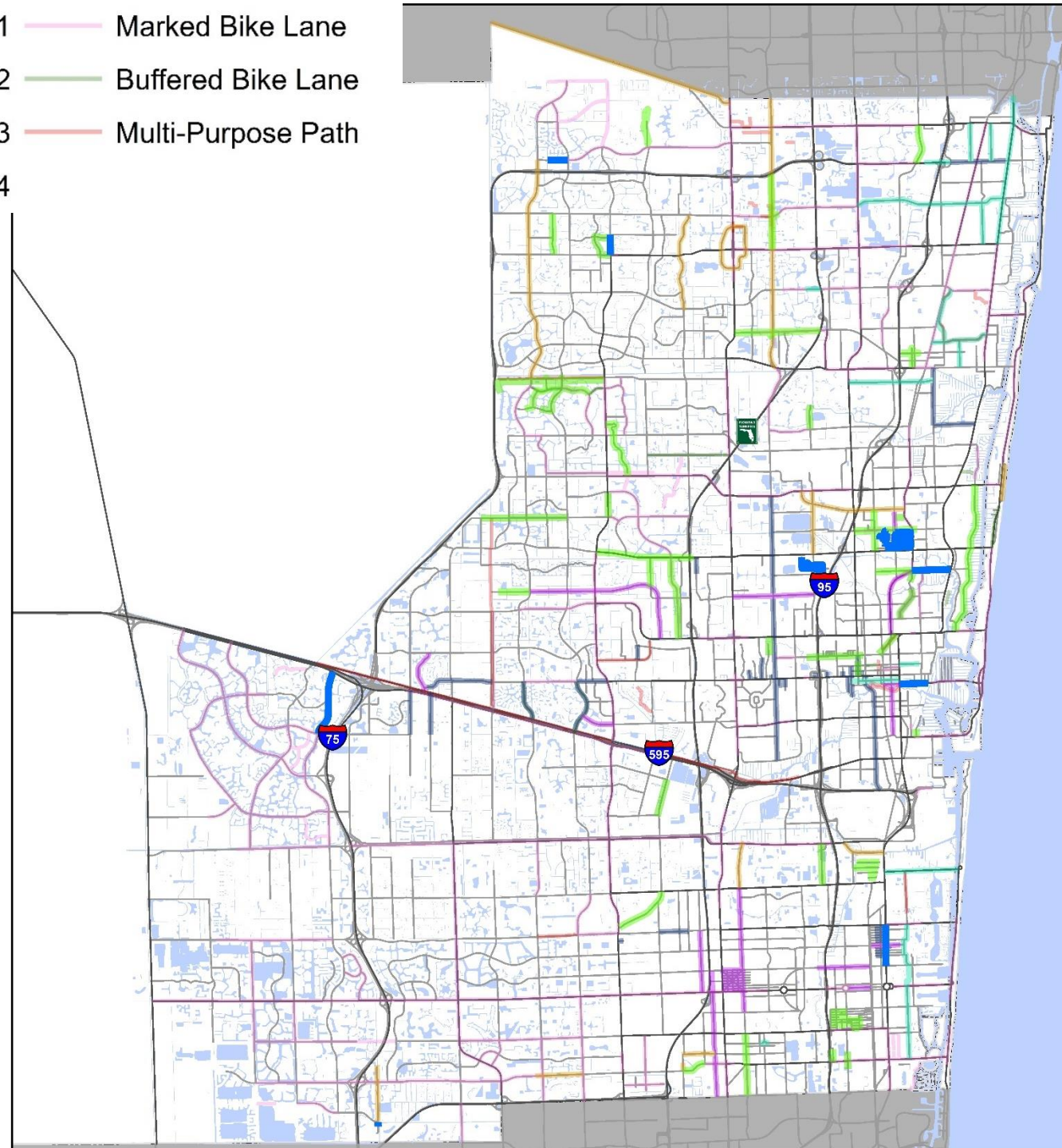
Transportation Alternatives Program (TAP)

- TAP Projects
- Mobility Projects Phase 1
- Mobility Projects Phase 2
- Mobility Projects Phase 3
- Mobility Projects Phase 4
- Marked Bike Lane
- Buffered Bike Lane
- Multi-Purpose Path



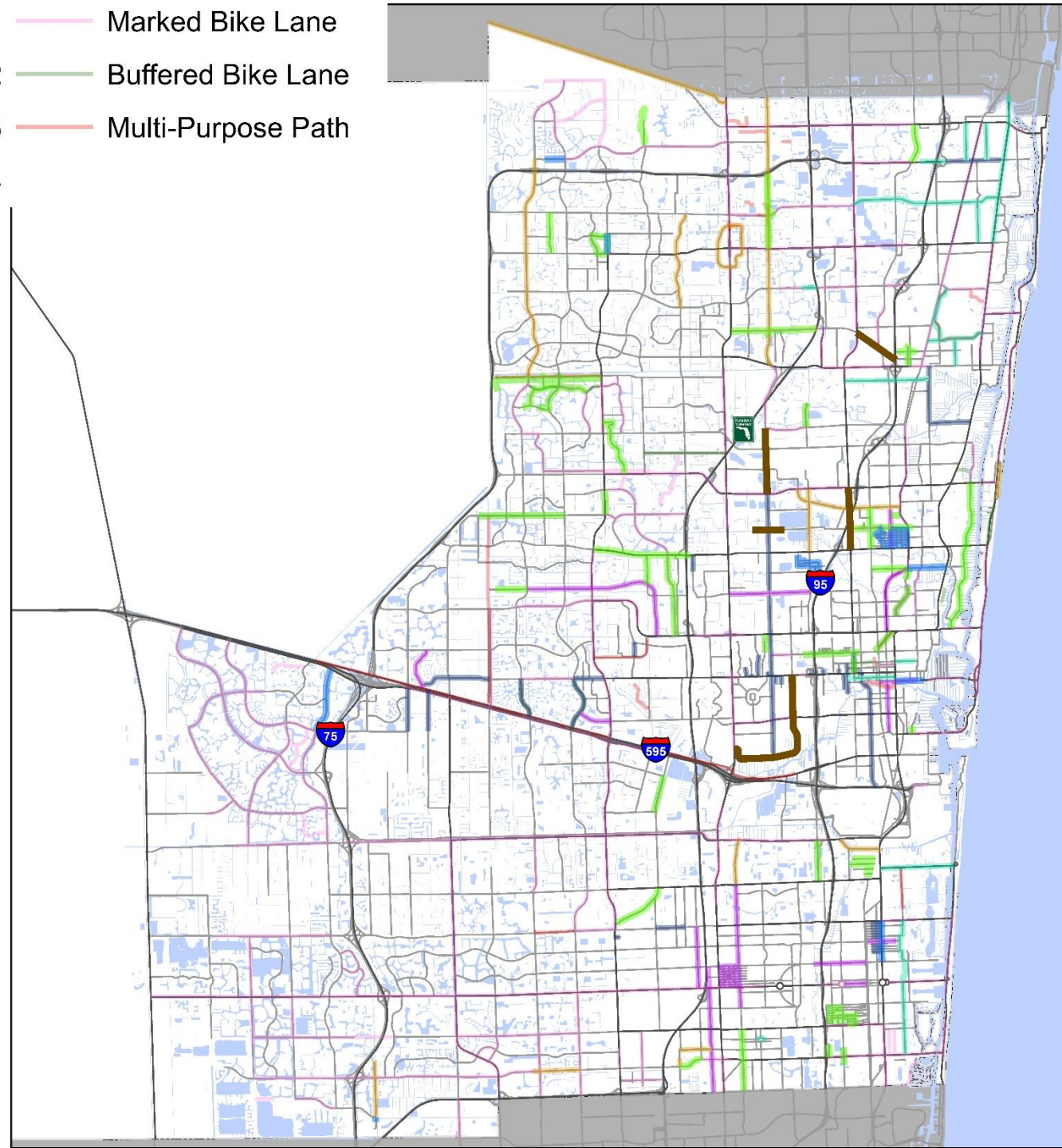
- CSLIP Projects
- TAP Projects
- Mobility Projects Phase 1
- Mobility Projects Phase 2
- Mobility Projects Phase 3
- Mobility Projects Phase 4
- Marked Bike Lane
- Buffered Bike Lane
- Multi-Purpose Path

Complete Streets/Other Localized Initiative Program (CSLIP)



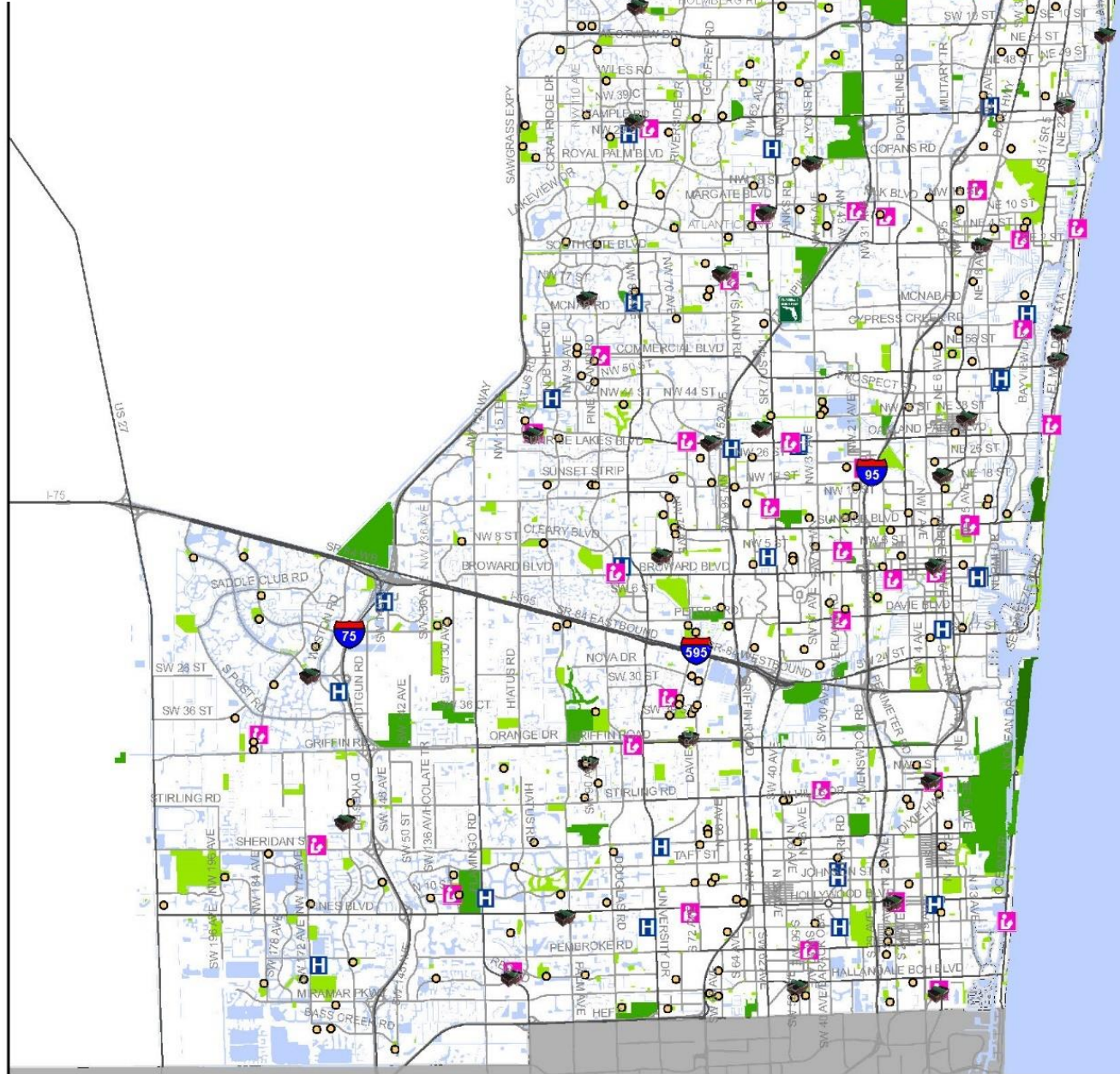
- TIGER Projects
- CSLIP Projects
- TAP Projects
- Mobility Projects Phase 1
- Mobility Projects Phase 2
- Mobility Projects Phase 3
- Mobility Projects Phase 4
- Marked Bike Lane
- Buffered Bike Lane
- Multi-Purpose Path

Transportation Investment Generating Economic Recovery (TIGER)



Data Collection and Inventory

- Public Schools (K-12)
- Hospitals
- County Parks
- City Halls
- City Parks
- State Parks
- Libraries



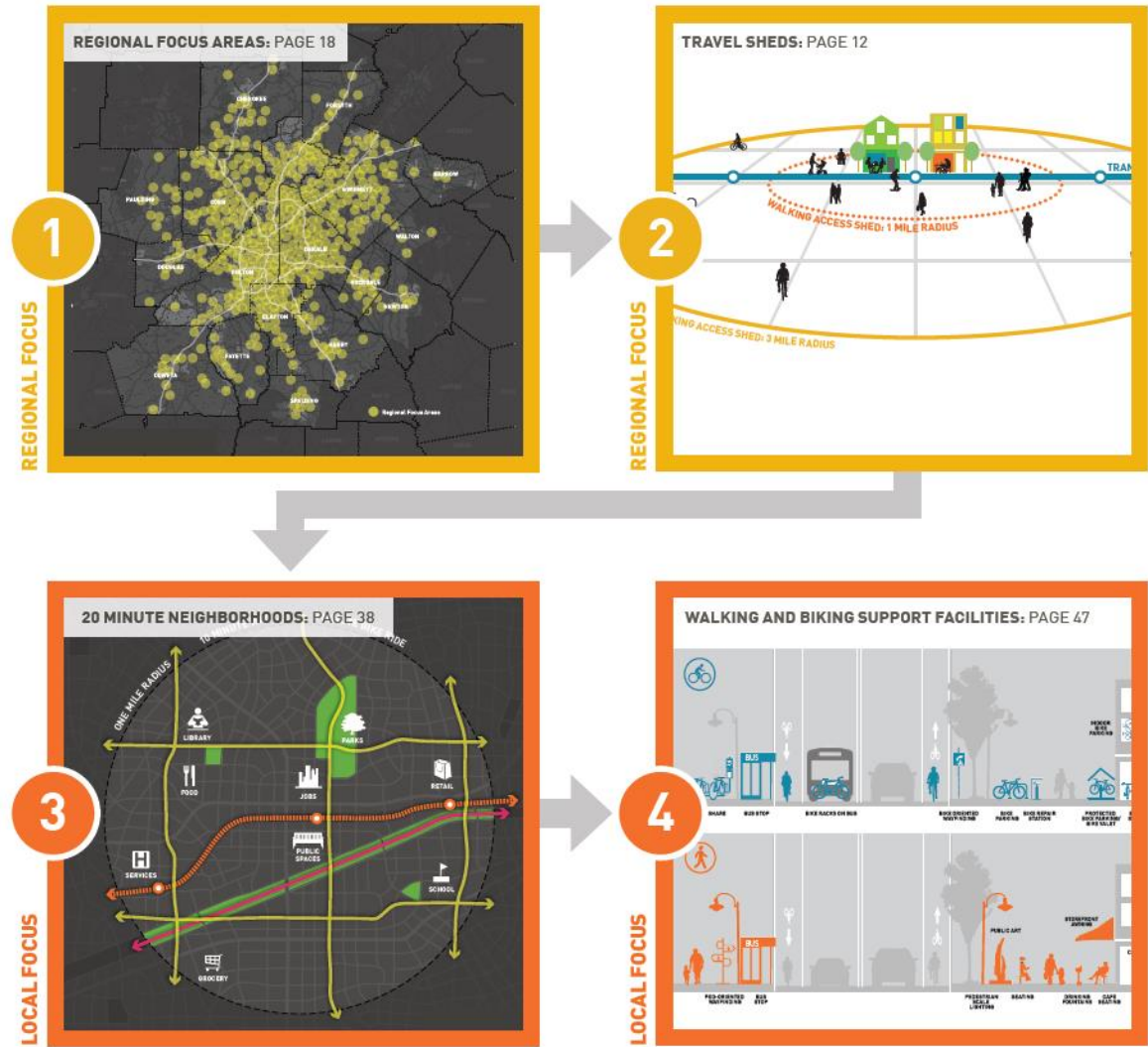
Analysis + Policy Strategy

Policy Strategy

- Develop right policy at the right scale

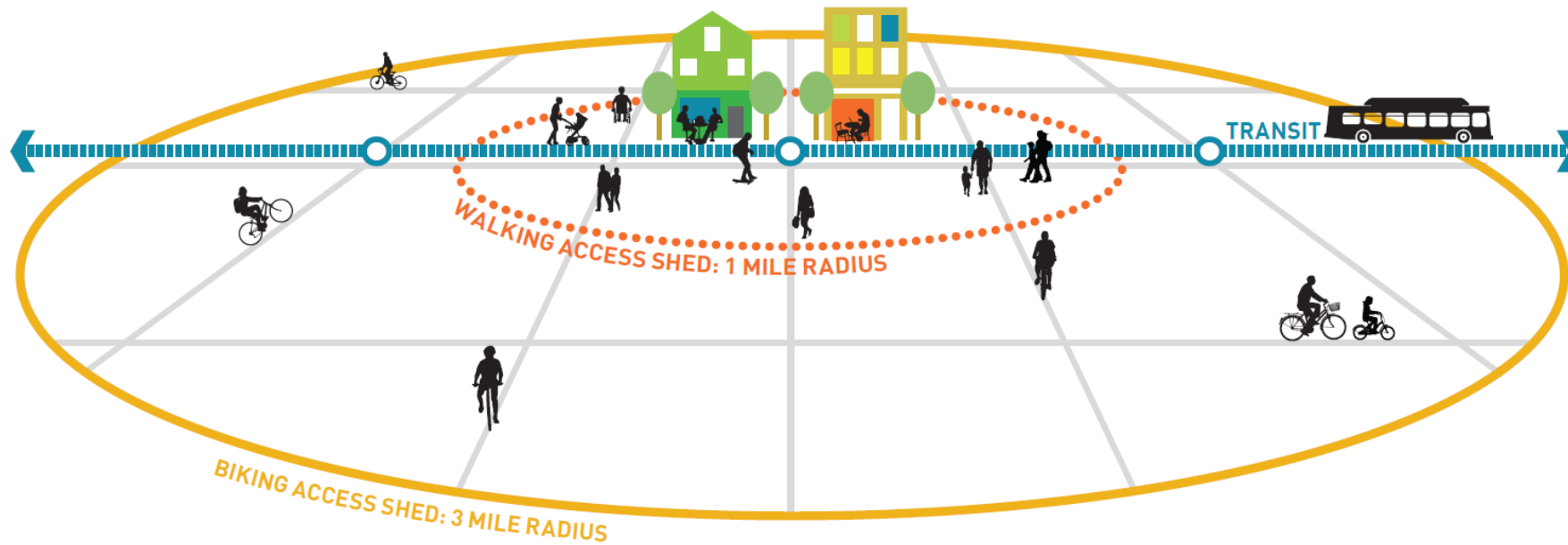


Policy Strategy

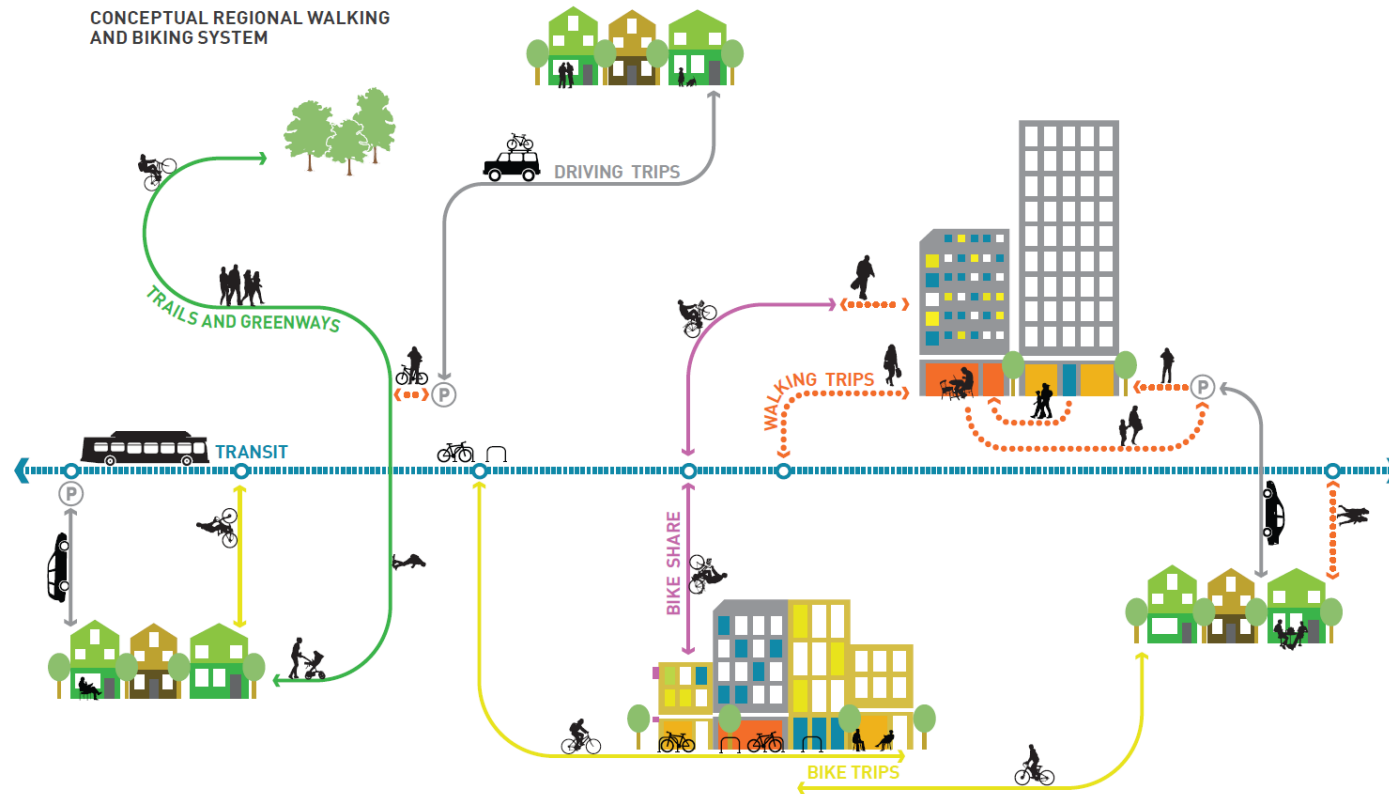


Regional Focus: Travel Sheds

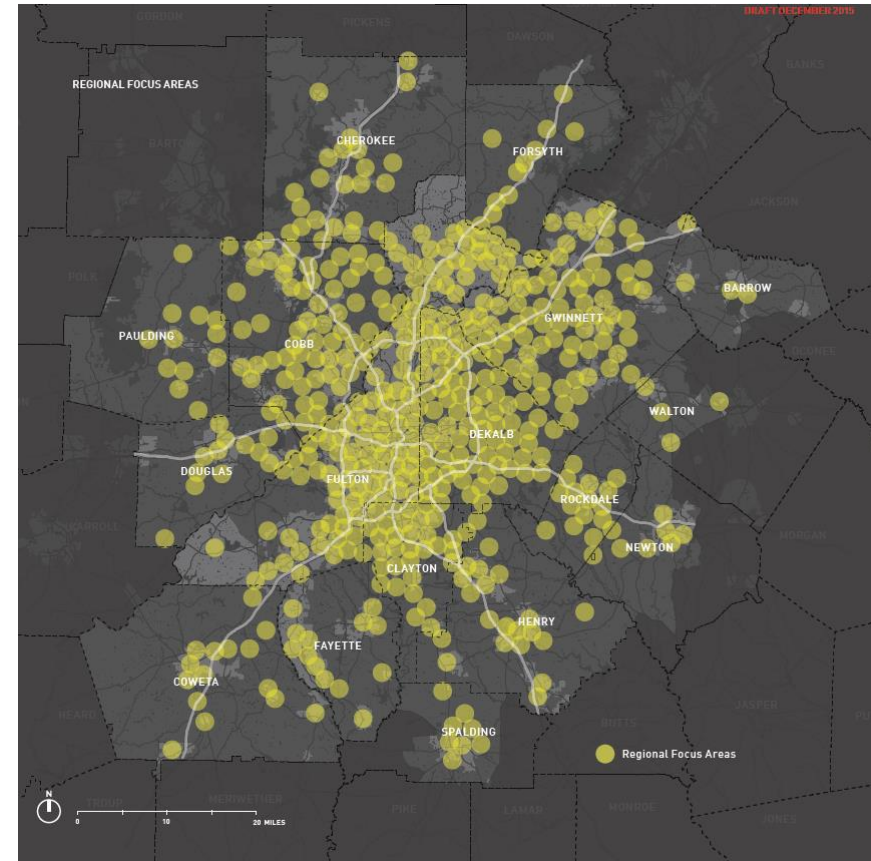
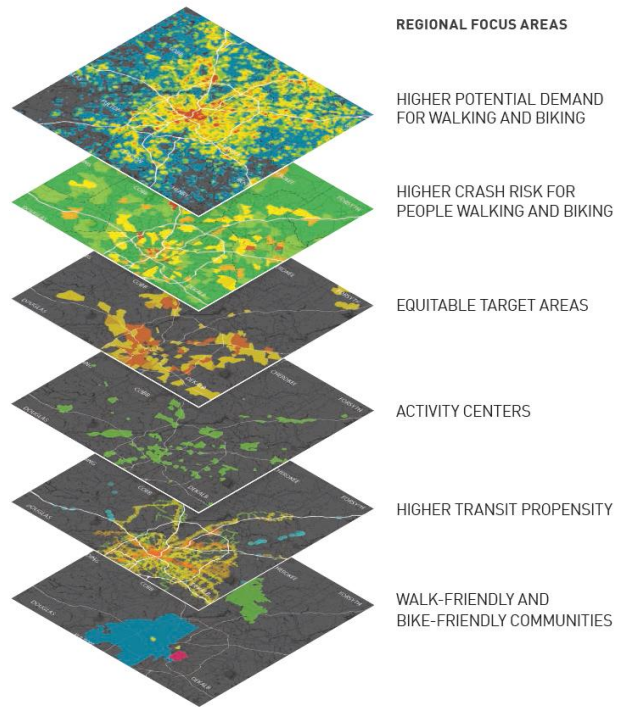
TRAVEL SHEDS:
AN ORGANIZING PRINCIPLE



Regional Framework: Conceptual System

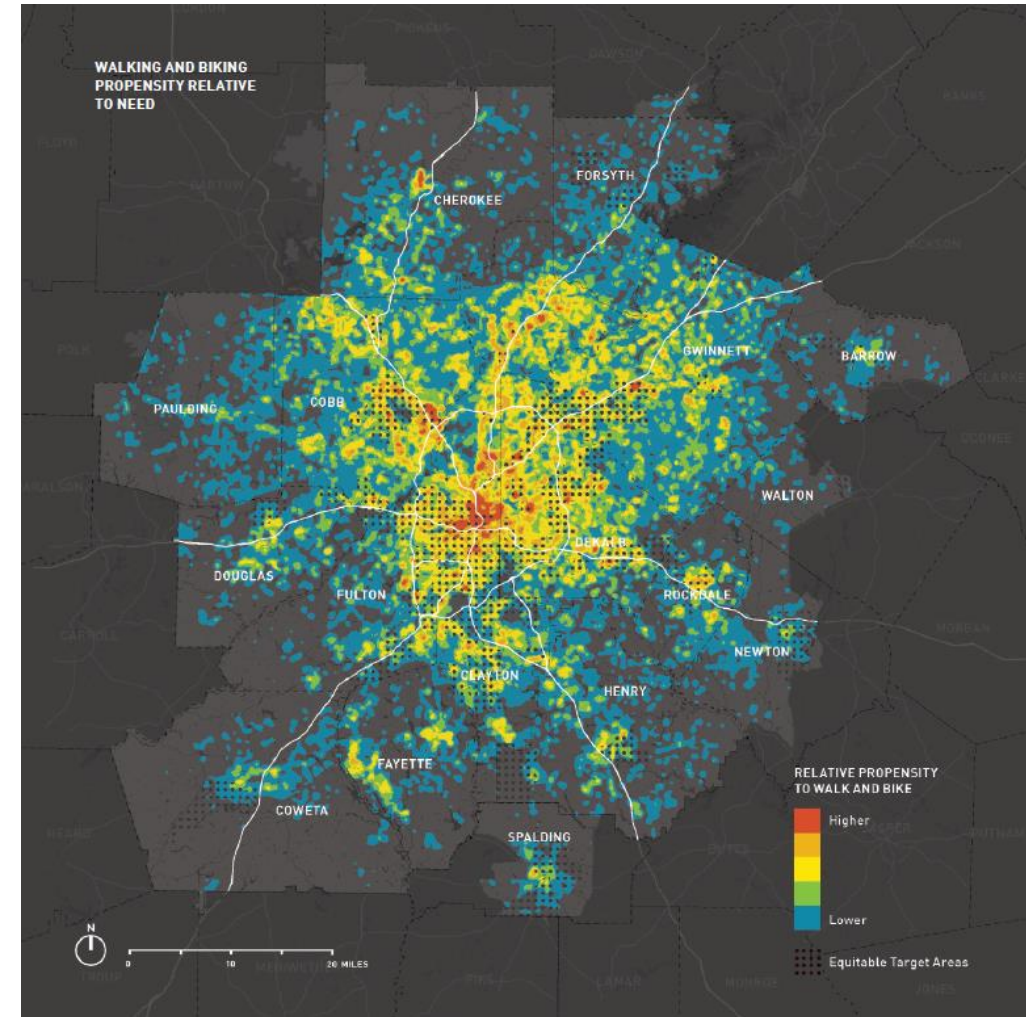


Identifying Need and Demand



Identifying Need and Demand

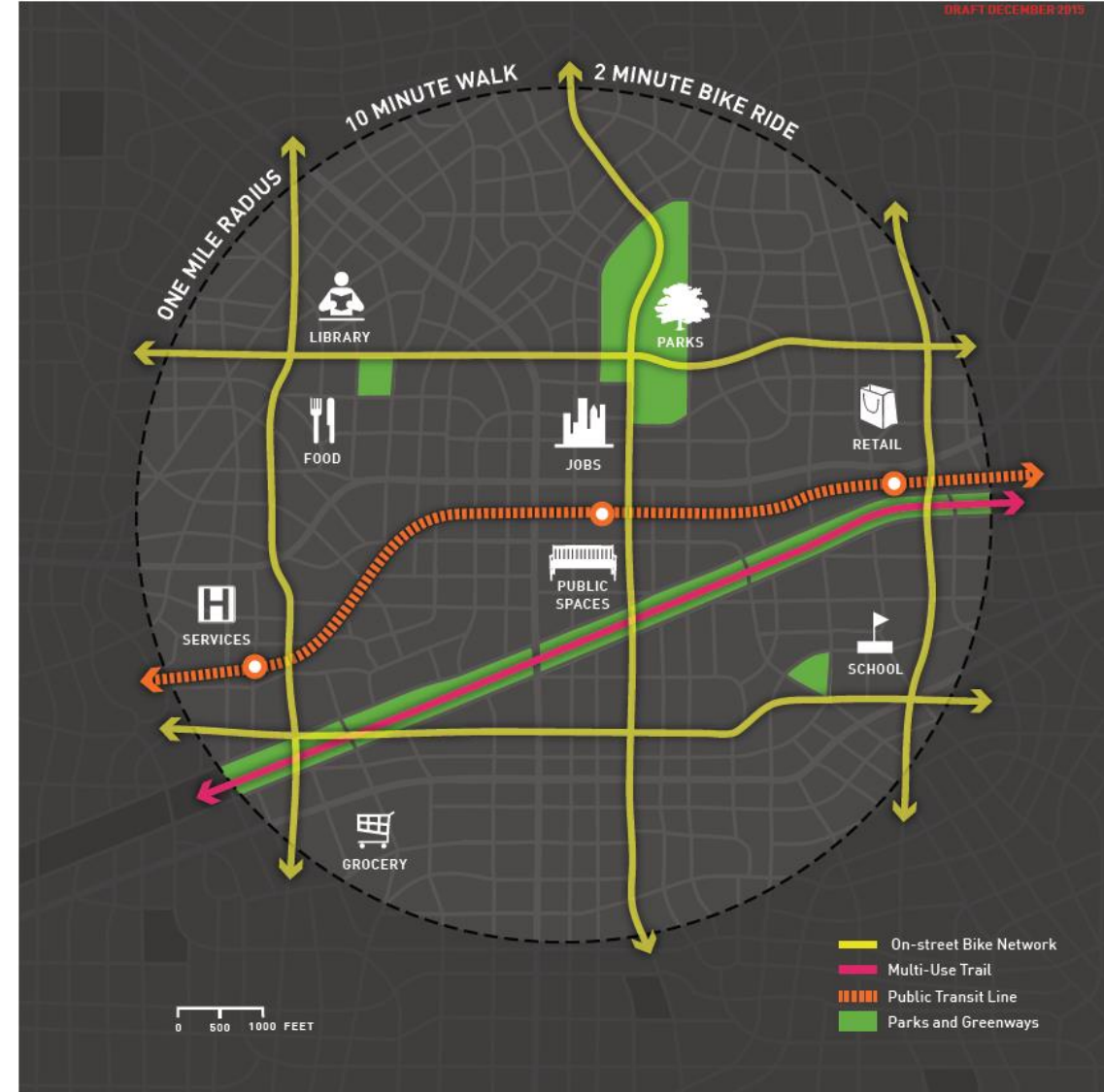
- In Atlanta, areas with highest propensity for walking and biking are also the areas with the best transit service and are the least affordable areas of the region.



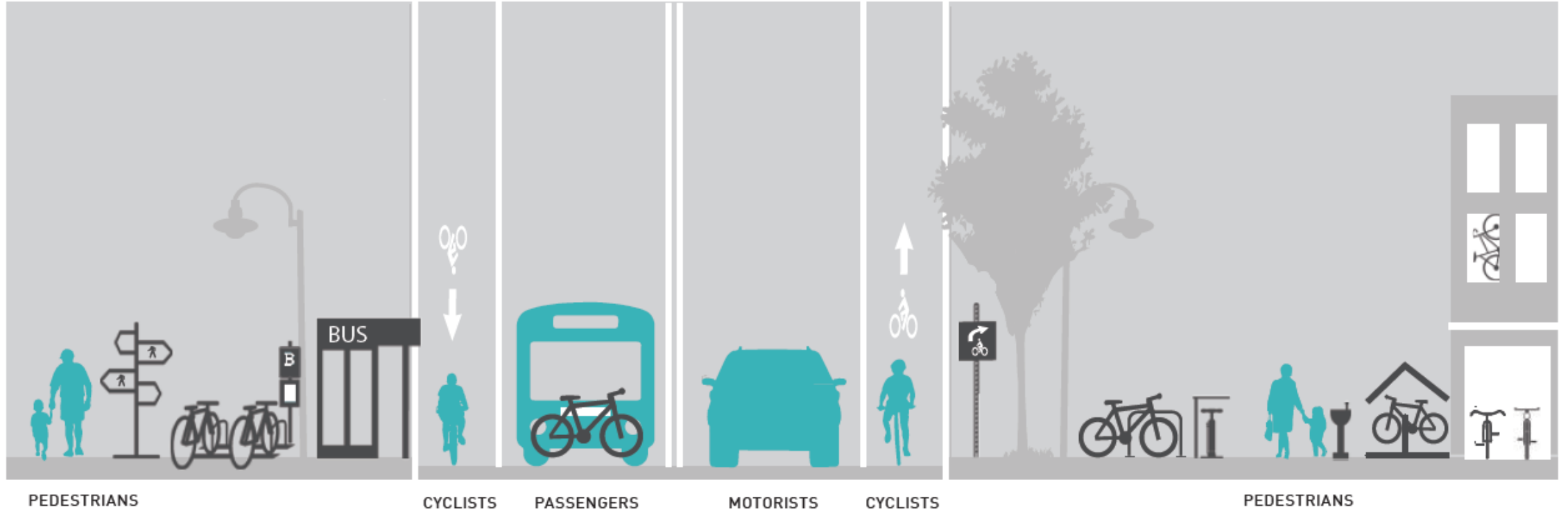
Local Focus



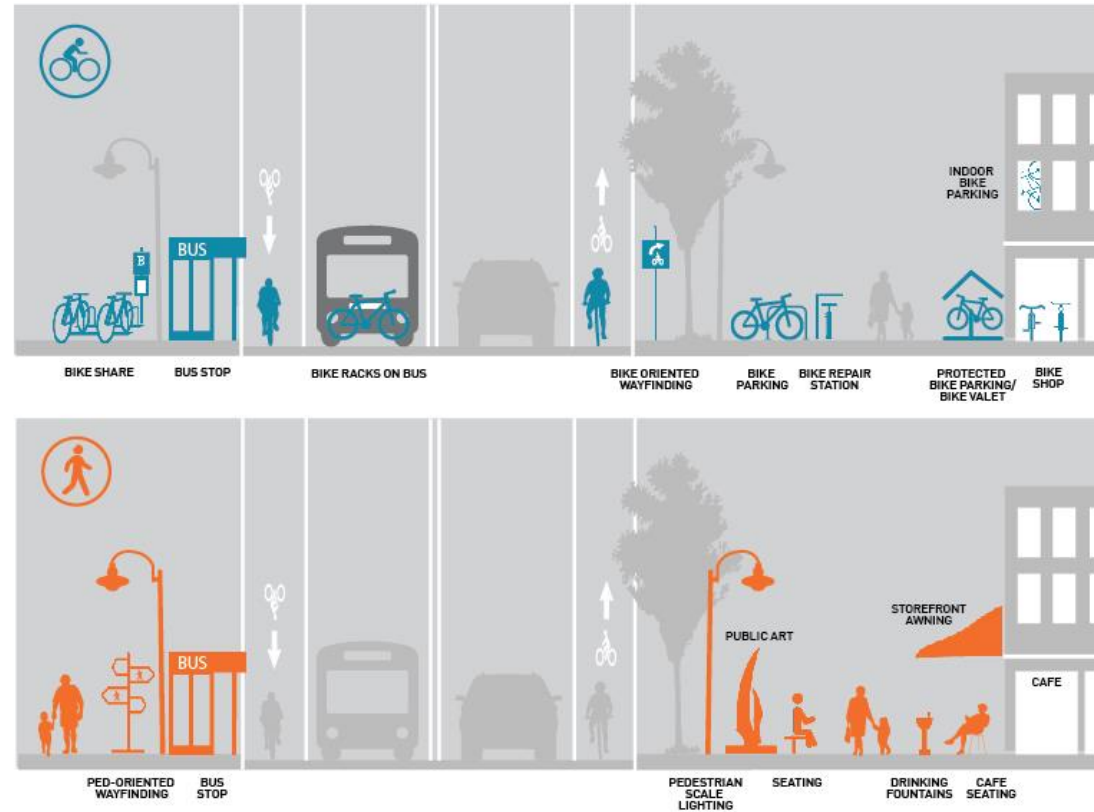
Local Focus: Networks



Local Focus: Complete Streets



Local Focus: Support Facilities

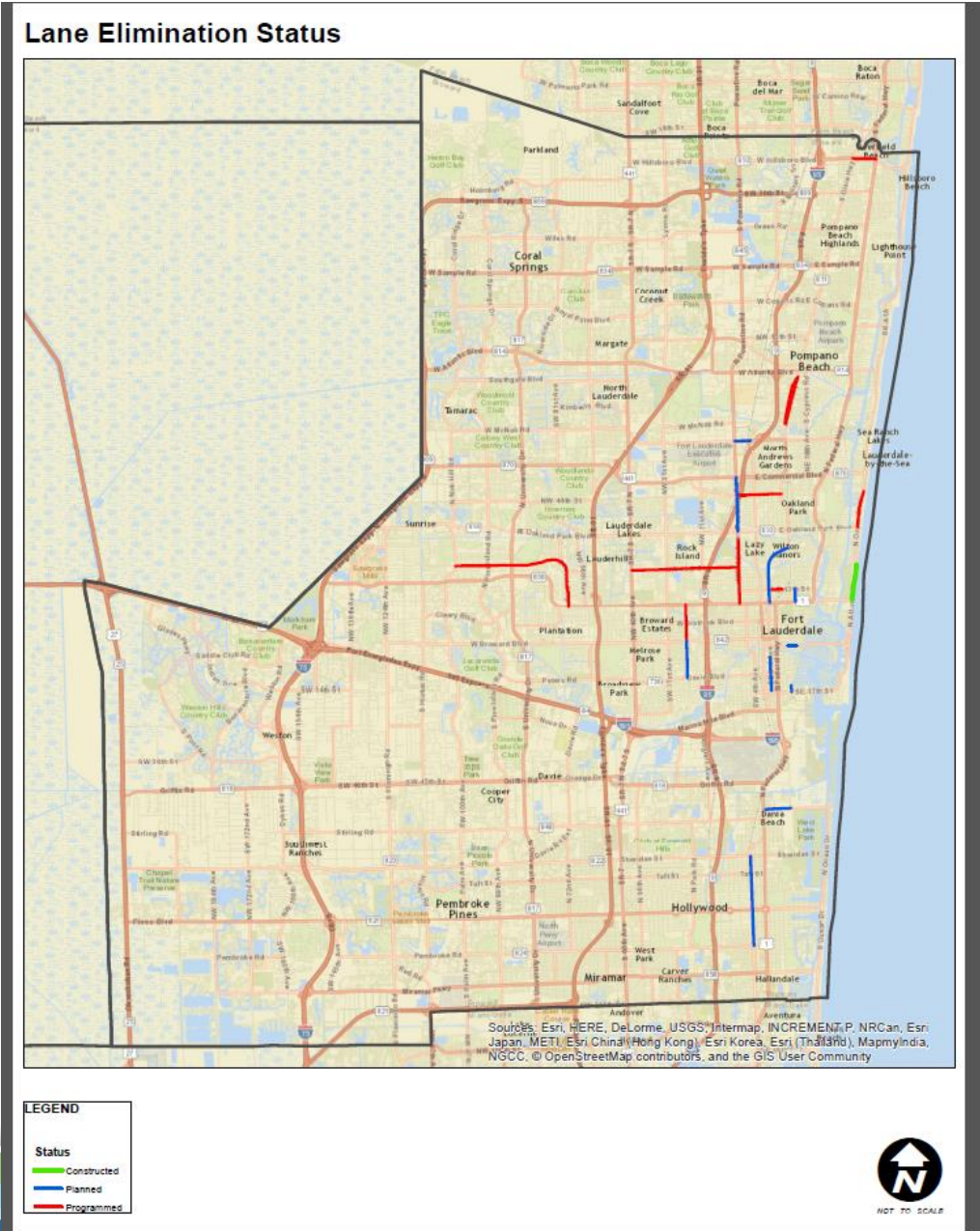


Local Focus: Policy



Known Lane Eliminations

- Map

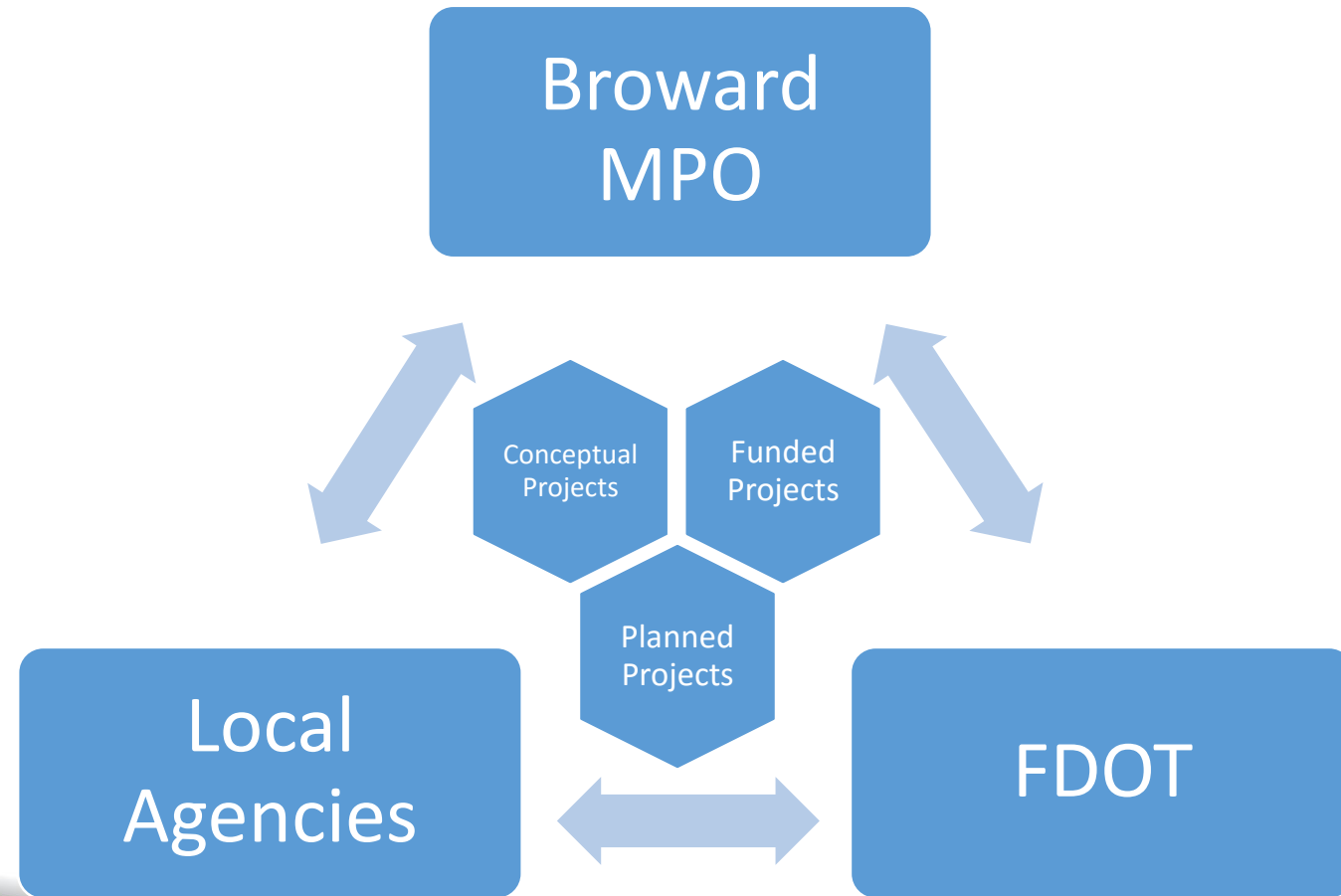


Development of Lane Elimination Process for Local Agencies

- A process for local agencies that will include coordinating with FDOT and the Broward MPO to:
 - Review potential impacts on adjacent streets
 - Ensure coordination between projects in adjacent jurisdictions
 - Ensure appropriate public outreach to communities impacted by Lane Elimination projects
 - Provide documentation for Complete Streets Evaluation purposes

Lane Elimination Map/Database

- Develop a map to be regularly updated that includes:
 - FDOT Lane Elimination Analysis for potential lane eliminations
 - Current TIP/Work Program Projects
 - Other planned and programmed local projects



What are Our Priorities?

- Develop prioritization criteria consistent with the goals and objectives established in *Commitment 2040*
 - Connectivity
 - Mobility
 - Safety
 - Economic Development

Project Prioritization

- Priority Pyramid
 - A fun game to begin the conversation on how we will prioritize



Low Cost:
Low cost to complete the project



Feasibility:
Ability to complete the project timely



Fills a gap in the network:
Makes connections between existing facilities



Social Equity:
Allows for or enhances equal opportunities for all users



Propensity for Use:
Projects that will get used by the most amount of people



Sustainability:
Helps promote environmental sustainability



Safety:
Increases safety for all users



“Placemaking”/Economic Development:
Creates a sense of place and allows opportunities for economic growth



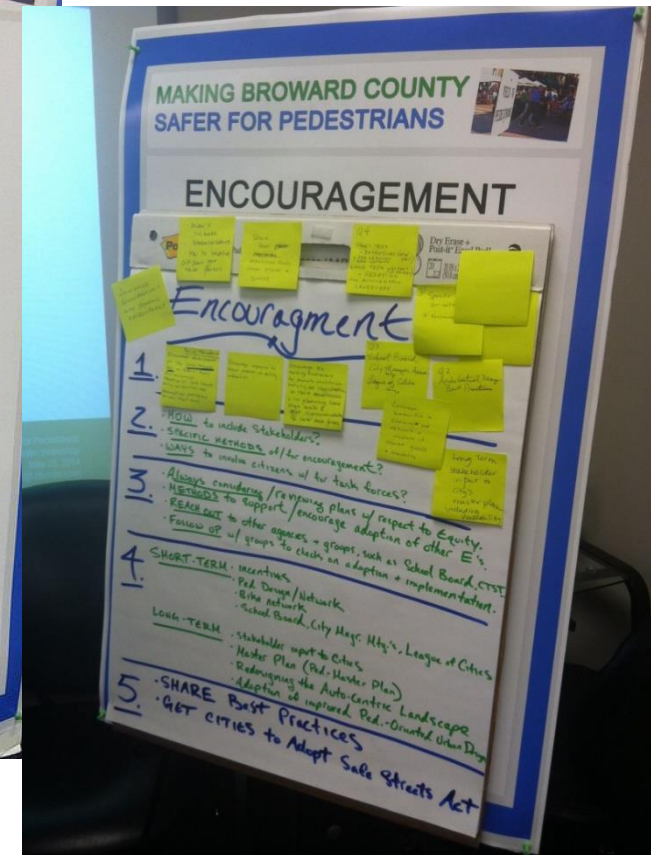
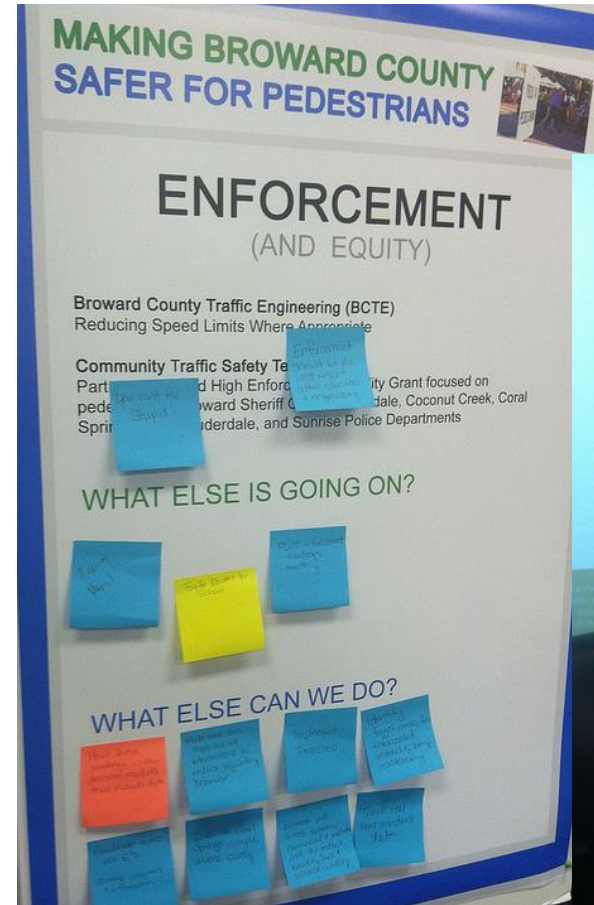
Health:
Increases opportunities to make healthier choices



Added Mobility Options:
Includes multiple mode types

Master Plan Outreach

- Public Involvement Plan (PIP)



Master Plan Outreach

- The goal is to provide opportunities for community input throughout the development of the Master Plan with an emphasis on obtaining input from hard to reach communities.
- Audience – All of Broward County
 - Target Populations - Broward County Municipal Services District, City of Lauderdale Lakes, City of North Lauderdale, City of Lauderdale Hill, City of Pembroke Park, City of Miramar, City of Hallandale Beach, and City of West Park
- Branding and Education on Benefits

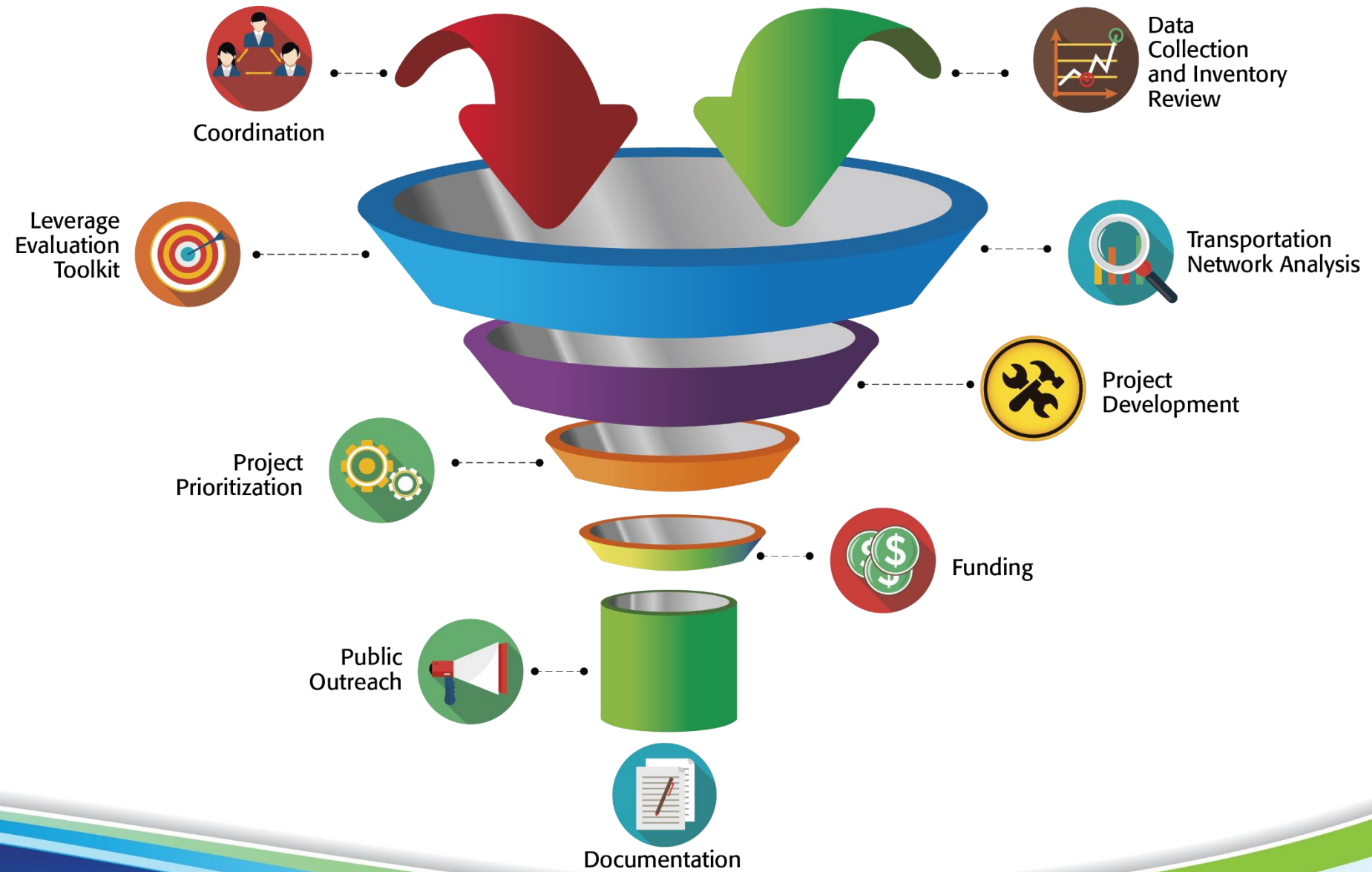
Outreach Strategies

- High-Touch
 - Focus Groups
 - One-on-One Interaction
- High-Tech
 - Websites
 - Instant Polling Technology and Digital Input Mapping
 - Web-based Communication Through Social Media
 - eTown Hall Meeting
- Ongoing Contact with Public and Updates on Master Plan

Outreach Schedule

- June 2017 – Finalize approach with Broward MPO
- Summer-Fall 2017 – Kickoff Public Outreach
 - Focus Groups
 - Social Media
 - Polling and Input Mapping
 - Coordination with SpeakUp Broward
- Winter 2017/2018
 - Potential eTown Hall Meeting

Funneling the Elements



Assembling the Pieces

- Builds upon the success of the MPO's Mobility Program
- Brings together the elements of the Complete Streets Initiative
- Will result in a data-driven prioritized list of projects



Next Steps...

- Continue Inter-agency Coordination through PAC
- Prepare the transportation analysis
- Kick off the public outreach
- Identify needs and projects

