

Broward MPO Complete Streets Master Plan

Project Advisory Committee (PAC)

September 19, 2017 Meeting Summary

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Project Advisory Committee (PAC)

Kickoff Meeting

Introductions

The Complete Streets Master Plan Project Advisory Committee (PAC) met on Tuesday, September 19, 2017, for its second meeting to discuss the progress and the next steps to be taken.

What are your thoughts on how Complete Streets are being built and/or implemented in Broward?

The following is a sampling of PAC members' comments.

- Moving in the right direction especially with the Complete Streets Master Plan and the Complete Streets Advisory Committee (CSAC).
- Need to look at short-trips such as the first and last mile.
- Focus on transit infrastructure in creating better shelters and access to transit.
- Determine hierarchy such as... better bicycle facilities or transit facilities?
- Expand education opportunities for kids in elementary schools.
- Communicate on what Complete Streets is and that it is not always a lane elimination project.
- Look at demand and see if there really is a need for multimodal infrastructure and not always just filling in a gap.
- Need to have more separated bicycle facilities/cycle tracks in areas of higher demand.

Presentation

- A review of the Kick-off Meeting from May 22, 2017 which covered the project overview, background data, what are our priorities, and outreach.
- The model-based recommendations for Pedestrian & Bicycle Supply and Demand Analysis are listed below.
 - Low Demand/High Supply – Encouragement programs; low investment priority

- Low Demand/Low Supply – Basic infrastructure improvements; low investment priority
- High Demand/High Supply – Innovative design treatments, closure of key gaps; medium investment priority
- High Demand/Low Supply – Invest in infrastructure to meet demand; high investment priority
- The Pedestrian Suitability variables assessed are posted speed and number of travel lanes.
- The Bicycle Suitability has 13 input factors which includes AADT, travel and turn lanes, speed, presence/absence of bike facility, median, curb & gutter, land use, and slopes and railroad crossings.
- The Demand Analysis is a composite result based off six inputs to estimate demand.
 - Live
 - Learn
 - Work
 - Shop
 - Play
 - Access Transit
- The Equity Analysis identifies areas with concentration of historically vulnerable populations and used six indicators.
 - Age
 - Race
 - Income
 - Educational Attainment
 - English Proficiency
 - Vehicle Access
- The Gap Analysis builds from existing facilities and excludes Mobility Projects, Transportation Alternatives Program (TAP) Projects, Complete Streets/Other Localized Initiative Program (CSLIP) Projects, and Transportation Investment Generating Economic Recovery (TIGER) Projects.
- The Lane Elimination process is to review Capital Improvement Plans (CIPs), Comprehensive Plan, Transportation Plans, and others to identify Lane Elimination projects.
- Proposed Lane Elimination encompass a review of the following potentially impacts in close proximity to the proposed project.
 - Planned Projects
 - Street Network Impacts
 - Planning Impacts
- Consistent branding for the Complete Streets Master Plan.



- Some of the outreach strategies includes Focus Groups, One-on-One Interaction, and Viewing Parties of eTown Hall Meeting.
- Focus Group #1 is the Broward Municipal Services District and Focus Group #2 is the City of Lauderdale Lakes.

Next Steps/Action Items

- Continue interagency coordination through PAC.
- Continue the Public Outreach and begin the Focus Group in the month of October.
- Finalize nomenclature and update database for Lane Elimination status.
- Develop Project Prioritization Criteria.
- Refine Needs and Projects.
- Review gaps analysis to determine if there are some resurfacing projects that may be implementing bicycle facilities.