Draft Meeting Summary

Representatives of FDOT District 4 conducted a series of listening sessions with various planning partners in Fall 2013 as part of the I-95 Corridor Mobility Plan.

FDOT met with representatives of the Broward Metropolitan Planning Organization (MPO) on October 30. The group discussed the various goals and challenges of the Broward MPO, the strategies and efforts the MPO is undertaking, potential indicators to measure success of their goals and strategies, and coordination efforts with other planning partners.

# Key Themes and Takeaways

* The Broward MPO is currently developing their long range transportation plan (LRTP) for horizon year 2040, and has developed a new vision and mission through the 2040 LRTP effort.
* As part of the 2040 LRTP, the Broward MPO is undertaking a broad outreach effort “Speak Up Broward” to engage citizens in an interactive and collaborative community dialogue about the future of transportation and funding needs.
* Although unclear on the details, the Broward MPO sees the place type and facility type designations as complimentary to their Complete Streets effort, especially in the designations of primary multimodal and primary commerce facilities, and in the designation of multimodal districts and nodes.
* The Broward MPO has prioritized bicycle and pedestrian improvements for connectivity in premium transit corridors, but may think about using the concepts of the multimodal districts.
* The Broward MPO is evolving the concepts of the Mobility Hubs from the 2035 LRTP to become focus areas for TOD.
* The MPO is ramping up their performance measurement effort to comply with MAP-21 federal legislation, and hopes to incorporate additional performance measures such as economic conditions, sustainability, and quality of life.
* Participants identified coordination on Complete Streets, multimodal quality/level of service, and data source sharing as a common strategy.

# Action Items

* FDOT will revise the Aspirational Future Scenario to include the TOC in Hollywood.
* FDOT will adapt the facility types to include a hybrid type for non-primary facilities.

# Participants

* Lois Bush, FDOT District 4, Policy Planning Section Leader
* James Cromar, Broward MPO, Livability Planner
* Jessica Dimmick, Renaissance Planning Group, I-95 Corridor Mobility Plan Project Team
* Paul Flavien, Broward MPO, Transportation Planner
* Ricardo Gutierrez, Broward MPO, Transportation Planner/Interim Bicycle & Pedestrian Coordinator
* Karen Kiselewski, Renaissance Planning Group, Project Manager

# Discussion

After an initial overview of the I-95 Corridor Mobility Plan project and status update, FDOT representatives engaged the participants from the Broward MPO in a dialogue on the MPO’s vision, goals, and indicators.

## Clarifications

FDOT noted the need for strategies for transportation demand management (TDM) including vanpool and carpool, and clarified that the I-95 Corridor Mobility Plan is in line with Complete Streets and promoting non-auto modes of travel.

Broward MPO staff inquired why the area around SW 10th Street near I-95 is not shown as a Freight/Goods district. It has a Publix warehouse. FDOT clarified that this area is shown as industrial.

Broward MPO staff also asked about the transit oriented corridor (TOC) designation in Hollywood, and FDOT will revise the maps to show it.

## Complete Streets

Participants discussed how the facility types might correlate to the MPO’s Complete Streets initiatives. MPO staff affirmed the designations and functions of the primary multimodal and primary commerce facilities, but questioned the meaning of the non-primary facilities, particularly the non-primary commerce facilities. Mr. Gutierrez explained that localities are proposing and implementing bicycle and pedestrian improvements on some of the streets that are designated as non-primary commerce. Some cities are even talking about Complete Streets projects on some of these non-primary commerce facilities, including 56th Avenue from Pembroke Road to County Line Road in Hollywood. Broward MPO staff inquired about the function of a non-primary commerce facility, specifically whether bicycle and pedestrian improvements or Complete Streets investments would be precluded if a facility was designated as a commerce facility. Meeting participants discussed the possibility of collapsing the non-primary commerce and non-primary multimodal facilities into one non-primary hybrid facility type.

Broward MPO staff shared information on Complete Streets projects and planning for bicycle and pedestrian improvements. Mr. Gutierrez explained there is a distinct difference between Complete Streets projects and other types of bicycle and pedestrian improvements. Complete Streets projects are a “complete redo” of streets, meaning they usually involve a wholesale reconstruction or reconfiguration of the streetscape, and are a product of right-of-way availability, destinations, and local willingness and momentum. In contrast, other bicycle and pedestrian improvements are simple improvements that are not a part of a larger corridor transformation. Broward County has completed two Complete Streets projects: Johnson Street and Dixie Highway. Hollywood Boulevard and Sunset Strip are two more pilots the MPO is pursuing.

### Other Bicycle and Pedestrian Improvements

Outside of Complete Streets projects, the Broward MPO has approximately $100 million for its bicycle and pedestrian program for the next five years. The MPO in its last long range transportation plan (LRTP) prioritized bicycle and pedestrian projects and the 2035 LRTP designated priority corridors for premium transit. MPO staff conducted a GIS exercise and buffered the premium transit corridors, and prioritized the bicycle and pedestrian projects that were within these buffers for funding.

When asked whether they have a bicycle or pedestrian master plan, MPO staff replied that their approach is prioritizing bicycle and pedestrian projects that the localities request according to connectivity to premium transit corridor rather than according to a master plan. MPO staff also noted that they have a good understanding of the non-motorized needs and master plans are not warranted.

Participants noted that prioritizing bicycle and pedestrian projects within multimodal districts may be another complimentary approach, similar to the 20-minute neighborhoods in Portland, OR.

MPO staff acknowledged that bus rapid transit (BRT) will not be implemented in the near term, but noted that the 2040 LRTP is focusing on preparing the area for BRT, to be “transit-ready,” meaning that making walking and bicycling within these corridor easier will help in the transition to transit in the long term.

### Challenges for Bicycle and Pedestrian Improvements

MPO staff noted they have a difficult time acquiring input from commuter cyclists or “serious” cyclists (those who ride for more than just recreation), and overall the bicycle community is lacking. Another challenge is that there are seemingly no champions for the bicycle and pedestrian projects. The MPO puts these improvements in the transportation improvement program (TIP), but they fail to be implemented by FDOT or local governments. For example, the last TIP included $12 million for bicycle and pedestrian improvements, but these funds were left unspent. MPO staff noted identifying a champion within the cities for bicycle and pedestrian improvements would be a valid strategy to follow through with these projects.

The Broward MPO is focusing on better communication with localities in the development of the 2040 LRTP. MPO staff explained it is essential to have two-way communication with the cities, and keeping records of the responses from cities is a priority.

## Land Use and Development Strategies

The MPO is evolving the concept of the mobility hubs from the 2035 to encourage “certain uses in certain areas” to continue to provide a variety of lifestyles within Broward County. MPO staff gave the example of Southwest Ranches. This community is rural in character, and in order to preserve the rural areas, new growth must be focused elsewhere – in transit-oriented developments (TODs).

## Long Range Vision

The Broward MPO developed a new vision and a new mission statement through the 2040 LRTP, which is documented in the Goals, Objective, and Measures technical report.

MPO staff debated the role of technology in the future of transportation, and how technology will influence future travel trends. Some people believe that technology can “save us,” meaning that driverless cars and smarter roads will solve congestion such that investments in transit and TDM will become less critical. Others believe that while technology can help optimize existing driver behavior and the operation of the road system, this will likely increase, possibly double, demand and result in many more cars on the road, bringing back the problems of congestion. The hopeful result for the future is that technology will increase efficiency of the system such that lane elimination becomes a possibility, giving back more space for non-auto modes.

*“The Broward MPO’s* ***vision*** *is to transform transportation in Broward County to achieve optimum mobility with emphasis on mass transit while promoting economic vitality, protecting the environment, and enhancing quality of life.”*

*“The* ***mission*** *of the Broward MPO is to influence the expenditure of federal and state funds to provide a regional transportation system that ensures the safe and efficient mobility of people and goods, optimizes transit opportunities, and enhances our community’s environmental and economic well-being.”*

## Indicators of Success

### MAP-21

The newly authorized federal transportation bill places an emphasis on performance measurement, and Broward MPO staff noted that the USDOT with state DOTs are developing performance measures related to **safety**, **pavement condition**, **system performance**, and **asset management**. MPOs will be required to set targets for these measures; inevitably the MPO will be using these types of measures to track progress.

### Additional Performance Measures

Broward MPO staff desire to “bring in other elements” to performance measurement, such as:

* **Economic and market conditions** with measures such as property values along TOD corridors, vacancy rates, and parking occupancy to show the positive impacts of TOD projects
* **Sustainability**, as in the bioswales on Hollywood Boulevard
* **Quality of life** and social indicators such as business and health factors, as well as measures like transportation costs and travel time

MPO staff expressed a desire to show the tradeoffs associated with a project in a common way. For example, a project to implement toll lanes will have a negative cost from paying the toll, but will result in positive factors such as travel time savings and enhanced reliability. Putting all of these consequences into overall cost will show that this project actually results in savings once you put the non-monetary benefits into monetary terms.

### Data Sources

MPO staff noted that data for these performance measures comes from a variety of different sources, and recognized this will be a challenge to overcome as they ramp up their performance measurement program.

FDOT mentioned that the local governments have said they need help with data sources for indicators, and suggested that the MPO provide information to local governments on data availability.

FDOT also suggested the possibility of sharing licensing agreements to data sources to share costs of data acquisition and leverage resources. All participants agreed that better communication between FDOT, the MPO, and local governments on data would be beneficial.

## “Speak Up Broward”

“Speak Up Broward” is an outreach effort the MPO is undertaking to engage public citizens in an interactive and collaborative community dialogue about the future of transportation in Broward County. This effort includes surveys, focus groups, multi-media marketing, and the formation of a Speakers Bureau to develop a shared vision as part of the 2040 LRTP. MPO staff intend for the Speakers Bureau to be a forum for conversation with public citizens on the LRTP needs list and financially constrained project list.

Education is a large component of this outreach effort, and through the various forums for dialogue, MPO staff is hoping to reach a broad constituency including local schools and the business community.

### Funding

As part of “Speak Up Broward,” the MPO wants to have conversations about project funding. MPO staff explained, “there are a lot of organizations who are asking the public to fund their projects, like SFRTA, BCT, and others.” MPO staff want to talk to Broward County residents about the types of improvements residents want to fund with public dollars, and whether residents would be willing to vote for a tax to fund more transportation improvements. The Broward MPO is using mini-grants to conduct these conversations.

MPO staff noted that the Secretary of FDOT District 4 said “our future is in regional transit.” MPO staff remarked that this is a positive jump for FDOT to be thinking more about multimodal transportation and promoting it as a funding priority.

## Freight Movement

MPO staff also discussed the various ongoing initiatives surrounding freight movement. FDOT is developing a methodology for designating truck routes and freight corridors. The MPO is also thinking about how changes in freight rail will affect the highway system, and noted the possibility of using smaller trucks in downtown areas.

Participants mentioned the increased capacity of the local seaport. Port Everglades is increasing its refrigerated facilities, and has hired additional fruit inspectors, which has increased the capacity for perishable cargo.

MPO staff also mentioned the potential for increasing efficiency of freight logistics, noting that the freight movement to Savannah is one-sided. South Florida receives goods from the Por of Savannah and the trucks return north empty.

## Coordination Strategies

Participants suggested a cross-cutting strategy of ongoing communication and coordination over time, especially for Complete Streets. Broward County wants to look at multimodal quality/level of service, and now that FDOT is evaluating multimodal quality of service for all state roads, this is an opportunity for further coordination.

# Strategies and Indicators

The following tables list the strategies and indicators that representatives from the Broward MPO mentioned throughout the listening session.

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| Strategies |
| System-Wide* Target outreach activities to specifically include commuter and non-recreational bicyclists.
* Enhance ongoing communications between FDOT, the MPO, and local governments.
* Define a methodology to identify and prioritize the use of funds that is aligned with the MPO’s vision.

Facilities* Explore opportunities to correlate the facility types to Broward County’s Complete Street efforts.
* Continue to implement Complete Streets projects with local governments as opportunities arise.
* Coordinate on Multimodal Quality of Service Measures between FDOT and MPO.

Places * Prioritize bicycle and pedestrian improvements providing connections to transit corridors
* Prioritize bicycle and pedestrian improvements in Multimodal Districts.
* Incentivize development into mobility hubs (and Multimodal Nodes) to preserve rural areas.
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| Indicators |
| Quantitative* MAP-21 Performance Measures
	+ Safety
	+ Pavement condition
	+ System performance
	+ Asset management
* Transportation Costs
* Travel Time
* Economic and market conditions
	+ Property values (especially along transit corridors)
	+ Vacancy rates
	+ Parking occupancy

Qualitative or Anecdotal* Sustainability
* Quality of Life
	+ Business liveliness
	+ Health Factors
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