

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.

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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

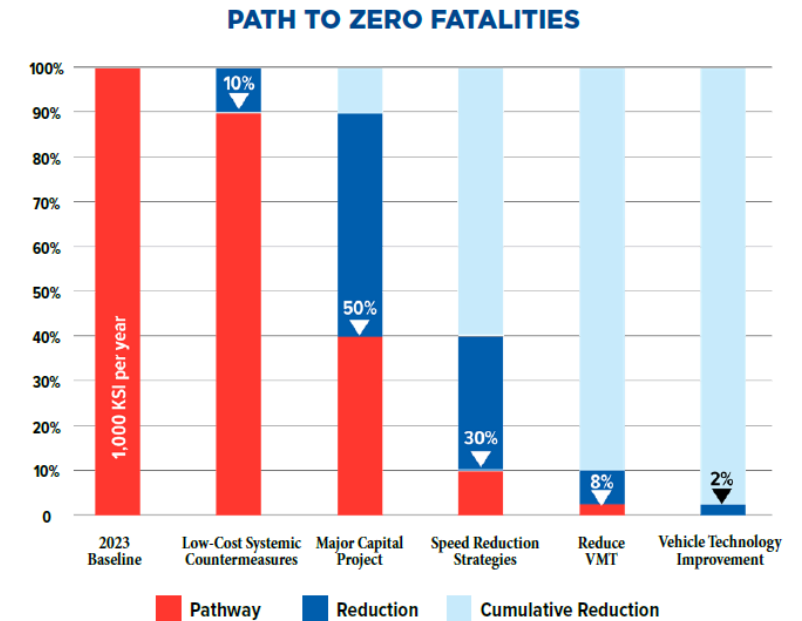
#8: Progress and Transparency ✓
Refer to page 28

#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

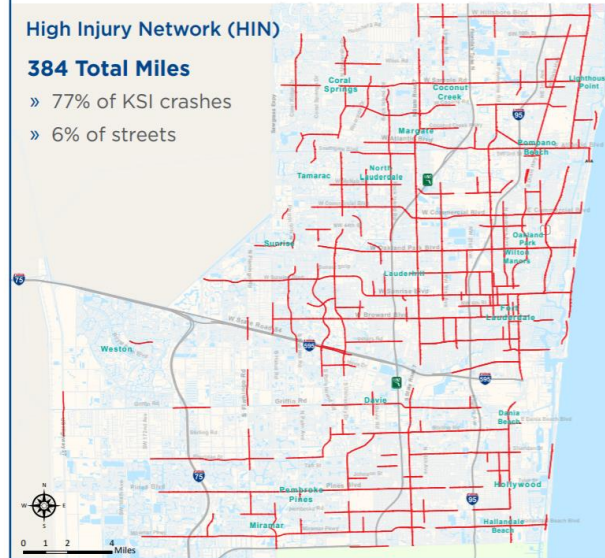
High Injury Network (HIN) and High Risk Network (HRN)

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

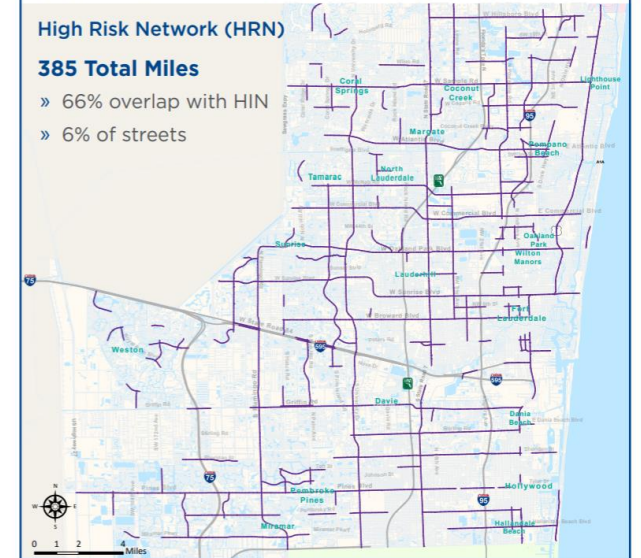


High Risk Network (HRN) is developed by analyzing collision history to identify roadway features that lead to the most crashes. It identifies corridors with the highest crash risk to understand where **future** crashes are likely to occur.

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...



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

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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

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