

BROWARD COUNTY



METROPOLITAN PLANNING ORGANIZATION



Broward County
METROPOLITAN PLANNING ORGANIZATION
Progress Report (July 2003 through June 2006)



MESSAGE FROM THE CHAIR



As South Florida continues to experience rapid population growth, the efficient movement of people and goods becomes an increasingly important priority. The transportation infrastructure affects the daily life of every Broward County interested persons and businesses, as we all depend on a reliable transportation system for our quality of life and livelihood. Additionally, Broward County's transportation system profoundly affects our connectivity to the rest of the state. With creative vision and cooperative effort, the Broward County Metropolitan Planning Organization (MPO), continually works to meet the challenge of the region's transportation needs by turning vision into reality and plans into action.

The MPO is working to go beyond simply improving the efficiency of roadway designs and traffic management. The MPO has increased the opportunities for public input through advisory committees, public meetings, surveys, an award-winning website, an updated display booth, the use of a Mobile Information Station (MIS) and a variety of publications, including a quarterly newsletter.

When faced with critical issues such as providing a reliable public transit system, the Broward County MPO supports the newly established South Florida Regional Transit Authority (SFRTA), a collaborative entity that is expected to improve transportation connections in the tri-county region by planning a seamless, easy-to-use public transit system. Over the next twenty years, 67 transit improvements are planned. A shift toward public transit will help ease traffic congestion, improve air quality, and help the business and economic growth of our community by expanding the labor pool to include potential workers who currently lack proper transportation.

To support planning and funding initiatives that enhance the accommodation of pedestrian traffic and bicycles as preferred transportation alternatives, the MPO has included in its Long-Range Transit Plan the region's greenways system. These priority corridors form a 370-mile regional framework of greenways, land trails and water trails that traverse all parts of the County. The MPO has identified 172 pedestrian projects and 112 bicycle facilities to construct over the next twenty years.

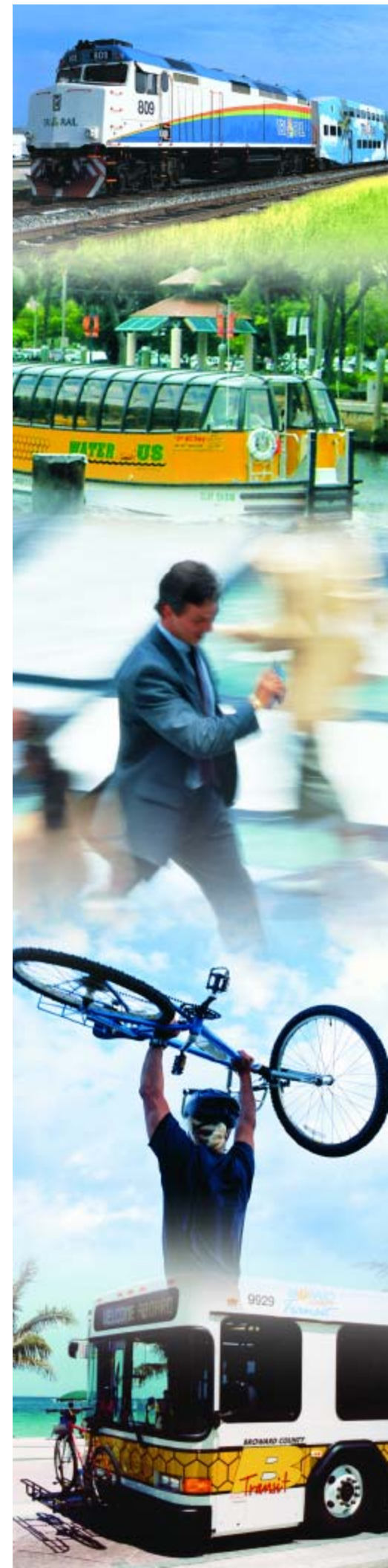
Many additional improvements to the transportation system are being planned and evaluated. The MPO is committed to continued partnering with the Broward community to identify and meet the needs of our transportation future. This proactive approach to transportation development and improvement will undoubtedly be to the economic and environmental benefit all of Broward County.

Richard J. Kaplan
MPO Chair,
Mayor, City of Lauderdale



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MISSION AND PURPOSE

Transportation is not just being able to get from Point A to Point B. It involves a comprehensive planning process. Transportation planning includes important components such as air quality, alternative modes of transportation, improvements to current roadways, and bicycle and pedestrian facilities. But most importantly, it involves you, the public!

The organization responsible for transportation planning in Broward County is the Broward County Metropolitan Planning Organization (MPO). The MPO oversees the expenditure of federal Transit money and working with State and municipalities that make up the Broward County region. Each year, the MPO evaluates and approves proposed surface transportation improvement projects while providing a forum for interagency cooperation and public input into transportation funding and prioritized decisions.

As Broward County continues to experience rapid growth, the MPO plays a critically important role in the community as the board that empowers interested persons to speak in a unified manner to their State and Federal legislators about transportation needs and concerns.

**The Broward County
Metropolitan Planning Organization...**
Providing Transportation Solutions for the 21st Century



OVERVIEW AND HISTORY



The Federal Aid Highway Act of 1962 required that all urban areas with a population of 50,000 or more would be responsible for implementing a continuing comprehensive transportation planning process to be eligible for Federal funds. In 1977, almost thirty years ago, the Florida Legislature established the Broward County MPO.

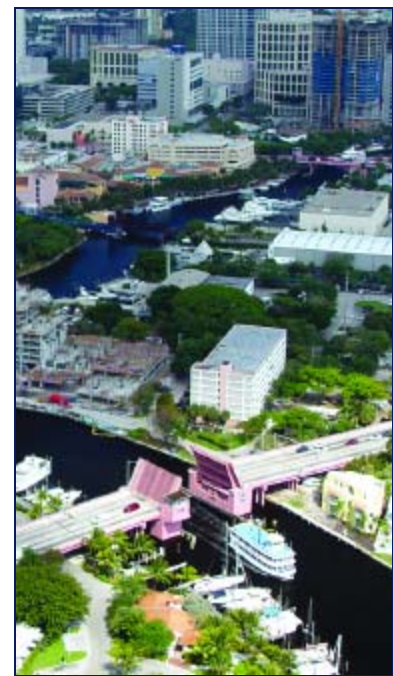
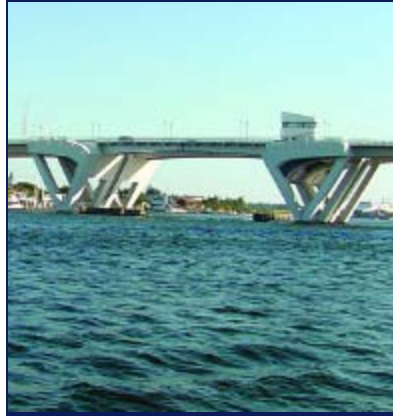
In order to provide an efficient, multi-modal transportation system in Broward County, the MPO is tasked with the development and implementation of long range plans to create the future of transportation in the County...the longest plan taking a long look ahead into the next twenty years.

In addition to the long-range transportation goals, the immediate needs must also be addressed and implemented in a systematic plan. Therefore, the MPO further prioritizes projects for funding purposes into a five-year plan that addresses the mid-range goals of the County and then into one-year plan that helps the MPO to further refine, implement and find funding for transportation projects.

The Long Range Transportation Plan (LRTP) defines goals over a twenty-year period; the Transportation Improvement Program (TIP) identifies plans for a five-year period; and the Unified Planning Work Program (UPWP) develops strategies and a budget to accomplish tasks identified in the LRTP and the TIP.

The Broward MPO seeks to improve the quality of each of these plans by developing and encouraging public support and participation. Community involvement assists the Broward County MPO in building an understanding and knowledge about decisions, identifying public concerns and values and also to help build consensus, resolve conflicts and produce better decisions. The Broward County MPO is helping to ensure that tax dollars are spent wisely so that the greatest needs and desires of the community are addressed.

The 19 members of the MPO include representatives from cities within the County, the South Florida Regional Transportation Authority (SFRTA), the Broward County School Board, and the Broward County Board of County Commissioners. For each of the 5 MPO districts, the municipality with the largest population appoints an elected official to serve as the district representative, and the municipality with the second largest population is the alternate. Because of the population size, some districts have two MPO representatives.



MPO BOARD MEMBERS

BROWARD COUNTY BOARD OF COUNTY COMMISSIONERS

DISTRICT 8
Commissioner Diana Wasserman Rubin
954-357-7008
115 South Andrews Avenue
Room 423
Fort Lauderdale, Florida 33301



DAVIE
DISTRICT 5
Councilmember Judith Paul
954-476-2515
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Davie, FL 33314



PEMBROKE PINES
DISTRICT 5
Mayor Frank Ortis
954-435-6505
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Pembroke Pines, FL 33026

DISTRICT 2
Commissioner Kristin D. Jacobs
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DEERFIELD BEACH
DISTRICT 2
Commissioner Steve Gonot
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Deerfield Beach, Florida 33441



PLANTATION
DISTRICT 3
Mayor Rae Carole Armstrong
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DISTRICT 5
Commissioner Lois Wexler
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FORT LAUDERDALE
DISTRICT 3
Commissioner Carlton B. Moore
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POMPANNO BEACH
DISTRICT 2
Vice Mayor George Brummer
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SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY (SFRTA)
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Commissioner Jim Scott
954-357-7004
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DISTRICT 3
Vice Mayor Christine Teel
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SUNRISE
DISTRICT 3
Deputy Mayor Irwin Harlem
954-746-3250
10770 W. Oakland Park Blvd.
4th Floor
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SCHOOL BOARD OF BROWARD COUNTY
School Board Member Benjamin J. Williams
754-321-2005
600 S.E. 3rd Avenue
Fort Lauderdale, FL 33301



HOLLYWOOD
DISTRICT 4
Vice Mayor Fran Russo
954-921-3321
2600 Hollywood Blvd.
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TAMARAC
DISTRICT 1
Commissioner Marc L. Sultanof
954-724-1221
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Commissioner Ted Mena
954-334-5906
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LAUDERHILL
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Commissioner Daniel J. Stermer, Vice Chair
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MIRAMAR
DISTRICT 5
Mayor Lori C. Moseley
954-602-3150
2300 Civic Center Place
Miramar, FL 33025



MPO ADVISORY COMMITTEES



MPO ADVISORY COMMITTEES

An effective method of involving interested persons in the countywide transportation planning and decision making process is through the development and implementation of committees. The Technical Coordinating Committee (TCC) and the Community Involvement Roundtable (CIR) advise the MPO on evaluating programs and plans and provides valued public input. The CIR also provides a much-needed conduit between the public and the Broward County MPO. The Bicycle/Pedestrian Advisory Committee (BPAC) and the Broward County Board for the Transportation Disadvantaged (BCCB) work indirectly with the MPO, yet each provides valuable assessment for MPO plans and programs.



TECHNICAL COORDINATING COMMITTEE (TCC)

The Technical Coordinating Committee (TCC) is made up of a group of 30 technical staff members and 34 alternates. The membership primarily consists of engineers and planners who represent state and local governments and agencies. This committee reviews and evaluates transportation-related plans, studies and programs, and advises the MPO on transportation issues. All transportation modes are included in the plans, studies and programs that the TCC reviews and evaluates.



COMMUNITY INVOLVEMENT ROUNDTABLE (CIR)

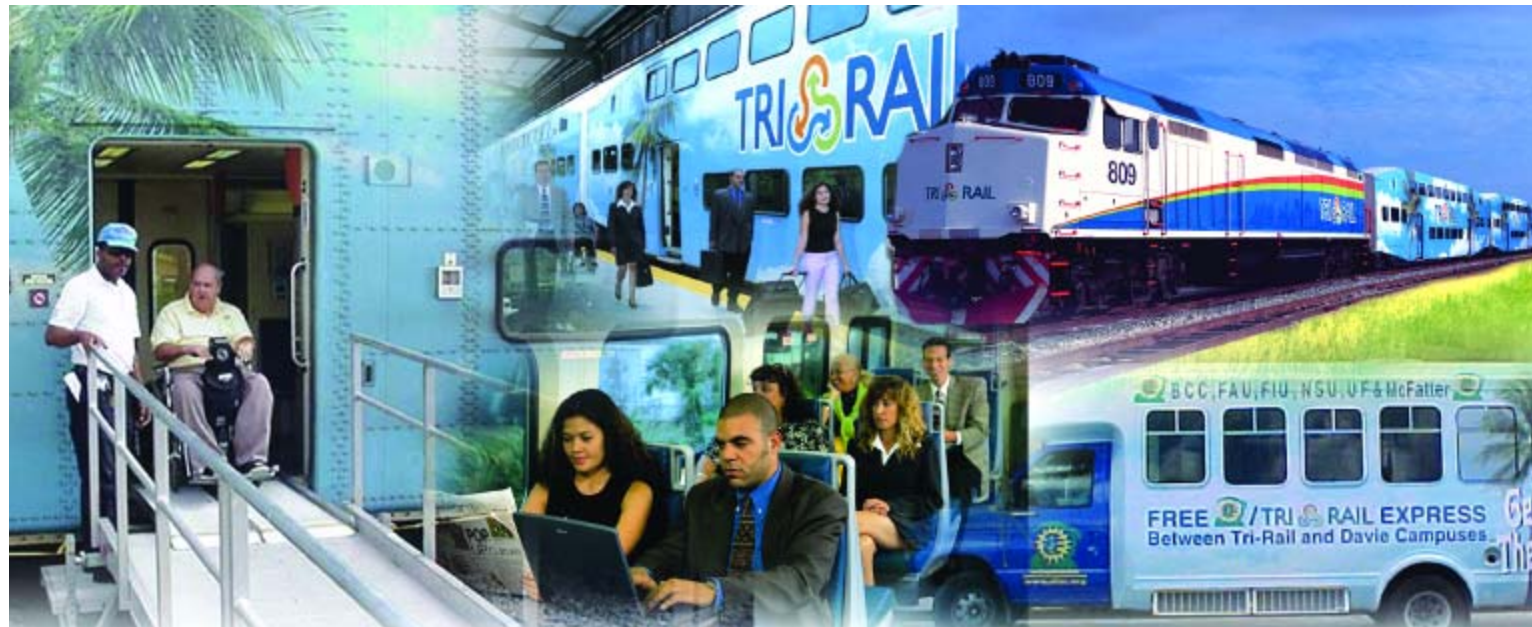
The Community Involvement Roundtable (CIR) is comprised of 44 members who represent a broad cross section of the County's constituency and have an interest in participating in the transportation planning process. Because the CIR committee members represent cities, towns and organizations within Broward County, they are able to provide the MPO with insight into the local communities. The CIR helps shape the urban environment by functioning as a voice for public opinion on transportation issues.



REGIONAL TRANSPORTATION PARTNERSHIP

In June of 2003, Governor Bush signed State legislation that transformed Tri-Rail into the South Florida Regional Transportation Authority (SFRTA). The Broward County MPO supported the efforts leading to the new legislation. The creation of the SFRTA has empowered Broward, Palm Beach, and Miami-Dade Counties to be proactive in developing a more seamless regional multi-modal transit network that will alleviate road congestion and give residents and visitors the ability to move more easily throughout the tri-county area.

The tri-counties will each fund approximately \$2.7 million per county to leverage several million more dollars from Congress to build the regional transportation network. The Broward County MPO has an integral role in the development of the network through its annually updated Transit Development Plan (TDP).



MPO SUPPORT FOR TRANSIT

The MPO uses a needs assessment process in order to make recommendations for how to handle future travel demand. This assessment includes an evaluation of existing transit demand as well as future projections. Through close coordination with Broward County Transit (BCT), the MPO was instrumental in the implementation of the transit projects that will support the growing rail and bus transit ridership:

- Tri-Rail Double Track Corridor Improvement Program
- State Road 7/US 441 Express Bus and Bus Rapid Transit (BRT)
- FREE Shuttles at the South Florida Educational Center
- East-West Central Broward Transit Analysis
- Florida East Coast Railroad Passenger Study



TRI-RAIL DOUBLE TRACKING

The final phase of the Double Track Corridor Improvement Program was completed in March 2006. Initiated during fiscal year 2003, this final phase work includes installation of 45 miles of double track, upgrades to existing track, renovation of nine existing stations, construction of a new station in Boca Raton, enhancements to grade crossings, upgrades to signal safety systems, and acquisition of new cab cars and locomotives. Consequently, transit service will increase from the current 30 daily trains to 40 trains per week. Enhanced, on-time performance and greater

scheduling flexibility for passengers and daily commuters will be also be ensured. By 2015, Tri-Rail estimates, these improvements will sustain average daily boardings of 27,900 riders.

STATE ROAD 7/US 441 EXPRESS BUS AND BUS RAPID TRANSIT (BRT)

The MPO staff held more than 15 public meetings and considered many factors to determine that Bus Rapid Transit (BRT) is the best and most affordable solution for the State Road 7/US 441 corridor's growing transportation needs. A result of the State Road 7/US 441 Corridor Study, "The Transit Bridge Project" will provide special buses and improved traffic signalization to link transit service between southern Broward and north Miami-Dade Counties on State Road 7/ US 441.

Although similar to light rail, BRT uses ultramodern rubber-tire buses on existing roadways. The corridor will serve as a connector to the Golden Glades Intermodal Terminal, the Northwest 27th Avenue Metrorail Extension, and a Central Broward East-West Transit Corridor.

FREE SHUTTLES AT SOUTH FLORIDA EDUCATIONAL CENTER

The South Florida Educational Center (SFEC) has become Broward County's second largest traffic generator with over 65,000 people working, attending class, and visiting this consortium of educational institutions. To help relieve traffic congestion in this area, the MPO approved in June 2002 some \$994,000.00 for a 3-year pilot shuttle bus service for the South Florida Education Center Transportation Management Association (SFECTMA). The service began in January 2003 and offers both an internal campus shuttle and an express shuttle from Weston Road to SFEC. The pilot program ended in December, 2005. The SFECTMA is exploring funding opportunities while it continues to run the shuttle services within campus. Among potential funding sources is the Broward County Neighborhood Bus Program in coordination with the Town of Davie.

EAST-WEST CENTRAL BROWARD TRANSIT ANALYSIS

The locally preferred alternative (LPA) was selected and light rail was selected as the preferred technology. The Florida Department of Transportation (FDOT) will submit an application in August to FTA for Federal New Stars funding consideration. Capital Cost is estimated at \$69M.

FLORIDA EAST COAST RAILROAD PASSENGER STUDY

The study is being managed by the Florida Department of Transportation and is still ongoing. To date, total funding allocated for this project is \$6 Million divided equally between the Miami-Dade, Broward and Palm Beach MPOs.

Southeast Florida Transportation Council (SEFTC)

Miami-Dade, Broward, and Palm Beach Counties MPOs created the Southeast Florida Transportation Council (SEFTC) in 2005 to formally coordinate transportation planning activities across county lines and on a regional basis. The coordination includes long-range transportation planning, short-range programming, and activities to support regional multi-modal transportation projects. The results of the coordination process will be provided to various agencies as guidance in the development of required transportation plans and programs within the greater Southeast Florida urbanized area.



TRANSPORTATION PLANNING CYCLE

From concept to completion, every transportation project goes through several phases. This methodical process ensures that the need for each project is clearly identified and the benefit to the community is plainly determined. Typically, the need for a project is substantiated by the completion of a feasibility study.

The process for a project can sometimes take as many as ten years to complete. Projects are first identified in a "plan," transitioned to a prioritized list of plans that need funding and then, based on priority, are ultimately included into a "program." This whole process has its begins with public input submitted to elected officials and agencies. Based upon identified needs, projects are then submitted to the MPO for consideration with the transportation planning goals and objectives. The MPO Long Range Transportation Plan (LRTP) defines twenty-year transportation goals and the Transportation Improvement Plan (TIP) identifies five-year goals.



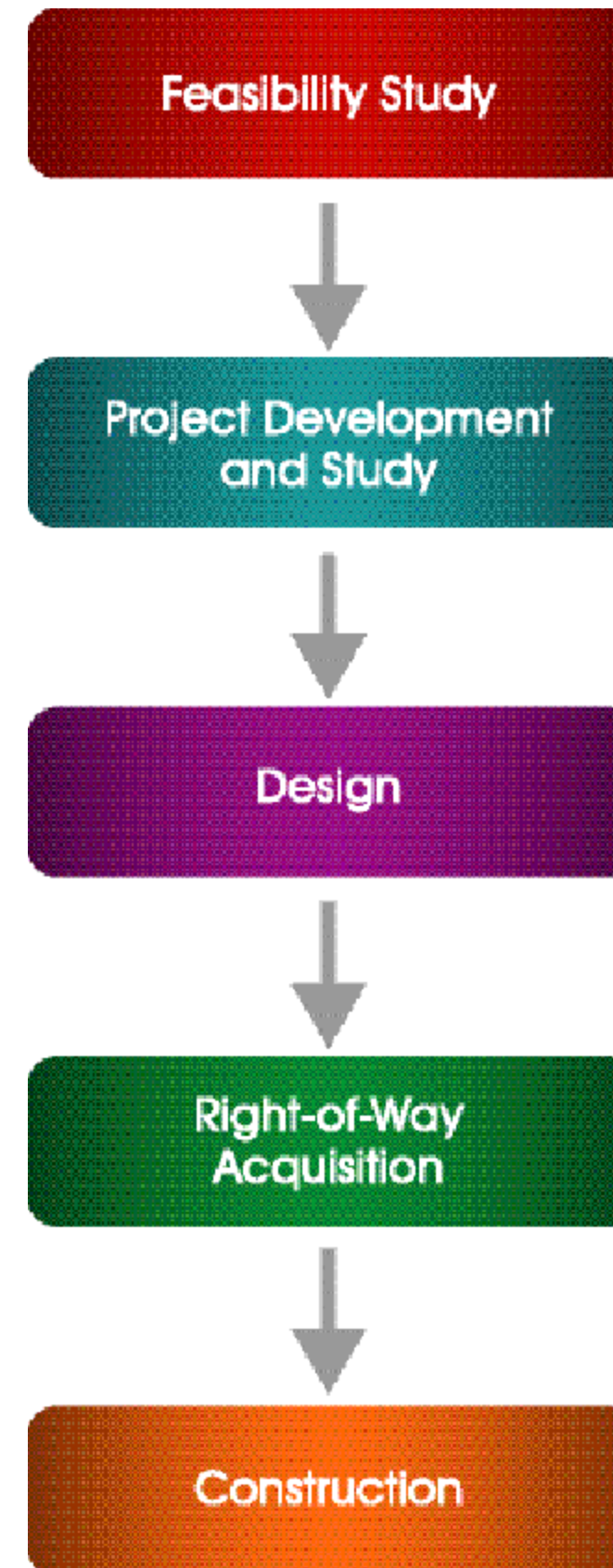
While projects are in the planning stage, no money is assigned to them. A project must become part of a program before funding is committed. The MPO picks important projects from the LRTP based on state and federal funding consideration and submits high ranking projects to the Florida Department of Transportation (FDOT) for inclusion in the FDOT's Work Program. When a project is not seeking State and/or Federal funding, it becomes the responsibility of the governing body where the project is located.

After a project is included into the Work Program, the FDOT conducts a Project Development and Environment (PD&E) Study. This phase can take 2 to 4 years to complete, depending upon the size of the project. In this phase, the complete scope of the project is defined and the with land use requirements and environmental issues are addressed. Resolution of community support is also necessary for the project to proceed from this phase to the next phase, the design phase.

The next step in the process is the design phase. Design plans are drawn that include final alignment and right-of-way determinations. Upon plan and specification completion, right of way acquisition, and environmental permitting completion, the project can be constructed. The actual design work can take up to 2 years to complete while the right-of-way acquisition and construction phases can take another 2 years each.

Public comment is highly desirable and encouraged during and throughout the entire planning cycle. To find out how you can become involved, please visit www.broward.org/mpo or call 954-357-6608.

Typical process that a state or federally funded project must undergo to be implemented.



PLANS AND PROGRAMS

UNIFIED PLANNING WORK PROGRAM (UPWP)

The UPWP is used by the state and federal agencies to monitor the expenditure of federal funds. The UPWP describes the MPO staff's planning activities, tasks and MPO staff budget for the upcoming fiscal year and reports on the status of those plans and programs from the previous calendar year.



LONG RANGE TRANSPORTATION PLAN (LRTP)



Broward County's population is expected to reach 2,380,000 by 2030, an increase of almost 25% from the current capacity. As Broward County continues to grow and develop, the MPO uses the Long Range Transportation Plan (LRTP) as a guide in spending transportation dollars to meet the community's future transportation needs for the next 20 years. Improvement projects for the transportation infrastructure include bicycle, pedestrian, transit, and roadway facilities. The MPO updates the LRTP every three years

The current LRTP (Year 2030), approved in 2004, was developed using a computerized travel forecast model, which used information such as population, employment, school enrollment, the highway network, and the transit network to project future travel demand. The cost of the 2030 Plan transit needs alone is an estimated \$6.5 billion.

THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The Transportation Improvement Program (TIP) is a list of all transportation projects that are funded over a 5-year period. The projects within the TIP are cost-feasible, environmentally-friendly and consistent with community values. As with the LRTP, all modes of transportation are included in the TIP including: bicycle facilities, pedestrian provisions, public transit, roadways, bridges, aviation, seaport, rail, commuter rails and enhancement projects like landscaping and greenways.



CONGESTION MANAGEMENT SYSTEM (CMS)

The Congestion Management System (CMS) is a tool for monitoring and evaluating the performance of the county's transportation network that identifies and implements practical alternative solutions for transportation problems. It focuses on efforts to save time and money, improve air quality, and reduce adverse environmental impacts by planning short and medium range transportation network improvements to enhance mobility and reduce congestion.

The CMS plan is a set of congestion management strategies, organized by corridor, and further by recommended priority for implementation. The CMS plan includes cost estimates for each project presented for inclusion in the Transportation Improvement Program (TIP) priority list.



PUBLIC INVOLVEMENT PLAN (PIP)

The Broward County MPO created the Public Involvement Plan (PIP) to provide guidelines for establishing and maintaining optimum public involvement. Exemplary public involvement begins early in the planning process and continues throughout each stage of the process. By taking local community concerns into consideration, the public involvement process helps to avoid, minimize, and make appropriate adjustments for project impacts.



The MPO provides outreach activities to all communities in the transportation project planning areas, and places special emphasis on those communities which have been underrepresented and/or underserved. The development, adoption, and changes to the MPO plans and programs are subject to the PIP. Consequently, the MPO and its advisory committees review the public involvement

plan to ensure the planning process provides full and open access to all segments of the Broward County population.

TRANSIT DEVELOPMENT PLAN (TDP)



The Transit Development Plan (TDP) is prepared annually and guides the capital and operational improvements of the Broward County public transit system. The TDP includes prior accomplishments, revisions for the upcoming year, and financial projections. The TDP is prepared jointly by the Transportation Planning Division and the Broward County Mass Transit Division.



PERIOD HIGHLIGHTS

INTRODUCTION

MPO period highlights are examples of the increased emphasis the MPO has placed on creating environmentally friendly travel choices that ensure mobility, reduce energy consumption and connect multiple transportation modes. It is not economically feasible to only build more roads to meet suburban driver demands as the region grows. Therefore, the MPO selected appropriate projects and committed funding sources according to its five year Transportation Improvement Program (TIP) and Long Range Transportation Plan (LRTP) to realize a variety of multi-modal objectives.

The expansion of bicycle paths, recreational greenways, and public transit facilities, along with the implementation of an automated traveler information system are helping to move people and goods more efficiently. Additionally, the MPO funded multi-modal corridor studies to identify strategies to manage traffic congestion. Other period highlights for the MPO include awards for environmental excellence and an exemplary informational website.

511 TRAFFIC INFORMATION SERVICE



As a result of the MPO's support of the use of technology to improve transportation efficiency, a free traffic information service is now available for residents in Miami-Dade, Broward, and Palm Beach Counties. Implemented in July 2002 as part of the region's Intelligent Transportation System (ITS), the 511 Traffic and Traveler Information Service provides convenient, reliable, real-time traffic information throughout the tri-county area 24 hours a day, 7 days a week, covering almost 2000 miles of roadway. The free service can be accessed by dialing 511 from a BellSouth land line or from almost any cellular phone. In its first six months of operation, the 511 call service received a 96 % approval rating and averaged some 67,000 calls per month.

CENTRAL BROWARD EAST-WEST TRANSIT (I-595) STUDY

The Florida Department of Transportation has been conducting an Alternative Analysis to define a high performance transit alternative that provide mobility options to travelers in the highly traveled and congested I-595 corridor. The Alternatives Analysis is one of the early implementation steps of the I-595 Master Plan and is being performed as requested by the Metropolitan Planning Organization (MPO). The purpose of the study is to assess the large number of transit initiatives currently being considered in Central Broward County and to present a transit alternative that is technically feasible and acceptable by the public. The study is being conducted consistent with Federal Transit Administration (FTA) guidance and its "New Starts" process. Most recently, the MPO Board has approved the Locally Preferred Alternative (LPA) selecting Light Rail Transit (LRT) as the preferred technology for this project.

HOLLYWOOD/PINES BOULEVARD CORRIDOR STUDY

The Hollywood/Pines Boulevard Corridor Study is another important example of the MPO's multi-modal vision. This study has identified a mix of transportation improvements that would be most effective in moving goods and people efficiently through the corridor while balancing enhancements with available funding and community concerns. This study also examines the feasibility of inter-modal connections with the Tri-Rail Stations, Bus Transfer Stations, Airports, the Port, and other transportation facilities. The study area boundaries are US 1 to the East, Southwest 172nd Avenue to the West, Sheridan Street to the North, and Hallandale Beach Boulevard to the South. Final recommendations have been made based on participants input during the course of the study, feed-back obtained through presentations to the MPO Board and its advisory committees and an extensive public involvement program. The MPO Board has approved the use of Congestion Mitigation & Air Quality (CMAQ) funds to assist with the successful implementation of recommended strategies.

ENVIRONMENTAL EXCELLENCE

In April 2003, the Broward County MPO's Long Range Transportation Plan (LRTP) won the Federal Highway Administration's (FHWA) Environmental Excellence Award in the Non-motorized Transportation Category for ensuring that the needs of County residents are identified and addressed through interagency coordination, public participation and consensus-building within the community.



Transportation plan updates traditionally have emphasized roadway building plans for automobile traffic. The LRTP Year 2025 Plan Update, however, gives increased attention to non-automobile transportation modes including public transit, bicycle and pedestrian modes of travel. These transportation modes provide environmentally-friendly travel choices.

The Broward MPO was one of 12 winners selected from among 134 nominations in 38 competing states for the Environmental Excellence Award. "These models of excellence inspire commitment to environmental stewardship" said U.S. Transportation Secretary Norman Mineta. "Each defined in a new way, how we in transportation are architects of the future--visionaries for what can be achieved by working together to promote methods, processes and projects that protect and enhance the environment."

MPO WEB SITE AWARDED FOR EXCELLENCE

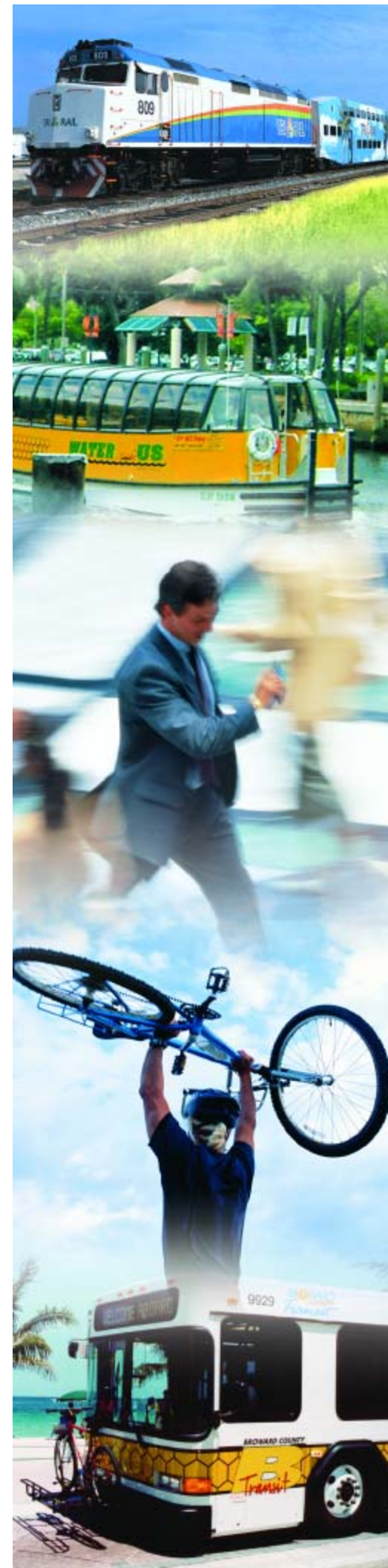
The National Association of County Information Officers (NACIO) has recognized the Broward County MPO's website, www.broward.org/mpo, with the NACIO Award of Excellence. NACIO recognized 10 award categories ranging from websites to news writing. The latest competition drew nearly 500 entries. The MPO website provides useful information in an easily accessible manner. It provides free transportation information, links to SunPass, South Florida Commuter Services, Water Taxi, and much more. The website also provides links to the County's aviation department, public transit division, and other transportation agencies. Additionally, the website offers the opportunity to participate in online surveys and to view and print quarterly newsletters.



BICYCLE AND PEDESTRIAN

For a transportation system to be successful, access for pedestrians and bicyclists is vital. Safe, convenient foot travel helps connect communities, neighborhood commercial areas and downtown districts. Therefore, the MPO has identified in the Cost Feasible Plan of the LRTP Year 2030 Plan Update bicycle and pedestrian projects that are stand alone projects. These projects were identified because they will not be constructed during a larger project, but will improve Bicycle Level of Service once constructed. Additionally, they are in areas that have more than fifty households with no access to an automobile.

The MPO has also provided approximately four million dollars towards the development of the municipal portions of the County's Greenway Master System, and has included the phase one greenway corridors, Dixie Highway and Griffin Rd./Orange Dr. in its 2030 Long Range Plan.



PEDESTRIAN ACTIVITIES

The Broward County Commission and the Metropolitan Planning Organization (MPO) has, in their respective goals and vision, stated their commitment to a Balanced Transportation System. Broward County MPO Resolution #89-8 set in motion the process to ensure that a pedestrian-oriented plan be incorporated into the multimodal planning approach to transportation. The pedestrian plan, developed for the 2030 LRTP update, is based largely on the guidelines that have been identified through other local plans and additional analysis, including:

- Analysis of missing sidewalks on arterial and collector roadways;
- Broward Greenways Plan;
- Schools with hazardous walking conditions;
- High pedestrian traffic generators including parks, libraries, and health/human/social service agencies;
- Sidewalk conditions along transit routes; and
- Dangerous mid-block crossings.



The following Broward County MPO programs introduce and emphasize the importance of Smart Growth concepts and Best Practices in Non-motorized transportation. These programs are consistent with the Pedestrian Plan for the Broward County Urban Area, and meet the requirements of the Transportation Equity Act of the 21st Century (TEA-21) of 1998.

SIDEWALK CONDITIONS AND TRANSIT AMENITY INVENTORY PROGRAM

The Sidewalk Conditions and Transit Amenities Inventory is part of a program by the Broward County MPO. This is an effort to assemble a countywide GIS database of existing conditions along transit routes for pedestrians and transit users. The information is used to identify deficiencies in the transportation network for these modes so that improvements can be programmed consistent with the 2030 Long Range Transportation Plan and the County Commission's initiative to enhance livability, particularly through improved facilities to support alternative transportation. The program includes an evaluation of the following: identifying where sidewalks exist, assessing the physical conditions of sidewalks, assessing access conditions along the transit routes, and identifying the existence and the quality of street lighting at bus stops. Through its Pedestrian Focus Group, the MPO's program has studied ten areas and currently has one underway.

SAFE WAYS TO SCHOOL PROGRAM



The Broward County MPO goal of the Safe Routes to School Program is to make streets safer for pedestrian and bicyclists along school routes, while encouraging both parents and their kids to take advantage of the many benefits of getting around on foot or bike. Annually, the Broward County School District prepares a hazardous walking conditions report. A technical report has been completed based on nine elementary schools, utilizing the hazardous walking conditions report. Safe Ways to School related projects were analyzed and evaluated including parent, teacher, and student surveys, identifying transportation related improvements and an inventory of prioritized projects. The report is currently being reviewed by Broward County Traffic Engineering and Broward County School Board Safety Department. The program and school survey also addresses:

- Sidewalk conditions inventory;
- Safety concerns of parents and students;
- School pool program;
- Encourages greater enforcement of traffic laws;
- Educating the public;
- Safe walking access to schools; and
- Exploring ways to create safer streets.

2004 FEDERAL CERTIFICATION REVIEW (MPO CERTIFICATION)

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) conduct triennial certification reviews of the various metropolitan planning organizations around the country. The certification process evaluates the MPO's transportation planning processes and reviews how well the MPO serves the Broward County community according to federal transportation planning guidelines. Successful certification is evidence of an effective MPO and ensures that the MPO maintains eligibility to receive federal transportation funds. The Broward County MPO underwent its most recent certification in February 2004.

CHILDREN'S OUTREACH PROGRAM

In an innovative way to reach all segments of the community with the MPO an outreach program has been introduced for elementary school aged children. The program was created in 2004 to engage and educate the future generations and their parents and families on how they can take part in the transportation planning process.



The Children's Outreach Program is designed to educate students through learning exercise modules that are interactive and fun. Buddy, an electronically operated car, works with a moderator to interact with the children. Through a PowerPoint presentation that includes two games about decision-making on a sidewalk for the school and jobs within the transportation industry, the students make choices to help Buddy and his two friends Chic and Egg. The children are each given a lunch bag and homework assignments to reinforce the subjects that were discussed during the program.



The Pilot Outreach Program was launched in 2004 at Dillard Elementary. Since this time, the MPO visited eight schools throughout Broward County including Pembroke Pines, Plantation, Ft. Lauderdale, Hollywood and Coral Springs with 50 students attending each program.



PUBLIC INVOLVEMENT

Public outreach efforts are an integral part of connecting with Broward County communities. When individuals understand the transportation planning process and how they can become involved, the process produces better policy decisions. Exemplary public involvement begins early in the planning process and continues throughout each of the planning stages to help to avoid, minimize and make adjustments for project impacts while providing the best transportation solutions.

During this reporting period, the MPO has increased public involvement efforts through a variety of community outreach venues including public meetings, public hearings, a mobile information station, website, quarterly newsletters (available by mail or online), surveys, informational, brochures, a media kit, media advertisements, and Public Service Announcements (PSA's). Recognizing the importance of convenience for the public, the MPO created

MPO Display Booth-

Linking Broward County Transportation Projects to the Community

the MPO Display Booth. MPO staff uses this booth extensively as they proactively go directly to the public-taking the message to the streets-where they live, work and play--to expand the opportunities for public input. The MPO has reached out for one-on-one contact with the public by exhibiting at many community events and festivals throughout the County. Many of the events were chosen with a special emphasis to reach the underserved citizens of Broward County. Some of these event opportunities were:

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| <i>Viva Broward</i> | <i>Pioneer Days</i> | <i>South Florida Senior Games</i> | <i>Broward County Fair</i> |
| <i>Florida Renaissance Festival</i> | <i>Calliope Fest</i> | <i>South Florida Disabilities Expo</i> | <i>Orange Blossom Festival</i> |
| <i>Pride Fest</i> | <i>Commuter Day</i> | <i>Fiesta Ft. Lauderdale</i> | <i>Education, Health & Business Expo</i> |
| <i>Cinco de Mayo</i> | <i>Earth Day</i> | <i>Transportation Choices Day</i> | |
| <i>War Memorial Job Expo & Fair</i> | <i>Kids Konnection</i> | <i>33rd Annual Seminole Tribe Festival</i> | |
| <i>Spring Fling/Lauderhill</i> | <i>Mango Festival</i> | <i>Kuumba on the Beach</i> | |



Opportunities for the public to express opinions, ideas, and suggestions include an MPO survey form in Spanish, Creole and English and a Transportation Questionnaire that requests for the public to rank transportation issues by priority. In 2003, the MPO staff gathered valuable feedback from more than 2,255 citizen surveys. This program will continue throughout coming years.





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