



AGENDA

Broward Metropolitan Planning Organization
Citizens' Advisory Committee
Wednesday, March 26, 2025 6:00 p.m.
**100 West Cypress Creek Road,
6th Floor, Suite 650
Fort Lauderdale, FL 33309-2181**

While Members should physically attend this meeting to satisfy quorum, to participate virtually, please click here to register and join the meeting:

https://us02web.zoom.us/webinar/register/WN_2xu0h8xTRoe7Ws8ww_AoUw

REGULAR ITEMS

(All Items Open for Public Comment)

1. Call to Order and Recognition of Quorum
2. Electronic Roll Call
3. **Approval of Minutes**
4. Approval of Agenda
5. Public Comments
Please submit to info@browardmpo.org at least 24 hours prior to the start of the meeting.

ACTION ITEMS

1. **MOTION TO RECOMMEND BROWARD MPO APPROVE the DRAFT Broward Safety Action Plan (BSAP) Executive Plan**

NON-ACTION ITEMS

1. **Roads for Economic Vitality (REV) Program Update**
2. **Report From Partner Agency - Florida's Turnpike Enterprise - Stirling Road (SR 848) and Florida's Turnpike (SR 91) at Milepost (MP) 52 Project Development & Environment (PD&E) Study**

COMMITTEE REPORTS - no discussion

1. Technical Advisory Committee (TAC) Actions of the February 26, 2025 Workshop
2. Due to a light agenda, the March 13, 2025 Broward Metropolitan Planning Organization meeting was canceled.

ADMINISTRATIVE ITEMS

1. Member Comments
2. 2025 Participation Record
3. MPO Acronyms: <https://browardmpo.org/data/acronyms>
4. Florida Department of Transportation's Public Hearing for Project Development and Environment (PD&E) Study of Interstate 95 (I-95/SR 9) From South of Hallandale Beach Boulevard (SR 858) to North of Hollywood Boulevard (SR 820) - April 3, 2025 & April 8, 2025

NEXT MEETING: APRIL 23, 2025

***MOTION TO ADJOURN**

* Motion Requested

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Carl Ema, Title VI Coordinator at (954) 876-0033/0052 or emac@browardmpo.org (or via Florida Relay at 711) at least seven days prior to the meeting.

For complaints, questions or concerns about civil rights or non-discrimination please contact: Carl Ema, Title VI Coordinator at the numbers or e-mail above.



Metropolitan Planning Organization

Regular Items 3.

Citizens' Advisory Committee (CAC)

Meeting Date: 03/26/2025

SUMMARY:

Approval of Minutes

Attachments

Minutes - December 4, 2024

Minutes - January 22, 2025

Minutes - February 26, 2025



MINUTES
Broward Metropolitan Planning Organization
Citizens' Advisory Committee
Wednesday, December 4, 2024 6:00 p.m.
100 West Cypress Creek Road,
6th Floor, Suite 650
Fort Lauderdale, FL 33309-2181

The video recording of this meeting and any reference documents can be found at:
<http://www.browardmpo.org/watch-archived-mpo-meetings>

Members Present:

Chair: Ken Reinhardt, American Association of Retired Persons (AARP)
Vice Chair: Gregory Gayle, City of Coconut Creek
District 1: Joao Brandao, City of Margate; Christine McKay, City of North Lauderdale
District 2: [Vice Chair Gayle]
District 3: Darren Badore, City of Plantation; Angelo Fernandez, City of Sunrise; Wallis Peterson, City of Oakland Park
District 4: Tom Lander, City of Hollywood
[Chair Reinhardt]
Justin Proffitt, Broward County School Board
Max Goldstein, Broward County Board of County Commissioners
Doris Span, Citizens' Advisory Committee appointment
Michael Smith, Citizens' Advisory Committee appointment
Dave Fletcher, Citizens' Advisory Committee appointment
Luz Negrón-Alvarez, Broward College
John Michael Perez, Rotary Club

MPO Staff Present

William Cross, Deputy Executive Director Planning and Programming
Juan Canez, Carl Ema, Peter Gies, Rebecca Schultz

A copy of the sign-in sheet identifying members of the public who were present is filed with the supplemental papers to the minutes of this meeting.

REGULAR ITEMS
(All Items Open for Public Comment)

1. Call to Order and Recognition of Quorum
The meeting was called to order at 6:00 p.m. and quorum of recognized.
2. Electronic Roll Call
Roll was taken electronically.

3. **Approval of Minutes - October 23, 2024**

Motion made by Dave Fletcher, **seconded by** Justin Proffitt to Approve

Electronic Vote: AYE: Luz Negrón-Alvarez, Justin Proffitt, Gregory Gayle, Ken Reinhardt, Joao Brandao, Wallis Peterson, Dave Fletcher, Christine McKay, Michael Smith, Max Goldstein, Angelo Fernandez, Darren Badore, John Michael Perez

13 - 0 Passed

4. Approval of Agenda

Motion made by Joao Brandao, **seconded by** John Michael Perez

Electronic Vote: AYE: Justin Proffitt, Gregory Gayle, Luz Negrón-Alvarez, Ken Reinhardt, Joao Brandao, Wallis Peterson, Dave Fletcher, Christine McKay, Michael Smith, Max Goldstein, Angelo Fernandez, Darren Badore, John Michael Perez

13 - 0 Passed

5. Public Comments
None.

CONSENT ITEMS

1. **MOTION TO RECOMMEND BROWARD MPO APPROVE Amendments to the Fiscal Year (FY) 2025 - 2029 Transportation Improvement Program (TIP):**
 - A. FM# 449819-2: SR-25/US27 from Miami-Dade/Bwd County Line (MP 0.00) to N of Griffin Rd (MP 7.08)
 - B. FM# 454486-1: Flamingo Road from NW 202nd Street to SR-84/New River Greenway

2. **MOTION TO RECOMMEND BROWARD MPO APPROVE Targets for the Federally Mandated Performance Measure Areas**

MOTION TO APPROVE Consent Items

Motion made by Dave Fletcher, **seconded by** Darren Badore

Electronic Vote: AYE: Justin Proffitt, Gregory Gayle, Luz Negrón-Alvarez, Ken Reinhardt, Joao Brandao, Wallis Peterson, Dave Fletcher, Christine McKay, Michael Smith, Max Goldstein, Angelo Fernandez, Darren Badore, John Michael Perez

13 - 0 Passed

ACTION ITEMS

1. **PUBLIC MEETING AND MOTION TO RECOMMEND BROWARD MPO APPROVE the Route to 2050 Metropolitan Transportation Plan (MTP)**

Peter Gies of MPO staff spoke on this item. Committee members discussed website accessibility. No members of the public spoke.

Motion made by John Michael Perez, **seconded by** Dave Fletcher to Approve

Electronic Vote: AYE: Luz Negrón-Alvarez, Tom Lander, Justin Proffitt, Gregory Gayle, Ken Reinhardt, Joao Brandao, Wallis Peterson, Dave Fletcher, Christine McKay, Michael Smith, Max Goldstein, Angelo Fernandez, Darren Badore, John Michael Perez

14 - 0 Passed

2. **MOTION TO RECOMMEND BROWARD MPO APPROVE the Florida Department of Transportation (FDOT) District Four Draft Tentative Work Program for Fiscal Year (FY) 2026 - 2030**

Peter Gies of MPO staff gave a presentation on this item. Victoria Peters of FDOT staff also gave a presentation on this item. Committee members discussed the item including rising project costs, ADA, bike lanes, fencing along railways, and truck parking. No members of the public spoke.

Motion made by Luz Negrón-Alvarez, **seconded by** Dave Fletcher to Approve

Electronic Vote: AYE: Luz Negrón-Alvarez, Tom Lander, Justin Proffitt, Joao Brandao, Ken Reinhardt, Wallis Peterson, Dave Fletcher, Christine McKay, Max Goldstein, Angelo Fernandez, Darren Badore

NAY: Gregory Gayle, Michael Smith

11 - 2 Passed

3. **MOTION TO RECOMMEND BROWARD MPO APPROVE the Florida’s Turnpike Enterprise (FTE) Draft Tentative Five-Year Work Program for Fiscal Year (FY) 2026 - 2030**

MOTION TO DEFER the FTE Draft Tentative Work Program FY 2026-2030

Motion made by Luz Negron-Alvarez, **seconded by** Dave Fletcher Approve

Electronic Vote: AYE: Luz Negron-Alvarez, Tom Lander, Justin Proffitt, Gregory Gayle, Ken Reinhardt, Joao Brandao, Wallis Peterson, Dave Fletcher, Christine McKay, Michael Smith, Max Goldstein, Angelo Fernandez, Darren Badore, John Michael Perez

14 - 0 Passed

Victoria Williams of FTE staff presented this item. Committee members discussed the item including the fact that the final document was not provided until a few hours prior to the meeting. No members of the public spoke.

4. **MOTION TO RECOMMEND BROWARD MPO APPROVE the Complete Streets and Other Localized Initiatives Program (CSLIP) Cycle 9 Priority List of Projects, Directing MPO Staff to Work with Florida Department of Transportation (FDOT) Staff on the Vetting and Programming of Viable Projects**

Kerrie MacNeil of MPO staff presented this item. Committee members discussed the item including public outreach and details on specific projects. No members of the public spoke.

Motion made by John Michael Perez, **seconded by** Luz Negron-Alvarez to Approve

Electronic Vote: AYE: Justin Proffitt, Gregory Gayle, Luz Negron-Alvarez, Tom Lander, Ken Reinhardt, Joao Brandao, Wallis Peterson, Dave Fletcher, Christine McKay, Michael Smith, Max Goldstein, Angelo Fernandez, John Michael Perez

13 - 0 Passed

NON-ACTION ITEMS

1. **Report from Partner Agency - Broward County Transit - Broward County Connects – PREMO Program Updates**

Tim Garling, BCT Deputy General Manager, presented this item. Committee members discussed the item including commuter rail, light rail, and high frequency buses. No members of the public spoke.

2. **Federal Discretionary Grants**

Due to timing, this item was moved to the next meeting.

3. **Report From Partner Agency - South Florida Regional Transportation Authority (SFRTA) - Transit Development Plan (TDP) Major Update**

Jessica Vargas of SFRTA staff presented this item. Committee members discussed the item including joint development opportunities, upgrading signalization, and parking at stations. No members of the public spoke.

COMMITTEE REPORTS - no discussion

1. **Technical Advisory Committee (TAC) Actions of the October 23, 2024 Meeting**

2. **Broward Metropolitan Planning Organization Actions of the November 14, 2024 Meeting**

ADMINISTRATIVE ITEMS

1. Member Comments
None.

2. **2024 Participation Record**

3. MPO Acronyms: <https://browardmpo.org/data/acronyms>

4. **Publishing of the Annual Listing of Obligated Projects for the Federal Fiscal Year (FFY) 2024**

5. **Notice of Administrative Modification to the Fiscal Year (FY) 2025 - 2029 Transportation Improvement Program (TIP)**

6. **Notification of Proposed Work Program Amendment to the FY 24/25-28/29 Adopted Work Program - 2025-07**

7. **Safe Streets Summit - February 6 - 7, 2025: [Click Here](#) to Register**

8. 2024 United States Department of Transportation
Annual: <https://transportationannual.com/2024/>

The meeting was adjourned at 8:45 p.m.

NEXT MEETING: JANUARY 22, 2025

Motion made by Joao Brandao, **seconded by** Dave Fletcher **MOTION TO Adjourn**

Electronic Vote: AYE: Luz Negrón-Alvarez, Justin Proffitt, Ken Reinhardt, Joao Brandao, Wallis Peterson, Dave Fletcher, Christine McKay, Michael Smith, Max Goldstein, Angelo Fernandez, John Michael Perez

NAY: Tom Lander

11 - 1 Passed

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Members Present:

Chair: Ken Reinhardt, American Association of Retired Persons (AARP)
Vice Chair: Gregory Gayle, City of Coconut Creek
District 1: Joao Brandao, City of Margate; Christine McKay, City of North Lauderdale
District 2: [Vice Chair Gayle]
District 3: Bob Schankweller, City of Lauderhill; Darren Badore, City of Plantation;
Angelo Fernandez, City of Sunrise; Wallis Peterson, City of Oakland Park
District 5: Debon Campbell, City of Miramar; Frank Vidal, Town of Davie
[Chair Reinhardt]
Marc Fermanian, Broward County Board of County Commissioners
Max Goldstein, Broward County Board of County Commissioners
Doris Span, Citizens' Advisory Committee appointment
Michael Smith, Citizens' Advisory Committee appointment
Sheldon Riles, Broward College
Patience Cohn, Marine Industries Association of South Florida (MIASF)

MPO Staff Present

James Cromar, Carl Ema, Peter Gies, Miguel Perez, Fazal Qureshi, Rebecca Schultz

A copy of the sign-in sheet identifying members of the public who were present is filed with the supplemental papers to the minutes of this meeting.

The workshop began at 6:00 p.m.

WORKSHOP ITEMS

1. **Report From Partner Agency - Florida Department of Transportation (FDOT) - Interstate 95 (I-95/SR 9) Project Development and Environment (PD&E) Study**

Leslie Wetherell of FDOT staff presented this item. Committee members discussed the item including service lanes, signalization, acquisition of commercial property, and impacts to Tri-Rail. No members of the public spoke.

2. **Broward Safety Action Plan (BSAP) Update**

James Cromar of MPO staff presented on this item. Committee members discussed the item including data utilized in the study, the terminology of a "crash", lighting, mid-block crossings, and speeding. No members of the public spoke.

3. **Report from Partner Agency - Broward County - Low Stress Multimodal Mobility Network Master Plan**

Josette Severyn, representing the Broward County Mobility Advancement Program, presented this item. Committee members discussed the item including community makeup, cost estimates for the projects, and long-distance commuting. No members of the public spoke.

COMMITTEE REPORTS - no discussion

1. **Technical Advisory Committee (TAC) Actions of the December 4, 2024 Meeting**

2. **Broward Metropolitan Planning Organization Actions of the December 12, 2024 Meeting**

ADMINISTRATIVE ITEMS

1. Member Comments

Chair Reinhardt made comment on free online courses provided by Rutgers University on transportation systems from the federal to the local levels. Additional resources are also available on YouTube from various MPOs.

2. Public Comments

None.

2. **2024 Participation Record**

3. MPO Acronyms: <https://browardmpo.org/data/acronyms>

4. **Notification of Proposed Work Program Amendments to the Fiscal Year (FY) 24/25-28/29 Adopted Work Program**

5. **Florida's Turnpike Mainline/SR 91 Transportation System Management and Operations (TSM&O) Add Lanes Project from the Sawgrass Expressway/SR 869 to Glades Road/SR 808 - Newsletter**

The workshop concluded at 7:28 p.m.

NEXT MEETING: FEBRUARY 26, 2025

For complaints, questions or concerns about civil rights or nondiscrimination; or for special requests under the Americans with Disabilities Act, please contact: Carl Ema Title VI Coordinator at (954) 876-0052 or emac@browardmpo.org



MINUTES
Broward Metropolitan Planning Organization
Citizens' Advisory Committee
Wednesday, February 26, 2025 6:00 p.m.
Virtual Workshop

The video recording of this meeting and any reference documents can be found at:
<http://www.browardmpo.org/watch-archived-mpo-meetings>

Members Present:

Chair: Ken Reinhardt, American Association of Retired Persons (AARP)
Vice Chair: Gregory Gayle, City of Coconut Creek
District 1: Joao Brandao, City of Margate; Christine McKay, City of North Lauderdale
District 2: [Vice Chair Gayle]
District 3: Bob Schankweller, City of Lauderhill; Wallis Peterson, City of Oakland Park
District 4: Tom Lander, City of Hollywood
District 5: Frank Vidal, Town of Davie
[Chair Reinhardt]
Doris Span, Citizens' Advisory Committee appointment
Michael Smith, Citizens' Advisory Committee appointment
Sheldon Riles, Broward College
Patience Cohn, Marine Industries Association of South Florida (MIASF)
Rosana Cordova, Smart Growth Partnership

MPO Staff Present

William Cross, Deputy Executive Director Planning and Programming
James Cromar, Carl Ema, Peter Gies, Miguel Perez, Fazal Qureshi, Rebecca Schultz,
Jennipher Tucy

A copy of the sign-in sheet identifying members of the public who were present is filed with the supplemental papers to the minutes of this meeting.

The workshop began at 6:00 p.m.

WORKSHOP ITEMS

(All Items Open for Public Comment)

1. **Federal Discretionary Grants**

Jennipher Tucy of MPO staff presented this item. There was no discussion on the item by the committee members that were present. No members of the public spoke.

2. **DRAFT Broward Safety Action Plan (BSAP) Executive Plan**

James Cromar of MPO staff presented this item. Committee members discussed the item including bus stops, midwalk crossings, and clarity on the map legend. No members of the public spoke.

COMMITTEE REPORTS - no discussion

1. **Technical Advisory Committee (TAC) Actions of the January 22, 2025 Workshop**
2. **Broward Metropolitan Planning Organization Actions of the February 13, 2025 Meeting**

ADMINISTRATIVE ITEMS

1. Public Comments
None.
2. Member Comments
None.
3. **2025 Participation Record**
4. MPO Acronyms: <https://browardmpo.org/data/acronyms>
5. **Notice of Broward Variance Report Between the Fiscal Year (FY) 2025–2029 Transportation Improvement Program (TIP) and the FY 2026–2030 Draft Tentative Work Program (DTWP)**

The workshop concluded at 6:35 p.m.

NEXT MEETING: MARCH 26, 2025

For complaints, questions or concerns about civil rights or nondiscrimination; or for special requests under the Americans with Disabilities Act, please contact: Carl Ema Title VI Coordinator at (954) 876-0052 or emac@browardmpo.org.

Citizens' Advisory Committee (CAC)

Meeting Date: 03/26/2025

REQUESTED ACTION:

MOTION TO RECOMMEND BROWARD MPO APPROVE the DRAFT Broward Safety Action Plan (BSAP) Executive Plan

WHAT THIS ACTION ACCOMPLISHES:

Approval of this item will open the path for local agency partners in Broward County to apply for Safe Streets and Roads for All (SS4A) Implementation Grant funding during the 2025 funding cycle.

SUMMARY EXPLANATION/BACKGROUND:

The Infrastructure Investment and Jobs Act (also referred to as the Bipartisan Infrastructure Law) established the Safe Streets and Roads for All (SS4A) Discretionary Grant Program and appropriated funds from the United States Department of Transportation (USDOT) to implement the Program. The funds provide Federal financial assistance to support local initiatives that prevent deaths and serious injury on roads and streets. The Broward MPO and Broward County Government jointly applied for the SS4A Grant and received a \$5 million grant award from USDOT to develop the Broward Safety Action Plan (BSAP).

Applicants for SS4A Implementation Grant funds must have an eligible Action Plan to qualify to apply for SS4A funds for the implementation of safety improvements. The 2024 Notice of Funding Opportunity for SS4A funding states that eligibility includes, "An official public commitment (e.g., resolution, policy, ordinance) by a high-ranking official and/or governing body (e.g., Mayor, City Council/ City Commission, Tribal Council, metropolitan planning organization [MPO], Policy Board) to an eventual goal of zero roadway fatalities and serious injuries." Since the BSAP addresses safety for the entire Broward region, an approved Plan will allow local partners to apply for SS4A Implementation Grant funding during the 2025 funding cycle.

In April, MPO staff will seek Board approval of the DRAFT BSAP Executive Plan, found in Attachment 1. Following Board approval, staff will continue to refine the project, policy, and program recommendations and return to the Board at a later date with any updated information.

At the upcoming meeting, MPO staff will present on the BSAP Executive Plan document and address any questions or comments. To review the DRAFT BSAP Executive Plan, please see Attachment 1. For the PowerPoint presentation, please see Attachment 2.

MPO STAFF RECOMMENDATION(S):

MPO staff recommends ***approval*** of the motion to recommend Broward MPO approve the DRAFT Broward Safety Action Plan (BSAP) Executive Plan.

ADDITIONAL INFORMATION/PREPARER:

If you have any questions about this item, please contact James Cromar, Deputy Executive Director, at (954) 876-0038 or cromarj@browardmpo.org.

Attachments

1. DRAFT Broward Regional Comprehensive Safety Action Plan EXECUTIVE PLAN
 2. Broward Safety Action Plan (BSAP) - PowerPoint Presentation
-

DRAFT

Broward Regional Comprehensive Safety Action Plan **EXECUTIVE PLAN**

March 2025

SAFE STREETS 4 BROWARD

Powered by The Broward MPO & Broward County



LETTER FROM BROWARD MPO EXECUTIVE DIRECTOR GREG STUART



Dear Broward County Residents,

Our streets should be safe for everyone - whether you're commuting to work, attending school, or simply running errands. Yet in 2024, Florida saw **2,828** lives lost in motor vehicle crashes, with **over 190** of these tragedies happening right here in Broward County. Between 2018 and 2022, **4,832** people were killed or seriously injured in traffic crashes in Broward County. These are not just numbers; the numbers represent our neighbors, friends, and family. Every traffic fatality is preventable, and every serious injury is unacceptable.

The Broward Metropolitan Planning Organization (MPO) and Broward County Government have taken a critical step toward change. With a \$5 million grant from the U.S. Department of Transportation's Safe Streets and Roads for All (SS4A) program, including a match of \$1.25 million in local funding. We are committed to creating a safer future for every resident.

We are proud to introduce the 2025 Broward Regional Comprehensive Safety Action Plan (BSAP), a bold, data-driven strategy to end severe and fatal crashes in our county. This plan uses national best practices and in-depth analysis to pinpoint high-risk areas and prioritize solutions. It will guide transportation policies, programs, and investments to achieve our ultimate goal: zero traffic deaths and serious injuries by 2050.

Set to be adopted in April 2025, the BSAP is a living framework that will evolve through annual performance reviews to ensure steady progress. By focusing on affordable, high-impact interventions, we are paving the way for meaningful change.

Key Outcomes of the 2025 Safety Action Plan:

- Eight (8) focus plans with focused actions to address critical safety issues.
- Policy and program recommendations to promote safer streets and increased mobility.

- A prioritized list of capital projects, ready to secure funding from federal grants, local sources and MPO initiatives.

Key Lessons from Safety Analysis:

- Target speeds are crucial to safer streets. Strategies to achieve safer speeds include redesigning streets integrated with redundant speed management and speed reduction technology.
- Safer transit connectivity can be realized by aligning transit stops with holistic crosswalk infrastructure.
- Proactive lighting maintenance while updating lighting infrastructure to meet latest standards increases visibility and reduces risk at night.
- The high-injury and high-risk networks informed the prioritization of projects.

The 2025 BSAP builds on years of collaboration and ongoing efforts to identify and address Broward County's high-risk streets. This plan serves as a roadmap for implementing real-world solutions that save lives and reduce injuries across our community.

We cannot do this alone. The Broward MPO will continue to partner with local, state, and federal stakeholders to secure resources, implement projects, and engage with the community. Together, we can create a vibrant, thriving Broward County where safe mobility is a reality for everyone.

Let's make our streets a place for living, not losing lives.

Sincerely,

Greg Stuart

Executive Director, Broward MPO



BROWARD SAFETY ACTION PLAN COMMITTEE MEMBERS

BSAP TECHNICAL WORKING GROUP

- **Mustafa Albassam**, City of Tamarac, City Engineer
- **Rasem Awwad**, Broward County, Traffic Engineering Division Director
- **Carmello Carazzotolo**, Broward County, Traffic Eng. Div. Asst. Director
- **Deserene Curry**, Broward Health North
- **Amanda Christon**, Broward MPO, Transit Manager
- **Claudette De Los Santos**, FDOT D4, Bicycle, Pedestrian Coordinator
- **Darby Delsalle**, Broward County Urban Planning Division, Asst. Director
- **Leah DeRiel**, City of Miramar, Assistant City Engineer
- **Glennika Gordon**, Broward County Public Schools, Planner
- **Richardo Gutierrez**, Broward MPO, Mobility Manager
- **Romary Justafort**, Broward County, Transit Senior Planner
- **Ronald Kareiva**, FDOT District 4, Concept Development Supervisor
- **Sacha Lovello**, Broward Health North
- **Kerrie MacNeil**, Broward MPO, Senior Planner
- **Sierra Marrero**, City of Oakland Park, Interim Director of Eng. and Bldg Services
- **Mike Melendez**, FDOT District, FDOT Bike/Peds/Complete Streets
- **Todd Michael**, Broward County Sheriff, Sergeant
- **Christina Miskis**, SFRPC, Principal Planner
- **Rick Mitinger**, City of Hollywood, Transportation Engineer
- **Maqsood Nasir**, City of Lauderdale Lakes, Eng. & Construction Mgmt. Director
- **Jonathan Overton**, FDOT District 4, District Traffic Operations Engineer
- **Antigone Peebles**, Broward County Transit, Planner
- **Eric Power**, City of Deerfield Beach, Planning & Development Services Director
- **Scott Peterson**, FDOT District 4, District Design Engineer
- **Christopher Restrepo**, Broward MPO, Senior Planner
- **Michael Righetti**, City of Coconut Creek, Senior Project Manager
- **Anthony Rosa**, Seminole Tribe of Florida, Assistant Police Chief
- **Paula Scott**, SFRTA, Transportation Planning Manager
- **Josette Severyn**, Broward County, Multimodal Mobility Projects Administrator
- **Rajendran Shanmugam**, Broward County, Senior Traffic Engineer
- **Rachele Solomon**, Memorial Healthcare System, Injury Prevention/ Safe Kids

- **Richard Tornese**, Broward County, Highway Const. & Eng. Division Director
- **Scott Thurman**, Broward County, Highway Const. & Eng. Senior Project Manager
- **Cecilia Villoria**, CHA, Senior Principal Engineer VII
- **Kent Wallia**, FDOT District 4, Planning Supervisor
- **Karen Warfel**, City of Fort Lauderdale, Transportation Planning Manager
- **Yujing (Tracey) Xie**, FDOT District 4, District Safety Engineer
- **Natalie Yesbeck**, South Florida Regional Transportation Authority (SFRTA)

BSAP OVERSIGHT COMMITTEE

- **Barbara Bateman**, FL Dept of Health, Exec. Comm. Health Nursing Director
- **Loraine Cargill**, South Florida Regional Transportation Authority (SFRTA)
- **Sean Dinneen**, City of Sunrise, Assistant City Manager
- **Maximiliano Goldstein**, Better Streets Broward, Chemical Engineer
- **Daniela Herrera**, City of Tamarac, Assistant City Engineer
- **Nadine Gregoire Jackson**, CareerSource Broward, One Stop Operator
- **Katie Kehres**, FDOT District 4, District Safety Administrator
- **Colleen LaPlant**, Becker & Poliakoff, P.A., Government Administrator
- **Gregory Lees**, Broward County Sheriffs Office, Major, Special Operations Bureau
- **Milos Majstorovic**, City of Fort Lauderdale, Transportation & Mobility Director
- **Carole Morris**, City of Plantation, Assistant City Administrator
- **Ken Reinhardt**, AARP
- **Juan Saavedra**, Greater Fort Lauderdale Alliance, Manager
- **Thomas Steinkamp**, Broward Medical Examiner, Chief of Investigative Services
- **Nademeh Vega**, Davie Fire Rescue Department, Community Provider
- **Marianne Winfield**, Smart Growth America
- **Natalie Yesbeck**, South Florida Regional Transportation Authority (SFRTA)
- **Alison Zerbe**, Broward County, Trauma Agency Manager
- **Salvador Zuniga**, City of Miramar, City Engineer

BSAP LEADERSHIP

- **James Cromar**, Broward MPO, Project Manager/ Deputy Executive Director
- **Fazal Qureshi**, Broward MPO, Deputy Project Manager/Senior Engineer
- **Tony Hui**, Broward County, Project Manager/ Assistant Director of Public Works
- **Min-Tang Li**, Broward County, Deputy Project Manager/Senior Traffic Engineer

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28	REPORTING PROGRESS

SS4A Self-Certification Eligibility Checklist

This document responds directly to the requirements of the SS4A Grant checklist.

#1: Leadership Commitment and Goal Setting Refer to pages i, 2	✓
#2: Planning Structure Refer to pages ii, 27	✓
#3: Safety Analysis Refer to pages 4-6	✓
#4: Engagement and Collaboration Refer to page 27	✓
#5: Demographic Considerations Refer to page 7	✓
#6: Policy and Process Changes Refer to pages 17-26	✓
#7: Strategy and Project Selections Refer to pages 2-3, 7, 19-26	✓
#8: Progress and Transparency Refer to page 28	✓
#9: Action Plan Date Refer to cover page	✓

INTRODUCTION

Every week in Broward, **four people are killed** and another **eighteen are seriously injured** in traffic related crashes.

These fatal and severe crashes are preventable. Vision Zero started in Sweden in 1997 with the core principle to achieve zero traffic fatalities and serious injuries through a holistic approach to road safety. Since then, communities around the world are taking action and seeing dramatic results. Learning from these lessons, we must now take action to achieve safer streets in the Broward region.

The **Broward Metropolitan Planning Organization (MPO)** and **Broward County Government** collaboratively secured a \$5 million grant from the United States Department of Transportation’s **Safe Streets and Roads for All (SS4A)** program to create a **Broward Regional Comprehensive Safety Action Plan (Broward Safety Action Plan/BSAP)** which emphasizes data-driven methods to identify high-risk locations and apply targeted interventions to reduce all **killed and serious injury (KSI)** crashes in Broward County to zero.

Our goal is ending death and serious injury on our streets by 2050. It is ambitious. Yet, it inspires the framework needed to align our region funding with safety priorities. **Our duty is to protect the public by taking action for safer streets.**

This action plan is for Broward County, including the County and all 31 municipalities, which is home to nearly **2 million residents**, and receives approximately **10,000 new residents** and **14 million visitors** annually.

The Broward Safety Action Plan will provide a data-driven, action-oriented plan to reduce severe injuries and fatalities to zero in Broward County within the **three objectives**:

- 1 **Create an Action Plan with defined goals to improve safety for all street users.**
- 2 **Identify projects and prepare them for funding and implementation.**
- 3 **Identify policies and programs to increase safety for street users and prevent deaths and serious injuries.**

SAFETY OUTCOMES IN DIFFERENT COUNTRIES



APPROACH TO ZERO

The Safe System Approach is grounded in the belief that no loss of life is acceptable, and that while all crashes may not be preventable, fatal and serious injury crash are preventable. This approach focuses on designing road systems that account for human error while requiring a concerted effort from all levels of government and the community to prioritize safety.

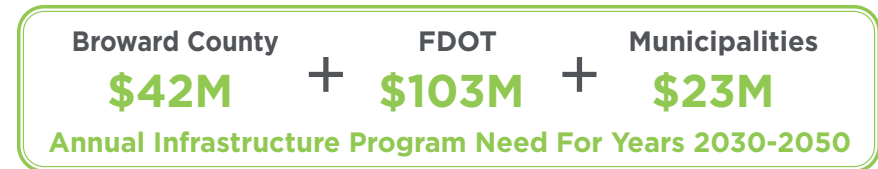


Based on historical crash data from 2018 through 2022, Broward County is trending at 2% crash reduction rate annually. At that rate, it will take us 406 years to achieve zero. **This is unacceptable.**

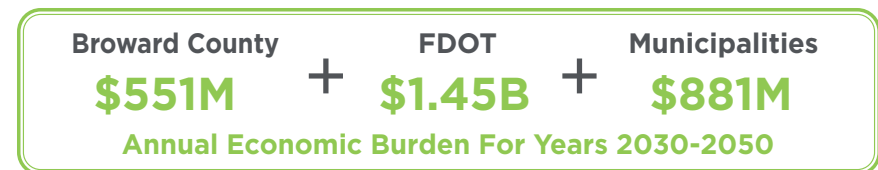
Broward MPO and Broward County Government commit to zero killed and serious injury crashes by year 2050.

This regional commitment includes all partners - Florida Department of Transportation (FDOT), Broward County Government and 31 municipalities working together to achieve zero. To estimate resources needed for reaching to this goal, an analysis of the resources needed for planning, designing, and reconstructing our network to support safer streets was completed.

Using current infrastructure pricing and best practices to build safer streets infrastructure, approximately \$1.5 million per lane mile was estimated to address program needs per jurisdiction:



The annual cost to our community was calculated based on the FDOT Annual Average Crash Cost for fatal and serious injury (incapacitating injury) crashes. The average annual crash cost for a killed or serious injury is estimated at \$2,941,368. Crash costs include medical care, emergency services, lost wages, insurance, congestion impacts, as well as a monetization of the emotional toll on community. Based on 5-years of KSI crashes (2018 -2022), the annual KSI rate is 966 KSI crashes per year and the KSI crash distribution is 51% FDOT, 18% Broward County, and 31% Municipalities. Using these factors, the annual cost to our communities would be approximately:



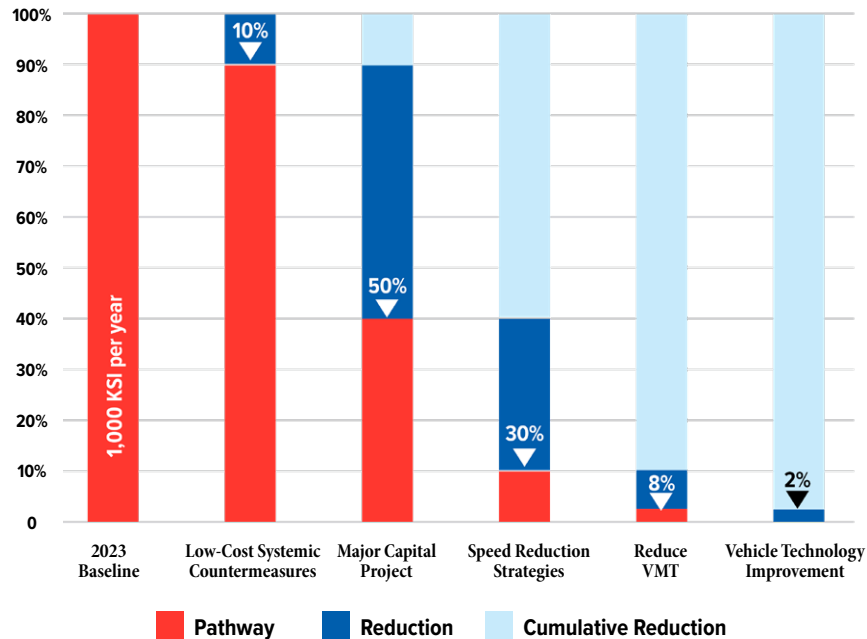
APPROACH TO ZERO

As we set forth on our goal of **zero deaths and serious injuries by 2050**, the Broward agencies will seek all opportunities to leverage local resources with state and federal grants, and seek local funding through MPO and MTP initiatives to keep pursuing a better Broward through safer streets.

Approximately 1,000 killed and serious injury crashes happen in Broward County every year, so there is much work to be done. A holistic, Safe System Approach with parallel action on several paths will create exponential progress toward reaching our unified safety goals. Practitioners across Broward have a shared responsibility to achieve safer streets through all phases of implementation—maintenance, operations, planning, design, and construction.

This holistic approach includes a multitude of strategies working together to achieve an annual reduction in severe crashes. Low-cost systemic countermeasures include signing, striping, signal operations, and LED lighting replacements. Major capital projects will be programmed for design and construction to create self-enforcing safe streets; speed reduction strategies include enforcement personnel and camera technology, signing, speed markings, and traffic calming programs; reduced vehicle miles traveled (VMT) created by urban mixed-use development will reduce risk exposure by reducing trip lengths; and vehicle technology happening at federal/private industry will advance safety for users. All these elements work together to reduce the risk on our transportation network systemically to achieve our regional safety goals.

PATH TO ZERO FATALITIES

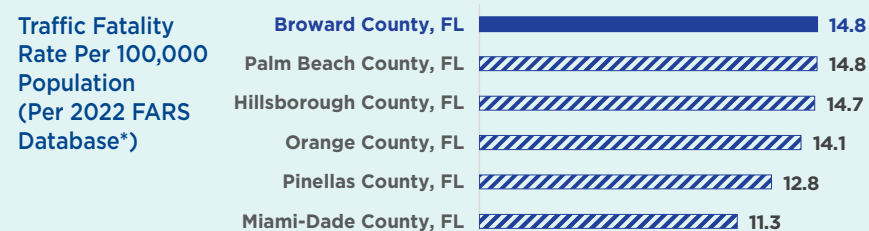


Our safety commitment starts today by eliminating the phrase “car accident” from our vocabulary. This word choice implies that nothing could have been done to prevent a crash. By using the word **“crash” not “accident”**, we acknowledge a reason for that crash and demand solutions. By proactively asking why crashes are happening, we can work proactively to prioritize transportation safety.

This Broward Safety Action Plan provides a framework to align the resources to ingrain safety into all processes to ensure that saving lives on our streets is at the forefront of all we do. All new projects in Broward will utilize the Safe System Approach and utilize the associated Safe Streets Design Manual. This approach guides a new era of designing streets in Broward.

SAFETY ANALYSIS

Using a data-driven approach to eliminate severe crashes is the foundation for success towards zero deaths. The safety analysis shows that Broward has one of the highest fatality rates compared with some of the most populous counties in Florida at **14.8** fatal crashes per 100,000 population.



*Fatality Analysis Reporting System (FARS), National Highway Traffic Safety Administration

A countywide safety analysis was completed using Signal Four Analytics crash data for the most recent five years, January 2018 through December 2022. A total of 300,971 crashes resulted in **5,743 killed and serious injury (KSI) crashes** on all roads. This plan focuses on non-limited access streets, so excluding our limited access freeways (I-95, I-75, I-595, Florida's Turnpike, and Sawgrass Expressway). On surface streets, a total of **250,729** crashes resulted in **4,832** KSI crashes. Analysis of these killed and serious crashes shows:

KSI is killed or serious injury.

“**Serious injury**” means an bodily injury to a person, including the driver, which consists of a physical condition that creates a substantial risk of death, serious personal disfigurement, or protracted loss or impairment of the function of a bodily member or organ.

- **969 Fatal Crashes** resulting in **1,014** deaths.
- **3,863 Serious Injury Crashes** resulting in **4,702** serious injuries.
- Economic cost for all crashes are **\$22.8 Billion**. **KSI Crashes** account for only **2%** of all crashes, but have an economic impact of **\$14.8 Billion**.

- KSI by Mode:**
- **Vehicle: 97%** of total crashes resulting in **64%** of KSI crashes
 - **Pedestrian: 1%** of total crashes resulting in **16%** of KSI crashes
 - **Bicycle: 1%** of total crashes resulting in **5%** of KSI crashes
 - **Motorcycle: 1%** of total crashes resulting in **15%** of KSI crashes

- Factors noted in KSI crash report (multiple factors):**
- **5% Alcohol-related**
 - **2% Drug-related**
 - **7% Speeding**
 - **10% Aggressive Driving**
 - **9% Distracted Driving**
 - **10% Hit and Run**

- KSI Road Conditions:**
- **89% Dry**
 - **11% Wet**

- KSI Lighting Conditions:**
- **53% Daylight**
 - **37% Dark (Lighted)**
 - **3% Dusk**
 - **5% Dark (Not Lighted)**
 - **2% Dawn**

- KSI Crashes by Posted Speed:**
- **< 25 MPH: 82%** of streets yields **11%** of KSI crashes
 - **30-40 MPH: 10%** of streets yields **30%** of KSI crashes
 - **45-50 MPH: 7%** of streets yields **57%** of KSI crashes
 - **> 55 MPH: 1.3 %** of streets yields **2%** of KSI crashes

- KSI by Number of Lanes:**
- **3 lanes or less: 89%** of streets yields **21%** of KSI crashes
 - **4-5 lanes: 7%** of streets yields **27%** of KSI crashes
 - **6 lanes or more: 4%** of streets yields **52%** of KSI crashes

- KSI by Traffic Volume:**
- **< 15k vehicles per day: 90%** of streets yields **24%** KSI crashes
 - **15k to 30k vehicles per day: 5%** of streets yields **22%** KSI crashes
 - **> 30k vehicles per day: 4%** of streets yields **53%** of KSI crashes

A high-injury network (HIN) and high-risk network (HRN) were developed using this crash analysis. The HIN is a collection of streets where a disproportionate number of crashes occurred and resulted in someone being killed or severely injured (KSI) in the past. The HRN identifies roadway corridors with similar characteristics to the HIN to inform proactive mitigation to risk factors. These maps are included on **page 6** and the methodology for integration into the prioritization process is outlined on **page 7**.

SAFETY ANALYSIS

OVERVIEW

The Safety Analysis, based on crash data from January 2018 through December 2022, aimed to understand crash history, trends, and develop High-Injury and High-Risk Networks in Broward County. Over the 5-year analysis period, **300,971** total traffic crashes were reported in Broward County, **5,743** of which resulted in persons being killed or seriously injured; these severe crashes are referred to as KSI crashes. This analysis focused on the streets, excluding our limited access highways- I-95, I-75, I-595, Florida Turnpike, and Sawgrass Expressway. Excluding those highways, Broward County reported **250,729** total crashes on surface streets including **4,832** KSI crashes.

This analysis was crucial in shaping the **Broward Safety Action Plan** with a goal to significantly reduce and eliminate severe crashes in the future.

5,716

300,971 total crashes resulted in **5,716** KSI crashes (people killed or seriously injured.)

300,971 Total Crashes in Broward County. Of **300,971** total crashes in Broward County, **83%** occurred on surface streets. **16%** occurred on limited access facilities.

FAST FACT



Vulnerable road users

include pedestrians, cyclists, motorcyclists, and other non-motorized road users who are at greater risk of injury in traffic collisions due to their lack of protection compared to vehicle occupants.

Of the **4,832** KSI crashes in Broward County, **21%** resulted in a fatality. That's about 1 in 5.



■ Crashes Involving Cars or Trucks (97%)
■ Other (3%)



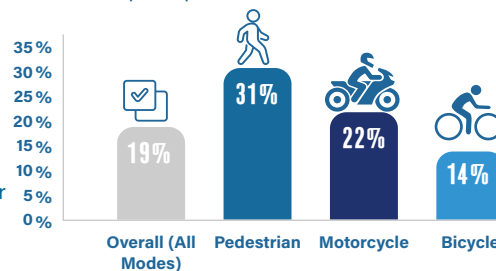
■ KSI Crashes involving Cars or Trucks (64%)
■ Other (36%)

Car and truck crashes made up the majority of both overall crashes and KSI crashes. "Other" includes bicyclists, pedestrians, and motorcyclists.

However, **crashes involving pedestrians, bicyclists, or motorcyclists carried a disproportionately higher risk of death or serious injury.**



The hours between 6pm and 9pm account for the highest percentage of severe crashes at 19%. Breakdown of KSI crashes by mode for the hours between 6pm- 9pm below.



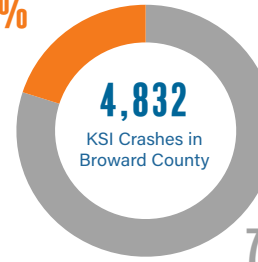
FINDINGS

All crashes referenced below occurred on **surface streets**.



Every week, **4 people were killed** and 18 people were seriously injured in Broward.

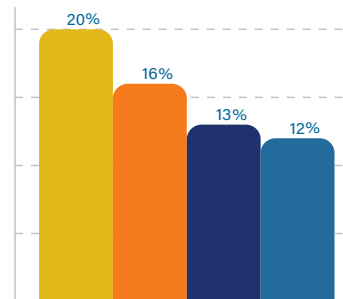
21%



■ KSI Crashes
■ KSI Crashes Resulting in Fatality (Fatal Crashes)



Top KSI Crash Types



■ Left-Turn ■ Pedestrian
■ Rear-End ■ Off Road



■ % of Overall Crashes involving people outside vehicles
■ % of Fatal Crashes involving people outside vehicles

KSI Crashes by Travel Mode

26% Pedestrian KSI Crashes

Of **2,893** pedestrian crashes (only **1%** of total crashes), **26%** resulted in a KSI crash.

24% Motorcycle KSI Crashes

Of **2,994** motorcycle crashes (only **1%** of total crashes), **24%** resulted in a KSI crash.

11% Bicycle KSI Crashes

Of **2,354** bicycle crashes (only **1%** of total crashes), **11%** resulted in a KSI crash.

1% Motor Vehicle KSI Crashes

Of **242,488** of crashes involving only motor vehicles (**97%** of total crashes), **1%** resulted in a KSI crash.

53%



Streets with over **30,000** vehicles per day accounted for **53%** of KSI crashes.

35%



Crashes involving pedestrians, bicycles, and motorcycles reflect about **2%** of overall crashes but account for **35%** of all KSI crashes.

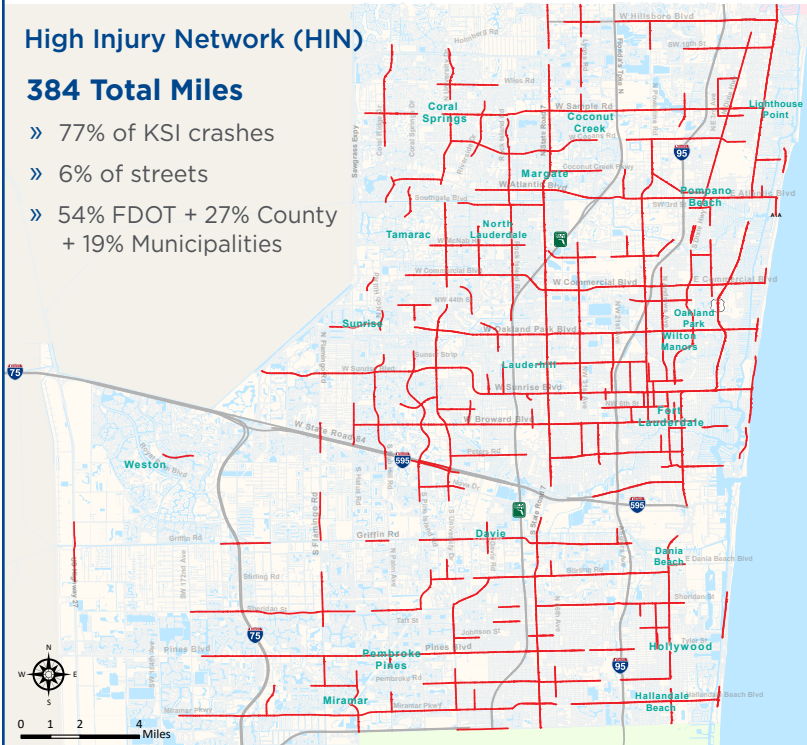
High Injury Network (HIN) and High Risk Network (HRN)

High Injury Network (HIN) is a method for network screening to identify street corridors and intersections with a **history** of severe crashes.

High Injury Network (HIN)

384 Total Miles

- » 77% of KSI crashes
- » 6% of streets
- » 54% FDOT + 27% County + 19% Municipalities

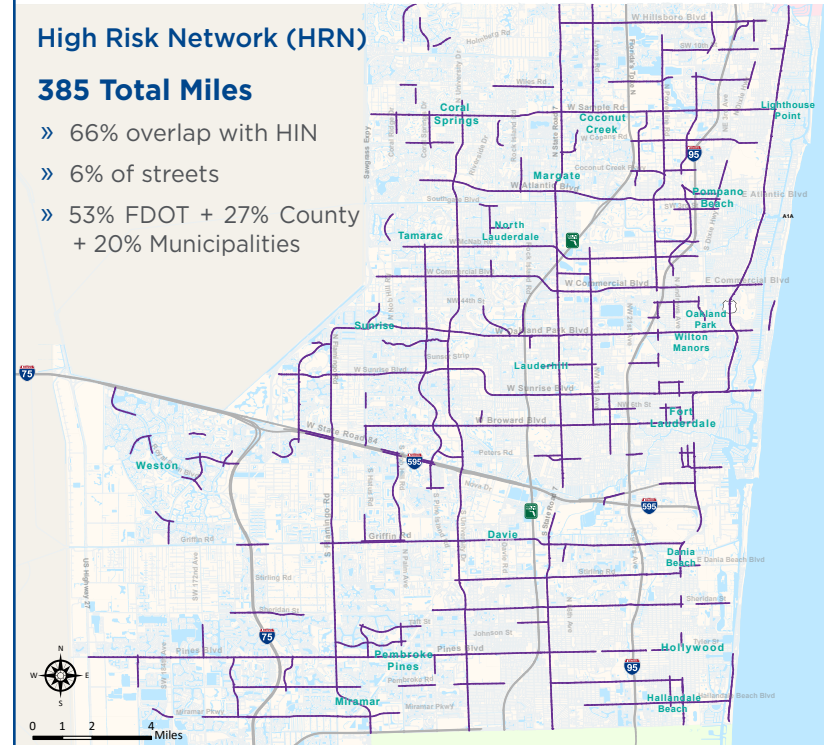


High Risk Network (HRN) is developed by analyzing collision history to identify roadway features that lead to the most crashes. It identifies corridors with the roadway characteristics that have the highest risk of KSI crashes.

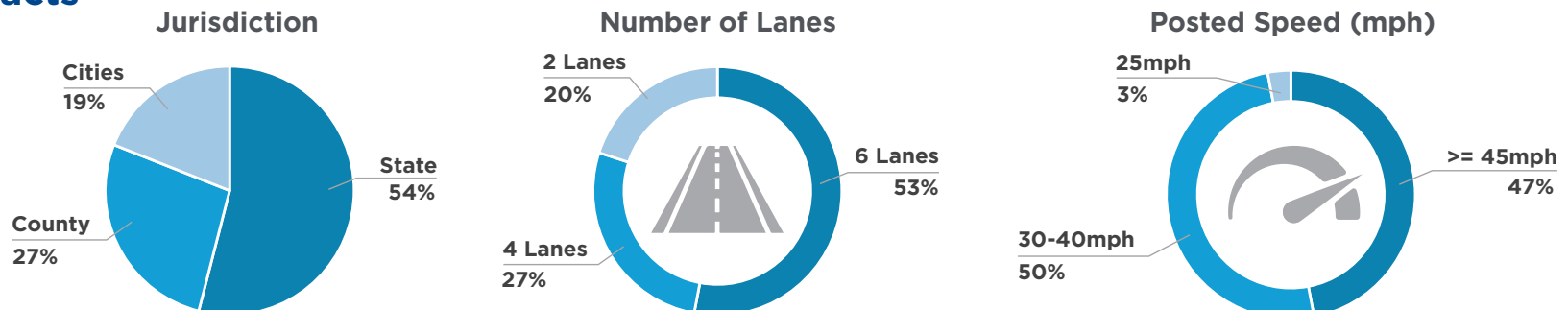
High Risk Network (HRN)

385 Total Miles

- » 66% overlap with HIN
- » 6% of streets
- » 53% FDOT + 27% County + 20% Municipalities



HIN Facts



PRIORITIZATION

The Broward Safety Action Plan (BSAP) prioritization process is designed to be data-driven, replicable, and aligned with the Safe Streets and Roads for All (SS4A) framework. Through detailed analyses, the plan developed key metrics: High-Injury Network (HIN), High-Risk Network (HRN), and Demographics Analysis. Using the process below, the 338 HIN corridors were prioritized.



Identify HIN Corridor Segments

Using GIS software, the Broward network was examined to find the corridors with the highest Equivalent Property Damage Only (EPDO) score.
338 corridors segments were identified. Each segment is less than two miles in length.



Create Scoring Matrix

Each corridor receives scores within 3 metrics:

- **Safety Score: High-Injury Network (HIN) - 40%**
- **Risk Score: High-Risk Network (HRN) - 30%**
- **Demographics Score - 30%**

Safety Score

HIN score for each corridor is calculated by combining the EPDO weight for crashes then divided by the corridor's mileage.

- **Fatal crashes (380 points each)**
- **Serious injury crashes (20 points each)**

POINTS

SCORE

	HIN Score	EPDO Weights per Mile
4	Very High	12,000-20,000
3	High	8,100-12,000
2	Medium	5,500-8,100
1	Low	0-5,500

Risk Score

HRN score for each corridor is calculated on a 0-100 scale, including four criteria:

- **Number of Lanes (35 points)**
- **Posted Speed Limit (30 points)**
- **Functional Classification (5 points)**
- **Demographics Score (30 points)**

POINTS

SCORE

	HRN Score	Total HRN Points
4	Very High	>98
3	High	80-98
2	Medium	66-80
1	Low	1-66
0	Not on HRN	-

Demographics Score

A demographics analysis is conducted at both the block group and Census tract levels, and compared the following indicators to overall county average.

- **Racial Minority**
- **Ethnic Minority**
- **Limited English Proficiency (LEP) Individuals**
- **Youth Ages 10-17**
- **Age 65 & Older**
- **Persons with Disabilities**
- **Households below Poverty**

SCORE

	Demographic Score	Standard Deviation (SD) Range
4	Very High	>= 2 SD
3	High	1 - 2 SD
2	Medium	Avg - 1 SD
1	Low	< Avg



Rank 338 Corridors

Calculate aggregated **Total Score = Safety (30%) + Risk (40%) + Demographics (30%)**
 Sort 338 corridors from highest to lowest score.



Advance 11 Corridors

Eleven corridors from the three jurisdictions - FDOT, Broward County, and cities - were selected to advance approximately 20 miles into the concept design phase. A full listing of ranked corridors can be found in the BSAP Prioritization Report at www.safeststreets4broward.org



FOCUS PLANS

In addition to a county-wide safety analysis and demographic assessment, the BSAP includes eight safety focus action plans to understand the specific needs in Broward County. The Broward MPO and Broward County Government identified the eight focus areas in an initial scope of work. A subcommittee of practitioners specific to the needs of each plan identified the needs and worked together towards actions for safer streets. This subcommittee identified the goal, reviewed the safety analysis and findings, and collaborated to create actions with policy, programs, and projects within each focus area. The specific focus areas are listed below with the questions each plan answered.

School Zone/Bus Stop Safety (Page 9)



How likely are children to be involved in KSI crashes? Are school zones effective? Who are the partners to implement actions supporting safer travel to schools?

Rail Safety Action Plan (Page 10)



What is the number of rail deaths in Broward at crossings or between crossings? What improvements should be prioritized to decrease fatal crashes and injuries? What is currently being implemented along the rail lines for safety? What is the proper messaging about rail safety incidents?

Lighting Safety Action Plan (Page 11)



What percentage of severe crashes are happening at night? Are crashes happening in areas with or without streetlights? What are the lighting conditions identified in the high-crash corridors at night? What solutions are short term and long term?

Midblock Crossing Action Plan (Page 12)



What percentage of pedestrian KSI crashes are happening mid-block versus at signalized intersections? What are the reasons for the mid-block crossings? What specific improvements would support safer mid-block crossing outcomes?

Technology Action Plan (Page 13)



What are the currently available safety technologies in transportation? Which technologies are currently being utilized in Broward County? Which technologies are recommended to be expanded or implemented for broad use to create safer streets in Broward? Who would be the lead implementor for each?

Neighborhood Safety Action Plan (Page 14)



What percentage of KSI crashes are happening on our local/neighborhood streets? What types of KSI crashes are happening? Which solutions are appropriate for local streets?

Pedestrian and Bicycle Action Plan (Page 15)



What are the issues associated with pedestrian and bicycle KSI crashes in Broward? What tools are best utilized to improve the safety of walking and biking in Broward region?

Safe Speeds Action Plan (Page 16)



How is speed related to the KSI crashes in Broward? How do practitioners utilize speed data to inform decisions? Is there a best practice for achieving safer speeds? What countermeasures are available to implement safer speeds?

Summaries of the focus area plans are on **pages 9-16**. The recommended actions are on **pages 19-26** with a timeframe for action and a lead agency. The projects derived from the plans above are stand-alone projects that address specific issues. As these projects move forward, it is vital that strategies proposed in the other focus plans are taken into consideration for implementation.

SCHOOL ZONES/BUS STOPS SAFETY

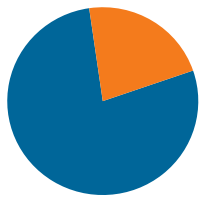
OVERVIEW

The School Zones/Bus Stop Safety Focus Plan, leveraging a data-driven methodology, identifies **roadway safety challenges near schools** and opportunities to enhance safe walking and biking options for students and families around schools in Broward County.

By looking at the data, we've identified when and where most crashes near schools are occurring. Our mission is clear: preventing fatal and serious injury crashes around Broward County Schools.

STUDY AREA

County: Broward
 Number of Students: 250,000



22% of students are bused to school.

78% of students and their families in the county could potentially benefit from a safer walking and biking environment around schools.

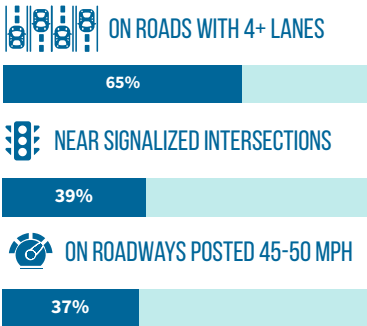


Crashes involving persons under 19 within school zones during flashing hours are relatively rare because school zones are working!

Flashers, crossing guards, as well as reduced speeds and school zone signs are effective in creating safer roadway conditions around schools. Continued investment in school zone safety can further reduce risks and ensure a secure path to school for every child.

FINDINGS

WHERE?



KSI CRASHES WITHIN 1/2 MILE FROM SCHOOLS



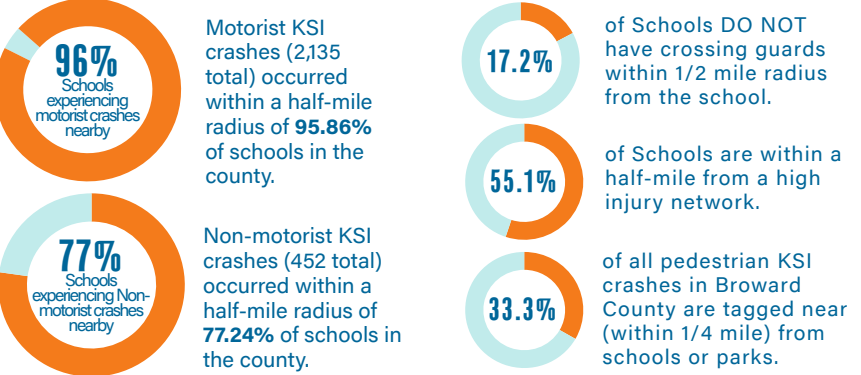
42.5% of all KSI crashes in Broward County occur within a 10-minute walk from a school.

70.6% of Schools are within a half-mile from a high-stress facility.

Analysis of 300 Broward schools' crash data and environmental factors (2018-2022) within a half-mile radius identified three priority locations for safety improvements. These priority locations are:

- DRIFTWOOD ELEMENTARY/MIDDLE**
Hollywood
- OAKLAND PARK ELEMENTARY**
Oakland Park
- NORTH SIDE ELEMENTARY**
Fort Lauderdale

HOW AT-RISK ARE BROWARD COUNTY STUDENTS?

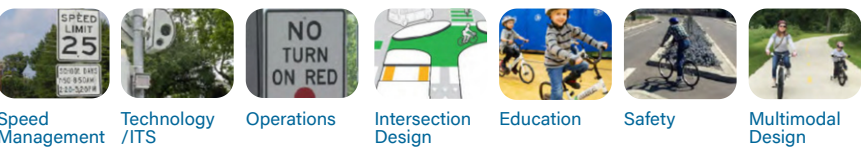


The following cities ranked highest in the assessment based on the number of schools identified per municipality experiencing unsafe roadway conditions.

- FORT LAUDERDALE**
- OAKLAND PARK**
- PLANTATION**

RECOMMENDATIONS

Improving school safety requires a comprehensive approach using a **wide range of countermeasures** designed to protect students as they travel to and from school:



- Policy Recommendations**
- **Evaluate** school zones using 5-year crash data, demographics and risk network data.
 - **Conduct** safety audits within the 1/2 mile radius of each school.
 - **Implement** priority safety infrastructure recommendations.

RAIL SAFETY ACTION PLAN

OVERVIEW

The Rail Safety Action Plan focuses on the County's two railroad corridors - Florida East Coast Railway Corridor (FEC) and South Florida Rail Corridor (SFRC) - to address safety, identify crash hotspots and prioritize necessary safety improvements. The main objective is to enhance safety at the rail corridors for rail operators, vehicles, pedestrians, and bicyclists.

This action plan identifies countermeasures that can be implemented to reduce railroad casualties in Broward County.

Field Observations

- Unfenced corridor segments at some locations make trespassing easy.
- Traffic signals at certain intersecting streets have storage area for one or two cars, which can lead to vehicles stopped on train tracks.
- Fencing has been cut at some locations.
- 'No Trespassing' signage has been damaged at some locations.

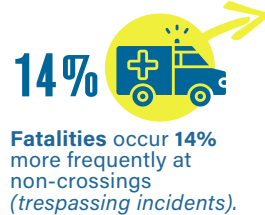
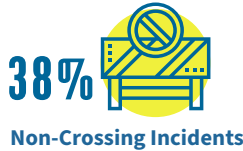
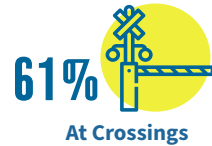
FAST FACT In this context, a "casualty" means any person who is killed or injured in a collision with a train along Broward County railways.

Many of these recommended strategies are already being implemented across Broward County!

Over the 5-year analysis period from January 2018 through December 2022, there were **124 casualties** on Broward County Railroad corridors. **These consisted of 58 injuries and 66 fatalities.**

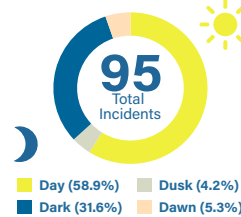
Where Incidents Occur

The below percentages include all incident types (154 total incidents):



Crossing Incidents*

*by visibility



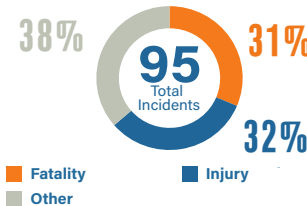
Trespassing is the leading cause of rail-related deaths in the United States.

Nationally, more than **500 trespass fatalities** occur each year.*

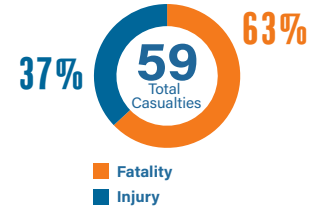
*U.S. Department of Transportation, Federal Railroad Administration.

FINDINGS

Crossing Incidents



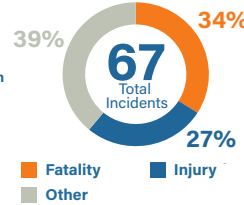
Non-Crossing Casualties



Incidents and Casualties By Corridor Over a 5-Year Period

FEC

66 Crossings with reported incidents
24 Miles



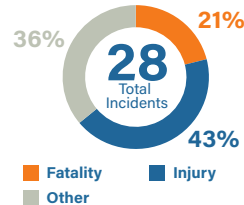
FEC

41 Total casualties



SFRC

26 Crossings with reported incidents
24 Miles



SFRC

18 Total casualties



Data Source: Crossing Incidents: Form 57 | Trespass Casualties: Form 55a

Recommendations

Priority Project Locations

- 1 East Atlantic Blvd and Surrounding Crossings, Pompano Beach
- 2 Hardy Park, Fort Lauderdale
- 3 Prospect Road and Powerline Road Crossings, Oakland Park
- 4 SW 3rd Street to SW 11th Street, Hallandale Beach
- 5 West Cypress Creek Road, Fort Lauderdale
- 6 Fort Lauderdale Tri-Rail Station

Program Recommendations

- Enforcement & Education
- Leverage Transit Investments Through Rail Safety Infrastructure Upgrades

Policy Recommendations

- Advocate for FHWA MUTCD Changes
- Standardize No-Turn Blank-Out Signage at Crossing Locations



- Fencing
- Improved lighting
- Dynamic envelope paint to discourage stopping on train tracks

- Increased signage
- Raised medians
- And more...

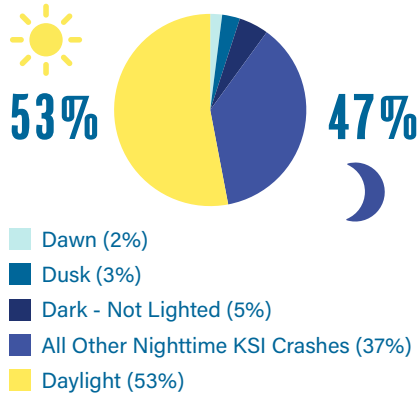
LIGHTING SAFETY ACTION PLAN

OVERVIEW

The **Lighting Safety Action Plan** identifies high risk nighttime travel areas across Broward County, aiming to **enhance road safety and significantly reduce killed and serious injury (KSI) crashes** under low-light conditions, including dawn, dusk, dark-lighted, and dark-not lighted environments.

Challenges Identified:

- ✓ Insufficient street lighting
- ✓ Improper pole placement
- ✓ Inadequate bus stop lighting
- ✓ Inadequate pedestrian lighting
- ✓ Inadequate lighting maintenance
- ✓ Obstruction of sidewalks



WILDLIFE-SENSITIVE AREAS

In Broward County, specific lighting standards are implemented in **wildlife-sensitive areas** during **sea turtle nesting season** (March 1 to October 31) to protect nesting females and hatchlings. **These standards require shielded, low-intensity, amber-colored lighting.**

FINDINGS

2,282 Total Broward Nighttime KSIs

The **Nighttime High Injury Network (HIN)** identifies the road segments in Broward County where the majority of Nighttime KSI crashes occurred.

68% 

68% of KSIs are located in just 4% of road segments (Nighttime HIN).


Crashes involving pedestrians are most common during dark lighted, dark not-lighted, and dawn lighting conditions. Left-turn crashes are most common during dusk.



50.5% KSI crashes within 100ft of HIN

50.5% **49.5%**

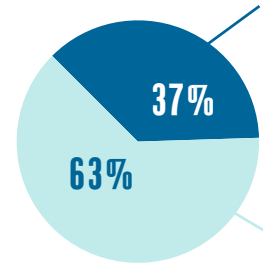
49.5% other KSI Crashes

48%  48% of distracted driving KSI crashes occurred at night

When?



Between 2018 and 2022, Broward County recorded a total of 2,282 fatal and serious injury (KSI) crashes at night.



37% of nighttime KSI crashes occurred on weekends. KSI crash risk is elevated from 12am-3am on weekends (16%-18%).

63% of nighttime KSI crashes occurred on weekdays. KSI crash risk is elevated between 6PM-9PM on weekdays (18%-21%).

● WEEKEND ● WEEKDAY



70% of pedestrian KSI crashes occurred at night.

42% 42% of pedestrians involved in crashes at night did not survive.

13% 13% of Nighttime KSI crashes involved drivers under the influence of alcohol and/or drugs.

Where?

Municipalities with greatest number of nighttime crashes

- ✓ Fort Lauderdale
- ✓ Pompano Beach
- ✓ Plantation

At Signalized Intersections



At Midblock



61% 61% of nighttime KSI crashes occurred on streets posted 40-45 mph.

Recommended Countermeasures

To address lighting issues and enhance safety in Broward County, several countermeasures are recommended:



LED Lighting: LEDs provide brighter, more focused illumination with longer lifespans, reducing energy consumption and maintenance costs. The Florida Department of Transportation (FDOT) now exclusively specifies LED, magnetic induction, or plasma induction lighting, eliminating High-Pressure Sodium (HPS) lights.



Regular Maintenance: Routine upkeep ensures lighting systems remain functional, mitigating hazards from non-operational lights.



Upgrade Lighting Systems: National standards are updated regularly to align with the national safety goals. Each new project in Broward should include lighting improvements to align with latest lighting standards to achieve local safety goals.

Priority Intersections

Lighting Priority Intersections are selected based on crash data, excluding locations with active FDOT/County projects. Full list in BSAP Report (Lighting Safety Action Plan).

- ✓ W Copans Rd and Lyons Rd (County)
- ✓ Copans Rd and Dixie Hwy (City)
- ✓ Pembroke Rd and SW 56th Ave (State)
- ✓ NW 7th Ave from W Broward Blvd to Sistrunk Blvd/NW 6th St (County)



MIDBLOCK CROSSING ACTION PLAN

OVERVIEW

The goal of the **Midblock Crossing Action Plan** is to increase safety by making it easier to cross the street. FHWA has directed state and local agencies to "...ensure that highway projects...do not create additional barriers that would make bicycle and pedestrian access along or across a corridor more difficult or impossible."¹ To that end, this action plan focuses on implementing more midblock crossings at locations where multiple crashes are observed, including near bus stops implementing safety countermeasures at crossings, and directing people to cross the street where drivers expect them.

¹ Bicycle and Pedestrian Planning, Program, and Project Development Guidance - 2023

Achieving this goal will require:

1. Acknowledging, accepting and accommodating midblock crossings.
2. Designing streets, midblock crossings, and surrounding environments to:
 - Decrease operating speed at crossing locations.
 - Decrease exposure risk for people crossing the street.
 - Increase predictability between people driving and people crossing the street.
 - Maintain access for people crossing the street.
 - Direct people to cross the street at expected locations.
 - Implement adopted countermeasures at all crossings as feasible and appropriate.
 - Improve visibility at marked and signalized intersections, including lighting enhancements.

Where are KSI Crashes Occurring?

- ✓ Crashes at midblock locations are spread throughout the east and central areas of the County.
- ✓ Crashes at midblock locations tend to cluster in areas north and west of downtown Fort Lauderdale.
- ✓ S.R. A1A through Lauderdale Beach has limited recorded KSI crashes at midblock locations. Traffic signals are so closely spaced in this area that there may not be any "midblock" conditions.

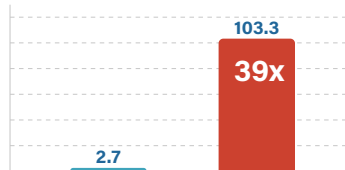


FINDINGS

This analysis was based on five years of crash data (2018-22). A crash was coded "midblock" if it occurred more than 250 feet from a signalized intersection, even if it occurred at an unsignalized intersection.

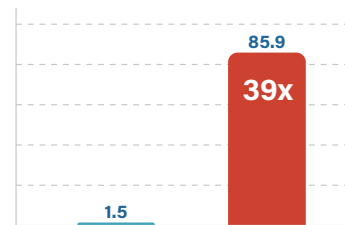


Wider, higher-volume, and higher order roadways are more dangerous to cross midblock.



■ KSIs on Roads with <15,000 Vehicles Per Day
■ KSIs on Roads with >30,000 Vehicles Per Day

Roads with more than **30,000 vehicle per day** see **39 times** more people killed or seriously injured at midblock locations than a street with less than **15,000 vehicles**.



■ KSIs on Local Streets
■ KSIs on Major Arterial Roads

A major arterial sees **59 times** more people killed or seriously injured at midblock locations than a local street.



74% of pedestrian fatalities in the U.S. occurred outside of intersections, including midblock locations.

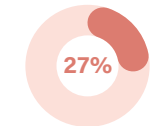
Source: Pedestrians, 2018 Data, National Highway Traffic Safety Administration (NHTSA) Fatality Analysis Reporting System (FARS)

Crashes Near Bus Stops



Intersection
Total Crashes: 639

Midblock
Total Crashes: 409



Pedestrian KSI percentage of all KSI Crashes at **Intersection**



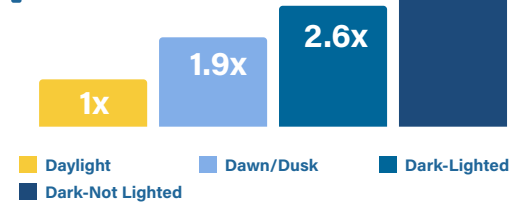
Pedestrian KSI percentage of all KSI Crashes at **Midblock**

Crossing the street near a midblock bus stop is **40% more dangerous** than at an intersection.

Pedestrian KSI Percentage of Total Midblock KSIs by Lighting Condition



Pedestrians crossing midblock are disproportionately impacted by the lack of streetlights



Recommendations

1. Identify potential midblock locations via municipal requests.
2. Review all bus stops along high injury/risk corridors and in demographic areas.
3. Use FDOT implementation criteria as a starting point.
4. Create a continual funding mechanism.

Priority Projects - Locations chosen in consultation with BCT (Broward County Transit) and Broward County Gov't

1. Andrews Avenue, between Sunrise Boulevard and Oakland Park Boulevard, Fort Lauderdale and Wilton Manors
2. NE 62nd Street, Andrews Avenue to NE 18th Avenue, Fort Lauderdale and Oakland Park
3. Coconut Creek Parkway, US441 to NW 39th Avenue, Margate and Coconut Creek



TECHNOLOGY ACTION PLAN

OVERVIEW

The **Technology Action Plan** evaluates existing and emerging safety technologies, assessing their current use in Broward County and recommending new deployments based on crash data.

The implementation of **Intelligent Transportation Systems (ITS)** and **other safety technologies** can improve transportation safety and mobility through the integration of advanced communication technologies into transportation infrastructure and within vehicles.

The **Safe System Approach** builds and reinforces multiple layers of protection to both prevent crashes and reduce their severity when they occur.

The Safe System Approach

Areas of Focus

- 

Safer People
Motivating all drivers and road users to practice safe and responsible behavior on our roads.
- 

Safer Vehicles
Deploying accessible vehicle safety technologies to help minimize crashes and their potential harm.
- 

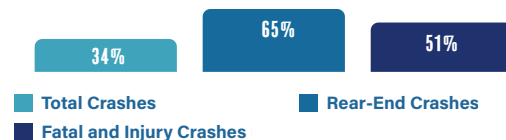
Safer Speeds
Encouraging technologies in vehicle and street infrastructure to achieve safer speeds.
- 

Safer Roads
Implementing safer roadway environments to assist in the safety of drivers and road users on our highways, roads, and streets.
- 

Post-Crash Care
Providing quicker access to medical care and safer environments for first responders to increase the survivability of crashes and reduce secondary crash vulnerability.

DID YOU KNOW... Variable Speed Limits (VSLs) can reduce crashes on freeways up to:

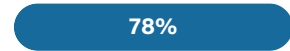
Source: Variable Speed Limits FHWA-SA-21-054



PRIORITY COUNTERMEASURES

Traffic signal timing can be utilized to achieve safe speeds while maintaining traffic flow.


The BSAP identified segments of the HIN with a posted speed **45 mph** or greater where signals are spaced approximately a quarter mile or less and improved traffic signal timing parameters could be deployed to moderate vehicle speeds.




A 2021 experiment conducted by the **Massachusetts Department of Transportation** showed that with altered signal timing, **78%** fewer vehicles exceeded the speed limit along major arterial roads.

Source: Using Traffic Signals to Reduce Speeding and Speeding Opportunities on Arterial Roads, 2021 - MASSDOT

Intelligent Technology Systems (ITS) in Action

- 

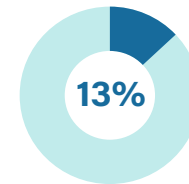
Alcohol ignition interlock devices (IID) prevent a vehicle from starting or being operated unless the driver provides a breath sample with a breath alcohol concentration lower than a predetermined level, usually, 0.02.
- 

A Dynamic Messaging Sign (DMS) is an electronic sign on the highway that provides drivers with real-time traffic alerts. A DMS can furnish motorists with real-time information including alerts and advisories, early warning messages, alternate route information, travel times, and work zone information.

Many technologies are already deployed throughout the County, providing safety benefits to those who live, work and visit Broward County. The BSAP team identified a few opportunities to continue the deployment of safety technologies within the region, develop pilot projects or collaborate with outside agencies to better understand how different technologies could be deployed.

Leading Pedestrian Intervals (LPIs) reduce potential conflicts between pedestrians and turning vehicles.

Leading pedestrian intervals provide pedestrians with a head start crossing an intersection so they are more visible to drivers. There are opportunities to implement LPIs at additional locations throughout the County, with a focus on locations where there is a high frequency of pedestrian related crashes.



LPIs result in a **13%** reduction in pedestrian-vehicle crashes at intersections.

Source: Leading Pedestrian Interval FHWA-SA-21-032

FDOT is currently testing **LiDAR detection of pedestrians and bicycles**, as well as advanced detection of bicycles entering a signalized intersection.

As more bicycle facilities are implemented throughout the County, being able to accurately detect bicyclists at intersections will be a critical component of developing a low stress network. Bicycle detection should be prioritized at signalized intersections on HIN corridors where there are dedicated bike facilities.

The BSAP team identified the following opportunities to enhance or build on existing programs and projects:

- 

Signalization Strategies including:

 - Speed Management
 - Leading Pedestrian Intervals
 - Bicycle Detection
- 

School Zone Speed Management
- 

Near Miss Assessment
- 

Emergency Vehicle Preemption

The BSAP recommends the following actions related to technology:

- 

New Agency Fleet Vehicles: Crash Prevention Technologies Required by 2028
- 

Review legislative barriers to safety tech implementation with MPOs
- 

Assess DUI ignition interlock usage and barriers with judicial system
- 

Study insurance telematics adoption.
- 

Pilot IP-targeted public outreach program
- 

Test variable speed limits in dynamic corridors
- 

Document connected vehicle frameworks with FDOT
- 

Analyze BCT collision avoidance data for safety improvements

NEIGHBORHOOD SAFETY ACTION PLAN

OVERVIEW

The goal of the **Neighborhood Safety Action Plan** is to reduce the number of people killed or seriously injured (KSI) on neighborhood streets (non-arterial, non-collector). The Broward Safety Action Plan safety analysis found that about 10% of KSI crashes occur on local streets with low posted speeds.

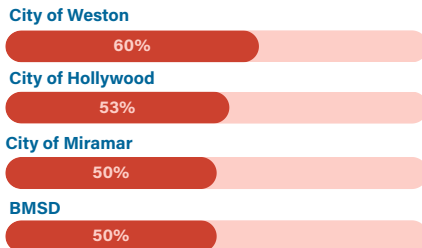
This action plan provides tools to support greater action for improved neighborhood safety in support of regional safety goals.

Neighborhood safety was assessed through the evaluation of KSI crashes that occurred on local streets. This analysis was based on crash data from January 2018 through December 2022. Crash contributing factors and attributes were analyzed to identify current issues and needs associated with neighborhood safety.

Neighborhood KSI Crashes by Municipality

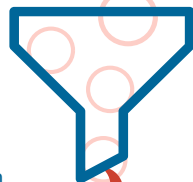
- **The City of Fort Lauderdale** recorded the highest number of neighborhood KSI crashes: **83**
- **The Town of Davie** experienced the highest number of fatal crashes: **11**
- **The Broward Municipal Services District (BMSD)** recorded the highest proportion of pedestrian crashes: **30%**
- **City of Coral Springs** recorded the highest proportion of intersection crashes: **50%**

Nighttime Neighborhood KSI Crashes by Municipality



521
KSI Crashes

There were **521 KSI** neighborhood crashes that occurred in Broward County during the analysis period (2018-2022).



14% 14% of crashes resulted in a fatality.

73% 73% of KSI crashes involved vehicles only.

18% Pedestrians were involved in **94 (18%)** of KSI crashes.

8% Bicyclists were involved in **42 (8%)** of KSI crashes.

24% 24% of KSI crashes occurred at intersections.

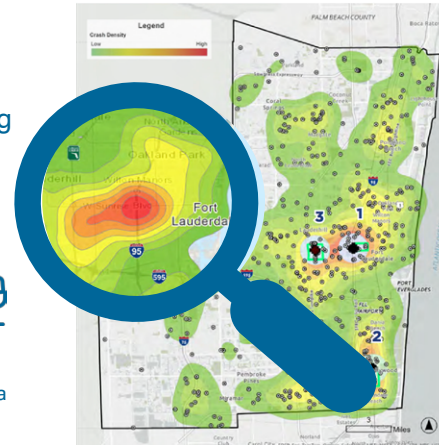
76% 76% of KSI crashes occurred outside of intersections (midblock).

38% More than **1/3** of neighborhood crashes (**38%**) occurred at night.

KSI Crashes in neighborhoods are about **30%** less fatal than KSI Crashes overall.



FINDINGS



Priority Project Areas

Based on the concentration of neighborhood KSI crashes identified through a hotspot analysis (at left), a list of neighborhood safety projects were identified and prioritized.

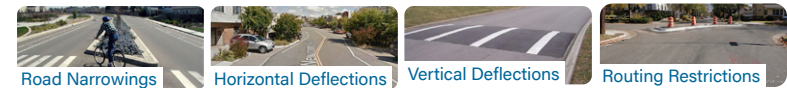
- Fort Lauderdale: 10**
(1 fatal, 1 bike, 1 ped)
- Hollywood: 7**
(0 fatal, 1 bike, 1 ped)
- Plantation: 9**
(0 fatal, 0 bike/ped)

Safety Countermeasures

Safety countermeasures were identified to help reduce traffic speeds on neighborhood streets, with particular emphasis on creating slow zones around schools, parks, and other community destinations. These countermeasures prioritize safe access to these destinations, with a particular emphasis in both speed management and pedestrian safety. The placement of safety countermeasures are intended to manage speed on neighborhood streets and improve safety without disproportionately impacting any single street.

Countermeasures Categories

Improving neighborhood safety requires a comprehensive approach using a range of countermeasures designed to reduce vehicle speeds to create a safer environment for all street users.



Policy Recommendations

Based on the data-driven analysis and feedback from the Technical Working Group (TWG) and the subcommittee members, the following policy recommendations are identified for the Neighborhood Safety Action Plan:

- Speed Limit Reduction
- Encouraging Policies to Reduce Systemwide Congestion
- Countywide Traffic Calming Manual Adoption
- Enforcement
- Common Design Standards Adoption

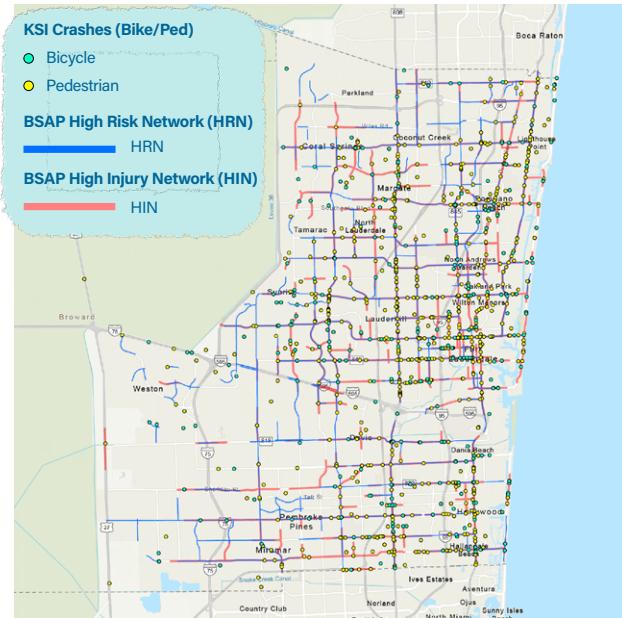
PEDESTRIAN AND BICYCLE ACTION PLAN

OVERVIEW

The goal of the **Pedestrian and Bicycle Action Plan** is to reduce the number of people killed or seriously injured while walking or bicycling in Broward County. This will be achieved by improving pedestrian and bicycle infrastructure and by increasing the number of people walking or bicycling.

Strategies to reach this goal include:

- ✓ Coordinate with the Broward County Low-Stress Multimodal Mobility Transportation System Master Plan.
- ✓ Address procedural and coordination issues across jurisdictions.
- ✓ Address gaps and expand the existing walking and bicycling networks and improve the continuity of safe facilities



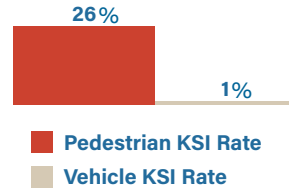
Pedestrian and bicycle safety ranges widely in Broward County. Parkland has the lowest pedestrian and bicycle fatality rate at **0.03**, while Wilton Manors has the highest at **1.73**, which is **66** times greater than Parkland's rate. The median fatality rate is **0.56**, observed in Lauderdale Lakes.

FAST FACT

High-Stress Facility: A road/path where users (especially cyclists/pedestrians) feel unsafe due to high speeds, heavy traffic, or lack of protection - typically with speeds over 35 mph, multiple lanes, or no separated infrastructure.

FINDINGS

Pedestrian and bicycle safety was assessed through the analysis of five years of crash data (2018-2022).



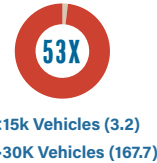
Pedestrians outside of cars are killed and seriously injured at a much higher rate than individuals in motor vehicles due to their lack of protection.

Pedestrian crashes account for only **1%** of total crashes but **26%** of those crashes result in a KSI. By comparison, vehicles represent **97%** of all crashes but only **1%** of those crashes results in a KSI.

It is **more dangerous** to walk or bike on roads with more lanes, more traffic, and/or a higher functional classification.



Pedestrian KSIs Per Mile



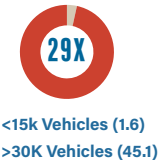
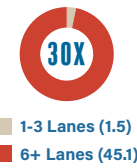
A **six-lane road** sees **57** times more pedestrians killed or seriously injured than a street with one to three lanes.

Roads with **more than 30,000 vehicle per day** see **53** times more pedestrians killed or seriously injured than a street with less than **15,000** vehicles.

A **major arterial** sees **91** times more pedestrians killed or seriously injured at midblock locations than a local street.



Bicycle KSIs Per Mile



A **six-lane road** sees **30** times more cyclists killed or seriously injured than a street with one to three lanes.

Roads with **more than 30,000 vehicle per day** see **29** times more cyclists killed or seriously injured than a street with less than **15,000** vehicles.

A **major arterial** sees **55** times more cyclists killed or seriously injured at midblock locations than a local street.

Program Recommendations

The BSAP team recommends that Broward County establishes two programs to increase the safety of people walking and cycling in the County. Each of these programs needs policy commitments and project investments.

Greenway and Bikeway Gap Program

This program focuses on closing gaps and disconnection in the County's current greenway and bikeway network.

Sidewalk Gap Program

This program emphasizes the need for improved access to well-maintained sidewalks.

Policy Recommendation

Broward County Government should implement policies detailed in the **Broward County Low-Stress Multimodal Mobility Transportation System Master Plan** to enhance greenway, bikeway, and sidewalk infrastructure for safety, connectivity, and comfort. This includes establishment of dedicated funding and rapid repair systems, while collaborating with municipalities to address local needs and maintain safe infrastructure that prioritizes demographics and high-stress areas. Reducing stress through promotion of low stress facilities improves safety and will increase the number of users.

DID YOU KNOW...

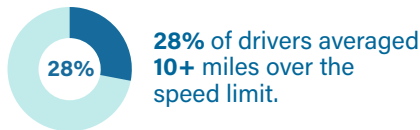
Safety in Numbers is a phenomenon whereby the individual risk of injury to a person walking or cycling decreases as the number of people walking or cycling increases. In general, if the number of people walking or cycling doubles, the individual injury risk rises only about 40 percent. The "Safety in Numbers" principle suggests that as more people use pedestrian and bicycle facilities, awareness grows, and behaviors shift, resulting in safer infrastructure. Therefore, expanding and enhancing these networks is essential to achieving safety goals.

SAFE SPEEDS ACTION PLAN

OVERVIEW

The Safe Speeds Action Plan is developed to utilize effective roadway design and engineering measures to achieve appropriate speed compliance and, in turn, reduce fatalities and serious injuries.

Operating speed is the single most important indicator of traffic safety. Up to 60% of traffic fatalities may involve speed-related factors.



The research linking operating speed with crash frequency and severity is well-established. As speed increases, safety decreases exponentially. The risk is higher for younger and older people.

Broward County drivers average about **7.1 mph** over the speed limit.

Automatic speed enforcement cameras are effective and see fewer repeat offenders. Currently, they are allowed only in school zones in Florida.

Cities that have lowered their speed limits have seen a corresponding reduction in crashes.



It is estimated that reducing operating speeds by only **5 mph** may lead to **one-third (33%)** fewer traffic fatalities in Broward County.

The Likelihood of Death Increases Exponentially with Speed.



10% Chance of Fatality



25% Chance of Fatality



30%-70% Chance of Fatality



75% Chance of Fatality

Source: NACTO - City Limits, 2020

Drivers have a tendency to underestimate speed.

This can range from an underestimate of **10%** at higher speeds (**70 mph**) and up to **30%** at lower speeds (**35 mph**). This demonstrates that drivers have limited capability to self-regulate a safe speed, especially in lower speed areas.

FHWA recognizes "Safer Speeds" as one of the five elements of Safe System Approach.

Although much of the public concern about speeding has been focused on high-speed interstates, in 2022 only 13% (1,637) of speed-related traffic fatalities occurred on interstate highways, rural and urban combined, while 87% of speeding-related fatalities occurred on non-interstate roadways.

FINDINGS

Recommendations

To achieve safety goals, the BSAP recommends a three-pronged approach toward speed management in Broward County.

Adopt FDOT's context-based approach to roadway design

The context is based on general characteristics of land use, development patterns, roadway connectivity, and roadway users. A "target speed" is set based on context, which guides the design of the road. Speed limits would be altered as future projects are built.

Recommended relevant contexts and target speeds

The BSAP team calculates that reducing the speed limit in Broward County by only 5 mph will lead to a 60% reduction in people killed or severely injured in traffic crashes (KSI crashes).



Implement speed reduction strategies in the planning of (re)design of roads. Highlights include:

- Roundabouts are proven to manage speeds in ways traffic signals cannot. Consider roundabouts in future redesigns.
- Tree plantings at routine intervals moderate speeds. They should be planted wherever possible based on required design considerations.
- Follow Florida Greenbook to narrow lanes as conditions allow.
- Produce county-wide speed maps. These would complement the travel time maps currently produced by FDOT.
- BMPO to pursue legislation to expand speed camera enforcement beyond school zones. Cameras are needed during after-school programs, near parks, downtown, and at the beach.
- Re-time traffic signals at night.

Lower Municipal Speeds

BMPO to work proactively with municipalities to pursue lower speed limits citywide, in residential districts, in commercial zones, and along specific roadways. The statutory speed limit in Florida is generally 30 mph. Gainesville, Jacksonville and Flagler Beach have or will have 20 mph zones.

ACTIONS

Accomplishing the BSAP safety and mobility goals relies on an integrated framework of **Programs**, **Policies** and **Projects**. This strategy ensures that each initiative addresses systemic challenges, optimizes resource allocation, and delivers impactful results. By coordinating these three components, this chapter provides a practical roadmap to advance transportation improvements systematically and sustainably.

Programs

Programs provide a foundation for collaboration and align initiatives with community needs and priorities to build support for broader interventions.

Policies

Policies establish guiding principles and operational standards necessary for consistent and effective project execution.

Projects

Projects represent tangible outcomes of the planning process, translating strategic visions into real-world improvements.

To achieve our regional safety goals, action must be taken by leaders across Broward to integrate a greater accountability to the public for safety within all aspects of transportation. Aggressive action to achieve zero will require concurrent actions to initiate and implement new programs, adopt new policies, and advance projects to construction.

By integrating Programs, Policies, and Projects into four main phases of actions below, improvements can be achieved in a systematic and sustainable manner.

- Allow flexibility to adjust based on lessons learned.
- Prioritize high-impact, low-cost interventions to optimize resources.
- Involve stakeholders to align with community needs and engage project champions.
- Pilot long-term strategies before full-scale implementation to mitigate potential risks.

Through integration of Programs, Policies, and Projects into each phase, this framework creates a structured approach to achieve and sustain the goals of the BSAP.

Assessment and Preparation (Phase 1)

Phase 1 is completed within the Broward Safety Action Plan to identify needs, set priorities, and prepare the groundwork. The outputs from this phase will provide a roadmap for short-term, mid-term, and long-term goals. Phase 1 include development of the Quick-Build Manual, 1,000 Little Things Program, and Safe Streets Design Manual and the amendment of the 2050 MTP to incorporate BSAP project recommendations.

Pilot and Early Implementation (Phase 2)

Test strategies and demonstrate quick wins to build momentum and stakeholder confidence. The outputs from this phase will provide insights to inform and refine next steps. Actions include:

- **Programs:** Expand educational outreach and targeted collaboration efforts (e.g., working groups with local schools or transportation agencies), initiate new programs for mid-block crossing, trail/bike gaps, and speed management.
- **Policies:** Adoption of BSAP by local agencies and Safe Streets Manual by regional agencies.
- **Projects:** Deploy maintenance upgrades and low-cost solutions (e.g., quick-build projects, technology upgrades, and striping upgrades) to upgrade safety, test concepts, and gather feedback. Program funding for design and construction of safe streets project implementation.

Full Implementation (Phase 3)

Scale up efforts to provide transformative changes to the high-injury network for improved safety, accessibility, and mobility. Actions include:

- **Programs:** Scale up safe system programs and engagement efforts, institutionalize collaborative practices and personnel resources, and ensure sustained funding and support.
- **Policies:** Formalize policies and embed them in all regulatory or planning frameworks to guarantee adherence to safe systems approach.
- **Projects:** Implement large-scale infrastructure projects such as permanent safety upgrades, speed management enhancements and multimodal facilities.

Monitoring, Evaluation, and Adjustment (Phase 4)

Measure performance to gauge effectiveness and make continuous improvements. The outputs from this phase will provide opportunities for data-driven refinements to sustain long-term success. Actions include:

- **Programs:** Gather feedback from agency stakeholders, assess program impacts, and iterate for continuous improvement.
- **Policies:** Monitor compliance and effectiveness of implemented policies and adjust as needed based on outcomes and evolving needs.
- **Projects:** Conduct post-implementation evaluations to measure impact (e.g., crash reductions, improved mobility) and address any unintended consequences.

Designing, managing, and maintaining the BSAP Programs, Policies, and Projects requires collaboration among multiple stakeholders across the Broward MPO region, each with distinct responsibilities. These stakeholders include Broward County Government, the Florida Department of Transportation (FDOT) District 4, the Florida East Coast Railroad (FEC), County and local Law Enforcement Agencies, BMPO, 31 municipalities, the Broward County School District, and the South Florida Regional Transit Authority (SFRTA).

Several funding programs align with the goals of the BSAP including federal, state, and local programs. Each program has unique criteria for eligibility and funding match requirements. The BSAP identifies various project types and the corresponding funding programs available.

Actions within programs, policies, and projects are listed within the following pages. Lead agency includes Florida Department of Transportation (FDOT), Broward County Government (BCG), and local municipalities. Timeframes in four categories: Short-Term is less than two years, Mid-Term is 2 years to 5 years, Long-Term is greater than 5 years, and Annually describes annual evaluation.

PROGRAMS

Program Recommendations	Agency Lead	Timeframe*
Post Crash Care		
Develop a program for further analysis with the community traffic safety team (CTST) to evaluate strategies for improving emergency response times w/additional preemption.	FDOT/ BCG/ Municipalities	Mid-Term
Safer People		
Develop a program to evaluate current (existing) School Zone infrastructure needs with current school boundaries.	Broward MPO	Short-Term
Establish recurring collaboration meeting with law enforcement to identify opportunities for additional, targeted enforcement prioritizing HIN streets.	BCG/ Municipalities	Short-Term
Establish Countywide Midblock Crossing Program.	BCG	Short-Term
Establish Low-Stress Multi-modal Network Completion Program.	BCG	Short-Term
Establish/Enhance Sidewalk Program.	BCG/ Municipalities	Short-Term
Create a program to distribute amber light reflective accessories by cities/businesses near beaches.	Municipalities	Mid-Term
Establish a dedicated funding mechanism and rapid repair system to maintain low-stress multimodal infrastructure.	BCG	Mid-Term
Establish a program to regularly inspect and repair sidewalks, supported by dedicated funding and a rapid response team to enhance safety.	Municipalities	Mid-Term
Encourage agencies to fund/expand rail safety enforcement programs such as Operation Crossing Guard and Operation Lifesaver (Broward County Sheriff) and Hollywood Police Department.	BMPO/ FDOT/ BCG	Mid-Term

Program Recommendations	Agency Lead	Timeframe*
Create School Safety Working Group with FDOT District 4 Safety Office, Community Traffic Safety Team (CTST), Safe Routes to School (SRTS), school administrators, local government, law enforcement, include School Resource Officers.	Broward MPO/ FDOT/ BCG/ Municipalities	Mid-Term
Create a school safety audit program within 1/2 mile of each school using School Safety Action Plan listing.	Broward MPO	Mid-Term
Safer Speeds		
Develop a program to reassess speed limits by municipalities using a phased approach.	Municipalities	Short-Term
Safer Roads		
Expand program to set the “green wave” speed of synchronized traffic signals at the posted speed or lower.	BCG	Short-Term
Expand “rest on red” signalization program. A red signal is displayed in all directions until a vehicle is detected.	BCG	Short-Term
Regularly update safe streets design standards for all jurisdictions.	Broward MPO/ FDOT/ BCG	Short-Term
Continue to advance and expand Bike Detection Program to identify signalized intersections with on-street bike facilities and a history of bicyclist crashes, collect multimodal counts to prioritize corridors with high bicyclist activity, delay, and exposure.	BCG	Short-Term
Adapt/Upgrade video detection systems to detect bicyclists.	BCG	Short-Term
Establish and implement school zone speed management program using School Speed Safety Enforcement Technology across the County.	BCG/ Municipalities	Short-Term
Create a project safety evaluation for capital projects.	Broward MPO	Short-Term

Program Recommendations	Agency Lead	Timeframe*
Create on-going BSAP Oversight Committee to evaluate on-going efforts to meet regional safety goals.	Broward MPO	Short-Term
Designate a Safety Engineer/Administrator and create a safety team at Broward County Government and Broward MPO to manage the BSAP identified actions, program, ensure uniformity of implementation, and report annual progress to achieve zero KSI by 2050.	BCG, Broward MPO	Short-Term
Create a dedicated lighting infrastructure program to analyze, program, and construct lighting infrastructure to improve safety prioritized on nighttime HIN.	FDOT/ BCG/ Municipalities	Mid-Term
Implement a maintenance program to ensure all street lighting systems are consistently operational and compliant with current safety standards.	Municipalities	Mid-Term
Create program to analyze and program the repurposing of lanes on roadways with higher speeds and lower volume/capacity ratios.	FDOT/ BCG/ Municipalities	Mid-Term
Create a near-miss program to analyze and prioritize high-risk locations to proactively identify and implement countermeasures before fatal or severe injury crashes occur.	FDOT/ BCG/ Municipalities	Mid-Term
Develop program for implementation of proven safety countermeasures around the schools.	FDOT/ BCG/ Municipalities	Long-Term
Update Broward Safety Dashboard.	Broward MPO	Annually
Report progress on BSAP Actions performance.	Broward MPO	Annually

***Timeframe:** Short-Term (0-2 years), Mid-Term (2-5 years), Long-Term (> 5 years), Annually

POLICIES

Policy Recommendations	Agency Lead	Timeframe*
Safer People		
Prioritize fatal and severe crashes within all traffic analysis and studies by ensuring that all traffic studies, planning documents, and safety assessments explicitly prioritize and analyze fatal and severe crashes.	FDOT/ BCG/ Municipalities	Short-Term
Add crash reduction to the list of congestion management tools in County policy/ procedures.	BCG	Short-Term
Develop a policy related to proactive installation of Accessible Pedestrian Signals (APS), focusing on places where there are populations that could benefit from APS.	FDOT/ BCG	Short-Term
Develop a policy to require all transit stops include lighting improvements to create safe nighttime connectivity between nearby crosswalks and transit stops.	BCG	Short-Term
Adopt a policy to utilize adaptive pedestrian lighting in areas with low to medium pedestrian activity. For areas with high pedestrian activities, lights should always be on.	FDOT/ BCG/ Municipalities	Mid-Term
Adopt 20 mph neighborhood slow zone speed limits.	BCG/ Municipalities	Mid-Term
Update policy/process for traffic impact assessment (TIA) to minimize new signals/ turn lanes required. The County will establish a max number of new trips and applicant will use various techniques (internal trip capture, multi-modal plans, transit access, reduced/ shared parking, etc.)	FDOT/ BCG/ Municipalities	Mid-Term
Collaborate with the MPO policy board to identify/advocate for legislative priorities related to Vision Zero.	Broward MPO	Annually

ACTIONS

Policy Recommendations	Agency Lead	Timeframe*
Safer Vehicles		
Adopt a policy for all Broward municipalities to install truck guards on all large vehicles in fleet to reduce risk of pedestrian/bicycle right-hook crashes.	BCG/ Municipalities	Short-Term
Develop a sample policy for jurisdictions that would require use of this the most current Advanced Driver Assistance Systems (ADAS) technologies in all jurisdictional fleet vehicles at the time of purchase.	BCG/ Municipalities	Short-Term
Develop a sample policy for jurisdictions that would require use of Intelligent Speed Assist - Speed Limiters technology in all fleet vehicles.	BCG/ Municipalities	Short-Term
Develop a sample policy for jurisdictions that would require use of this the most current Automatic Emergency Braking (AEB) technologies in all jurisdictional fleet vehicles at the time of purchase.	BCG/ Municipalities	Short-Term
Require fleet vehicles to be not larger than appropriate size for the primary need to reduce risk and improve crash outcomes.	BCG/ Municipalities	Mid-Term
Safer Speeds		
Establish a policy that street design shall utilize design vehicle for the receiving street at intersections, not the turning street.	FDOT/ BCG/ Municipalities	Short-Term
Utilize 10-foot inside lanes and 11-foot outside lanes for transit to encourage safer speeds on all streets.	FDOT/ BCG/ Municipalities	Short-Term
Adopt a policy to paint speed limit markings into street projects to create awareness.	FDOT/ BCG/ Municipalities	Short-Term
Adopt a policy to plant appropriate species of street trees to create street enclosure and encourage safer speeds.	FDOT/ BCG/ Municipalities	Short-Term
Adopt a traffic calming manual for all municipalities.	BCG	Mid-Term

Policy Recommendations	Agency Lead	Timeframe*
Assess opportunities for Speed Reduction strategies in all capital projects based on Context Classification with Safe Streets Design Manual.	FDOT/ BCG/ Municipalities	Short-Term
Safer Roads		
Coordinate with County and cities to understand the schedule for tree maintenance, and establish priority maintenance schedule for streets that have extensive tree canopies to maintain street lighting and improved viability.	BCG/ Municipalities	Short-Term
Adopt a policy to evaluate alternatives to traffic signals at intersections (including roundabouts) to achieve safer intersections.	BCG/ Municipalities	Short-Term
Analyze need for existing/future auxiliary lanes on all projects to align with safety goals.	FDOT/ BCG/ Municipalities	Short-Term
Require that all new vehicles added to the agency fleets starting in 2028 have the latest crash reduction technology.	BCG/ Municipalities	Short-Term
Use Light Emitting Diode (LED) lighting for all new and retrofit projects throughout the county, replacing existing High Pressure Sodium (HPS) fixtures.	FDOT/ BCG/ Municipalities	Short-Term
Adopt the latest national lighting standards for all lighting improvements needs in Broward County. Adopt vertical illumination requirements per national best practices at all crosswalks and midblock. Implement Dual Zone lighting analysis standard as per the latest FDM and monitor future integration of dual zone analysis method in the Florida Greenbook.	FDOT/ BCG/ Municipalities	Short-Term
Establish a policy that all capital projects shall include lighting assessment to determine needed lighting improvements to meet latest national best practices.	FDOT/ BCG/ Municipalities	Short-Term

Policy Recommendations	Agency Lead	Timeframe*
Update design guidelines to reflect that all lighting infrastructures (toolboxes, cabinets, etc.) should be elevated in areas with high flood risk where feasible. Lighting conductors shall consider aluminum materials to reduce risk of theft and reduce lighting outages.	FDOT/ BCG/ Municipalities	Short-Term
Upgrade rail crossings and corridors with safety improvements within all programmed upgrades along rail corridors as capital projects are implemented.	FDOT/ BCG/ Municipalities	Short-Term
Implement standard use of no-turn blank-out signage at all railroad intersections in the County.	FDOT/ BCG/ Municipalities	Short-Term
Update/revise lighting construction specifications to include require photocells activate the hour before dark conditions (at the manufacturer level), peak crash time of the day, and conduct further analysis to determine the optimal sensitivity level for these adjustments. Coordinate with lighting manufacturers to understand how best to include this specification language for photocells and understand any cost variation so that it can be budgeted in future projects.	FDOT/ BCG/ Municipalities	Mid-Term
Pursue legislation to allow speed enforcement cameras beyond school zones and 24/7.	Broward MPO	Mid-Term
Set the maximum width of a new/ reconstructed driveway at two lanes. Sidewalks should continue level across driveways with "sidewalk" pavement.	FDOT/ BCG/ Municipalities	Mid-Term
Require Smart Lighting Technology (adaptive lighting techniques) to notify the maintaining agencies when the lights are not functioning properly.	FDOT/ BCG/ Municipalities	Mid-Term

Policy Recommendations	Agency Lead	Timeframe*
Advocate for FHWA MUTCD changes to increase the size and color of rail dynamic envelopes in Broward (to increase effectiveness).	Broward MPO	Mid-Term
Annual meeting to identify and discuss target speeds/speed reduction, roadway classification, pilot projects and other best practices.	BMPO/FDOT/ BCG	Bi-Annually

**Timeframe: Short-Term (0-2 years), Mid-Term (2-5 years), Long-Term (> 5 years), Bi-Annually, Annually*

PROJECTS

Project Location	Project Recommendations	Agency: Lead/Supporting	Timeframe*
Priority Corridor			
Sistrunk Boulevard	NW 27th Avenue to Andrews Avenue improvements per concept design	City of Fort Lauderdale/ BCG	Long-Term
Rock Island Road	Southgate Boulevard to Royal Palm Boulevard improvements per concept design	City of Margate/ BCG	Long-Term
Royal Palm Boulevard	Riverside Drive to US 441/ SR 7 improvements per concept design	City of Margate/ BCG	Long-Term
Taft Street	NW 70th Terrace to US441/SR7 improvements per concept design	City of Hollywood/ BCG	Long-Term
US441/SR7	Davie Boulevard to Sunrise Boulevard improvements per concept design	FDOT/ City of Plantation	Long-Term
Broward Boulevard (SR842)	Interstate 95 to NW 1st Avenue improvements per concept design	FDOT/ City of Fort Lauderdale	Long-Term
Stirling Road (SR848)	Interstate 95 to US1/Federal Highway improvements per concept design	FDOT/ City of Dania Beach	Long-Term
SW 10th Street	Interstate 95 to Dixie Highway/FL811 improvements per concept design	City of Deerfield Beach/ BCG	Long-Term
West Broward Boulevard	Central Park Drive to University Drive improvements per concept design	BCG/ City of Plantation	Long-Term
NW 31st Avenue	NW 8th Place to McNab Road improvements per concept design	BCG/ 5 cities	Long-Term
NW 19th Street	NW 43rd Terrace to NW 31st Avenue improvements per concept design	BCG/ City of Lauderhill & City of Lauderdale Lakes	Long-Term
School Safety			
Driftwood Elementary/Middle School (City of Hollywood)	Speed Humps, Lateral Shifts, Roundabout, Mini Traffic Circle, Close Sidewalk Gap, Curb Extension, High-Visibility Crossing, Median Refuge Island, Raised Crosswalk, Leading Pedestrian Interval (LPI), Pedestrian Hybrid Beacon (HAWK), Rectangular Rapid-Flashing Beacon (FFRB), Pedestrian Signal.	City of Hollywood/ BCG	Long-Term
North Side Elementary (City of Fort Lauderdale)		City of Fort Lauderdale/ BCG	Long-Term
Oakland Park Elementary (City of Oakland Park)		City of Oakland Park/ BCG	Long-Term
Rail Safety			
East Atlantic Boulevard @ FEC Tracks	Install Fencing, Add Anti-Trespassing Panels at Crossings, Increase Signage, Visibility Enhancements for Dynamic Envelopes, Increase Lighting at Crossings, Add Median Delineators with Raised Curbs.	City of Pompano Beach/ FDOT/ Florida East Coast Railroad (FEC)	Long-Term
Hardy Park @ FEC Tracks		City of Fort Lauderdale/ Florida East Coast Railroad (FEC)	Long-Term
SW 3rd Street to SW 11th Street @ FEC Tracks		City of Hallandale Beach/ Florida East Coast Railroad (FEC)	Long-Term

Project Location	Project Recommendations	Agency: Lead/Supporting	Timeframe*
West Cypress Creek Road @ SFRC Tracks	Install Fencing, Add Anti-Trespassing Panels at Crossings, Increase Signage, Visibility Enhancements for Dynamic Envelopes, Increase Lighting at Crossings, Add Median Delineators with Raised Curbs.	South Florida Regional Transit Authority (SFRTA)/ City of Fort Lauderdale	Long-Term
Prospect Road & Powerline Road @ SFRC Tracks	Install Fencing, Add Anti-Trespass Panels at Crossings, Increase Signage, Lighting and Visibility for Dynamic Envelopes, Median Delineators w/ Raised Curbs, Eliminate Ped Crossing/east side of Powerline Rd., Install Traffic Signal before East Bound Crossing.	South Florida Regional Transit Authority (SFRTA)/ City of Oakland Park	Long-Term
Fort Lauderdale Tri-Rail Station @ SRFC Tracks	Install Reinforced Fencing, Increase Signage, Visibility Enhancements for Dynamic Envelopes, Increase Lighting.	South Florida Regional Transit Authority (SFRTA)/ City of Fort Lauderdale	Long-Term
Lighting Safety			
West Copans Road @ Lyons Road	Ensure functional lights, upgrade to LED, follow best practices, add high-powered and solar lighting, and maintain tree canopies.	BCG	Long-Term
Copans Road @ Dixie Highway	Ensure functional lights, upgrade to LED, repair poles, follow best practices, add high-powered and solar lighting, and corner LEDs.	City of Pompano Beach	Long-Term
Pembroke Road @ SW 56th Avenue	Ensure functional lights, upgrade to LED, repair poles, follow best practices, add high-powered and solar lighting.	FDOT	Long-Term
NW 7th Avenue, West Broward Boulevard to Sistrunk Boulevard/ NW 6th Street	Ensure functional lights, upgrade to LED, repair poles, follow best practices, add high-powered and bus stop LED lighting.	BCG/ City of Fort Lauderdale	Long-Term
Mid-Block Crosswalks			
Andrews Avenue, between Sunrise Boulevard and Oakland Park Boulevard, Fort Lauderdale and Wilton Manors	Three proposed midblock crossings to connect BCT Transit Stops	BCG/ City of Fort Lauderdale/ City of Wilton Manors	Long-Term
NE 62nd Street, Andrews Avenue to NE 18th Avenue	Two proposed midblock crossings to connect BCT Transit Stops	BCG/ City of Fort Lauderdale/ City of Oakland Park	Long-Term
Coconut Creek Parkway, US 441 to NW 39th Avenue	Two proposed midblock crossings to connect BCT Transit Stops	BCG/ City of Margate	Long-Term
Technology			
Leading Pedestrian Interval	Technology Action Plan provides a listing of the intersections with the most overall pedestrian involved crashes where implementation of leading pedestrian intervals could be prioritized.	Municipalities	Short Term
Speed Management Corridors	Technology Action Plan provides a listing of corridors on the HIN with speed limits 45 mph or greater and a potential signal spacing where signal timing strategies.	Municipalities	Mid-Term

ACTIONS

Project Location	Project Recommendations	Agency: Lead/Supporting	Timeframe*
Bicyclist Detection	Technology Action Plan provides summary of intersections where improvements could be prioritized, including detection and extension of green or all-red (for intersections with on-street bike lanes), or other treatments.	Municipalities	Mid-Term
Intersections for Near-Miss Analysis	Technology Action Plan outlines opportunities to identify underlying safety issues prior to a fatal or severe injury crash occurring.	Municipalities	Mid-Term
Corridors for Additional Emergency Response	Technology Action Plan provides average emergency response time to corridors on the HIN. Post crash care strategies could be employed on these corridors (decreased response time and transport travel times).	Municipalities	Long-Term
Neighborhood Safety			
Durrs Neighborhood	Traffic Circles/Mini-Roundabouts, Raised Intersections and Raised Crosswalks, Curb Extension, Reduced Speed Limit of 20 mph.	City of Fort Lauderdale/ BCG	Long-Term
Parkside Neighborhood		City of Hollywood/ BCG	Long-Term
Westgate Lake Manor		City of Plantation/ BCG	Long-Term
Ped/Bike Safety			
Cypress Creek Trail at SR 7/US 441, Margate	Implement a midblock crossing for the trail at SR 7/US 441 to eliminate the current 670 foot walk required to cross at a signalized intersection.	FDOT/ City of Margate	Long-Term
Davie Road Extension at North University Drive	Extend bike lanes to the intersection, add protection intersection, crosswalks, median tips, close turn lanes with closed driveways, shorten turn lanes and consolidate bus stops.	BCG/ Town of Davie	Long-Term
Miramar Parkway from SW 184th Avenue to SW 192nd Terrace	Extend bike lanes to the west. Add a roundabout at Miramar Parkway and SW 186th Ave.	City of Miramar/ BCG	Long-Term
Pines Boulevard, NW/SW 136th Avenue to Flamingo Road	Narrow travel lanes, add buffered bike lanes, and widen the sidewalks to side path standards. It is 1.05 miles long and FDOT jurisdiction - classified by the MMMP as a Super Connector but not on MMMP Top 10 list.	FDOT/ City of Pembroke Pines	Long-Term
Oakland Park Boulevard and NW 56th Avenue (Inverary Boulevard)	Median tips, leading pedestrian intervals, restricting RTOR, a protected bike intersection, and tighter corners with truck aprons. (This location overlaps with the Broward County Intersection Project - potential to coordinate).	FDOT/ City of Lauderhill	Long-Term
Sheridan Street and US 1 (Federal Highway)	Median tips, leading pedestrian intervals, restricting RTOR, protected bike intersection, and tighter corners with truck aprons.	FDOT/ City of Dania Beach	Long-Term

Project Location	Project Recommendations	Agency: Lead/Supporting	Timeframe*
Priority Intersection			
University Drive & West Broward Boulevard	Proposed intersection improvements may include (to be determined): Protected Intersections, Bus Stop Relocations, Tighten Curb Returns, Median Tips, Evaluate/reduce turn lane lengths, Street Trees, Signal Timing to Reduce Speeding (Green Wave/Rest on Red), Raised Intersection, Narrow Lanes, No Right on Red, Extend Green Time for Bikes, Leading Pedestrian Interval (LPI), Flashing Yellow/Right left turn, High Visibility Crosswalks, Signal Backplates, Upgrade Roadway Lighting to FDM standard configuration, Green Lane Markings, In-Lane Speed Markings, Turning Vehicles Stop for Peds Dynamic Sign.	FDOT/ City of Plantation	Long-Term
SR 7 & West Atlantic Boulevard		FDOT	Long-Term
Royal Palm Boulevard & Rock Island Road		City of Margate	Long-Term
SR 7 & Royal Palm Boulevard		FDOT/ City of Margate	Long-Term
University Drive & West Sunrise Blvd		FDOT/ City of Plantation	Long-Term
Broward Blvd & NW 7th Avenue		FDOT/ City of Fort Lauderdale	Long-Term
West Commercial Boulevard & SR 7		FDOT/ City of Tamarac	Long-Term
SR 7 & Oakland Park Boulevard		FDOT/ City of Lauderdale Lakes	Long-Term
Broward Boulevard & East Acre Drive		FDOT/ City of Plantation	Long-Term
Oakland Park Boulevard & Powerline Road		FDOT/ City of Wilton Manors	Long-Term
SR 7 & NW 16th Street		FDOT / City of Lauderhill	Long-Term
SR 7 & Hollywood Boulevard		FDOT/ City of Hollywood	Long-Term
Sunrise Boulevard & NW 31st Avenue		FDOT/ City of Lauderhill	Long-Term
Sunrise Boulevard & NW 56th Avenue		FDOT/ City of Lauderhill	Long-Term
Sunrise Boulevard & NW 34th Avenue		FDOT/ City of Lauderhill	Long-Term
US 1/Federal Highway & Oakland Park Boulevard		FDOT/ City of Fort Lauderdale	Long-Term
West Broward Boulevard & NW 59th Avenue		FDOT/ City of Plantation	Long-Term
SR 7 & NW 19th Street		FDOT/ City of Lauderdale Lakes	Long-Term
NW 19th Street & NW 15th Avenue		BCG/ City of Fort Lauderdale	Long-Term
Atlantic Boulevard & Banks Road		FDOT/ City of Margate	Long-Term
Sunrise Blvd & Andrews Avenue	FDOT/ City of Fort Lauderdale	Long-Term	

***Timeframe:** Short-Term (0-2 years), Mid-Term (2-5 years), Long-Term (> 5 years)

COMMUNITY ENGAGEMENT

Collaboration and public engagement are central to the development of the BSAP, ensuring input from stakeholders, community organizations, government partners, and the public are incorporated into the development of the plan.

Steering Committees

Two steering committees - the **Oversight Committee** and the **Technical Working Group** - provide the framework to guide the development of the BSAP. These committees ensure consistent engagement, shape safety methodologies, and identify pressing public safety needs, policy changes, and engineering gaps.

The Oversight Committee comprised of representatives from transportation, health industry, law enforcement, private sector, and community champions in Broward County, met quarterly to provide strategic input. The Technical Working Group, made up of local traffic safety experts, meet monthly to refine methodologies and ensure data-driven solutions. Their expertise ensures practical, data-driven solutions guiding the plan. Members act as liaisons, sharing updates, aligning with safety initiatives, while promoting fresh strategies. See **page 4** for a complete list of members.

Road Safety Assessments and Community Workshops

The BSAP combines technical expertise with grassroots engagement to address safety challenges. Rigorous analysis and community collaboration set an example of roadway safety initiatives for other agencies to follow.

A team of transportation engineers, urban planners, public safety officials, and local stakeholders conducted a series of ten (10) Road Safety Assessments to ensure proposed solutions were practical and relevant.

A two-phase community workshop approach (18 meetings) enabled residents to collaborate, share concerns, review and discuss solutions for 11 priority corridors. These small group discussions aligned technical solutions with community needs.

Awareness and Education Campaign

The BSAP launched an awareness and education campaign to encourage behavior changes that improve safety. Data-driven messaging raised awareness of high-injury and fatality crashes while delivering accessible education to include:

- An interactive website
- Social media content
- BMPO “Mobility Monday” newsletter articles
- Educational presentations
- Local media coverage

Partnerships with municipalities expanded the campaign’s reach through websites, emails, newsletters, and social media. Strategic advertising on bus benches, shelters, digital media, and streaming services targeted

key communities to ensure measurable impact. A Safety Road Show in 2025 will include ten local events around Broward County to share BSAP findings and meet people where they are.



Agency Collaboration

Local agencies are integrated into the process through multiple opportunities including BSAP Technical Working Group, BSAP Oversight Committee, MPO Technical Advisory Board, MPO Citizens’ Advisory Committee, eight Focus Subcommittees, road safety assessments on eleven corridors, and 18 design concept meetings from FDOT, Broward County Government, and local municipalities. A Safe Streets Design Manual training seminar series is planned for fall 2025.

REPORTING PROGRESS

The Broward Safety Action Plan identifies performance metrics upon which our progress towards achieving zero traffic fatalities and serious injuries in Broward is measured. These metrics include tracking the progress of the Actions section in addition to crash statistics. Beginning in 2026, these metrics will be evaluated on an annual basis through the BSAP annual report posted at www.safestreets4broward.org.

Crash Metrics

Crash metrics utilize data from Signal Four Analytics, with rail crash data from Federal Rail Association. Multiple metrics will require GIS analysis. Each item listed below will include the annual total number and the year-to-year percentage change.

Compiling the data for the Annual Report will require close coordination among the Broward MPO, Broward County, and each of the cities within Broward County, and FDOT. Beginning in 2026, the Annual Report will be available on the [Broward Safety Action Plan website](#) and hard copies will be available upon request. The website includes a [Safety Dashboard](#) of crash statistics with interactive search features where the user can key in on certain performance metrics and geographic locations.

CHECK OUT THE BSAP PROJECT WEBSITE!

Scan the QR code or copy and paste the link: safestreets4broward.org



Total Crashes

Total Killed and Serious Injured (KSI) Crashes

Total Fatalities

Total Serious Injuries

By Mode



Bicycle



Pedestrian



Motorcyclist



Vehicle

By Type



Angle



Bicycle



Left Turn



Right Turn



Off Road



Pedestrian



Rear End



Sideswipe

By Contributing Factors



Alcohol/
Drugs



Speeding/
Aggressive Driving



Distracted Driving



Hit and Run

By Lighting Conditions



Daylight



Dark-Lighted



Dark-Not Lighted



Dawn



Dusk

By Age Group



Under 19 years



Age 19-64 years



Over 64 years

By Number of Lanes

In School Zones

By Posted Speed

On Local Streets

Rail Related Fatal Crashes (At/Between Crossings)

This report is provided by **wsp**



BROWARD SAFETY ACTION PLAN (BSAP)

SAFE STREETS 4 BROWARD

Powered by The Broward MPO & Broward County

Technical Advisory Committee (TAC)

Citizens' Advisory Committee (CAC)

March 26, 2025



SS4A GRANT

MISSION

To create a **data-driven action-oriented** plan to **reduce** severe injuries and traffic fatalities to zero in Broward County

FUNDING

\$5M SS4A Federal Grant : Broward MPO administering grant
\$1.25M County Local Match: In-Kind Services for 3 Studies

OUTCOMES

1. Create an ACTION PLAN with defined goals to improve safety for all roadway users, including vulnerable users (pedestrians, bicyclists, public transportation users, micromobility and other non-motor vehicle users).
2. Identify projects and prepare them for funding and implementation.
3. Identify policies and programs to increase safety for roadway users and prevent roadway deaths and serious injuries.

TABLE OF CONTENTS

- 1 INTRODUCTION
- 2 APPROACH TO ZERO
- 4 SAFETY ANALYSIS
- 7 PRIORITIZATION
- 8 FOCUS PLANS
- 17 ACTIONS
- 27 COMMUNITY ENGAGEMENT
- 28 REPORTING PROGRESS

TABLE OF CONTENTS

SS4A Self-Certification Eligibility Checklist

This document responds directly to the requirements of the SS4A Grant checklist.

#1: Leadership Commitment and Goal Setting ✓
Refer to pages i, 2

#2: Planning Structure ✓
Refer to pages ii, 27

#3: Safety Analysis ✓
Refer to pages 4-6

#4: Engagement and Collaboration ✓
Refer to page 27

#5: Demographic Considerations ✓
Refer to page 7

#6: Policy and Process Changes ✓
Refer to pages 17-26

#7: Strategy and Project Selections ✓
Refer to pages 2-3, 7, 19-26

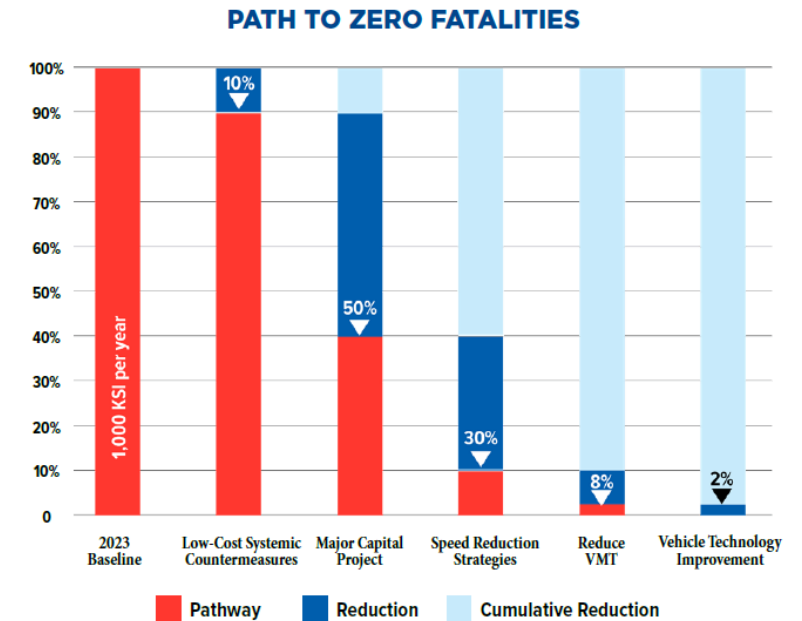
#8: Progress and Transparency ✓
Refer to page 28

#9: Action Plan Date ✓
Refer to cover page

MPO Board approval of Safety Action Plan

Goal Year: 2050

- Matches National Safety Council Goal: 2050
- Matches SFTEC goal
- Aligns with BMPO MTP 2050
- Holistic Approach



Planning Structure

A diverse oversight board to guide the development of the Action Plan
Representatives from the health industry, law enforcement, private sector,
and community champions

- Technical Working Group (TWG) - monthly meetings
- Oversight Committee (OC) - quarterly meetings



- High Injury Network (HIN)
- High Risk Network (HRN)
- Prioritization - 11 Corridors
- Focus Plans
 - School Zone/Bus Stop Safety
 - Rail Safety
 - Lighting Safety
 - Mid-Block Crossing Safety
 - Safety through Technology
 - Neighborhood Safety
 - Pedestrian/Bicycle Safety
 - Safe Speed

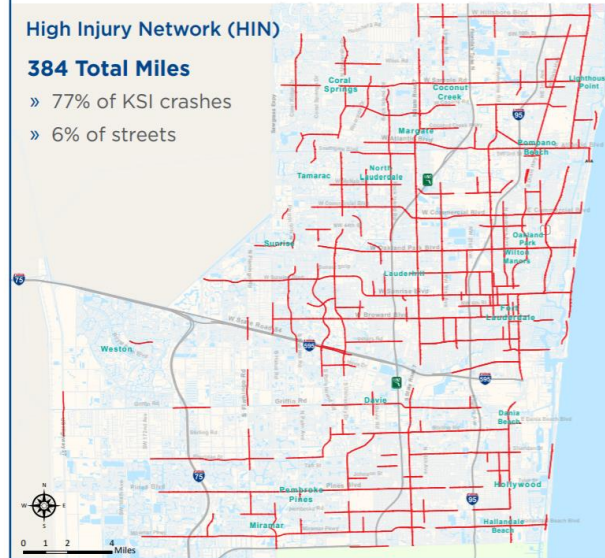
High Injury Network (HIN) and High Risk Network (HRN)

High Injury Network (HIN) is a method for network screening to identify street corridors and intersections with a **history** of severe crashes.

High Injury Network (HIN)

384 Total Miles

- » 77% of KSI crashes
- » 6% of streets

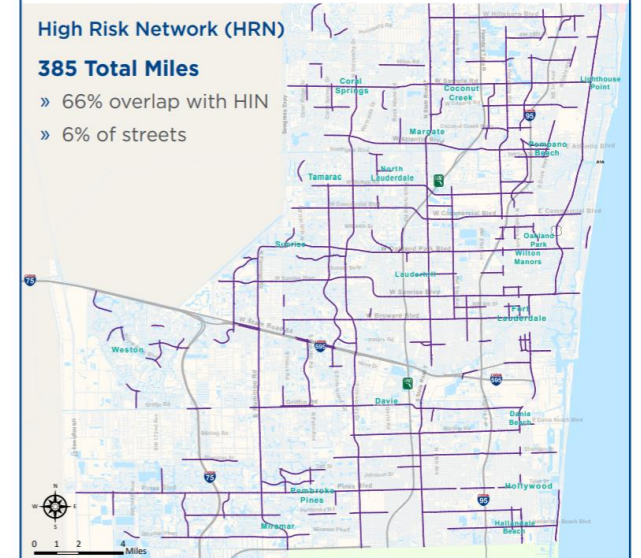


High Risk Network (HRN) is developed by analyzing collision history to identify roadway features that lead to the most crashes. It identifies corridors with the highest crash risk to understand where **future** crashes are likely to occur.

High Risk Network (HRN)

385 Total Miles

- » 66% overlap with HIN
- » 6% of streets



Policy & Process Changes

- Safer People
- Safer Vehicles
- Safer Speeds
- Safer Roads
- Post-Crash Care



Strategy & Project Selections

- Funding opportunities
- Responsible agency/implementers
 - Priority Corridors
 - School Zone Safety
 - Rail Safety
 - Lighting Safety
 - Neighborhood Safety
 - Technology
 - Midblock Crossings
 - Ped/Bike Safety
 - Priority Intersections

Recommendations

- fencing
- improved lighting
- dynamic envelope paint to discourage stopping on train tracks
- increased signage
- raised medians
- And more...



No Trespassing and Hope Signs



Medians With Delineators



Fencing and Landscaping



Double Gates

Program Recommendations

-  Enforcement & Education
-  Leverage Transit Investments Through Rail Safety Infrastructure Upgrades

Policy Recommendations

-  Advocate for FHWA MUTCD Changes
-  Standardize No-Turn Blank-Out Signage at Crossing Locations

Engagement & Collaboration



Process to monitor milestones/results

- Safety Dashboard
- Report Card
 - Annual report to federal partners
 - Crash Statistics
 - Project Implementation Metrics

**SAFE STREETS
4 BROWARD**
Powered by The Broward MPO & Broward County

About the data:
Years: 2018 - 2022 from Signal 4 Analytics (as of January 2024).

The term KSI is used to describe collisions that result in a fatality or serious injury.

Select any combination of crash filters below:

Municipalities and Districts
All

MPO District
All

Crash Year Filter
2018-2022

Time of Day Filter
All Times of Day

Day of the Week
All Days

Mode Filter
All Modes

Crash Severity Filter
All Crash Severities

Crash Type Filter
All Crash Types

Lighting Condition
All Lighting Conditions

Include Crashes on Limited Access ...
All Crashes

Include Private Road/Parking Lot Cr...
All Crashes

Insights within the dashboard will refresh when a new filter is selected

Collision Viewer

Oakland Park

Esri Community Maps Contributors, FDEP, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METU

Serious Injury Crash: 15-OCT-2022 09:15 PM

Zoom to Pan

P_CITYNAME	OAKLAND PARK
ON_STREET_ROAD_HIG HWAY	E OAKLAND PARK BLVD
MODE	Motor Vehicle
REPORT_NUMBER	25464201
CRASH_DATE_AND_TIME	15-OCT-2022 09:15 PM
TOTAL_NUMBER_OF_VE HICLES	2
TOTAL_NUMBER_OF_PE RSONS	6
TYPE_OF_SHOULDER	Paved
TYPE_OF_INTERSECTION	Not at Intersection
LIGHT_CONDITION	Dark - Lighted
WEATHER_CONDITION	Clear
ROAD_SURFACE_CONDI TION	Dry
TYPE_OF_IMPACT	Angle
FIRST_HARMFUL_EVENT	Motor Vehicle in Transport
LOCATION	On Roadway
S4_CRASH_TYPE	Head On
S4_CRASH_TYPE_SIMPLI FIED	Head On
S4_CRASH_SEVERITY	Serious Injury
S4_CRASH_SEVERITY_DE TAIL	Incapacitating Injury
S4_DAY_OR_NIGHT	NIGHT
S4_IS_AGGRESSIVE_DRIV ING	N
S4_IS_ALCOHOL_RELATE D	N
S4_IS_CMV_INVOLVED	N
S4_IS_DISTRACTED	N
S4_IS_DRUG_RELATED	N
S4_IS_HIT_AND_RUN	N
S4_IS_INTERSECTION_RE LATED	N
S4_IS_LANE_DEPARTURE _RELATED	Y
S4_IS_SPEEDING_RELATE	N

Spring 2025

- ▶ Finalize Action Plans: Neighborhood, Safe Speeds, Technology, Mid-Block, & Ped/Bike
- ▶ Existing Policy Analysis
- ▶ BSAP Safety Dashboard
- ▶ BSAP Report Card

SUMMER 2025

- ▶ Submit SS4A Implementation Grant: NW 31st Avenue
- ▶ 11 Priority Corridors: Concept Packages
- ▶ Quick-Build Guide
- ▶ 10 Quick-Build Projects Designs

Fall 2025

- ▶ Safe Streets Design Manual
- ▶ 1,000 Little Things Program
- ▶ Safety Roadshow: 10 Public Events
- ▶ Safe Streets Design Manual: Practitioner Roadshow

TOGETHER THROUGH ACTION, WE CAN ACHIEVE ZERO

JAMES CROMAR & FAZAL QURESHI

BMPO Project Managers

SS4A@browardmpo.org

SafeStreets4Broward.org

S | S
4 | A

**SAFE STREETS
4 BROWARD**

Powered by The Broward MPO & Broward County



Citizens' Advisory Committee (CAC)

Meeting Date: 03/26/2025

Roads for Economic Vitality (REV) Program Update

SUMMARY EXPLANATION/BACKGROUND:

The Broward MPO's Roads for Economic Vitality (REV) program (formerly known as the Complete Streets and Other Localized Initiatives Program or CSLIP) provides funding for small, local transportation projects that improve the safety and mobility of all transportation users. To date, the REV program has successfully completed nine funding cycles since being created by the MPO Board at their July 9, 2015 Board meeting. Since that time, there have been new transportation bills, the Florida Department of Transportation has converted these projects to be delivered through the Local Agency Program (LAP), and post-pandemic construction costs have skyrocketed. Minor adjustments to REV policies were last made July 13, 2023.

The REV program is included in the recently adopted 2050 Metropolitan Transportation Plan as part of the "Roads for Families" funding program and will continue into the future. However, the REV program and policies are due for a much-needed major update to address current United States Department of Transportation policies, LAP project delivery, funding, and project prioritization analysis. The REV program is also facing significant cost overruns for awarded projects with both professional services (e.g., design) and construction. Funding for previously awarded projects takes precedence over new awards to ensure prior REV commitments are met. Given the need to update the REV program and cover cost overruns of existing awarded projects, the MPO will not conduct a 2025 REV award cycle.

Over the years, MPO staff have worked directly with the MPO's advisory committees and MPO Board to refine the policies, prioritization criteria, and process to address local needs and policy direction at the State and federal levels. This update to the REV program will continue to be closely coordinated with the advisory committees and MPO Board. We look forward to your input as we work to make the REV program strong and relevant for the next 10 years.

At the upcoming meeting, a presentation on REV will be provided, and questions and comments will be addressed. For the PowerPoint presentation, please see the Attachment.

ADDITIONAL INFORMATION/PREPARER:

If you have any questions about this item, please contact Kerrie MacNeil at (954) 876-0072 or macneilk@browardmpo.org.

Broward MPO's Roads for Families Program



REV
ROADS FOR ECONOMIC VITALITY

March 26, 2025

What is the REV program?

- REV stands for **Roads for Economic Vitality**
- Formerly known as the Complete Streets and Other Localized Initiatives Program (CSLIP)
- As part of the 2050 MTP, REV now fits under the umbrella of the Roads for Families program (formerly known as the Complete Streets program)

Program Status Update

Cycle 8

- Ranked 19 projects from 14 agencies
- Three projects awarded

Cycle 9

- Ranked 14 projects from 12 agencies
- Will prioritize high ranking projects in the upcoming List of Priority Projects (LOPP)

Looking Ahead

- The MPO staff will not conduct an application cycle in 2025
- What does this mean?
 - No pre-application meetings
 - No application workshop
 - Online submittal portal will not be open to accept new applications
 - No ranking and prioritization of projects

Looking Ahead

- Why are we skipping an application cycle in 2025?
 - Changes in Washington have prompted staff to revise the program policies and criteria to align with new directives from US DOT
 - Allow staff to propose changes to the policies and evaluation criteria to align with the 2050 Metropolitan Transportation Plan (MTP) and the Broward Safety Action Plan (BSAP)
 - Opportunity to address funding the backlog of programmed projects

Moving Forward

- The Roads for Economic Vitality (REV) webpage on the Broward MPO's website has been updated and will continue to host any program updates
- Updates to the REV policies and criteria will be presented to the TAC, CAC and MPO Board in the future



Thank You

For questions regarding REV, please contact:
Kerrie MacNeil, REV Manager at macneilk@browardmpo.org



BrowardMPO.org/funding-programs/roadsforeconomicvitality

Powered by the Broward MPO 



Metropolitan Planning Organization

Non-Action Items 2.

Citizens' Advisory Committee (CAC)

Meeting Date: 03/26/2025

SUMMARY:

Report From Partner Agency - Florida's Turnpike Enterprise - Stirling Road (SR 848) and Florida's Turnpike (SR 91) at Milepost (MP) 52 Project Development & Environment (PD&E) Study

Attachments

Stirling Road (SR 848) and Florida's Turnpike (SR 91) at Milepost (MP) 52 Project Development & Environment (PD&E) Study - PowerPoint Presentation

**Proposed Interchange –
Stirling Road (SR 848) and Florida's Turnpike (SR 91) at Milepost (MP) 52
Project Development & Environment (PD&E) Study**

BROWARD MPO MEETINGS

Broward County, FL

FPID No.: 417218-2

March 26, 2025 (TAC, CAC)

April 10, 2025 (MPO Board)

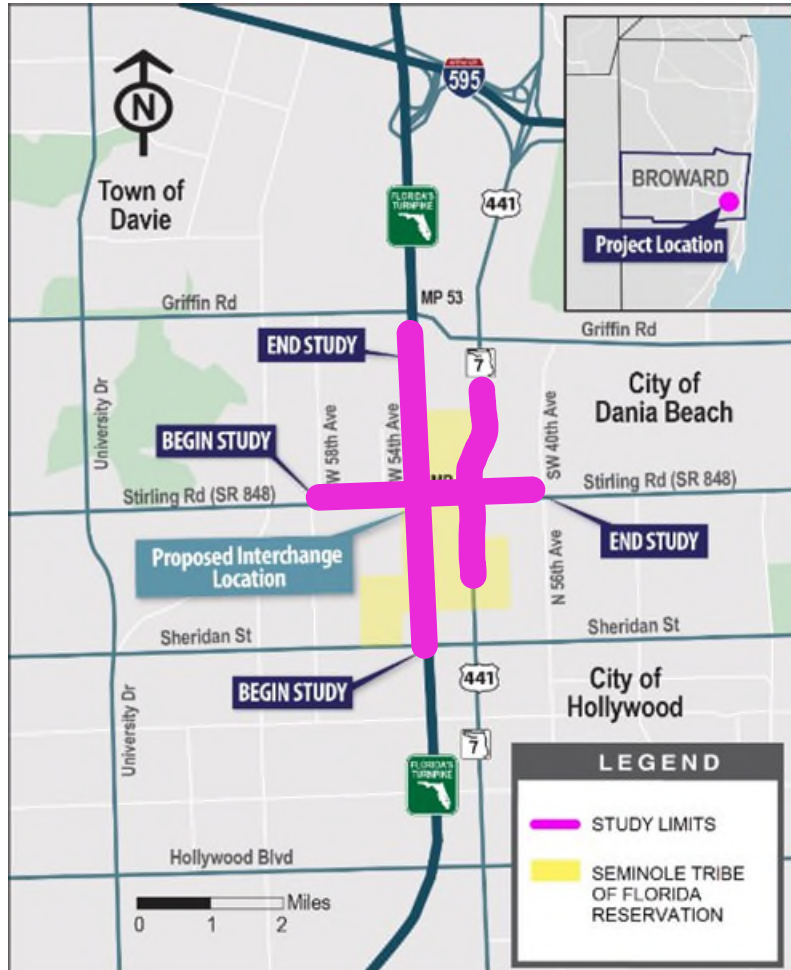
AGENDA

- **Project Location**
- **Purpose and Need**
- **Alternative Overview**
- **Schedule and Next Steps**
- **Contact Information**



STUDY LIMITS

- ❑ Along Florida's Turnpike from south of Sheridan Street to south of Griffin Road
- ❑ Stirling Road from SW 58th Avenue to SW 40th Avenue
- ❑ Stirling Road and SR 7 / US 441



PROJECT PURPOSE & NEED

Project Purpose: To assess an interchange at Stirling Road and Florida's Turnpike

Project Needs



Enhance
Florida's Turnpike
Access



Accommodate
Transportation
Demand
(Year 2050)

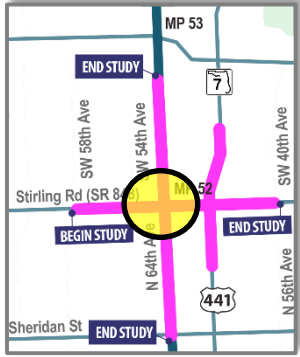


Improve
Travel Time
Reliability



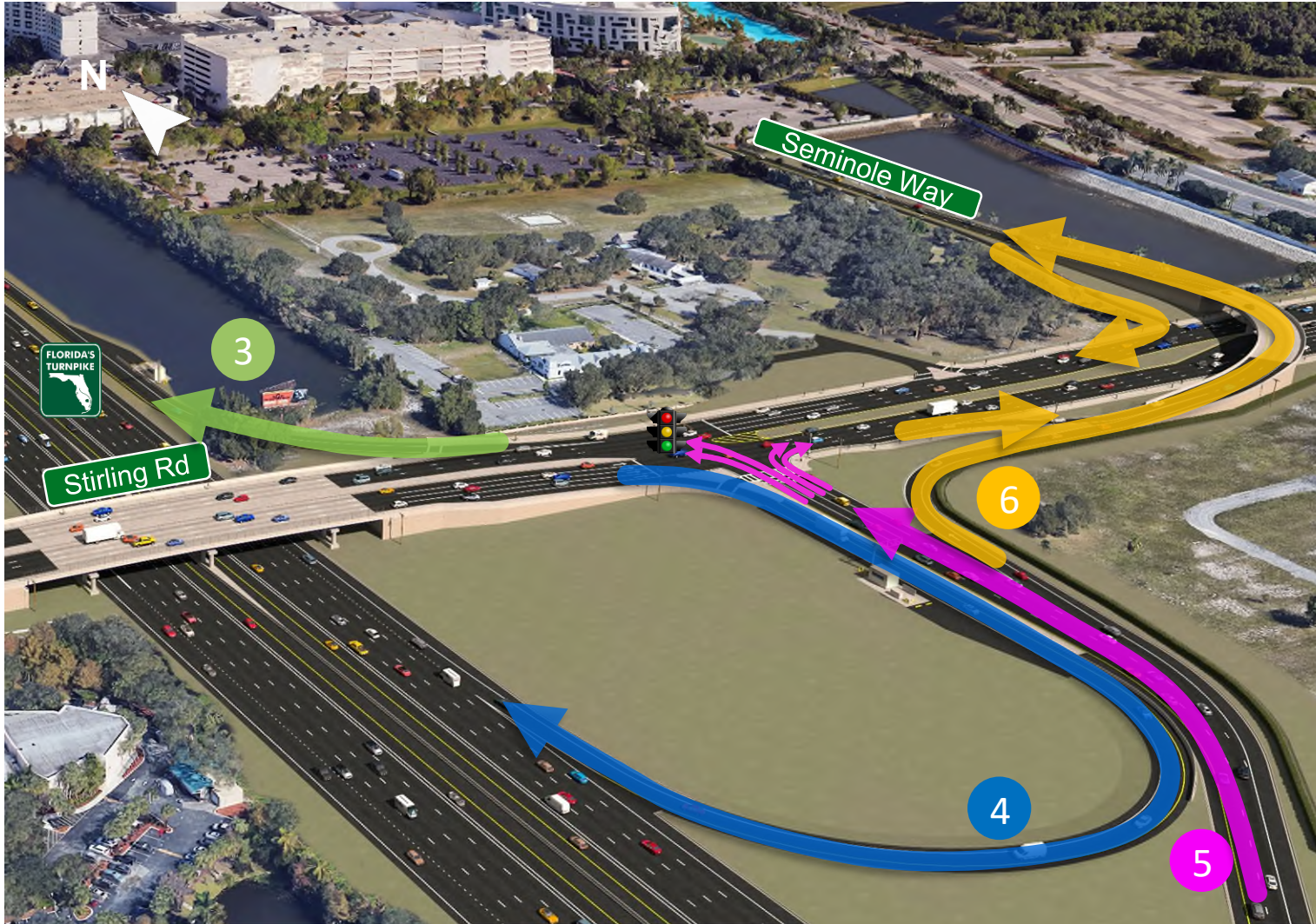
Improve
Emergency
Response

ALTERNATIVE OVERVIEW – INTERCHANGE



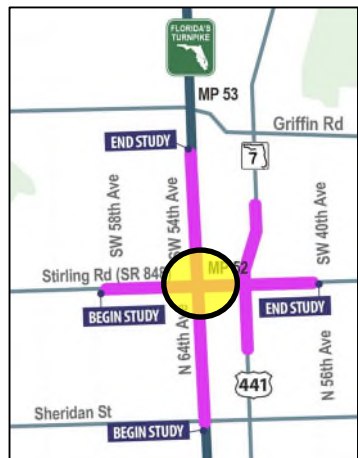
- 1 Southbound off ramp
- 2 Westbound to Southbound on ramp
- 3 Westbound to Northbound on ramp
- 4 Eastbound to Northbound on ramp
- 5 Northbound off ramp
- 6 New Seminole Way Access
- 7 Stirling Road Bridge Replacement
- ★ Proposed toll site

ALTERNATIVE OVERVIEW – FLORIDA’S TURNPIKE TO SEMINOLE WAY



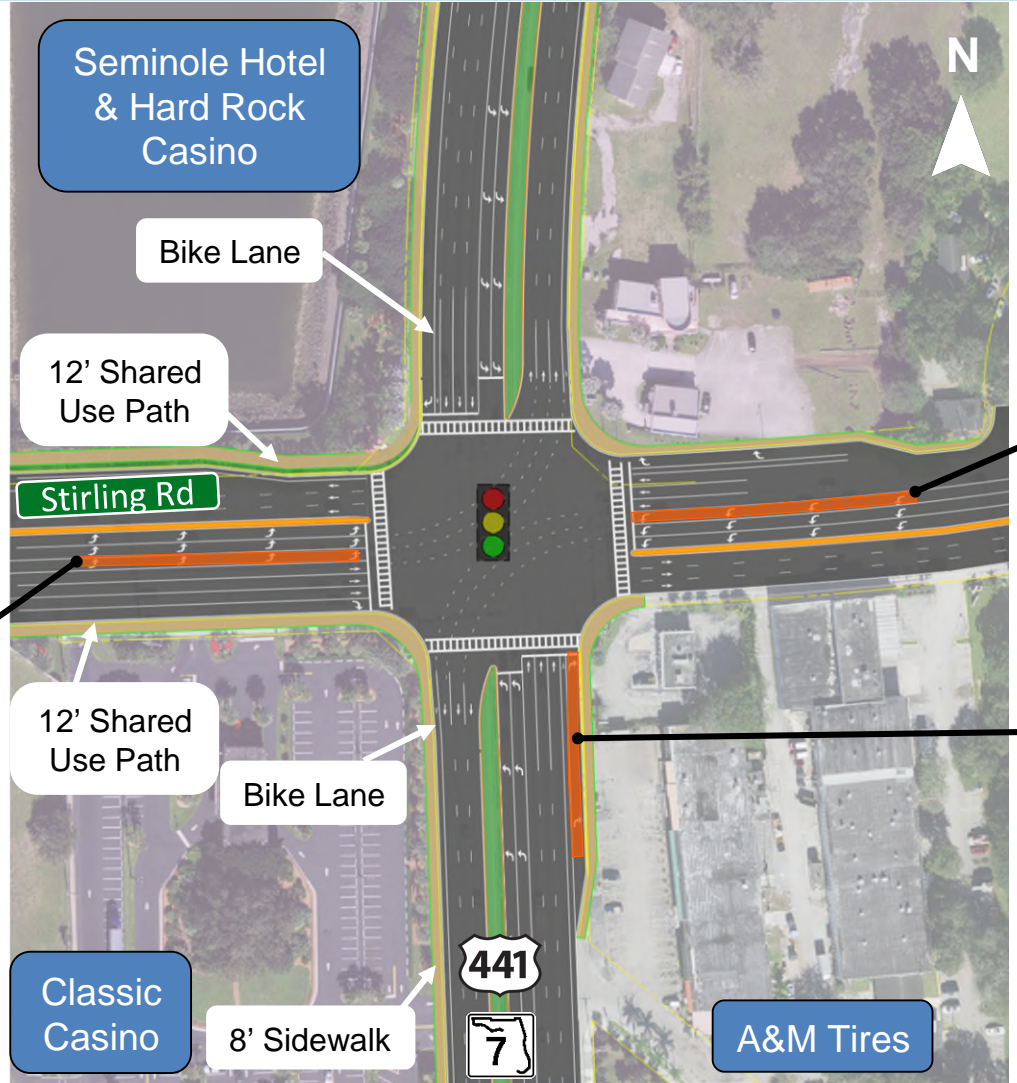
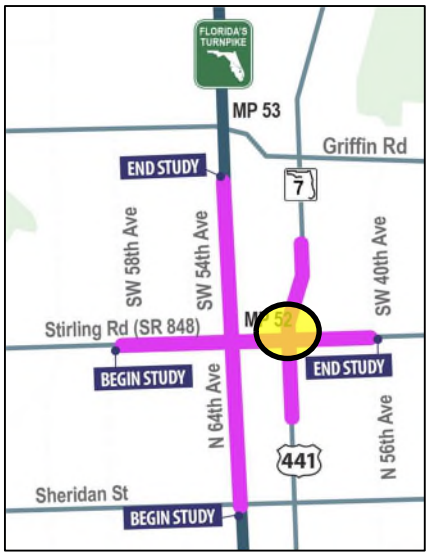
- 3 Westbound to Northbound on ramp
- 4 Eastbound to Northbound on ramp
- 5 Northbound off ramp
- 6 New Seminole Way Access

ALTERNATIVE OVERVIEW – INTERCHANGE



- 1 Southbound off ramp
- 2 Westbound to Southbound on ramp
- 3 Westbound to Northbound on ramp
- 4 Eastbound to Northbound on ramp
- 5 Northbound off ramp
- 6 New Seminole Way Access
- 7 Stirling Road Bridge Replacement

ALTERNATIVE OVERVIEW – STIRLING RD/SR 7 INTERSECTION

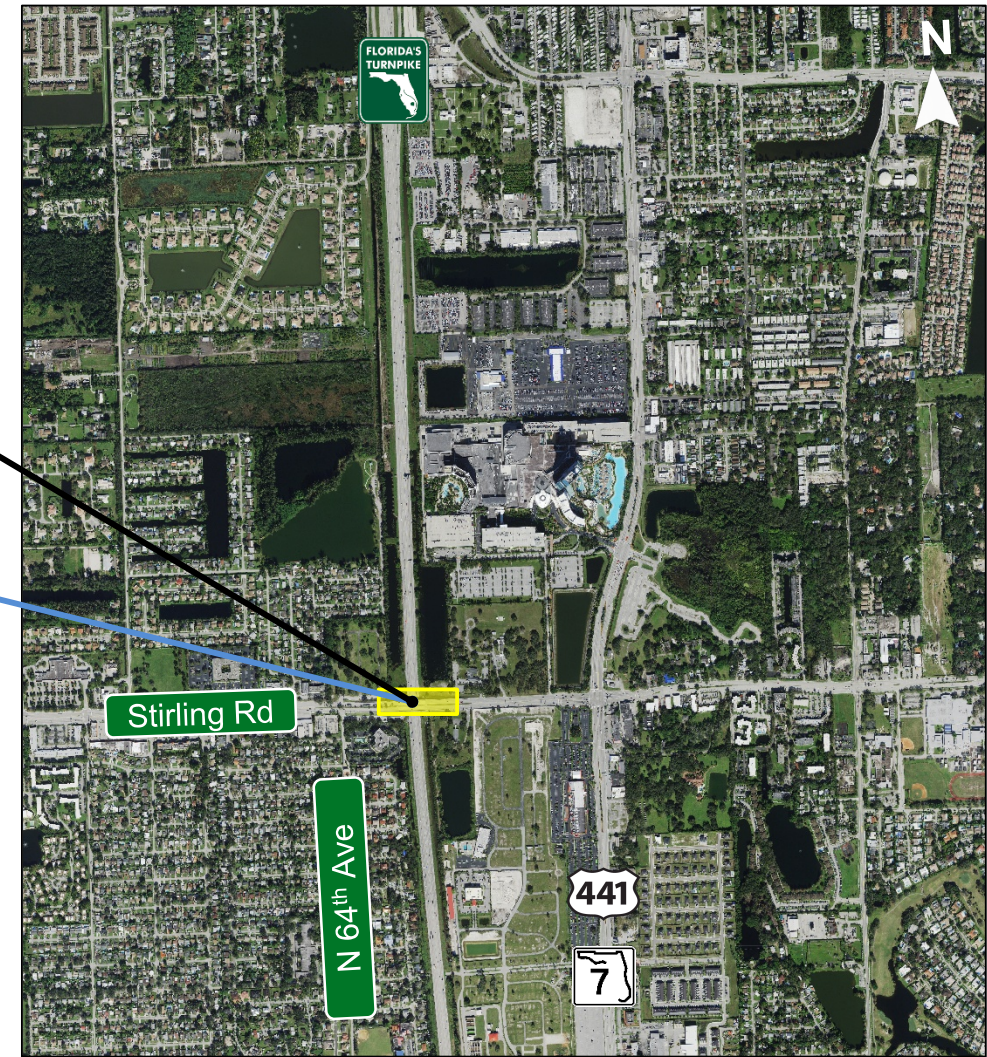
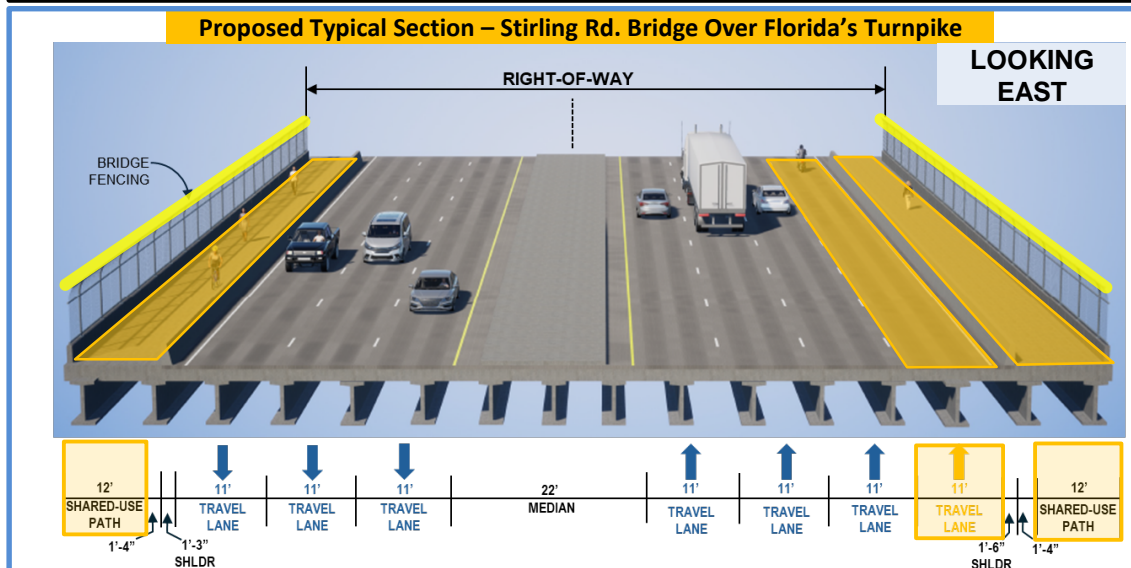
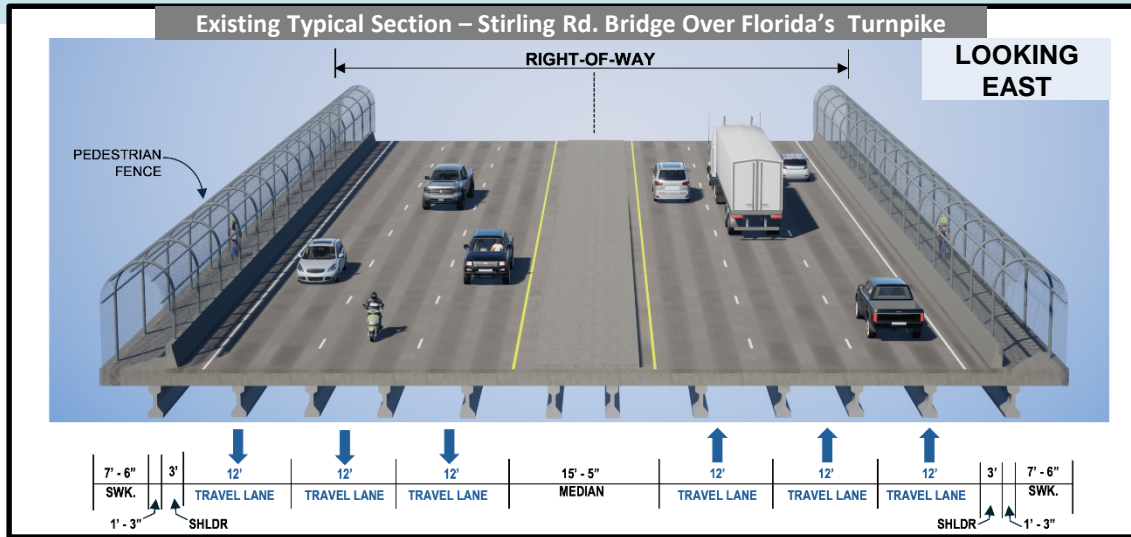


Additional eastbound left turn lane to SR 7

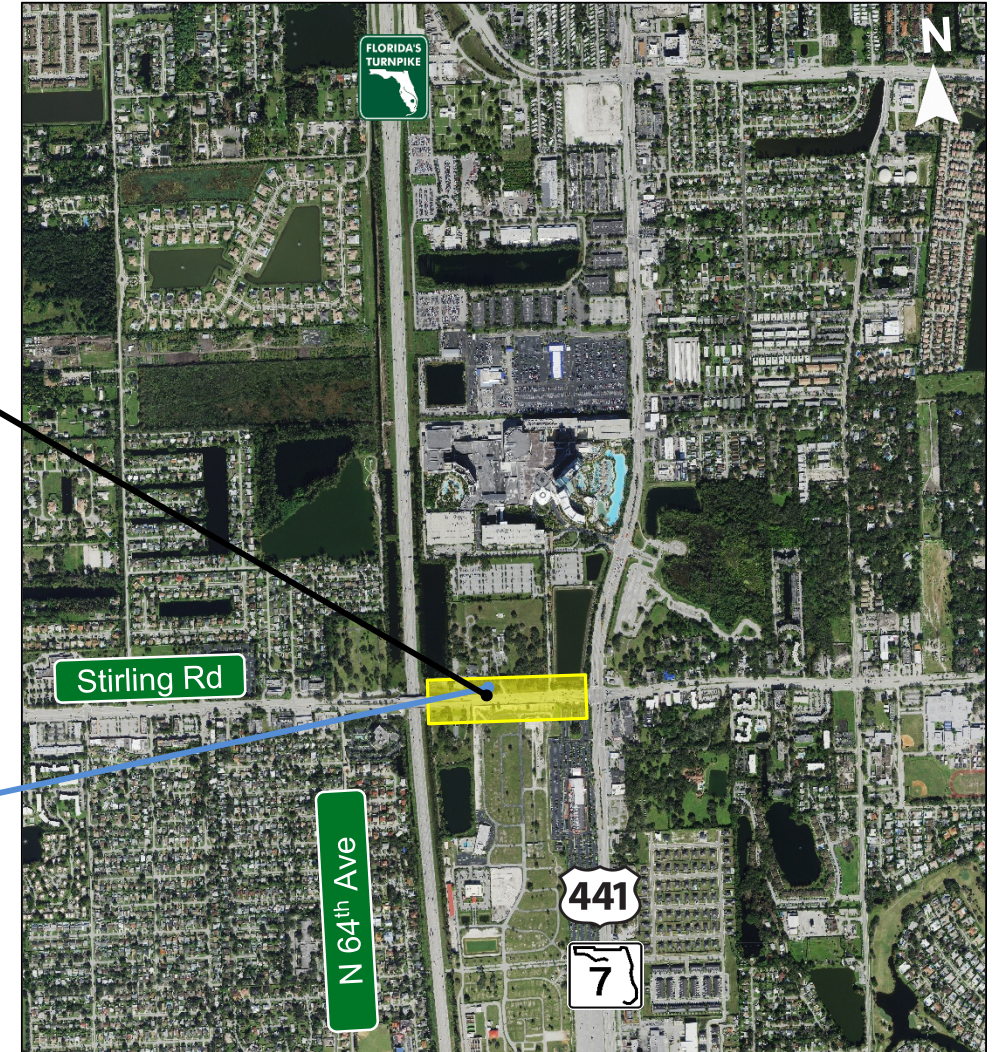
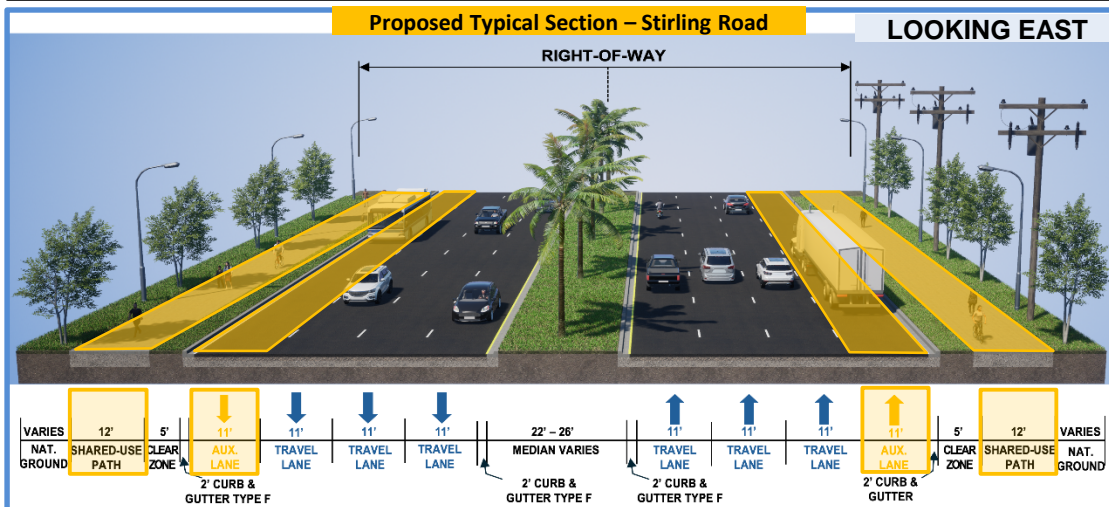
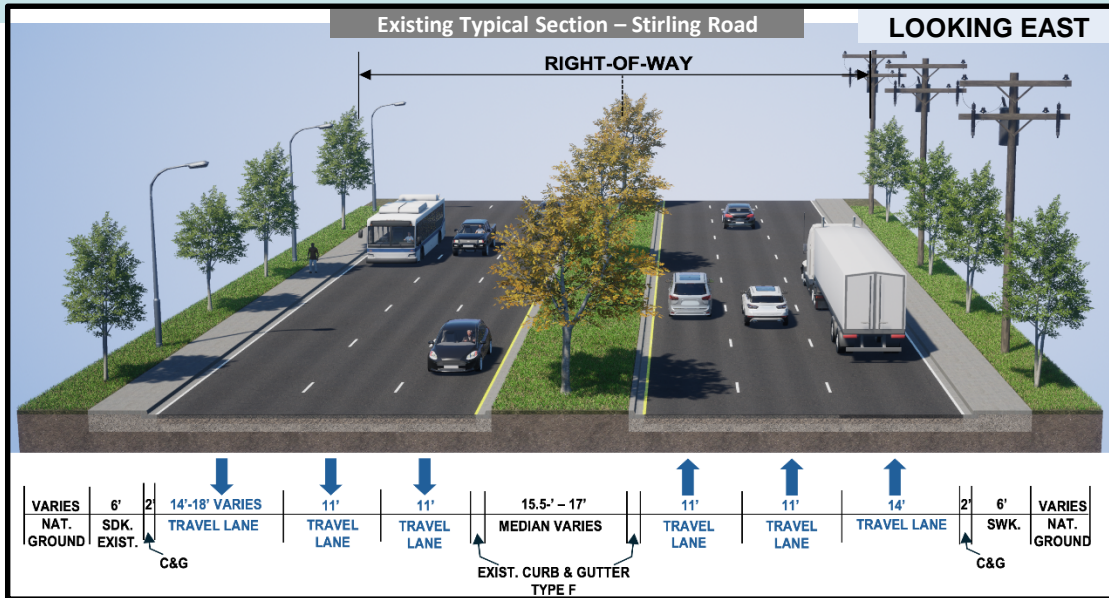
Additional westbound left turn lane to SR 7

Additional northbound right turn lane on SR 7 to Stirling Rd

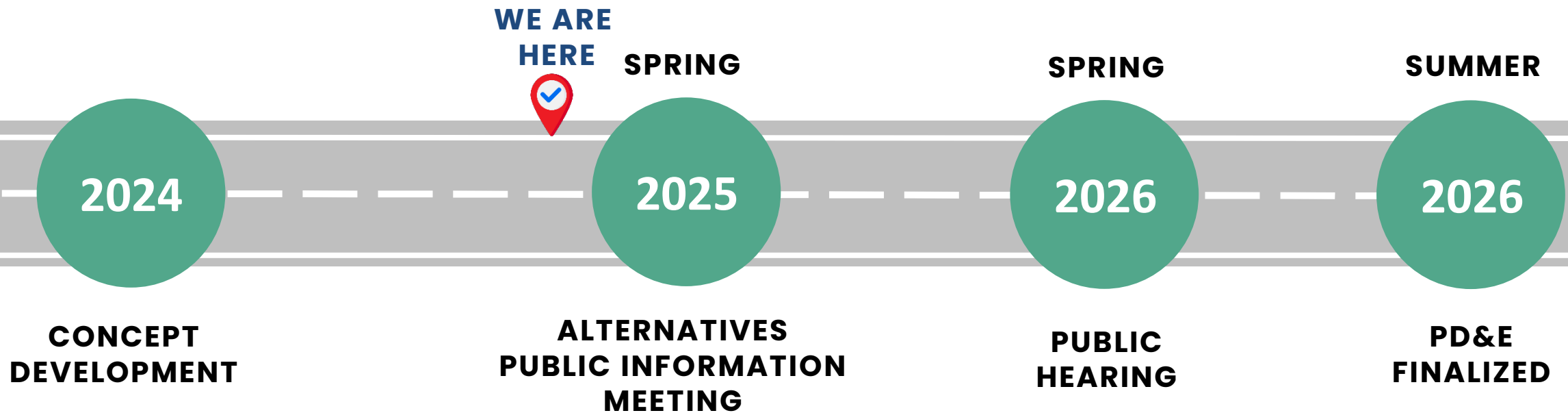
STIRLING ROAD BRIDGE TYPICAL SECTIONS



STIRLING ROAD TYPICAL SECTIONS



PROJECT SCHEDULE – NEXT STEPS



Note: Design and Construction are not funded

PARTICIPATION OPTIONS

Alternatives Public Information Meeting

Virtual/Online 

**Date: Tuesday, May 6, 2025
6:00 PM**

***Telephone in
listen-only mode*** 

**Date: Tuesday, May 6, 2025
6:00 PM**

In-Person 

**Date: Thursday, May 8, 2025
5:30 PM to 7:30 PM**
**Location Name: Old Davie School
Museum & Event Venue**
Address: 6650 Griffin Road, Davie, FL 33314

CONTACT INFORMATION

Justin Relitz, P.E.
Project Manager
Consultant to Florida's Turnpike Enterprise



P.O. Box 613069
Ocoee, Florida 34761-3069



Phone: 407-264-3304



Email: Justin.Relitz@dot.state.fl.us

Henry Pinzon, P.E.
Environmental Management Engineer
Florida's Turnpike Enterprise



P.O. Box 613069
Ocoee, Florida 34761-3069



Phone: 407-264-3802



Email: Henry.Pinzon@dot.state.fl.us

Project Website:
www.TurnpikeatStirlingRoad.com





Committee Reports 1.

Citizens' Advisory Committee (CAC)

Meeting Date: 03/26/2025

SUMMARY:

Technical Advisory Committee (TAC) Actions of the February 26, 2025 Workshop

Attachments

Technical Advisory Committee (TAC) Actions of the February 26, 2025 Workshop

Technical Advisory Committee (TAC) Actions

February 26, 2025
2:30 p.m. Virtual Workshop

NON-ACTION ITEMS	Action
Federal Discretionary Grants	N/A
DRAFT Broward Safety Action Plan (BSAP) Executive Plan	N/A



Metropolitan Planning Organization

Administrative Items 2.

Citizens' Advisory Committee (CAC)

Meeting Date: 03/26/2025

SUMMARY:

2025 Participation Record

Attachments

2025 Participation Record

**Broward Metropolitan Planning Organization
Citizens' Advisory Committee Meetings
Members 2025 Participation Record**

Members	City/Agency	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
District 1		W	W					NM					NM
Vacant	City of Coral Springs												
Vacant	City of Tamarac												
Joao Brandao	City of Margate	x	x										
Christine McKay	City of North Lauderdale	x	x										
District 2													
Vacant	City of Pompano Beach												
Vacant	City of Deerfield Beach												
Gregory Gayle	City of Coconut Creek	x	x										
District 3													
Vacant	City of Fort Lauderdale (Sorensen)												
Vacant	City of Fort Lauderdale (Trantalis)												
Bob Schankweiler	City of Lauderhill	x	x										
Darren Badore	City of Plantation	x	E										
Angelo Fernandez	City of Sunrise	x	E										
Wallis Peterson	City of Oakland Park	x	x										
District 4													
Tom Lander	City of Hollywood		x										
Vacant	City of Hallandale Beach												
District 5													
Frank Vidal	Town of Davie	x	x										
Debon Campbell	City of Miramar	x											
Vacant	City of Pembroke Pines												
Marc Weiss	City of Weston												
Agencies													
Vacant	SFRTA/Planning & Capital Development												
Justin Proffitt	Broward County School Board		E										
Marc Fermanian	BCBCC Michael Udine	x	E										
Desiree Avila	BCBCC Lamar Fisher												
Max Goldstein	BCBCC Hazelle Rogers	x											
Vacant	BCBCC Beam Furr												
Doris Span	CAC Appt #1	x	x										
Michael Smith	CAC Appt #2	x	x										
Dave Fletcher	CAC Appt #3												
Ken Reinhardt	AARP	x	x										
Sheldon Riles	Broward College	x	x										
Vacant	Children's Services Council												
Dean Mirra	Broward Sheriff's Office												
Phil Busye	Broward Sierra Club	x											
Vacant	Ctr for Independent Living												
Sabreena Ali	Florida Department of Health												
Vacant	Florida Trucking Association												
Patience Cohn	MIASF	x	x										
Vacant	COMTO												
Vacant	League of Women Voters												
Vacant	NAACP												
Ervin Brown	Realtors Assn of Gr Ft. Laud												
John Michael Perez	Rotary Club												
Rosana Cordova	Smart Growth Partnership		R										
Vacant	United Way												
Vacant	Urban League												

E – Member Excused, notified MPO staff prior to meeting R – Replaced with New Person 1 – First meeting attended (Org)
x – attended NM – No meeting held that month SM – Special meeting held that month CM – Meeting cancelled
W - Workshop



Metropolitan Planning Organization

Administrative Items 4.

Citizens' Advisory Committee (CAC)

Meeting Date: 03/26/2025

SUMMARY:

Florida Department of Transportation's Public Hearing for Project Development and Environment (PD&E) Study of Interstate 95 (I-95/SR 9) From South of Hallandale Beach Boulevard (SR 858) to North of Hollywood Boulevard (SR 820) - April 3, 2025 & April 8, 2025

Attachments

Public Hearing - Notice

Public Hearing - Appointed Officials Letter



FLORIDA DEPARTMENT OF TRANSPORTATION INVITES YOU TO A PUBLIC HEARING

PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
Interstate 95 (I-95/SR 9) From South of Hallandale Beach Boulevard (SR 858)
To North of Hollywood Boulevard (SR 820) Broward County, Florida
Financial Project ID Number: 436903-1-22-02
Efficient Transportation Decision Making (ETDM) Number: 14254

The Florida Department of Transportation (FDOT) will conduct a Virtual and In-Person Public Hearing regarding the above referenced project. The Public Hearing will begin at 6:00 p.m. with an informal open house. A formal presentation will begin at 6:30 p.m., followed by a public comment period. The same information will be presented at both the Virtual and In-Person Public Hearing. Questions and comments during the Virtual Public Hearing may be submitted at any time using the questions toolbar feature. Persons wishing to submit written statements or any other information, in place of or in addition to oral statements may do so at both the Virtual and In-Person Public Hearing or by emailing the FDOT Project Manager at the contact information at the end of this notice. Project information can be viewed on the project website: <http://www.fdot.gov/projects/sefl/future/95/858-820/>.

PD&E STUDY PURPOSE

A PD&E Study is FDOT's process to evaluate the social, economic, and environmental impacts associated with a planned transportation improvement project. The primary purpose of this project is to add interchange improvements to meet future transportation demand and improve travel time reliability. This project will enhance safety and traffic operations in the area with the latest transportation technology to better serve the local commuters, communities, and supply chain. The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the Federal Highway Administration (FHWA) and FDOT.

PD&E STUDY SCHEDULE

PD&E Study Start: September 2016
PD&E Estimated Completion: October 2025

CONTACT INFORMATION

Leslie Wetherell, P.E. - FDOT Project Manager
Florida Department of Transportation.
3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309
Phone: (954) 777-4438
Toll free: (866) 336-8435, ext. 4438
Email: leslie.wetherell@dot.state.fl.us

WEB & SOCIAL MEDIA

Website: www.d4fdot.com
Facebook: www.facebook.com/MyFDOTSEFL/
Instagram/X: https://x.com/MyFDOT_SEFL

JOIN US AT THE PUBLIC HEARING



Virtual: Thursday, April 3, 2025, at 6:00 p.m.

Please register for the Public Hearing using the QR Code or use the following link <https://attendee.gotowebinar.com/register/3819629071104666204>.

To join by phone during the virtual meeting, please dial: +1 (562) 247-8422, Access Code, 774-530-750.

In-Person Meeting: Tuesday, April 8, 2025, at 6:00 p.m.

Location: Holiday Inn Fort Lauderdale-Airport
2905 Sheridan Street Hollywood, Florida 33020

All questions, comments or statements postmarked, emailed, or submitted through the website on or before April 28, 2025 will become part of the Public Hearing record.



FLORIDA DEPARTMENT OF TRANSPORTATION MISSION STATEMENT

The Florida Department of Transportation's mission is to provide a safe statewide transportation system that promotes the efficient movement of people and goods, supports the state's economic competitiveness, prioritizes Florida's environment and natural resources, and preserves the quality of life and connectedness of the state's communities.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodation under the Americans with Disabilities Act (ADA) or persons who require translation services (free of charge), should contact Leslie Wetherell, P.E., FDOT Project Manager, at (954) 777-4438, toll free (866) 336-8435, ext. 4438, or leslie.wetherell@dot.state.fl.us at least seven (7) days prior to the public meeting.



Florida Department of Transportation

RON DESANTIS
GOVERNOR

3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

JARED W. PERDUE, P.E.
SECRETARY

March 7, 2025

Dear Appointed Official:

RE: Public Hearing

Interstate 95 (I-95/SR 9)
From South of Hallandale Beach Boulevard (SR 858) to
North of Hollywood Boulevard (SR 820)
Project Development and Environment (PD&E) Study
Broward County, Florida
Financial Project Identification Number: 436903-1-22-02
Efficient Transportation Decision Making (ETDM) Number: 14254

On behalf of the Florida Department of Transportation (FDOT) you and your staff are invited to a second Public Hearing for the Project Development and Environment (PD&E) Study for the above referenced project. A PD&E Study is FDOT's process to evaluate the social, economic, and environmental impacts associated with a planned transportation improvement project. The purpose of this project is to reduce congestion and enhance safety within the Hallandale Beach Boulevard, Pembroke Road and Hollywood Boulevard Interchanges.

A preferred alternative was selected in 2021 and presented at a Public Hearing in September 2021. Subsequent coordination with the local municipalities after the Public Hearing generated several requests to modify the preferred alternative in specific areas to meet their local needs. Therefore, FDOT addressed these requests and evaluated several modifications to the preferred alternative. Between 2023 and 2024, FDOT completed the evaluation and finalized the refinements to the preferred alternative. The refinements were presented to the local municipalities, obtaining concurrence to complete the PD&E Study.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the Federal Highway Administration (FHWA) and FDOT.

The Public Hearing is scheduled for **Thursday, April 3, 2025 (Virtual)**, and **Tuesday, April 8, 2025 (In-Person)**:

- **Virtual:** Persons who do not wish to attend the Public Hearing in person can join the hearing virtually at **6:00 p.m.** on **April 3, 2025**. To register for the Public Hearing, please use the following link <https://attendee.gotowebinar.com/register/3819629071104666204>. You will receive an email with a link to log in the day of the virtual meeting. If using a mobile device, the free "GoToWebinar" application is required to attend. Please allow adequate log-in time to view the presentation in its entirety. The Public Hearing will begin at **6:00 p.m.** with an open house. A formal presentation will begin at **6:30 p.m.**, followed by a public comment period.

Appointed Official

March 7, 2025

Page 2

- **In-Person:** The Public Hearing will be held at the **Holiday Inn Fort Lauderdale-Airport Hotel** located at **2905 Sheridan Street, Hollywood, Florida 33020** on **April 8, 2025**. The Public Hearing will begin at **6:00 p.m.** with an open house. A formal presentation will begin at **6:30 p.m.**, followed by a public comment period.

The same information will be presented at both the virtual and in-person Public Hearing, so attending both is not necessary. All exhibits presented at the Public Hearing can be viewed electronically on the project website <http://www.fdot.gov/projects/sefl/future/95/858-820/>.

Persons wishing to submit written statements or any other information, in place of or in addition to oral statements at the in-person Public Hearing or on the project website, may do so at the in-person hearing or by sending them to Leslie Wetherell, P.E., FDOT Project Manager, 3400 West Commercial Boulevard, Fort Lauderdale, Florida 33309 or by email at leslie.wetherell@dot.state.fl.us.

Questions and comments during the virtual Public Hearing may be submitted at any time using the questions toolbar feature. All questions, comments or statements postmarked on or before April 28, 2025, will become part of the Public Hearing record.

If you would like to review the project documents prior to the Public Hearing, they will be available to the public beginning on March 13, 2025, at the following locations:

- FDOT District Office located at 3400 West Commercial Boulevard, Fort Lauderdale, Florida 33309. Monday to Friday, **8:00 a.m. to 5:00 p.m.**
- Hallandale Beach City Hall located at 400 South Federal Highway, Hallandale Beach, FL 33009. Monday to Thursday, **8:00 a.m. to 4:00 p.m.**
- Pembroke Park Town Hall located at 3150 SW 52nd Avenue, Pembroke Park, FL 33023. Monday to Friday, **8:00 a.m. to 5:00 p.m.**
- Hollywood Branch Library located at 2600 Hollywood Blvd, Hollywood, FL 33020. Monday to Wednesday, **10:00 a.m. to 8:00 p.m.** Thursday to Saturday, **10:00 a.m. to 6:00 p.m.**

The documents are also available on the project website. The documents will remain on display through April 28, 2025.

Community feedback is at the core of all we do. FDOT works with the public to balance their community vision with the community's transportation needs. This is routine on all our projects to ensure Florida's infrastructure is safe, resilient, and efficient for many years into the future. Notices are being sent to all property owners and tenants located within at least 300 feet on either side of the proposed alignment and to other public officials, regulatory agencies, organizations, and individuals that have expressed interest in the project.

For your information, a copy of the Public Notice for the Public Hearing is attached. If you require further information, please do not hesitate to contact the Project Manager at (954) 777-4438 or toll-free at (866) 336-8435, ext. 4438, via email at leslie.wetherell@dot.state.fl.us, or visit the project website at <http://www.fdot.gov/projects/sefl/future/95/858-820/>.

Sincerely,

DocuSigned by:

E06382D1E9FB41F...
Leslie Wetherell, P.E.
Project Manager

Attachment: Public Notice