Broward Complete Streets Advisory Committee (CSAC) Meeting

Monday, November 5, 2018
HOUSEKEEPING

- Please make sure you have signed in and have an agenda.
- This meeting is being recorded.
- Please introduce yourself and the organization(s) you represent.
- SLIDO Event Code: #NovemberCSAC
MPO CURRENT EFFORTS

- Let’s Go Walking! 2018
- Walking Audits
- Training Opportunities
- Safe Streets Summit 2019
LET’S GO WALKING! 2018

- Saturday, October 20, 2018
- Over 70 people participated
- Partners
LET’S GO WALKING! 2018
WALKING AUDITS - Completed

City of Lauderhill
- Thursday, September 27, 2018
- Total Number of Participants: 36
- Route: Oakland Park Boulevard

City of Deerfield Beach
- Saturday, November 3, 2018
- Total Number of Participants: 49
- Route: Dixie Highway
WALKING AUDITS - Upcoming

City of Lauderdale Lakes
• Thursday, November 29, 2018
• 3:00 p.m. – 5:00 p.m.
• Route: NW 31st Avenue

City of Pembroke Pines
• Early 2019
• Route: University Drive

Join Us for a Walking Audit in the City of Lauderdale Lakes!
Walk with us to evaluate NW 31st Avenue, provide a community perspective and help us identify ways to improve this corridor.

WHY
Walking audits help identify concerns regarding safety and access for those who walk and bike. Help us transform it into a Complete Street*. A street designed for all modes of transportation.

WHEN + WHERE
Date: Thursday, November 29, 2018
Time: 3:00 p.m. - 5:00 p.m.
Meeting Location: Oriole Elementary 3081 NW 39th St, Fort Lauderdale, FL 33313

Details
Walking distance will be approximately 1 mile with water and snacks provided. This is an outdoor event so please be sure to wear sunscreen and comfortable shoes.

For more information about the walking audit, including a route map, please visit Browardmpo.org/walking-audit. Please contact Stephanie Garcia at garcia@browardmpo.org for more information.
Ada Roadmap, Path to a Transition Plan

Training Opportunities

• ADA Workshop 2.0
  • Thursday, November 15, 2018

Ada Transition Plan – Technical Assistance Training #1

The training will cover the following:

• Transition Plan Roadmap,
• Introduction to Standards & Technical resources,
• Proposed Accessibility Guidelines for Pedestrian Facilities in the Right-of-Way (PROWAG) overview,
• Design Considerations Breakout

Date: Thursday, November 15, 2018
Time: 8:00 a.m. to 12:30 p.m.
Location: Trade Centre South 100 West Cypress Creek Road, 6th Floor Suite 650, Board Room. Fort Lauderdale, FL 33309

To register, contact Stephanie Garcia by email at garcias@browardmpo.org or sign up at the link by clicking here.

For complaints, questions or concerns about civil rights or nondiscrimination; or for special requests under the Americans with Disabilities Act, please contact Christopher Ryan, Title VI Coordinator at (954) 876-4036 or ryan@browardmpo.org.

For more information, please visit: BrowardMPO.org
SAFE STREETS SUMMIT 2019

Save the Date!

• February 25 and 26, 2019
• Intercontinental Miami
• Registration Open: SafeStreetsSummit.org
Broward County STAR Certification

Presented by:
Jill Horwitz
Natural Resource Specialist – Broward County
Jill Horwitz
4-STAR.Broward Project Manager
Broward County
Environmental Planning and
Community Resilience Division

SET GOALS.
MEASURE PROGRESS.
IMPROVE YOUR COMMUNITY.
WHAT IS STAR?
AND HOW DOES IT MEASURE SUSTAINABILITY?

The STAR Community Rating System is the nation’s leading sustainability framework and certification program. Built by and for local governments, STAR provides a clear, data-driven approach to assessing social, economic, and environmental progress.
STAR-certified communities

Communities that have actively engaged in STAR programs
CERTIFIED STAR COMMUNITIES
As of Sept. 2017, 63 US cities and counties have received a STAR Community Rating!

5-STAR Community
- Baltimore, MD
- Cambridge, MA
- Northampton, MA
- Seattle, WA

4-STAR Community
- Ann Arbor, MI
- Austin, TX
- Boise, ID
- Broward County, FL
- Burlington, VT
- Columbus, OH
- Davenport, IA
- Dubuque, IA
- Evanston, IL
- Henderson, NV
- Indianapolis, IN
- Iowa City, IA
- Kansas City, MO
- King County, WA
- Las Vegas, NV
- Lawrence, KS
- Louisville, KY
- Memphis, TN
- Plano, TX
- Portland, OR
- Raleigh, NC
- Steamboat Springs, CO
- Tacoma, WA
- Tucson, AZ
- Washington, DC
- West Palm Beach, FL

3-STAR Community
- Abington, PA
- Albany, NY
- Atlanta, GA
- Beaverton, OR
- Birmingham, AL
- Blue Island, IL
- Chandler, AZ
- Charles City, IA
- Columbia, MO
- Denton, TX
- Des Moines, IA
- Durango, CO
- El Cerrito, CA
- Fayetteville, AR
- Fort Collins, CO
- Houston, TX
- Lee County, FL
- Monroe County, FL
- Palm Bay, FL
- Park Forest, IL
- Phoenix, AZ
- Pinecrest, FL
- Reading, PA
- Riverside, CA
- St. Louis, MO
- St. Petersburg, FL
- San Antonio, TX
- Wichita, KS
- Winston-Salem, NC
- Woodbridge, NJ
- Cleveland, OH
- Las Cruces, NM
- Rosemount, MN
We are the LARGEST Pilot Year Certified STAR Community

<table>
<thead>
<tr>
<th>Community</th>
<th>Population</th>
<th>Cert-Level</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tacoma, WA</td>
<td>202,010</td>
<td>4-STAR</td>
<td>11/15/13</td>
</tr>
<tr>
<td>Indianapolis, IN</td>
<td>844,220</td>
<td>3-STAR</td>
<td>1/12/14</td>
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<tr>
<td>Lee County, FL</td>
<td>645,293</td>
<td>3-STAR</td>
<td>2/7/14</td>
</tr>
<tr>
<td><strong>Broward County, FL</strong></td>
<td><strong>1,815,000</strong></td>
<td><strong>4-STAR</strong></td>
<td><strong>2/11/14</strong></td>
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<tr>
<td>Evanston, IL</td>
<td>75,430</td>
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<td>3/3/14</td>
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<tr>
<td>Austin, TX</td>
<td>842,592</td>
<td>4-STAR</td>
<td>3/5/14</td>
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<tr>
<td>Fort Collins, CO</td>
<td>148,612</td>
<td>3-STAR</td>
<td>3/20/14</td>
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<td>Chandler, AZ</td>
<td>245,628</td>
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<td>4/15/14</td>
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<td>Northampton, MA</td>
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<td>5/2/14</td>
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<td>Des Moines, IA</td>
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<td>El Cerrito, CA</td>
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<td>Albany, NY</td>
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<td>Cleveland, OH</td>
<td>390,928</td>
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<td>Tucson, AZ</td>
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<td>Fayetteville, AR</td>
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<td>8/11/14</td>
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<td>Seattle, WA</td>
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<td>5-STAR</td>
<td>8/19/14</td>
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<tr>
<td>Portland, OR</td>
<td>603,106</td>
<td>4-STAR</td>
<td>8/21/14</td>
</tr>
<tr>
<td>Washington, DC</td>
<td>632,323</td>
<td>4-STAR</td>
<td>9/10/14</td>
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</tbody>
</table>
FACT:

You live in one of the most beautiful, progressive, economically competitive and environmentally sustainable communities in the nation!

Celebrate Accomplishments, ID Best Practices, Prioritize New Projects, Set Goals, Apply for Grants
Strong Relationships build a Strong & Sustainable Community

2013 Reporting Partners

We are the 1st County in the nation to be awarded a 4-STAR Community Rating!

Recognized for National Excellence in Sustainability

Over 500 Community-wide initiatives were reported

Measures the Triple Bottom Line

Rating Benefits Entire Community
UPDATE ON 2018 BROWARD RECERTIFICATION
<table>
<thead>
<tr>
<th>FRAMEWORK OF GOALS &amp; OBJECTIVES</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Built Environment</strong></td>
</tr>
<tr>
<td>Ambient Noise &amp; Light</td>
</tr>
<tr>
<td>Community Water Systems</td>
</tr>
<tr>
<td>Compact &amp; Complete Communities</td>
</tr>
<tr>
<td>Housing Affordability</td>
</tr>
<tr>
<td>Public Parkland</td>
</tr>
<tr>
<td>Transportation Choices</td>
</tr>
</tbody>
</table>
SUSTAINABILITY SYNERGIES: *it’s all connected...*
## FRAMEWORK OF GOALS & OBJECTIVES

<table>
<thead>
<tr>
<th>Built Environment</th>
<th>Climate &amp; Energy</th>
<th>Economy &amp; Jobs</th>
<th>Education, Arts, &amp; Community</th>
<th>Equity &amp; Empowerment</th>
<th>Health &amp; Safety</th>
<th>Natural Systems</th>
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</thead>
<tbody>
<tr>
<td>Ambient Noise &amp; Light</td>
<td>Climate Adaptation</td>
<td>Business Retention &amp; Development</td>
<td>Arts &amp; Culture</td>
<td>Civic Engagement</td>
<td>Active Living</td>
<td>Green Infrastructure</td>
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<tr>
<td>Community Water Systems</td>
<td>Greenhouse Gas Mitigation</td>
<td>Green Market Development</td>
<td>Community Cohesion</td>
<td>Civil &amp; Human Rights</td>
<td>Community Health</td>
<td>Biodiversity &amp; Invasive Species</td>
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<td>Compact &amp; Complete Communities</td>
<td>Greening the Energy Supply</td>
<td>Local Economy</td>
<td>Educational Opportunity &amp; Attainment</td>
<td>Environmental Justice</td>
<td>Emergency Management &amp; Response</td>
<td>Natural Resource Protection</td>
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<td>Housing Affordability</td>
<td>Energy Efficiency</td>
<td>Quality Jobs &amp; Living Wages</td>
<td>Historic Preservation</td>
<td>Equitable Services &amp; Access</td>
<td>Food Access &amp; Nutrition</td>
<td>Outdoor Air Quality</td>
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<tr>
<td>Public Parkland</td>
<td>Local Govt GHG &amp; Resource Footprint</td>
<td>Workforce Readiness</td>
<td>Aging in the Community</td>
<td>Poverty Prevention &amp; Alleviation</td>
<td>Hazard Mitigation</td>
<td>Working Lands</td>
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<tr>
<td>Transportation Choices</td>
<td>Waste Minimization</td>
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<td>Safe Communities</td>
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</tbody>
</table>
# Built Environment Goal Area

**Objective: Transportation Choices**

<table>
<thead>
<tr>
<th>Submitted? (select Yes or No)</th>
<th>Concatenate Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>BE7Action1</td>
<td>Adopt a bicycle and/or pedestrian master plan that prioritizes future projects to improve safety and access to non-motorized transportation and connections to public transit</td>
</tr>
<tr>
<td>Yes</td>
<td>BE7Action2</td>
<td>Adopt a complete streets policy that addresses all users, applies to all projects with limited exceptions, and includes specific next steps for implementation</td>
</tr>
<tr>
<td>Yes</td>
<td>BE7Action3</td>
<td>Subdivision and other development regulations require walkability standards that encourage walking and enhance safety</td>
</tr>
<tr>
<td>Yes</td>
<td>BE7Action4</td>
<td>Conduct early development reviews of subdivisions and other developments that includes an analysis of destinations within ½ mile of project borders and multi-modal access routes</td>
</tr>
<tr>
<td>Yes</td>
<td>BE7Action5</td>
<td>Offer local government employees incentives to commute by modes other than single-occupancy vehicles</td>
</tr>
<tr>
<td>Yes</td>
<td>BE7Action6</td>
<td>Implement at least 2 types of focused enforcement programs to ensure pedestrian, bicycle, and motorist safety</td>
</tr>
<tr>
<td>Yes</td>
<td>BE7Action7</td>
<td>Increase the percentage of households with access to public transit</td>
</tr>
<tr>
<td>No</td>
<td>BE7Action8</td>
<td>Increase the mileage of sidewalks, particularly on arterial or collector roads, that connect people with destinations</td>
</tr>
<tr>
<td>No</td>
<td>BE7Action9</td>
<td>Increase the mileage of striped or buffered bicycle lanes, cycle-tracks, parallel off-street paths and/or other dedicated facilities</td>
</tr>
<tr>
<td>Yes</td>
<td>BE7Action10</td>
<td>Establish or support a communitywide public bike share program</td>
</tr>
<tr>
<td>Yes</td>
<td>BE7Action11</td>
<td>Construct or retrofit transportation infrastructure to meet standards in the Americans with Disabilities Act (ADA)</td>
</tr>
<tr>
<td>Submitted? (select Yes or No)</td>
<td>Concatenate Code</td>
<td>Description</td>
</tr>
<tr>
<td>-------------------------------</td>
<td>------------------</td>
<td>-------------</td>
</tr>
</tbody>
</table>
| No                            | BE7Outcome1      | Mode Split: Achieve the following thresholds for journey-to-work trips:  
                               - Drive alone maximum: 60%  
                               - Bike + Walk + Transit minimum: 25%  
                               - Bike + Walk minimum: 5%  
                               [Partial credit available] |
| No                            | BE7Outcome2      | Transportation Affordability: Show that the average total driving cost is 15% or less of the regional typical household income |
| No                            | BE7Outcome3      | Transportation Safety:  
                               Part 1: Demonstrate that pedestrian and bicyclist fatalities are making incremental progress towards zero fatalities by 2040 [Partial credit available]  
                               --AND--  
                               Part 2: Demonstrate that vehicular fatalities are making incremental progress towards zero fatalities by 2040 [Partial credit available] |
| No                            | BE7Outcome4      | Vehicle Miles Traveled: Demonstrate an annual decrease in vehicle miles traveled measured from a baseline year |
Mode Split: Achieve the following thresholds for journey-to-work trips:

- Drive alone maximum: 60%
- Bike + Walk + Transit minimum: 25%
- Bike + Walk minimum: 5%

Initial Data

| Most Recent Reporting Period | 2016 |

Data Table

<table>
<thead>
<tr>
<th>Commuter Data</th>
<th>Threshold</th>
<th>Meets Threshold?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drove alone</td>
<td>79.4%</td>
<td>No</td>
</tr>
<tr>
<td>Public transportation (excluding taxicab)</td>
<td>3.0%</td>
<td>No</td>
</tr>
<tr>
<td>Walked</td>
<td>1.3%</td>
<td></td>
</tr>
<tr>
<td>Bicycle</td>
<td>0.6%</td>
<td></td>
</tr>
<tr>
<td>Public transportation, Walked, and Bicycle</td>
<td>4.9%</td>
<td>No</td>
</tr>
<tr>
<td>Walked and Bicycle</td>
<td>1.9%</td>
<td>No</td>
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</tbody>
</table>

Data Source: https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_16_5YR_S0801&prodType=table
BE 7 Outcome 2
Transportation Affordability:

Show that the average total driving cost is 15% or less of the regional typical household income.

Data Table

<table>
<thead>
<tr>
<th>Metric</th>
<th>Value</th>
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</thead>
<tbody>
<tr>
<td>Dollar amount used for Gas Price</td>
<td>$2.80</td>
</tr>
<tr>
<td>Total Driving Cost Budget</td>
<td>7,312</td>
</tr>
<tr>
<td>Annual Estimated Driving Costs</td>
<td>12,228</td>
</tr>
<tr>
<td>Driving cost to Household Income</td>
<td>25.1%</td>
</tr>
</tbody>
</table>

Notes / Comments

- CNT assessment: 167%
- https://htaindex.cnt.org/total-driving-costs/
- Average gas price for Broward County listed as 2.812. Linked found through Fuel Economy: https://gasprices.aaa.com/?state=FL.
**BE 7 Outcome 3**

**Transportation Safety:**

**Part 1:** Demonstrate that pedestrian and bicyclist fatalities are making incremental progress towards zero fatalities by 2040 --AND--

**Part 2:** Demonstrate that vehicular fatalities are making incremental progress towards zero fatalities by 2040

<table>
<thead>
<tr>
<th>Year</th>
<th>Pedestrian Fatalities</th>
<th>Bicyclist Fatalities</th>
<th>Pedestrian + Bicyclist Fatalities</th>
<th>5 Year Average</th>
<th>Vehicular Fatalities</th>
<th>5 Year Average</th>
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<tr>
<td>2000</td>
<td>41</td>
<td>6</td>
<td>47.0</td>
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<td>221</td>
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<td>2001</td>
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<td>2002</td>
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<td>184</td>
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<td>2003</td>
<td>43</td>
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<td>48.0</td>
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<td>2004</td>
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<td>45.4</td>
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<td>45.8</td>
<td>263</td>
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<td>12</td>
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<td>48.6</td>
<td>256</td>
<td>218.0</td>
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<td>65</td>
<td>6</td>
<td>71.0</td>
<td>54.8</td>
<td>253</td>
<td>231.8</td>
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<td>2008</td>
<td>51</td>
<td>12</td>
<td>63.0</td>
<td>57.8</td>
<td>228</td>
<td>240.4</td>
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<td>2009</td>
<td>46</td>
<td>10</td>
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<td>2016</td>
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<td>13</td>
<td>77.0</td>
<td>71.6</td>
<td>245</td>
<td>200.2</td>
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</table>
BE 7 Outcome 4

Vehicle Miles Traveled:

Demonstrate an annual decrease in vehicle miles traveled measured from a baseline year

<table>
<thead>
<tr>
<th>Year</th>
<th>VMT</th>
<th>Annual VMT Change</th>
<th>Change Since Baseline</th>
</tr>
</thead>
<tbody>
<tr>
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</table>

Initial Data

Select Baseline Year 2000
Most Recent Reporting Year

Data Table

<table>
<thead>
<tr>
<th>Year</th>
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<th>Change Since Baseline</th>
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<td>Yes</td>
<td>BE7Action1</td>
<td>Adopt a bicycle and/or pedestrian master plan that prioritizes future projects to improve safety and access to non-motorized transportation and connections to public transit</td>
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<td>Yes</td>
<td>BE7Action2</td>
<td>Adopt a complete streets policy that addresses all users, applies to all projects with limited exceptions, and includes specific next steps for implementation</td>
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<td>Yes</td>
<td>BE7Action3</td>
<td>Subdivision and other development regulations require walkability standards that encourage walking and enhance safety</td>
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<td>Yes</td>
<td>BE7Action4</td>
<td>Conduct early development reviews of subdivisions and other developments that includes an analysis of destinations within ½ mile of project borders and multi-modal access routes</td>
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<td>Yes</td>
<td>BE7Action5</td>
<td>Offer local government employees incentives to commute by modes other than single-occupancy vehicles</td>
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<td>Yes</td>
<td>BE7Action6</td>
<td>Implement at least 2 types of focused enforcement programs to ensure pedestrian, bicycle, and motorist safety</td>
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<td>Yes</td>
<td>BE7Action7</td>
<td>Increase the percentage of households with access to public transit</td>
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<tr>
<td>No</td>
<td>BE7Action8</td>
<td>Increase the mileage of sidewalks, particularly on arterial or collector roads, that connect people with destinations</td>
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<tr>
<td>No</td>
<td>BE7Action9</td>
<td>Increase the mileage of striped or buffered bicycle lanes, cycle-tracks, parallel off-street paths and/or other dedicated facilities</td>
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<tr>
<td>Yes</td>
<td>BE7Action10</td>
<td>Establish or support a communitywide public bike share program</td>
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<tr>
<td>Yes</td>
<td>BE7Action11</td>
<td>Construct or retrofit transportation infrastructure to meet standards in the Americans with Disabilities Act (ADA)</td>
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Action 8
Increase the mileage of sidewalks, particularly on arterial or collector roads, that connect people with destinations
Provide a list of investments made within the past 5 years and a brief description of how the intent of this action is met.

Action 9
Increase the mileage of striped or buffered bicycle lanes, cycle-tracks, parallel off-street paths and/or other dedicated facilities
Provide a list of investments made within the past 5 years and a brief description of how the intent of this action is met.
Celebrating Accomplishments:

Broward MPO Bicycle & Pedestrian Safety Action Plan
Complete Streets Policies in Comprehensive Plan
Walkability Standards in Code
Include Multi-modal in Site Plan Review Process
Broward County Employee Reduced Fare Bus Pass Program
South Florida Commuter Services
Alert Today Alive Tomorrow (High Visibility Enforcement for Ped/Bike Safety) + School Zone Targeted Enforcement
BCT investments in shelters & real-time passenger information, commuter express buses
Broward County Transit Bike Sharing Program with AvMed
TOPS (Transportation OPtionS) - ADA
Celebrating Accomplishments

Sustainable

Natural Systems
- Major Accomplishments:
  - Reduced Emissions Protection = Diverse range of birds, songbirds, mammals, aquatic species, and pollinators found in the community.
  - Water in the Environment = Engage in watershed protection for critical water bodies,126 ways to protect those water bodies.
  - Greenhouse Gas Emissions Reduction = Diverse range of birds, songbirds, mammals, aquatic species, and pollinators found in the community.
  - Tree Planting = Diverse range of birds, songbirds, mammals, aquatic species, and pollinators found in the community.

Health & Safety
- Major Accomplishments:
  - Community Health & Safety = Develop a comprehensive community health action plan that includes data collection and analysis of public health needs, trends, and policies affecting the community.
  - Safe Communities: Develop and disseminate community health action plans that provides for the health, safety, and welfare of the community.

Built Environment
- Major Accomplishments:
  - Community Water Systems = Develop and provide water conservation programs for residential, commercial, and institutional users in order to help ensure that the community is not impacted by water supply.
  - Transportation Plan = Develop an integrated and interconnected network of transportation modes that provides for the health, safety, and welfare of the community.
  - Public Transportation = Develop an integrated and interconnected network of transportation modes that provides for the health, safety, and welfare of the community.

Equity & Empowerment
- Major Accomplishments:
  - Poverty Prevention & Abatement = Develop a public education campaign that sensitizes residents about how to access available services programs to help meet basic needs.

Education, Arts & Community
- Major Accomplishments:
  - Social Equity: Develop a comprehensive community action plan that provides for the health, safety, and welfare of the community.

Climate & Energy
- Major Accomplishments:
  - Climate Action Plan = Develop a comprehensive community action plan that provides for the health, safety, and welfare of the community.

Economy & Jobs
- Major Accomplishments:
  - Business Retention & Development = Engage in regional coordination with other governmental, public, private, and non-governmental entities to develop and maintain a strong economic base for the region.
  - Inner Market Development = Create an environmentally sustainable purchasing program for local government procurement of staff, supplies, and environmentally responsible products.

Opportunities for Future Improvements:
- Environmental Justice = Create an integrated and interconnected network of transportation modes that provides for the health, safety, and welfare of the community.
- Economic Development = Create an integrated and interconnected network of transportation modes that provides for the health, safety, and welfare of the community.
- Social Equity: Develop a comprehensive community action plan that provides for the health, safety, and welfare of the community.
Q & A

Jill Horwitz
Broward County
jhorwitz@broward.org
(954) 519-1287
Our mission is to educate and empower youth and adults through nutrition and physical activity programs while influencing policy changes for healthier communities.
FLIPANY: Addressing the Problem:

• **FLIPANY** has been serving Palm Beach, Broward and Miami-Dade counties since **2006**.
• FLIPANY serves youth and families including seniors through collaborations with community centers, parks, and other social services agencies.
• Our innovative programs fight childhood obesity and hunger through focusing on healthy food preparation, food security, food access, community education, physical education and worksite wellness.
POVERTY
43.1 People in the United States live in poverty.
19.7% are under the age of 18 years old

HUNGER
16 million children in the US struggle with hunger.
1.1 million children in Florida struggle with hunger.
1 in 4 kids struggle with hunger in Florida.

OBESITY
28.6 % of Florida adults are obese
13.4% of Florida children ages 10 to 15 are obese
12.7 % of Florida children ages 2 to 4 are obese

BIKE PROBLEMS
“I’ll get hit on my bike!”
Access to safe places to ride.
Lack of confidence using bike for transportation.
No formal bike safety education in schools.
What is EARN-A-BIKE?

Earn-A-Bike is a hands-on learning and earning program for youth ages 10-17.

Learning: Over 8 sessions participants learn basic bike repair, maintenance, and safety.

Earning: Graduates receive a bicycle, helmet, and lock and the completion of the course.

EARN – A – BIKE Objectives

• Job Skills: Youth gain hands-on experience in repairing and properly maintaining a bicycle.

• Community Safety: Increase students’ knowledge of bike safety and basic laws of riding/driving.

• Life Skills: Youth participate in team building and leadership activities related to biking.
EAB Program Benefits:

**MOBILITY**
Teaches independence and freedom, provides transportation, promotes physical activity and a healthy lifestyle.

**LIFE SKILLS**
Teaches leadership, problem solving and, critical thinking skills.

**BIKE SAFETY**
Teaches proper helmet fitting and bike safety, importance of maintaining each component of their bikes, skills easily transferred to other life situations.
“Equity and equality are two strategies we can use in an effort to produce fairness. With EAB we try to create both by making sure all kids have access to the appropriate bike.

Equality is treating everyone the same. Equality can only work if everyone starts from the same place & needs the same help.

Equity is giving everyone what they need to be successful.
Programs Needs:

• Available Funding Sources
• Bikes
• Instructors
• Kids to Teach!!
Any Questions?
FDOT D5 Robinson Street Cycle Track Project

Presented by:
Nathalie Rodriguez and Fabian De La Espriella
Kittelson & Associates
Complete Streets Fundamentals
Robinson Street Project

Broward MPO Complete Streets
Advisory Committee (CSAC) Meeting

November 5, 2018
We can tell a lot from its bones...
In the same manner, we can tell what kind of character these places have from their bones.
Streets as a Community’s Framework

Savannah, GA

Irvine, CA
Which place looks more livable?

Place Pulse quantitatively measures urban perception by crowdsourcing visual surveys to users around the globe.
WHY DO CITIES EXIST?

Cities exist to maximize access and increase ‘planned’ and ‘unplanned’ exchanges.
The Character of Transportation Infrastructure Investments Influence the Quality of the Built Environment
The Character of Transportation Infrastructure Investments Influence the Quality of the Built Environment
The Type of Infrastructure We Invest In
Influences our Mobility Choices
How We Access Our Cities
And Quality of Life and Livability
Because Transportation Investments **Change** Land Use Patterns

**WHY?**
Because Transportation Investments **Change** Land Use Patterns

**WHY?**
The Travel Options: VERY Limited
Accepting OUR Reality

Grab your coffee for an earlier morning rush

By Scott Bowles
USA TODAY

“Five years ago I’d leave the house at 6:00 a.m. and maybe I’d see another car or two, but the road was mine,” says Paul Nessy, 47, of Columbus, Ohio. “Now, I see headlight after headlight.”

More drivers on the road. A booming economy has created the nation’s largest workforce. More workers mean more commuters. A surging computer industry, especially, has created a workday commuter flow unprecedented in the postindustrial era.

By 7 a.m. to 9 a.m., traffic volumes in major cities have increased by 100 to 200 percent. On average, commuters are spending eight to 10 minutes more in traffic than they did five years ago.

Transportation statistics. By some estimates, more than 12 million motorists are making the morning drive before the sun comes up.

“Traffic congestion is a growing problem in major cities,” says Transportation Secretary Norman Y. Mineta. “Traffic congestion is a growing problem in major cities.”

Traffic congestion is a growing problem in major cities. Traffic congestion is a growing problem in major cities.

Senate: No to

Nominee Summers strong economy, 38

New challenge, 1,26

Best politics, 18
In 2016 - Pedestrian/bicyclist deaths in the U.S.
6,827

2014 Pedestrian/bicyclist injuries in the U.S.
115,000

“The deadliest places for walkers are in car-dependent communities with little pedestrian infrastructure and extra wide streets.”

9 of the top 11 deadliest Metro areas are in FLORIDA

Source:
In 2016, **16 pedestrians** were struck and killed by a car **every day** in the U.S. Walkers in this country are now more likely to be killed walking than in a natural disaster. This is nothing less than a public health epidemic—and it’s getting worse.

In 2015, a staggering 35,000 people were killed on U.S. streets—a 2.4% increase from 2014. According to a report out this week, this year is on track to be even deadlier: Based on preliminary data, the National Safety Council predicts the number of traffic deaths has already increased an additional 9% percent in the first six months of 2016.

Sadly, cities are seeing evidence of this trend first-hand on their sidewalks and crosswalks. In New York City, 16 cyclists have already been killed this year, more than the number of cyclists killed in all of 2015.
Realizing The Impacts: Pedestrians Matter

. . . We’ve gotten very far, but we’re still figuring out the best way to safely cross the street. . .
“The problems we have created cannot be solved with the same thinking that created them⋯.”

Our new challenge
Even if we did have the money, we can no longer afford the conventional approach transportation.
VISION
// REAL CHANGE IS HARD//
Integrated Approach

TRANSPORTATION
Place to comfortably and safely walk, bicycle, take transit, or drive on

LAND USE
Places to conveniently walk to, bicycle to, reach by transit, or drive to
Complete Streets are streets designed and operated to enable safe access for ALL USERS.
CAPACITY OF STREETS
Litmus Test # 1

Reward the "short & sustainable trips"

vs

Reward the "long & unsustainable trips"
Litmus Test # 2

Does the project, policy, or initiative advances the goal for sustainable mobility?
Focus on Planning

Phase 1: Define Problem
1.1 Initial Stakeholder Outreach
1.2 Collect Data
1.3 Synthesize Issues & Opportunities

Phase 2: Define Guiding Principles
2.1 Define Guiding Principles
2.2 Define Purpose & Need
2.3 Define Measures of Success

Phase 3: Define & Select Alternatives
3.1 Define Alternatives
3.2 Compare Alternatives
3.3 Select Alternatives & Determine Next Phase

Programming & Implementation

Stakeholder Outreach
Study Corridor
(Hughey Ave. to Maguire Blvd.)
Evolving 24-Hour Downtown

149,300 Jobs
43,400 Population
43% Millennials
6,000 New residential units Since 2000

Source: US Census Bureau, DDB
Project Visioning Team (PVT) Preferred Alternatives

Central Business District: 3 LANES
Lake Eola District: 3 LANES
Neighborhood District: 3 OR 4 LANES
Milk District: 3 LANES

Additional Alternative to be advanced (contingent on Washington St. bike facility)

Potential Ultimate Alternative

Potential First Phase Alternative

Additional Alternative to be advanced (to support Milk District business needs)
Design Standards and References

• FDOT Design Manual
• FHWA Separated Bike Lane Planning and Design Guide
• City of Orlando Engineering Standards Manual
• NACTO Urban Bikeway Design Guide
• NACTO Urban Streets Design Guide
• LYNX Mobility Design Manual
Alternatives Advanced to Concept

Central Business District: 3 LANES
Lake Eola District: 3 LANES
Neighborhood District: 3 OR 4 LANES
Milk District: 3 LANES

Potential Ultimate Alternative:

Additional Alternative to be advanced (contingent on Washington St. bike facility)

Potential First Phase Alternative:

Additional Alternative to be advanced (to support Milk District business needs)
Current Concepts

Central Business District: 3 LANES
Lake Eola District: 3 LANES
Neighborhood District: 3 OR 4 LANES
Milk District: 3 LANES

Potential Ultimate Alternative

Potential First Phase Alternative
Existing
*Landscaping is for illustrative purposes only. The landscaping shown does not represent a commitment for implementation.
Thoughts or Comments?

For more information
www.cflroads.com

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Nathalie Rodriguez
Kittelson & Associates, Inc.
nrodriguez@kittelson.com
MEMBER UPDATES
THANK YOU!

• Any Final Questions?

• Next CSAC Meeting – January 14, 2019

• Don’t Forget to Visit the Complete Streets webpage at: www.browardmpo.org/projects-studies/complete-streets

• If you have any questions or comments, please contact Ricardo Gutierrez at 954.876.0044