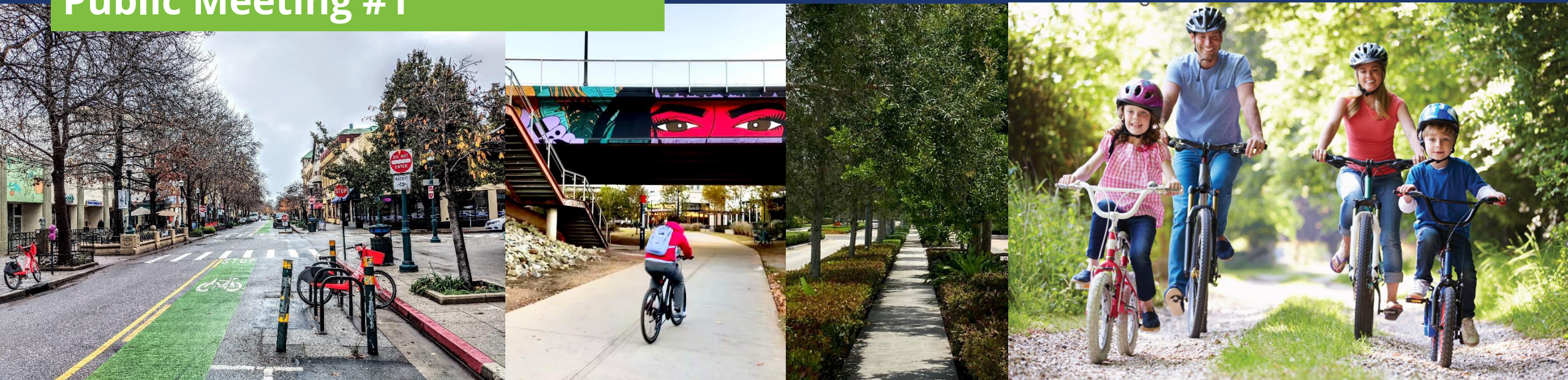


BROWARD COUNTY

Low Stress Multimodal Mobility Network Master Plan



Public Meeting #1



Virtual & In-Person Public Meeting
September 21, 2023

Title VI

Broward County is required to comply with various non-discrimination laws and regulations, including Title VI of the Civil Rights Act of 1964

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status

Persons wishing to express their concerns about Title VI may do so by contacting either:

Averill L. Doresett

Broward County Government

115 S. Andrews Avenue

Fort Lauderdale, FL 33315

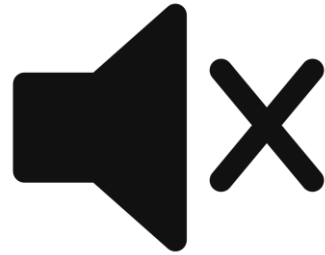
adorsett@broward.org

Phone: 954-357-6503

Hearing Impaired: 954-357-7888



Meeting Logistics/Protocol



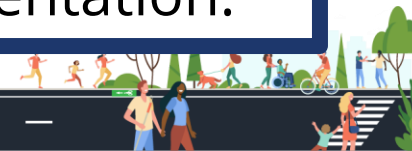
This meeting is being recorded



Virtual attendees will be placed in **'Listen Only'** mode throughout the Presentation.



Will be addressed during the public comment period following the presentation.



Rules of Engagement



This Public Meeting is being recorded.



Please note that your microphone must be turned “off” for the duration of the presentation. For in-person attendees, please hold off on questions or comments until the end.



Please silence phones and other devices.



Participants are encouraged to provide their comments and feedback when prompted by the meeting facilitator.



Meeting Format

1

PRESENTATION

2

PUBLIC COMMENT PERIOD

3

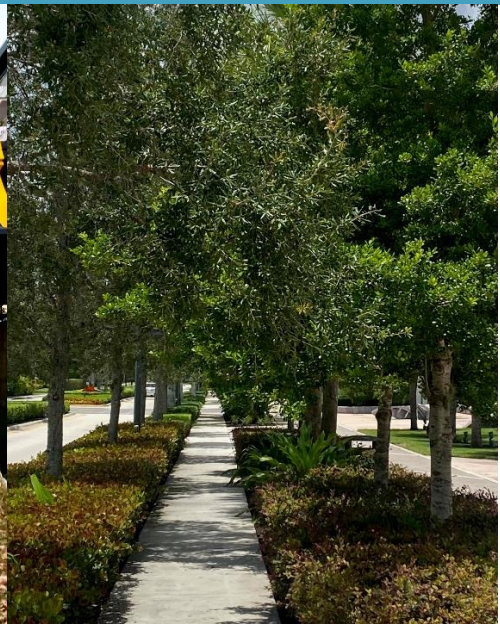
OPEN HOUSE



Agenda

- Project Overview
 - Purpose/Goal
 - Low-Stress Networks
- Existing Conditions
 - Level of Traffic Stress
- Need Assessment
- Next Steps
- Public Comment Period





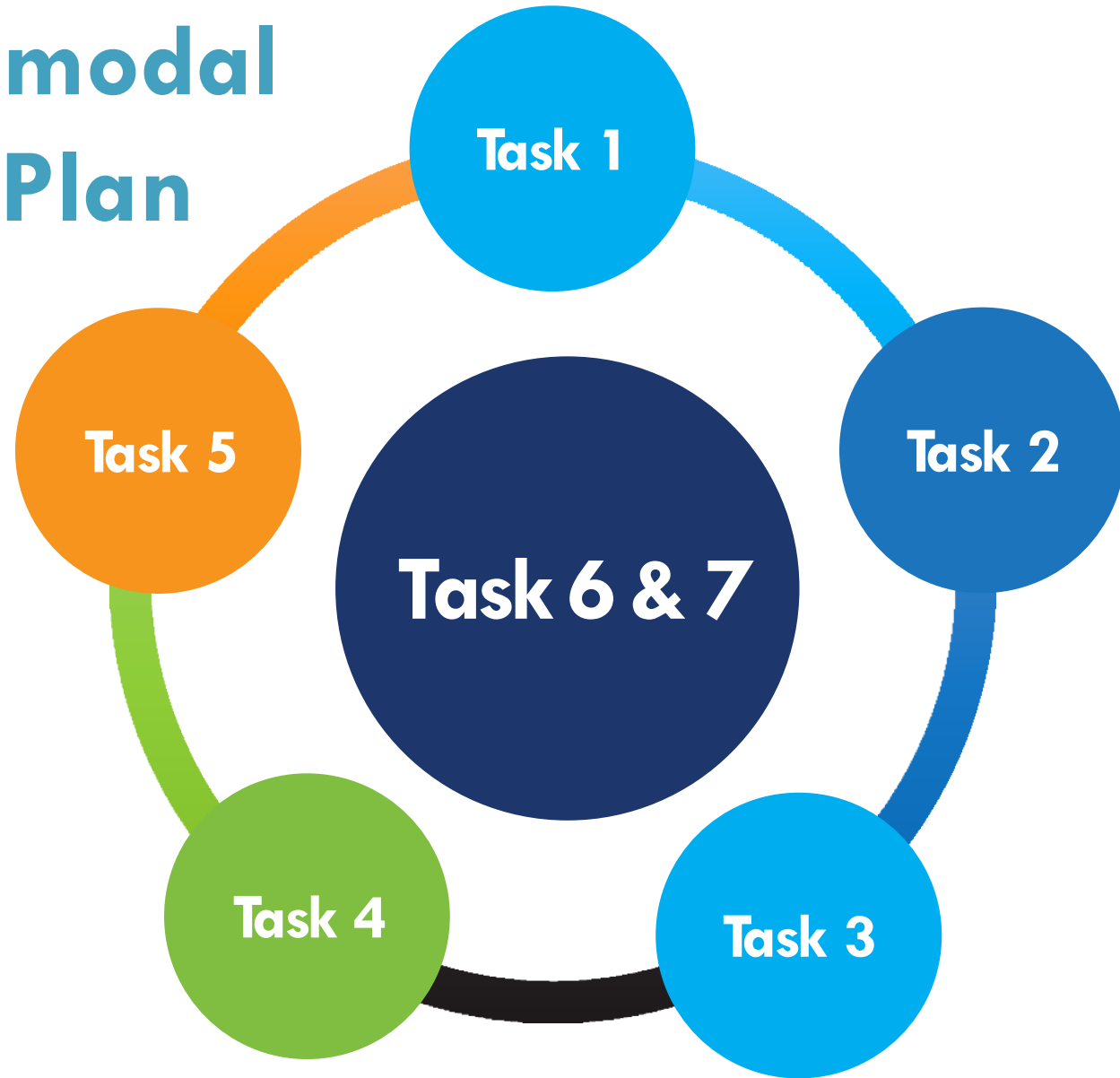
Project Overview

- Scope Overview
- Purpose
- What are low-stress networks
- Level of traffic stress (LTS)
- Why this plan matters



Scope Overview: Multimodal Transportation Master Plan

1. Project Management
2. Public Engagement & Outreach
3. Existing Conditions
4. Needs Assessment
5. Feasibility Analysis
6. Design Manual
7. Final Report



Vision Statement

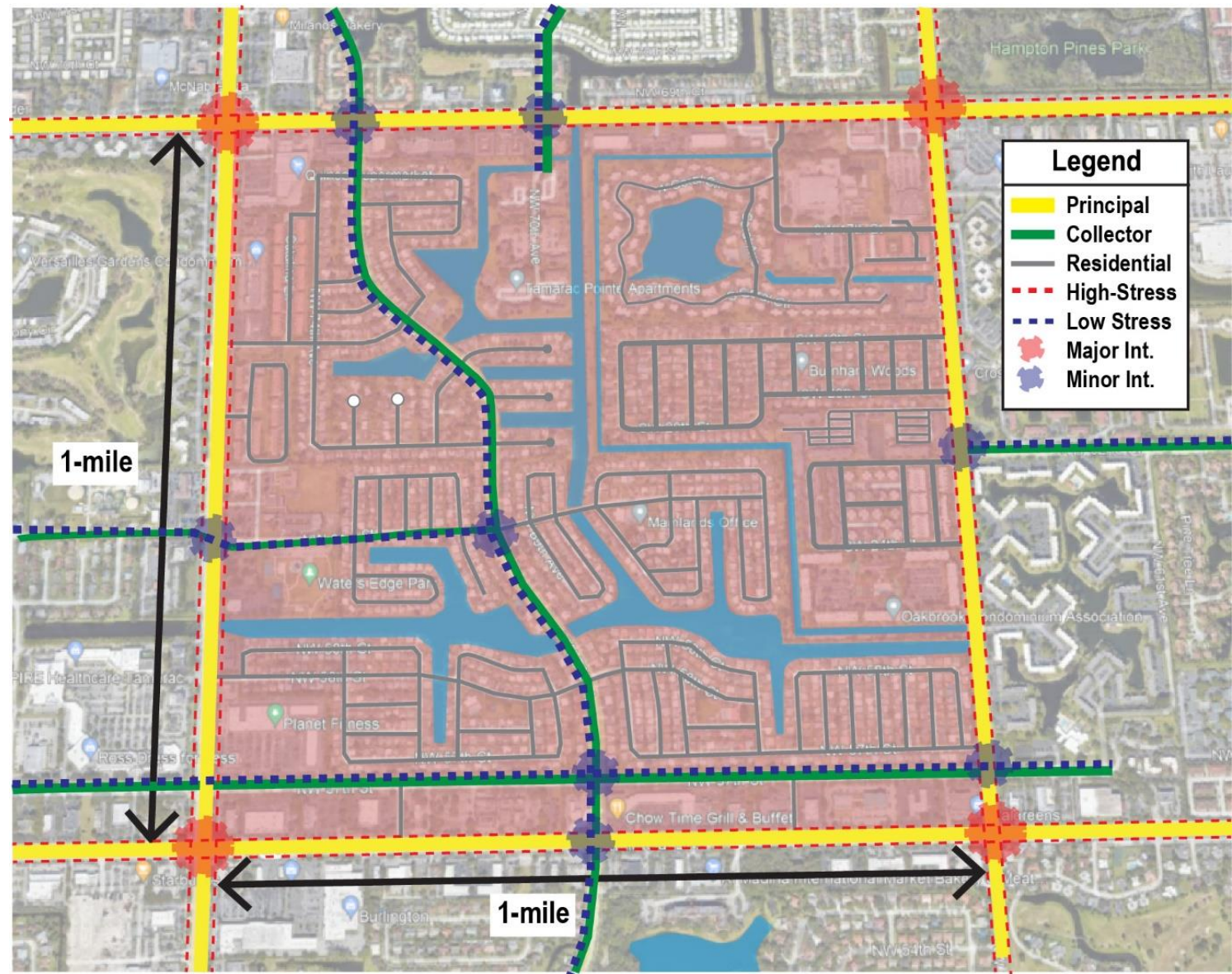


To create an inclusive low-stress multimodal transportation network for all ages and abilities in Broward County.



Purpose/Goal

Enhancing accessibility and mobility for all through educational, economic, and social opportunities.



Foundation Principles of the Master Plan



Low-Stress Networks

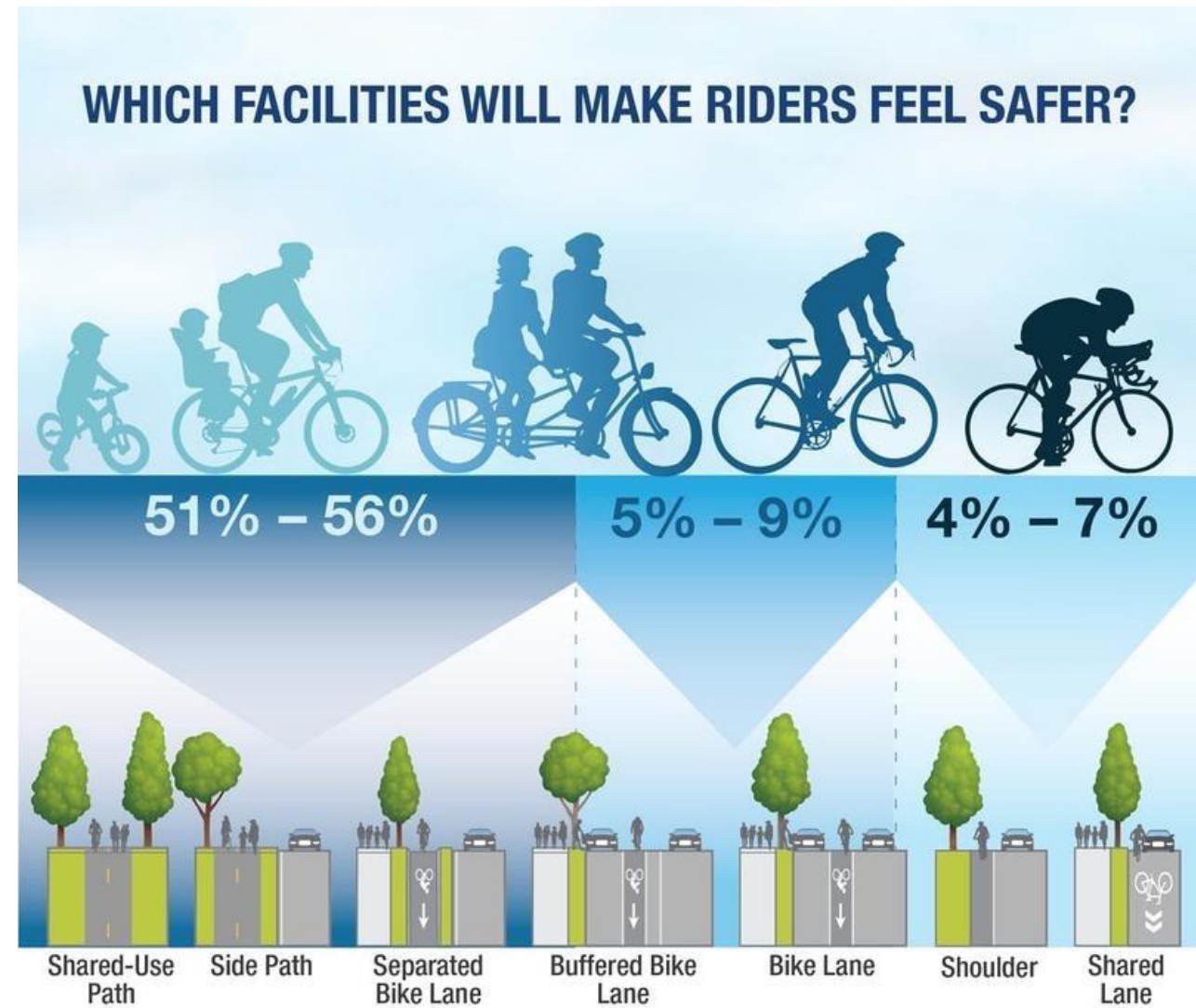
- Facilities with an emphasis on low-speed transportation with the perception and reality of safe travel with lesser impact from high-speed motorized vehicles.
- Low-stress facilities connect to create a network allowing for travel within and between neighborhoods and communities.
- Can be used by all ages and abilities.



Low Stress Bicycle Facilities

The majority of the population interested in bicycle prefers a separated or protected facility.

In a national survey, 44% of respondents said they would ride a bike if facilities were separated from traffic (Corona Insights, PeopleforBikes, 2018).



Note: Percentages represent the level of comfort that people feel bicycling, according to peer-reviewed surveys as recently as 2016.
Source: FHWA Bikeway Selection Guide: https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf
For more information, please visit FHWA's Bicycle and Pedestrian Program webpage: https://www.fhwa.dot.gov/environment/bicycle_pedestrian/



Examples of Low Stress Pedestrian Facilities



Middle River Trail



Coral Springs Art Walk



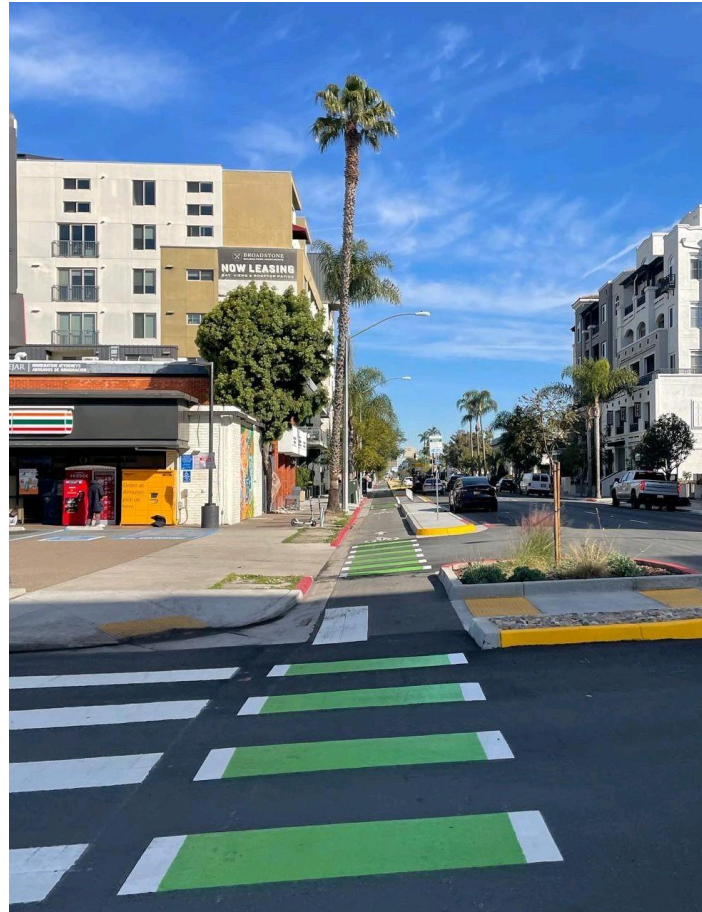
Hollywood



Examples of Low Stress Bicycle Facilities



Miami Beach, Florida



San Diego, California



West Palm Beach, Florida



Existing Facilities



Level of Traffic Stress or LTS

Evaluation method to measure the level of stress a person might experience while using the transportation system and available facilities.

Bicycle Level of Traffic Stress



Pedestrian Level of Traffic Stress



Source: FDOT



Project Overview: Why?

- Population & Demographics
- Climate Change & CO2
- Transportation Options
- Sustainability
- Right-of-way is public land

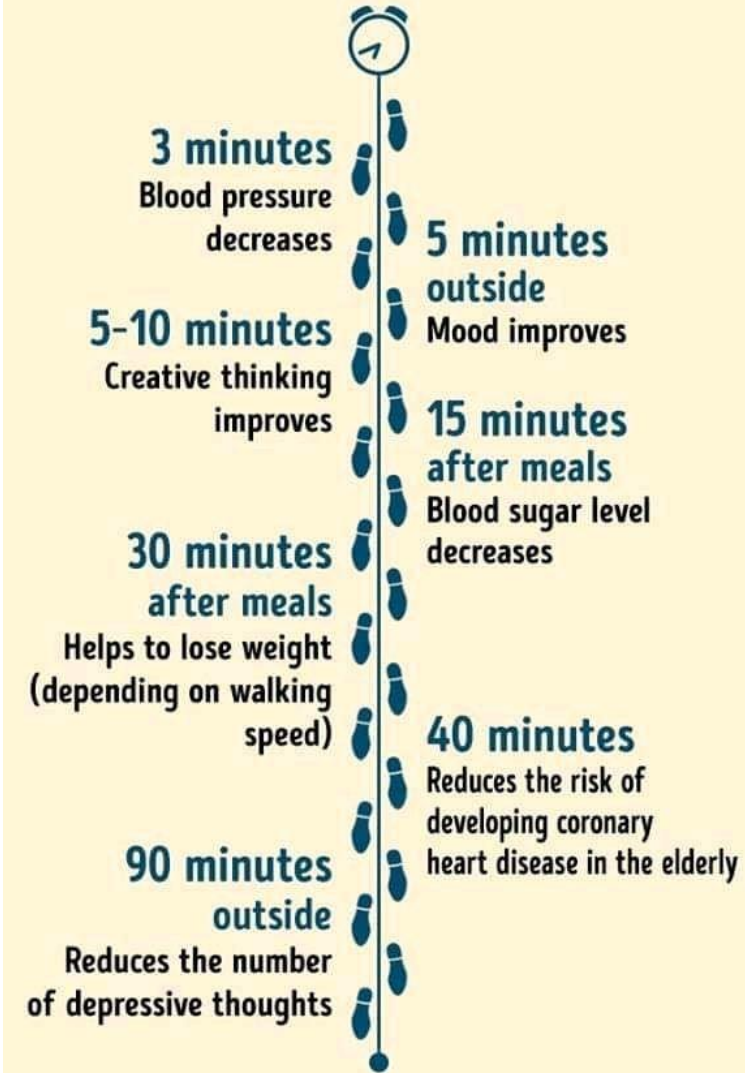


Project Overview: Health & Wellness

“The built environment influences a person’s level of physical activity. For example, inaccessible or nonexistent sidewalks and bicycle or walking paths contribute to sedentary habits. These habits lead to poor health outcomes such as obesity, cardiovascular disease, diabetes, and some types of cancer. Today, approximately two thirds of Americans are overweight.” - CDC

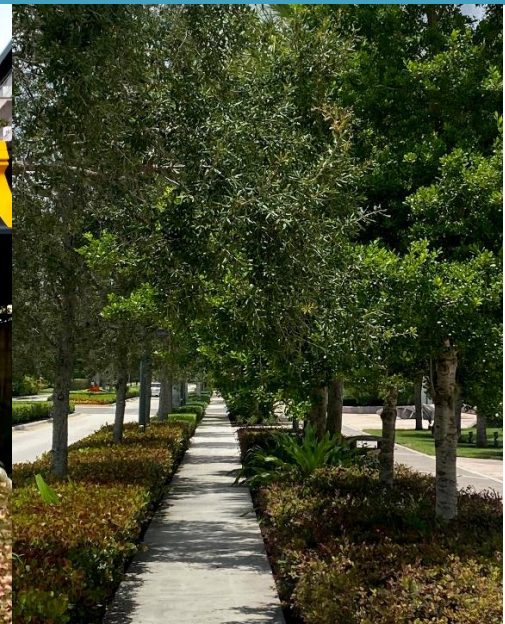
- Obesity increased to 41.9% in the U.S. (CDC, 2023)
- Heart Disease, Cancer and COVID-19 are top three causes of death in U.S today. (CDC, 2023)
- Air pollutants lead to poor cardiovascular, respiratory and brain health – it also leads to low birth weight. (CDC)
- Exercise can reduce the risk of developing a mental health condition by 32.5%. (Medical News Today)

How walking affects the body



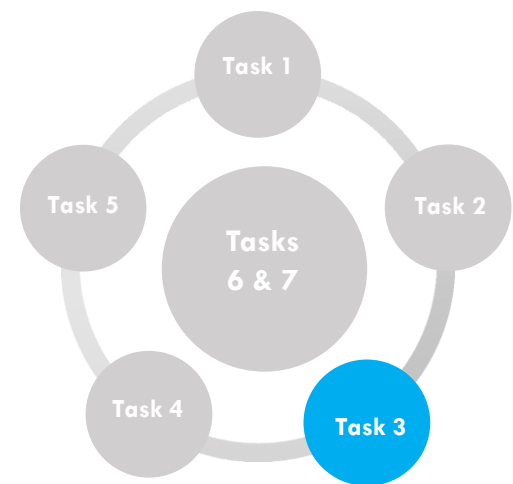
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Existing Conditions Analysis & Plans Review

Task 3 Summary



Key Findings for Broward County

Less than 5% of the county population travel to work by walking, biking or transit (ACS, 2017).

Almost **30%** of county residents are not physically active (County Health Rankings, 2020).

Residents are cost burdened, the average resident spends **66% of their income on housing and transportation** (*Broward County Affordable Housing Needs Assessment, 2022*).

The transportation network is **not designed for people walking and biking**, rather it was designed to accommodate vehicular peak hour conditions (*Bicycle & Pedestrian Safety Action Plan, 2018*).

Broward ranks 14th nationally as the most dangerous metropolitan area in the nation and is one of the top 3 counties in Florida leading the state in **serious injuries and death for people walking and biking** (*Dangerous by Design, 2022 & Florida Pedestrian & Bicycle Strategic Safety Plan, 2021*).

Over 60% of bike/ped crashes occurred on roadways with a speed limit of **40 + MPH** (*Bicycle & Pedestrian Safety Action Plan, 2018*).

Fort Lauderdale, Plantation, Hollywood, and Pompano had the most people killed or seriously injured while walking or biking over a 5-year period (Signal Four Analytics, 2018 - 2022)



Public & Focus Group Comments

Bike trails are not as wide or accessible. I would like to see splash pads.

Need more trees, benches, and better lighting.

More crosswalks. When crossing the street, the time is too short.

More shade on biking and walking routes.

Driving in Broward is stressful.

Physical barrier between traffic lanes and bike lanes.

There is no where people can walk or ride a bike safely. Those spaces are limited.

Bike lanes next to traffic do not feel safe.

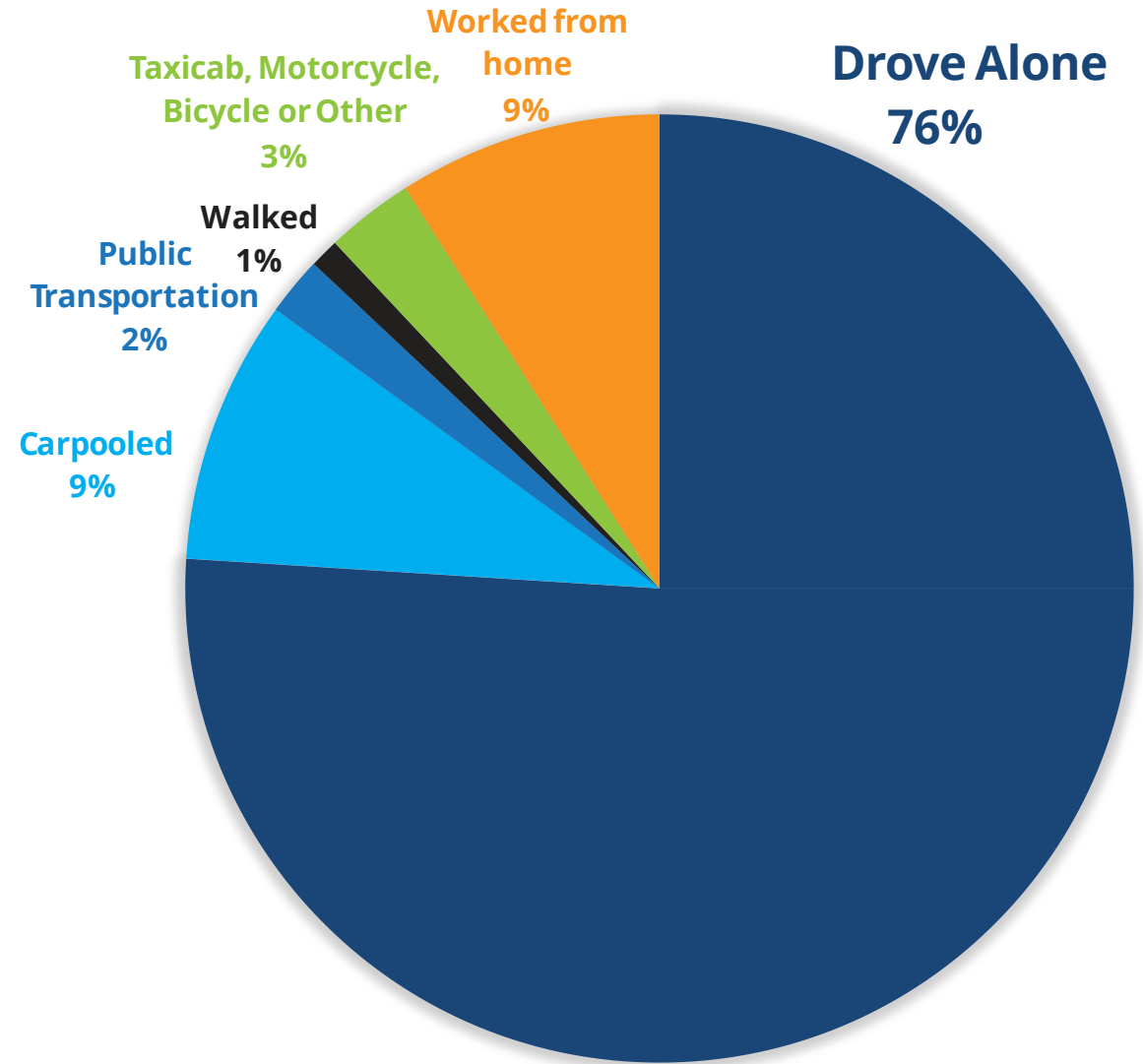
Sidewalks & bike lanes are not well maintained.

Need better connectivity.



County Demographics

- **Population:** 1,947,026
- **Jobs:** 816,836
- 6.6% of residents have a disability (under 65 years)
- 22% under 17 years
- 18% over 65 years
- 7% of households have No Car



American Community Survey, 2017 - 2022



Plan Review

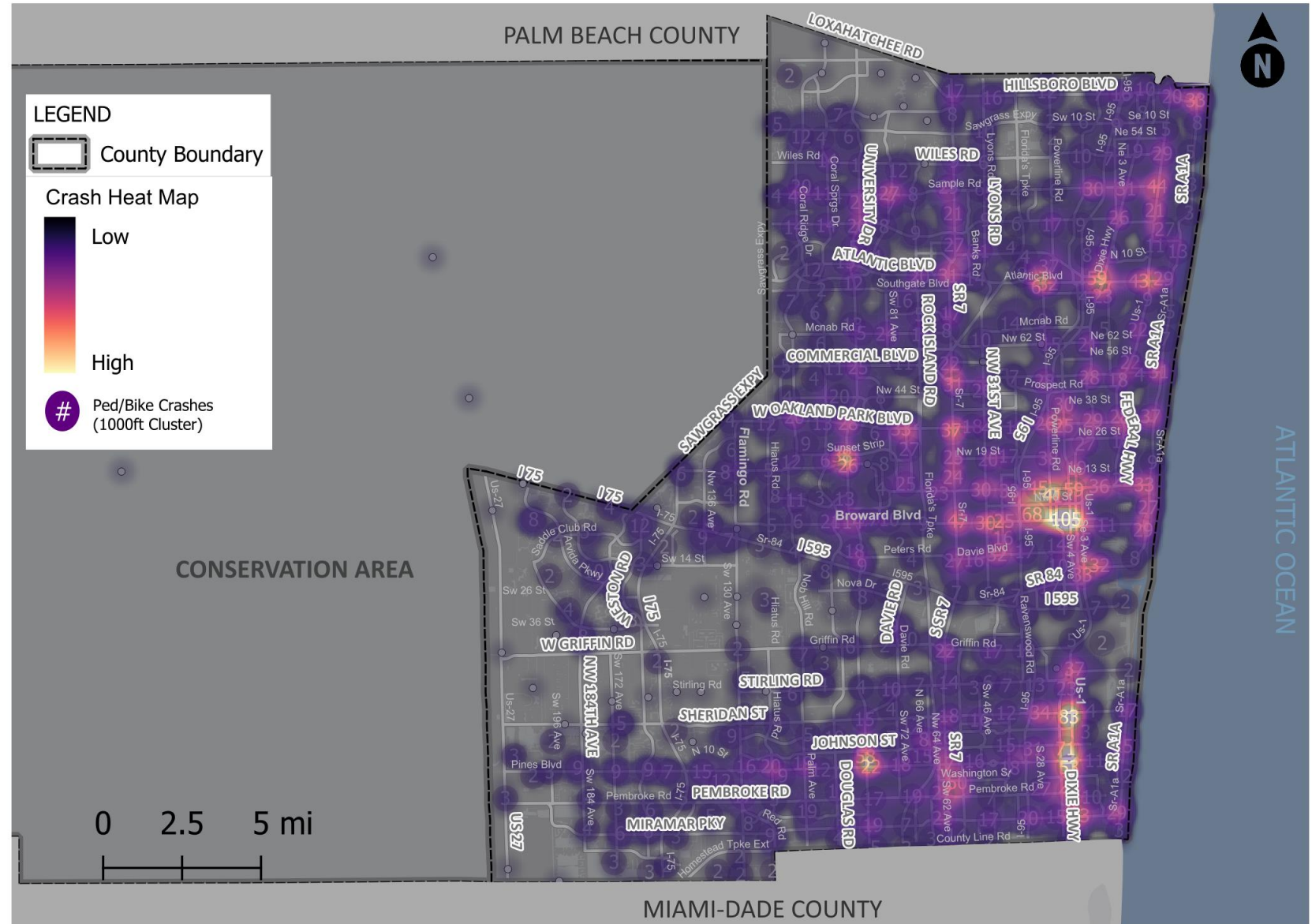
- **State**
 - FDOT Plans & Guidance
 - Future Improvements
- **Regional**
 - Broward County
 - Broward MPO
 - SFRPC
- **Municipal**
 - Key Strategic Plans, Transportation Related Plans, and Comp Plans



All Bike/Ped Crashes Heat Map

Ranking by City:

1. Fort Lauderdale
2. Hollywood
3. Pompano Beach
4. Pembroke Pines
5. Davie
6. Coral Springs



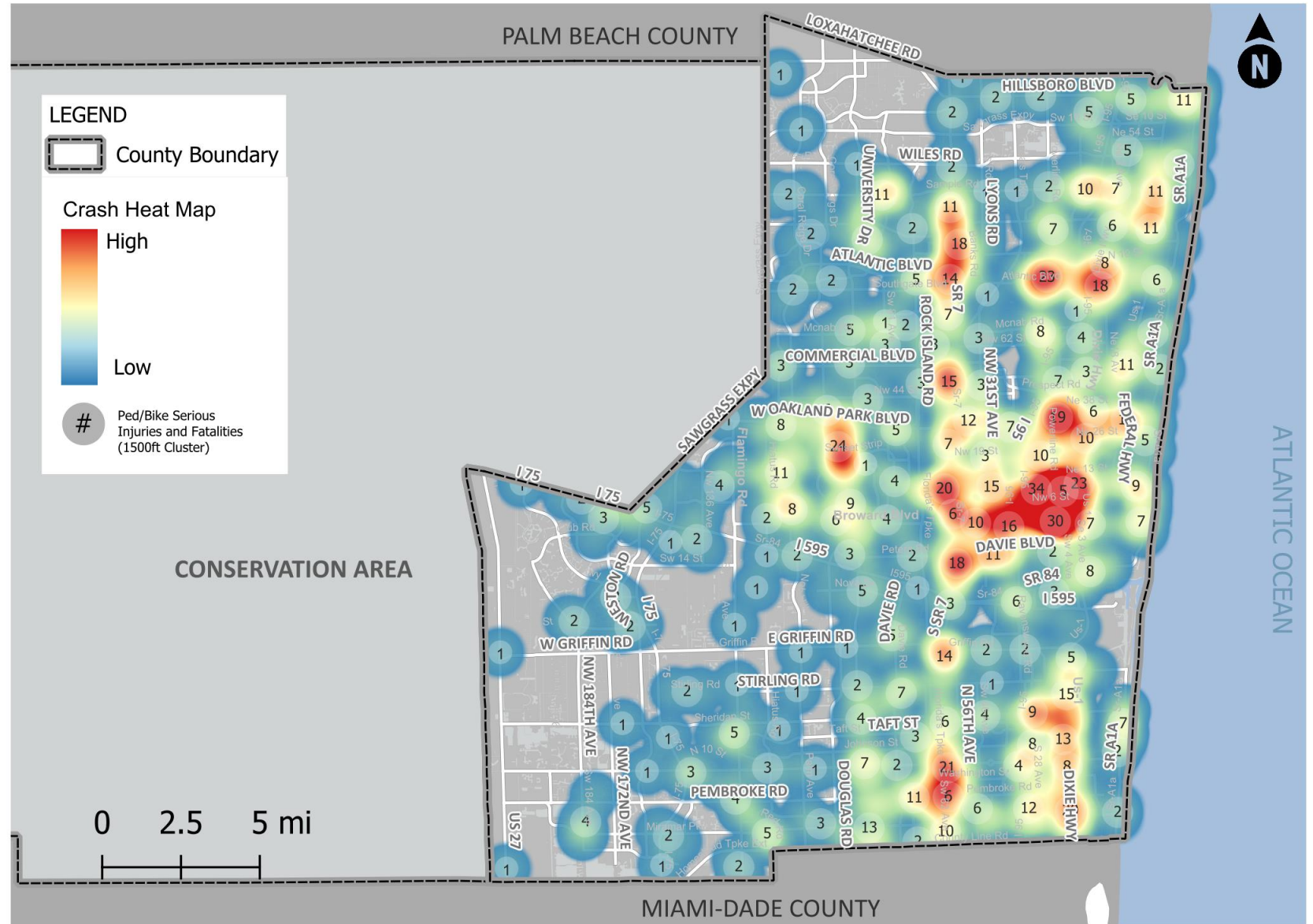
Source: Signal Four Analytics, 2018 -2022



Bike/Ped Killed or Seriously Injured Heat Map

Ranking by City:

1. Fort Lauderdale
2. Plantation
3. Pompano Beach
4. Hollywood

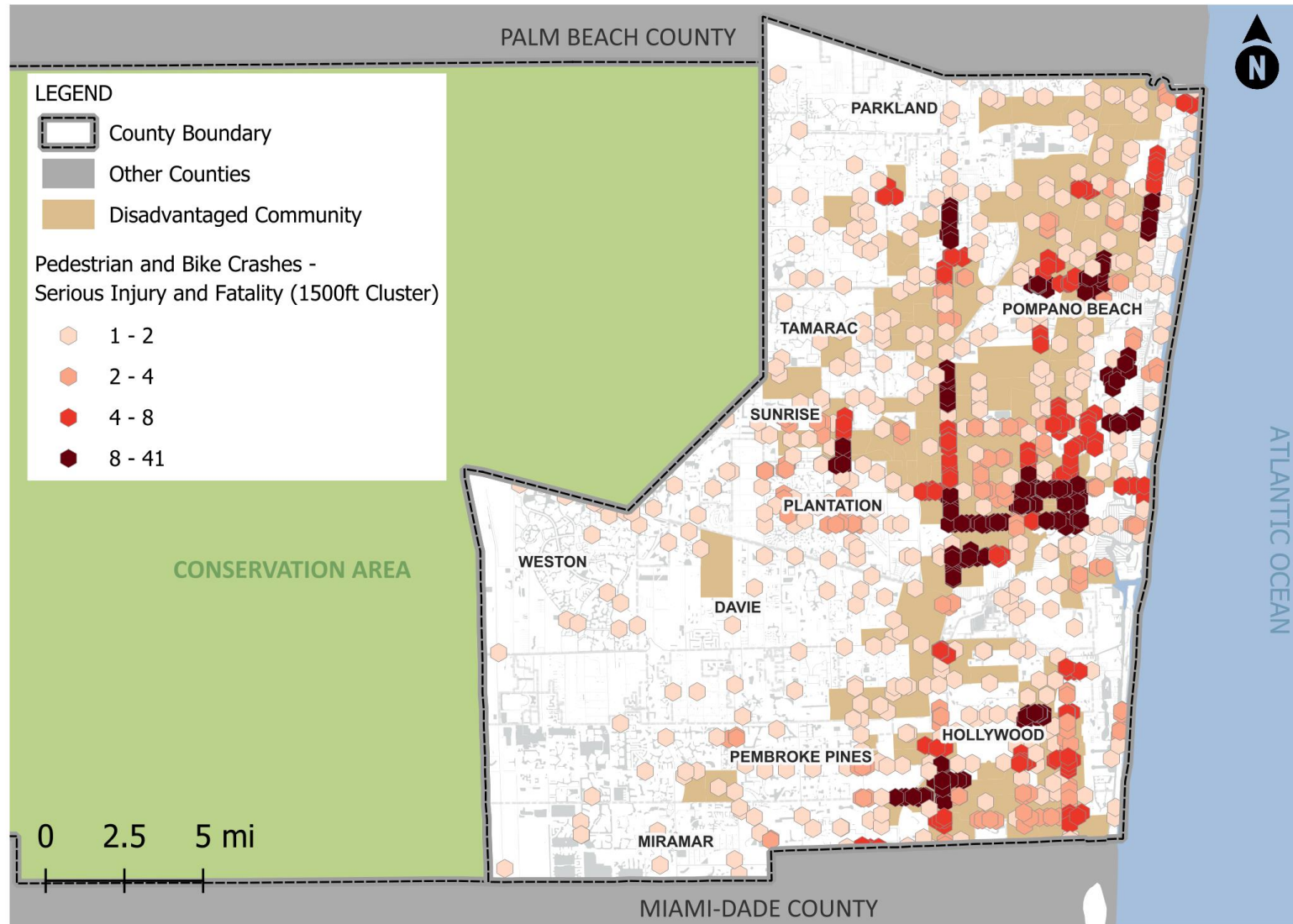


Source: Signal Four Analytics, 2018 - 2022



Disadvantaged Communities & Crashes

- Nationally, Native Americans and Black or African Americans are 3 to 4x more likely to be killed while walking (*Dangerous By Design*, 2022).
- Communities identified as disadvantaged are being disproportionately effected by bicycle and pedestrian crashes.



Disadvantaged communities: defines a community as either: (1) Geographic: a group of individuals living in geographic proximity (such as census tract), or (2) Common condition: a geographically dispersed set of individuals (such as migrant workers or Native Americans), where either type of group experiences common conditions.

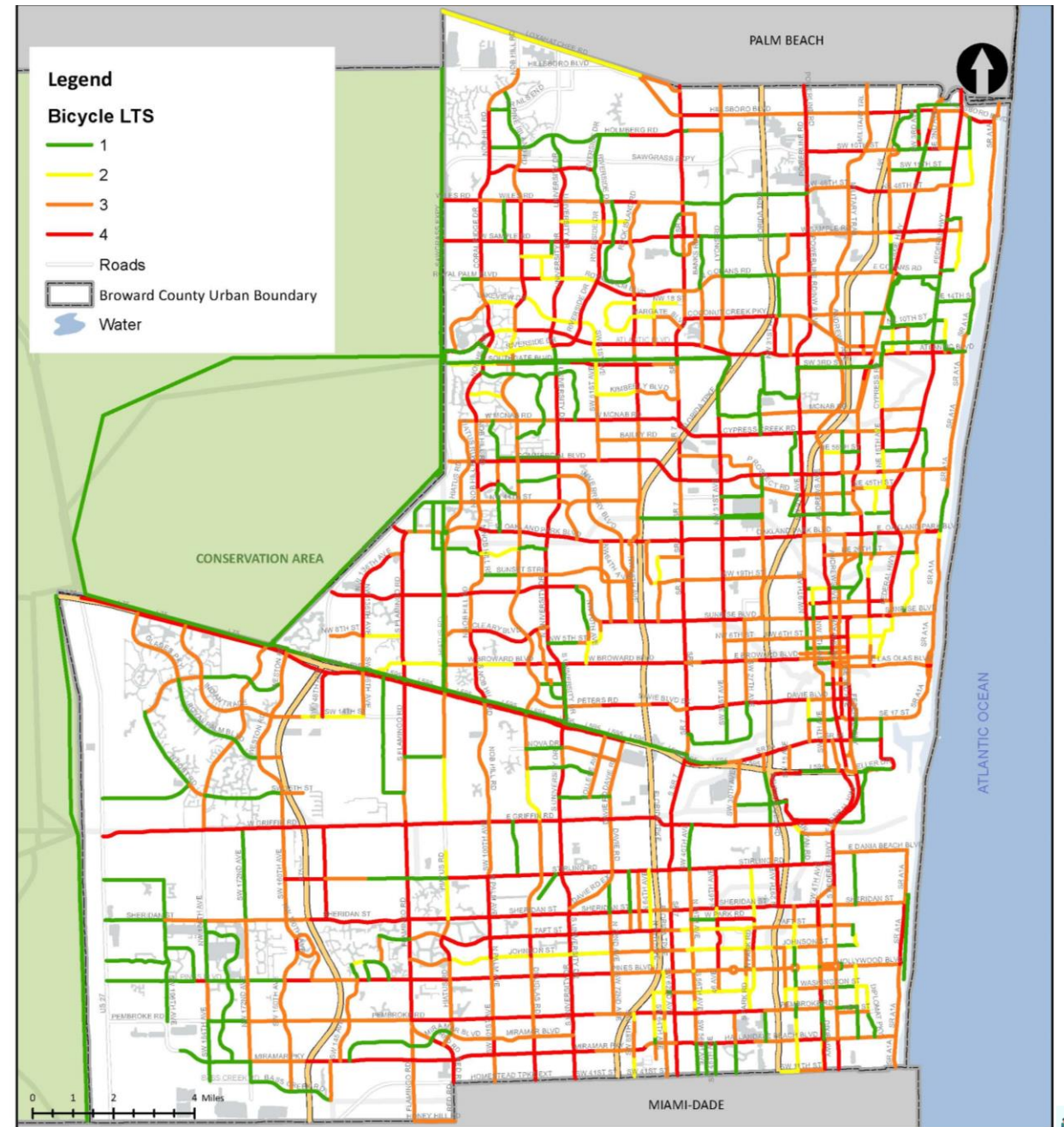
[Justice 40 Initiative](#)



Bicycle Level of Traffic Stress

Criteria for Analysis:

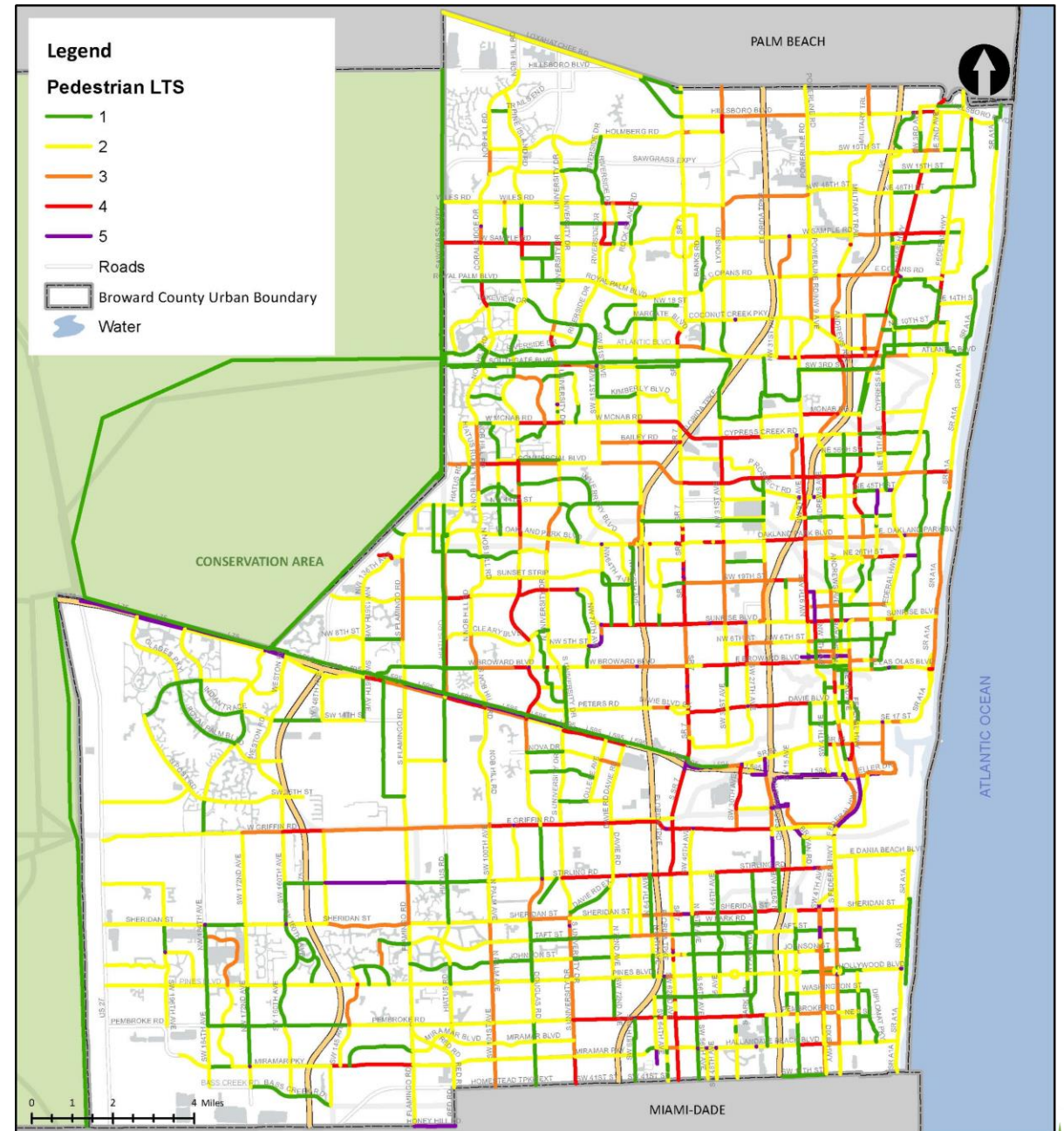
1. Type of facility present
2. Posted Speed Limit
3. Number of traffic lanes
4. Average Annual Daily Traffic (AADT)

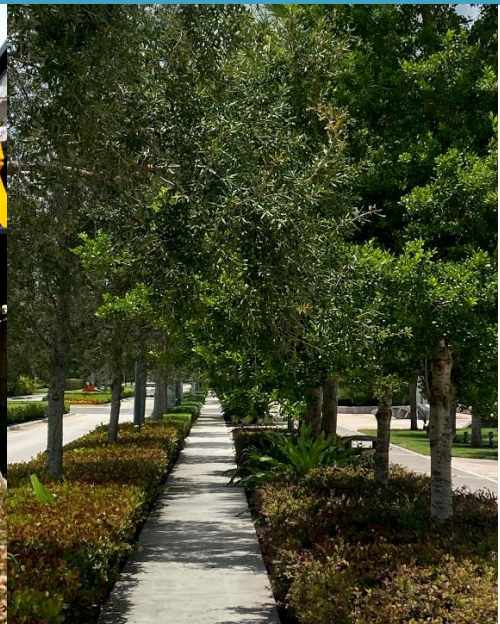


Pedestrian Level of Traffic Stress

Criteria for Analysis:

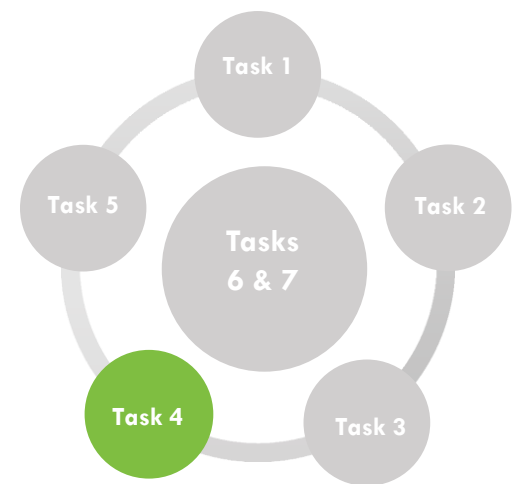
1. Sidewalk Coverage (one or both sides)
2. Sidewalk separation
3. Posted Speed Limit
4. Number of traffic lanes
5. Average Annual Daily Traffic (AADT)





Needs Assessment

Task 4 In Progress



Needs Assessment

Task 4: Needs Assessment

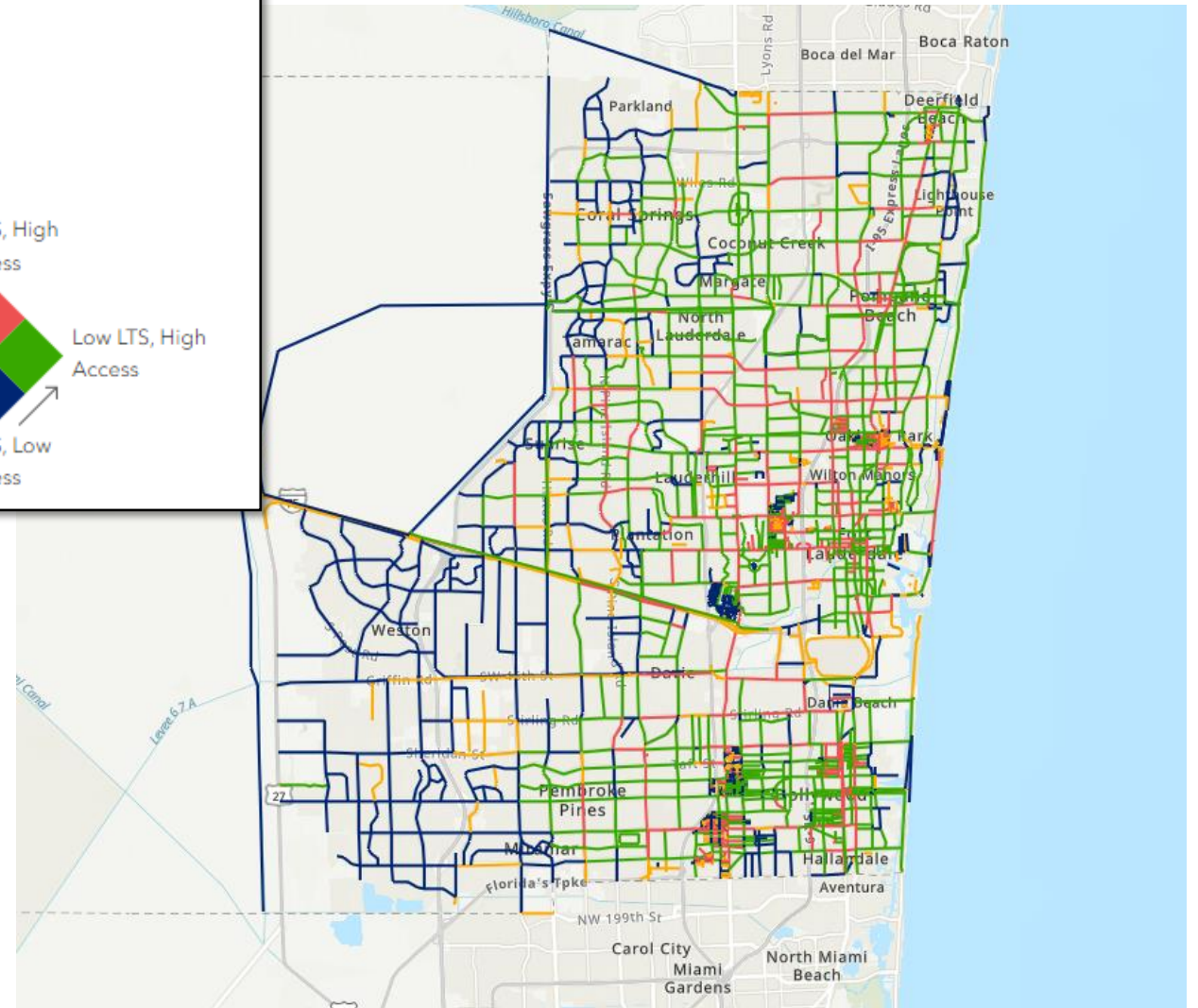
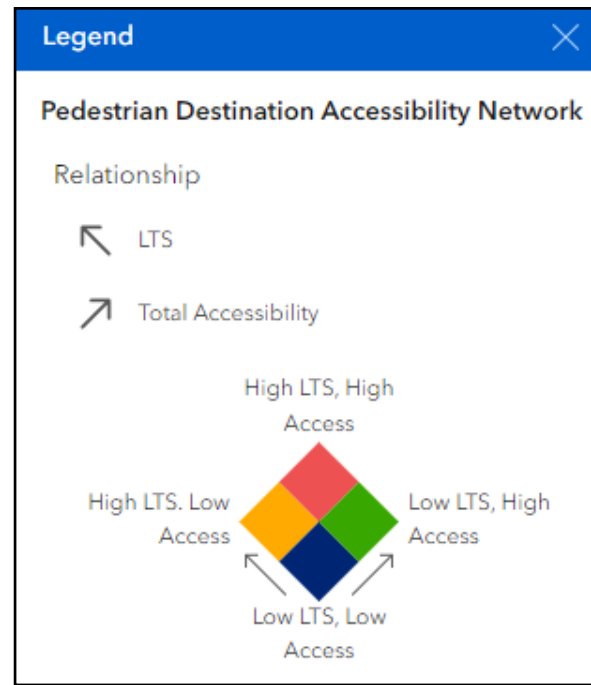
- Identify gaps & opportunities
- Develop prioritization criteria
- Develop recommendations
- Identify funding opportunities
- Create a Cost Feasible & Vision Plan
- Prioritized Project List



Pedestrian Accessibility Analysis

Accessibility Analysis

- Destinations Prioritized
 - Schools
 - Parks
 - Jobs
 - Transit
 - Grocery Stores
- Future Accessibility Analysis
 - Planned or programmed projects



Prioritization Criteria

1. Safety
2. Connectivity
3. Comfort
4. Equity
5. Health
6. Demand Potential
7. Environment & Resiliency





Next Steps



Design Manual



• Best Practices • Branding • Placemaking toolkit for municipalities



Next Steps: Current & Future

Task 2: Outreach & Engagement

Now - Ongoing

- [Public Survey](#)
- [Crowdsource Map](#)
- [View LTS Analysis Online](#)

Future

- **9/23/23:** Touch-A-Truck Pembroke Pines
- **10/25/23:** Complete Streets Advisory Committee
- **TBA** - Public Meeting 2



About

The Broward County Multimodal Mobility Transportation Master Plan is the blueprint for a countywide low stress mobility network designed for people of all ages and abilities, emphasizing safety, comfort, convenience and

Take the Multimodal Mobility Master Plan Survey

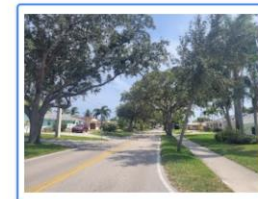
Think of your typical neighborhood or local street (2 lanes) with a posted speed limit of 25 to 30 MPH. Please select which facility or facilities are comfortable to walk? (Select all that apply)



No sidewalk



Sidewalk with no physical separation



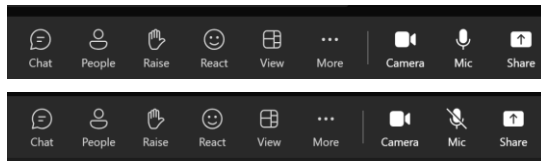


Questions & Answers

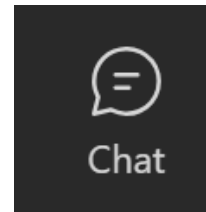


Public Meeting Logistics / Protocol for Public Comments

PLEASE SUBMIT YOUR COMMENTS



During the Public Comment period **online Microsoft Teams users** may submit your questions or comments in the chat box which can be found on your screen.



Members of our project team are present to respond to comments and questions.



All comments and questions are part of the **Public Record**. Comments or questions may be submitted at any time during the process.



Public Comment Period

2 Minutes will be given to each speaker.

- In person attendees will be given the opportunity to come up to the microphone
- After the in person comment period, comments from the online chat box will be read and answered
- Comments or questions may be submitted anytime during the process
- Visit our project website:

<https://www.broward.org/PennyForTransportation/Pages/bikepedplan.aspx>



Meeting Materials & Recording



Public Meeting
Transcript

Public Meeting Exhibits



Available at Broward County upon request



Online on website

<https://www.broward.org/PennyForTransportation/Pages/bikepedplan.aspx>



Public Involvement – Comment Options



lowstressplan@marlinengineering.com



Multimodal Mobility
Master Plan
Mobility for All Ages & Abilities

bit.ly/Broward_Bike_Ped_Plan

Follow us to keep updated on all developments as it relates to the details of the public meeting.



[instagram.com/mapbroward](https://www.instagram.com/mapbroward)



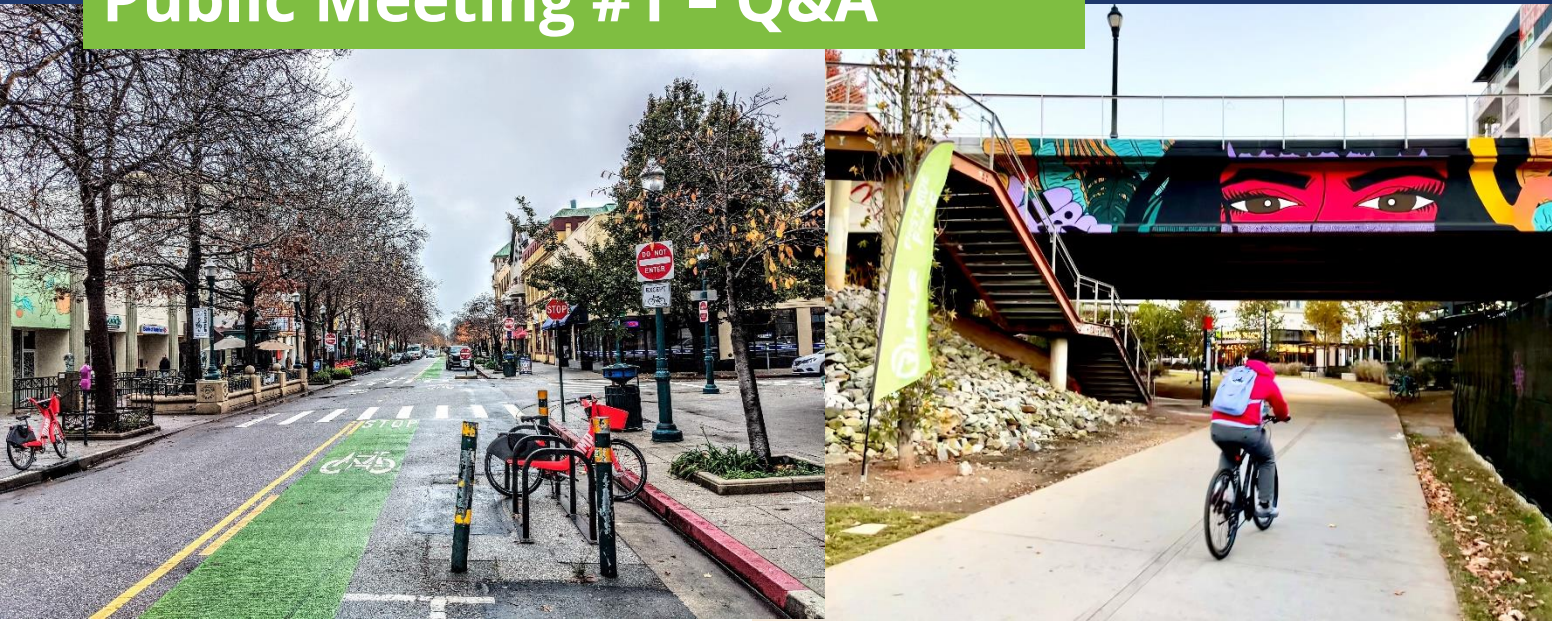
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BROWARD COUNTY

Low Stress Multimodal Mobility Network Master Plan

Public Meeting #1 – Q&A



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