

Broward MPO Plans for Pedestrian Safety

Broward County, Florida

KEY ELEMENTS:



Safety Planning



Implementation Focused

The Broward MPO completed a series of plans focused on pedestrian safety that emphasized community and Florida Department of Transportation (FDOT) engagement. Following the plans, the MPO positioned the recommendations for implementation.

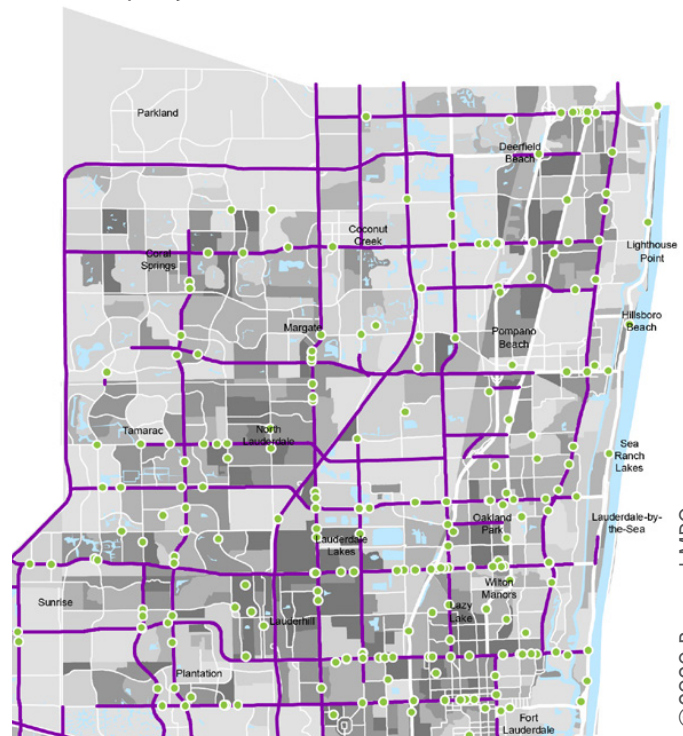
INTRODUCTION

The Broward Metropolitan Planning Organization (MPO) is the federally-designated transportation agency for Broward County, Florida. The county had been consistently ranked as one of the most dangerous places to walk and bike in the country, with an average of 5-6 walking or bicycling crashes per day. In response, the MPO led the development of successive plans to promote pedestrian safety and implement projects.

CALLS TO ACTION

The Broward MPO established a baseline for improved pedestrian safety policies and programs with the publication of its Bicycle and Pedestrian Safety Action Plan (BPSAP) in 2018. However, the inspiration for the BPSAP began in 2015, when the FHWA Florida Division recommended that

the MPO conduct a BPSAP to address its pedestrian safety issues as part of its recertification. Through the BPSAP's crash analyses, the MPO identified crash hot spots and created land use typologies for urban/suburban intersections, urban/suburban corridors, and beach access corridors with matching recommendations. The BSAP also identified priority action items and 'Calls to Action' to guide the MPO's work in improving pedestrian and bicyclist safety. These included commitments to set the stage for the development of multimodal policies and implementation of Complete Streets projects.



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Figure 1. Graphic. BPSAP analysis of pedestrian and bicycle fatalities on six-lane roads, illustrating that wide roads pose significant barriers to pedestrian safety.





Case Study: Broward MPO Plans for Pedestrian Safety

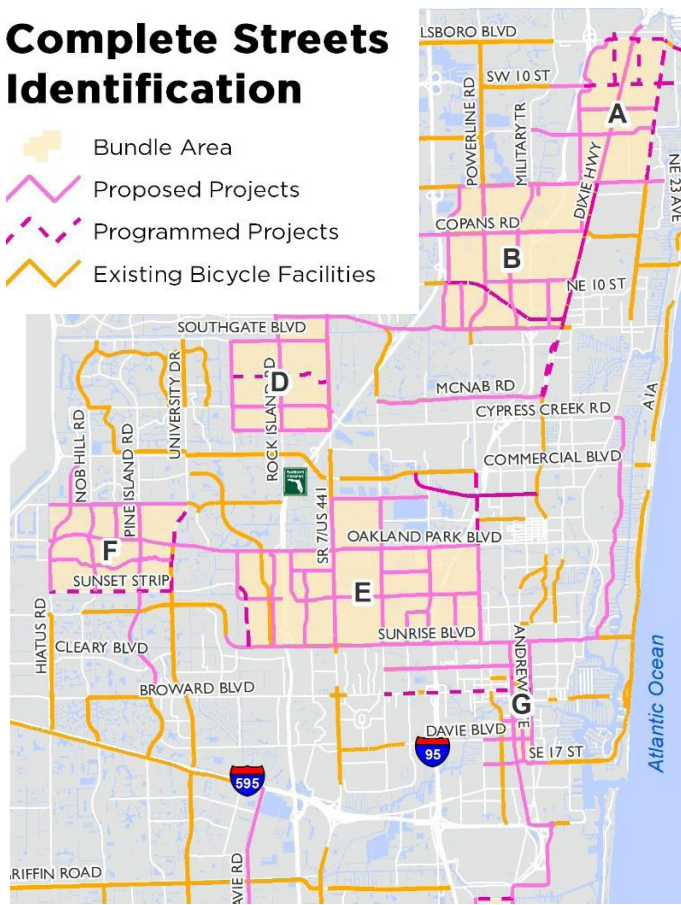
STEP: https://safety.fhwa.dot.gov/ped_bike/step/

COMPLETE STREETS MASTER PLAN

Broward County is bordered by the Everglades Wildlife Management Area and the Atlantic Ocean, and that constraint focused the MPO on improving the efficiency of the existing roadway network for all road users. This perspective and the BPSAP's 'Calls to Action' for safe streets laid the foundation for guiding future investments. The Complete Streets Master Plan developed a prioritized list of projects based on technical, data-driven, demand-equity analysis, community and local partner input. The plan identified connector corridors and Bundle Areas that prioritized transportation and safety improvements for vulnerable populations (figure 2).

Complete Streets Identification

-  Bundle Area
-  Proposed Projects
-  Programmed Projects
-  Existing Bicycle Facilities



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Figure 2. Graphic. Excerpt of bundle area and corridor recommendations from the Complete Streets Master Plan.

ROLE OF WALKING AUDITS

Broward MPO conducted six walking audits throughout the county in collaboration with local governments. The audit sites were drawn from the high-ranking corridors identified from the Complete Streets Master Plan, and the audits sought to engage communities, stakeholders and government agencies early on to gather feedback and recommend specific improvements. Over 270 people from diverse stakeholder groups participated in the audits, including FDOT, students, teachers, parents, residents, local businesses and elected officials. In addition to helping identify facility improvements for future project scoping, the walking audits increased local support among municipal leaders and FDOT to move towards implementation. As of May 2020, four of the six projects that included a walking audit were programmed for funding.

PROJECT DEVELOPMENT AND IMPLEMENTATION

Broward MPO's focus on pedestrian safety has improved project implementation in several ways. First, the inclusion of walking audits allowed FDOT engineers and community leaders to build a common dialogue on safety needs and ultimately project scope. Second, the MPO served in a guidance and technical resources role to municipalities as they developed resolutions in support of projects within the Transportation Improvement Program (TIP). Finally, the MPO facilitated a review of project recommendations with FDOT and municipalities to update project scopes, reprogram projects, and consider projects for rapid implementation. These coordinated efforts have led to the inclusion of eight high priority projects from the Complete Streets Master Plan in the TIP.