

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

Approved April 10, 2025

SAFE STREETS 4 BROWARD

Powered by The Broward MPO & Broward County



This plan is dedicated to the people who lost their lives or suffered serious injuries due to a traffic crash in 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 **over 2,800** 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.

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 Network and High-Risk Network 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



"Our mission is clear:

Ending deaths and serious injuries on our streets. Please join us in our mission to drive change and save lives. Together, we can build a future where road safety knows no compromise and every journey is secure. Welcome to the Broward Safety Action Plan."

— *The BSAP Leadership Team*

"Together, we must strive for zero roadway fatalities. Zero is the only acceptable number of deaths on our highways, roads, and streets. The United States Department of Transportation is committed to taking substantial, comprehensive action to significantly reduce serious and fatal injuries on the Nation's roadways."

— *U.S. Department of Transportation*

BROWARD SAFETY ACTION PLAN COMMITTEE MEMBERS

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- **Milos Majstorovic**, City of Fort Lauderdale, Transportation & Mobility Acting Director
- **Carole Morris**, City of Plantation, Assistant City Administrator
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- **Juan Saavedra**, Greater Fort Lauderdale Alliance, Manager
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- **Nademeh Vega**, Davie Fire Rescue Department, Community Provider
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SS4A SELF-CERTIFICATION ELIGIBILITY CHECKLIST

This document responds directly to the requirements of the [2025 SS4A Self-Certification Eligibility Worksheet Checklist](#).

#1: Leadership Commitment and Goal Setting	Refer to pages i, 3	
#2: Planning Structure	Refer to pages iii, 30	
#3: Safety Analysis	Refer to pages 5-7	
#4: Engagement and Collaboration	Refer to page 30-31	
#5: Policy and Process Changes	Refer to pages 18-29	
#6: Strategy and Project Selections	Refer to pages 3, 4, 8, 25-29	
#7: Progress and Transparency	Refer to page 32	
#8: Action Plan Date	Refer to cover page	



INTRODUCTION

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 regional funding with safety priorities. **Our duty is to protect the public by taking action for safer streets.**

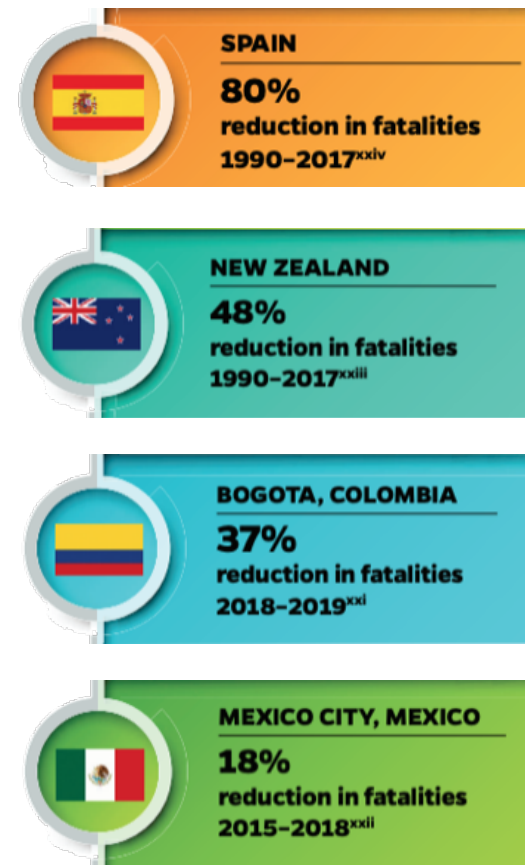
The **Broward Metropolitan Planning Organization (MPO)** and **Broward County Government (BCG)** collaboratively secured a \$5 million grant from the United States Department of Transportation's **Safe Streets and Roads for All (SS4A)** program to create a **Broward Regional Comprehensive Safety Action 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.

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

These fatal and serious 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 Broward County.

SAFETY OUTCOMES IN DIFFERENT COUNTRIES

(Source: Vision Zero Network)



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.

Broward County is leading parallel safety projects to be completed in 2025 to include:

- Broward County Multimodal Mobility Master Plan
- Broward Countywide Intersections Study
- Broward Near-Miss Pilot Study

The creation of the Broward Safety Action Plan allows the region to reevaluate the planning and designing of projects to ensure best practices to achieve our unified regional safety goals. Practitioners across Broward County have a shared responsibility to achieve safer streets through all phases of project implementation to include maintenance, operations, planning, and design.

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



Create an Action Plan with defined goals to improve safety for all street users.



Identify projects and prepare them for funding and implementation.



Identify policies and programs to increase safety for street users and prevent deaths and serious injuries.

With over 50,000 crashes annually in Broward County on our surface streets, we commit to the prioritization of fatal and serious injury crashes through a data driven approach.

Killed & Serious Injury (KSI) Quick Facts

KSI is killed or serious injury.

Killed refers to a fatal injury that results in death at the scene or within 30 days after the motor vehicle crash in which the injury occurs.

Serious Injury is any injury other than fatal that results in one or more of the following: Severe laceration, significant loss of blood, broken or distorted extremity, crush injuries, severe skull, chest, or abdominal injury other than bruises or minor lacerations, significant burns, unconsciousness when taken from the crash scene, paralysis.

Source: Florida HSMV Uniform Traffic Crash Report Manual, <https://www.flhsmv.gov/pdf/courts/crash/crashmanualcomplete.pdf>

4,832 Killed & Serious Injury Crashes on Surface Streets* (2018-2022)

969 Fatal Crashes → **1,014** Deaths

3,863 Serious Injury Crashes → **4,702** Serious Injuries

*Surface Streets: non-limited access streets, excluding our limited access freeways (I-95, I-75, I-595, Florida's Turnpike, and Sawgrass Expressway).



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 avoidable, 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 a 2% KSI 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 have set a goal to achieve zero killed and serious injury crashes by the year 2050.

\$3.4B investment saves \$57.6B in community burden.

The annual economic burden of fatalities and serious injuries to our community was calculated based on the FDOT Annual Average Crash Cost for fatal and serious injury crashes. The average annual crash cost for a single 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 roads, 18% Broward County roads and 31% Municipal roads. Using these factors, the annual cost to our communities would be approximately:

Broward County	+	FDOT	+	Municipalities
\$551M		\$1.45B		\$881M
Estimated Annual KSI Economic Burden: Years 2030-2050				

This regional goal involves 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.

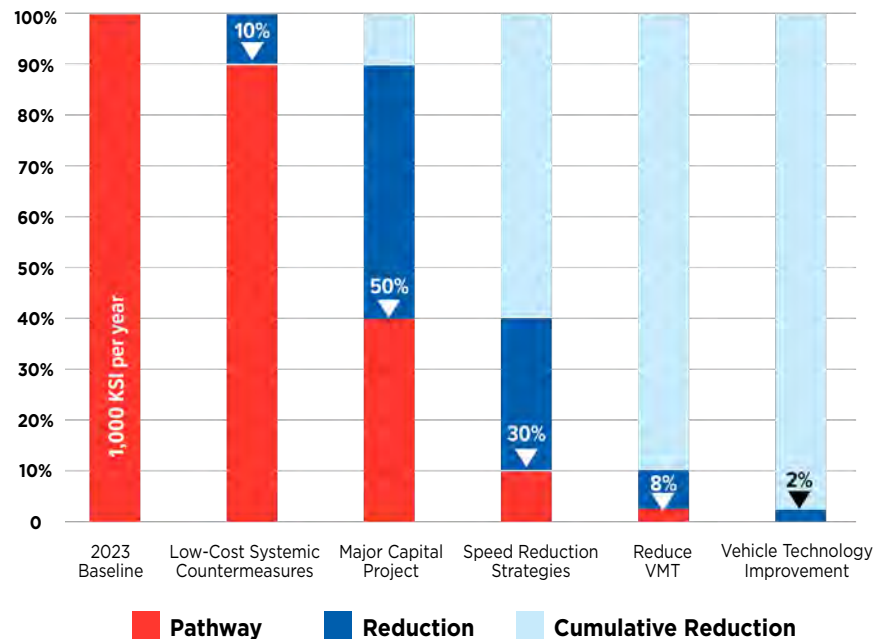
Using current infrastructure pricing and best practices to build safer streets infrastructure, approximately \$1.5 million per lane mile was estimated to address program needs per jurisdiction:

Broward County	+	FDOT	+	Municipalities
\$42M		\$103M		\$23M
Estimated Annual Infrastructure Program Need: Years 2030-2050				

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 Metropolitan Transportation Plan (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 County have a shared responsibility to achieve safer streets through all phases of implementation such as maintenance, operations, planning, design, and construction.

PATH TO ZERO FATALITIES



This holistic approach (see example Path to Zero Fatalities graphic) includes a multitude of strategies working together to achieve an annual reduction in severe crashes using a variety of safety countermeasures, including the FHWA Proven Safety Countermeasures. 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 automated speed enforcement, 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 level/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.

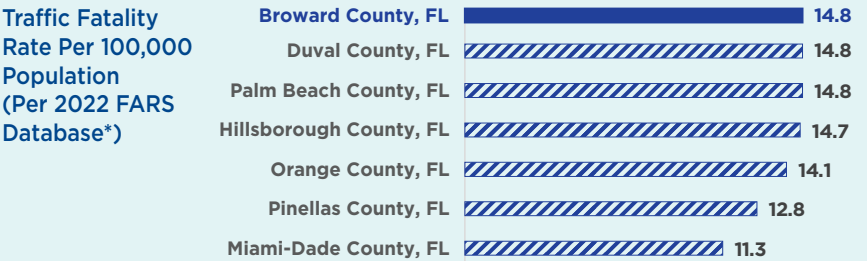


Our safety commitment starts today by eliminating the phrase “car accident” from our vocabulary. This word choice implies that nothing could have been done to prevent a crash. By using the word **“crash” not “accident”**, we acknowledge a reason for that crash and demand solutions. By proactively asking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

The Broward Safety Action Plan provides a framework to align the Safe System Approach and associated Safe Streets Design Manual to ingrain safety in all processes to strengthen our approach to safety and save lives. This approach guides a new era of designing streets in Broward County.

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 County 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 (statewide crash reporting database) 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. A KSI crash is a crash where someone is killed or seriously injured regardless if they are motor vehicle user, motorcyclist, bicyclist, or pedestrian. This plan focuses on surface streets (non-limited access streets), therefore excludes 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 injury crashes shows:

- **969 Fatal Crashes** resulting in **1,014** people dead.
- **3,863 Serious Injury Crashes** resulting in **4,702** people suffering serious injuries.
- Economic cost for all crashes are **\$22.8 Billion**. **KSI Crashes** account for only **2%** of all crashes, but **65%** of economic impact equaling **\$14.8 Billion** in Broward County.

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 seriously 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 7** and the methodology for integration into the prioritization process is outlined on **page 8**.

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.

This analysis was crucial in shaping the **Broward Safety Action Plan** with a goal to eliminate severe crashes on Broward Surface Streets.*

*Broward Surface Streets excludes crashes on I-595, I-75, Sawgrass Expressway and Turnpike.

All Roads

300,971 Total Crashes
5,743 Total KSI Crashes

Surface Streets

250,729 Total Crashes
4,832 Total KSI Crashes

83%

17%

Of **300,971** total crashes in Broward County, **83%** occurred on surface streets. **17%** occurred on limited access facilities.

FAST FACT



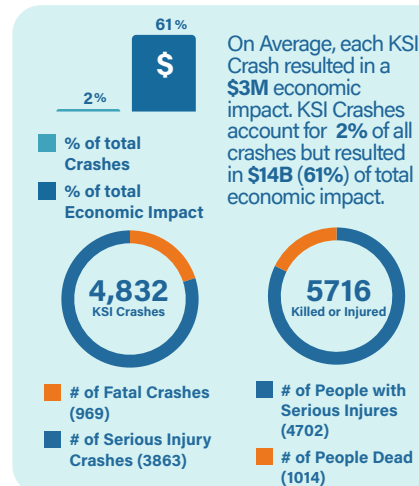
High-Risk Road Users

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.

FINDINGS - ALL CRASHES REFERENCED BELOW OCCURRED ON BROWARD SURFACE STREETS.*

Crash Facts

January 2018- December 2022



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

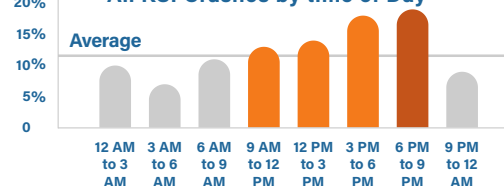
However, **crashes involving pedestrians, bicyclists, or motorcyclists carried a disproportionately higher risk of death or serious injury.**

KSI Crashes Day vs. Night



KSI crashes were most frequent between **6-9 PM**. Notably, **50%** of pedestrian KSI crashes occurred between **6 PM and 12 AM**, potentially due to dark lighting conditions. Bicycle KSI crashes were more common during the day, with nearly **60%** occurring between **9 AM and 6 PM**.

All KSI Crashes by time of Day



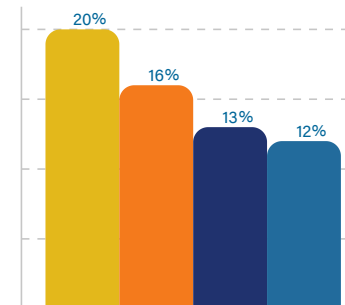
Every week, **4 people were killed** and **18 people were seriously injured** in Broward.

Of the **4,832** KSI crashes on Broward County surface streets, **20%** resulted in a fatality. That's about 1 in 5.

20%



Top 4 KSI Crash Types



Left-Turn
Pedestrian
Rear-End
Off Road



57% of KSI crashes happen on streets posted **45 MPH to 50 MPH**.



52% Streets with **6 lanes or more** account for **52%** of KSI Crashes.

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

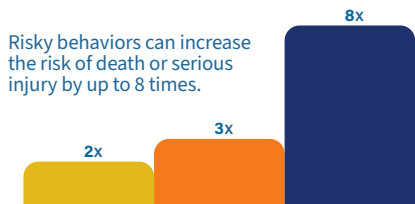
Of **2,354** bicycle crashes (only **1%** of total crashes), **11%** resulted in a KSI crash.

1%

Motor Vehicle KSI Crashes

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

Risky behaviors can increase the risk of death or serious injury by up to 8 times.



Red-Light Running
Aggressive Driving
Not Wearing Seatbelt

1 in 6 roadway fatalities involve someone not wearing a seatbelt.

1 in 7 deaths on Broward roadways are a result of aggressive driving behavior.

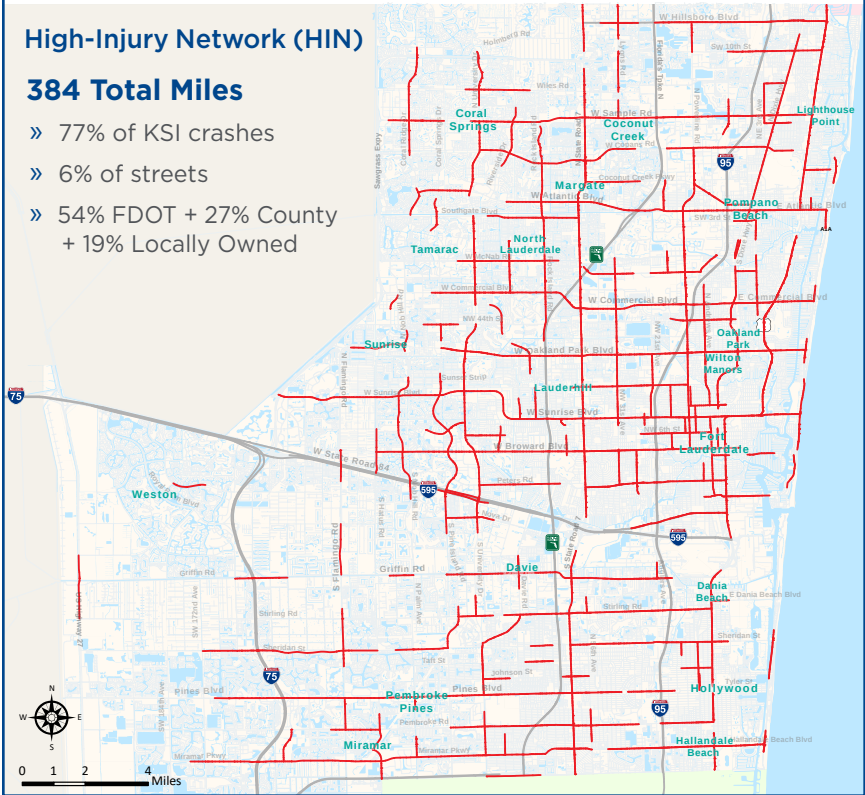
High-Injury Network (HIN) and High-Risk Network (HRN)

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% Locally Owned

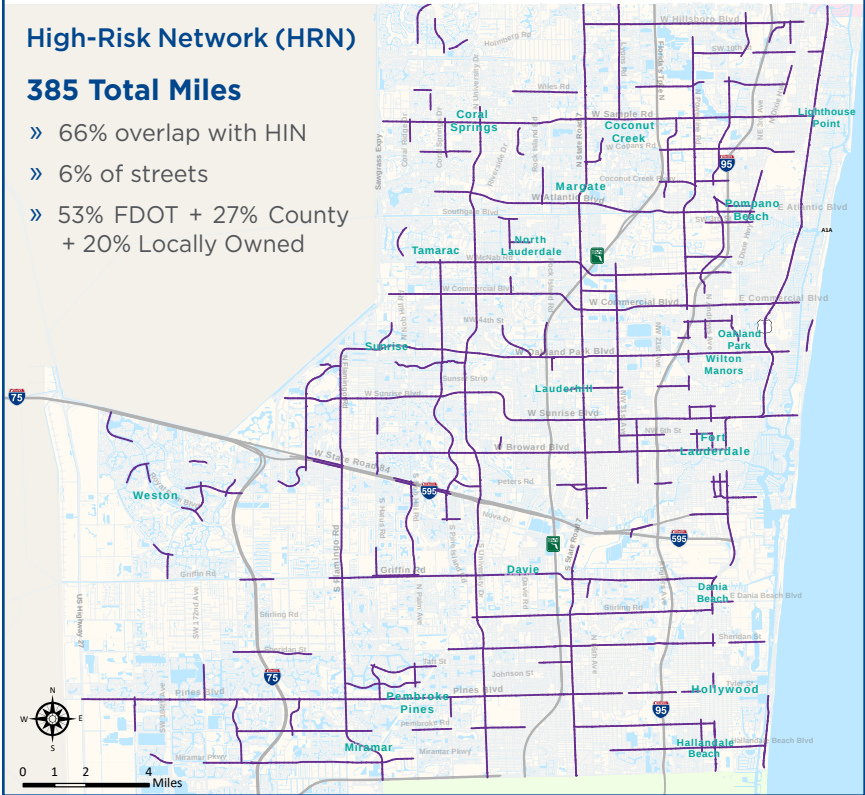


High-Risk Network (HRN) is developed by analyzing collision history to identify roadway features that lead to the most crashes. It identifies corridors with the roadway characteristics that have the highest risk of KSI crashes.

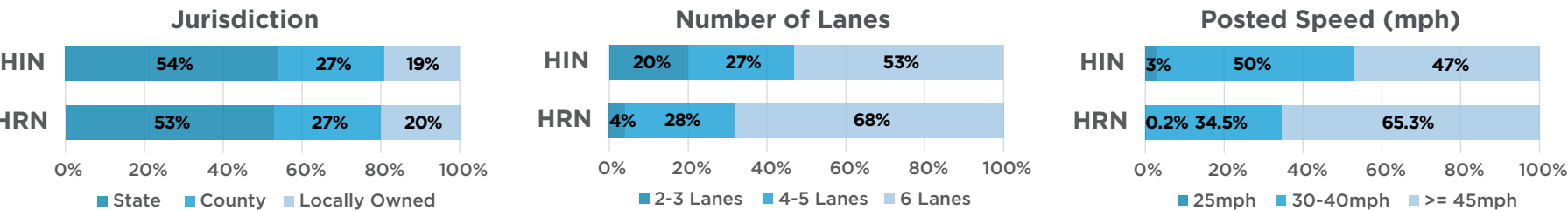
High-Risk Network (HRN)

385 Total Miles

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



HIN and HRN 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 approximately two miles or less in length.



Create Scoring Matrix

Each corridor receives scores within 3 metrics:

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

Safety Score

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

- Fatal and serious injury crashes (380 points each)
- Possible 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 at both the block group and Census tract levels compares several indicators, including poverty levels, to the 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 Level

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 (40%) + Risk (30%) + 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.

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 specific subcommittee of practitioners for each plan identified the specific 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 Zones/School Bus Stop Safety Action Plan



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



What is the number of rail deaths in Broward County at railroad 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



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

Midblock Crossing Safety Action Plan



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

Technology Safety Action Plan



What are the currently available or upcoming promising 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



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/Bicycle Safety Action Plan



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



How is speed related to the KSI crashes in Broward? How do practitioners utilize speed data to inform decisions? What safety countermeasures are available to implement safer speeds?

Summaries of the focus area plans are on **pages 10-17**. The recommended actions are on **pages 19-29** 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 simultaneously taken into consideration for implementation.

SCHOOL ZONES/SCHOOL BUS STOP SAFETY ACTION PLAN

OVERVIEW

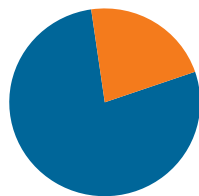
The **School Zones/School Bus Stop Safety Action Plan** leveraging a data-driven methodology, identifies **roadway safety challenges near schools** and opportunities to enhance safe walking and biking options for students and families around schools in Broward County.

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. The State of FL recently authorized the use of cameras for speed enforcement in school zones.

FINDINGS

WHERE?

ON ROADS WITH 4+ LANES

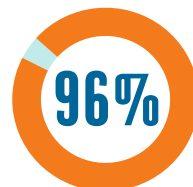
65%

NEAR SIGNALIZED INTERSECTIONS

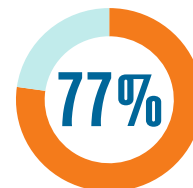
39%

ON ROADWAYS POSTED 45-50 MPH

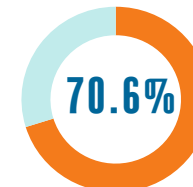
37%



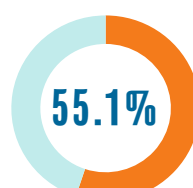
Motor vehicle and motorcycle KSI crashes (2,135 total) occurred within a half-mile radius of **95.86%** of schools in the county.



Pedestrian and bicycle crashes (452 total) occurred within a half-mile radius of **77.24%** of schools in the county.



of Schools are within a half-mile from a high-stress facility as identified in the Broward County Multimodal Mobility Master Plan



of Schools are within a half-mile from a High-Injury Network corridor.



42.5% of all KSI crashes in Broward County occur within a 1/2 mile radius of a school.



17.2% of Schools DO NOT have crossing guards within 1/2 mile radius from the school.

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



4.02% of all KSI crashes within 1/2 mile of schools (101 KSI crashes) in Broward County involve children under 19.

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

Priority Project Locations

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

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:



Speed Management



Technology /ITS



Operations



Intersection Design



Education



Safety



Multimodal Design

Program recommendation*

- Form a School Safety Working Group with FDOT, CTST, SRTS, school administrators, local government, law enforcement, and school resource officers.

Policy Recommendations*

- **Evaluate** school zones and bus stops 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.
- **Consider** mid block bus stop locations on low-stress streets for improved safety.

*See full list of policies and programs in Chapter 6

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.

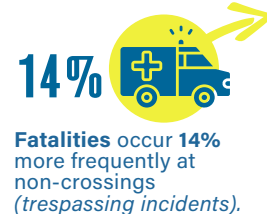
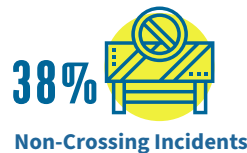
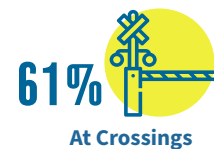
Many of these recommended strategies are already being implemented through other programs! This plan recommended improvements in areas that did not duplicate existing efforts.

FINDINGS

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.**

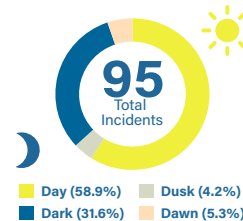
Where Incidents Occur

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



Crossing Incidents*

*by visibility

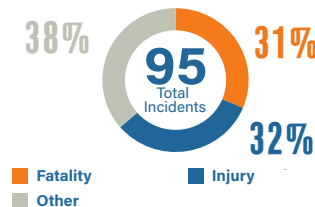


Trespassing is the leading cause of rail-related deaths in the United States.

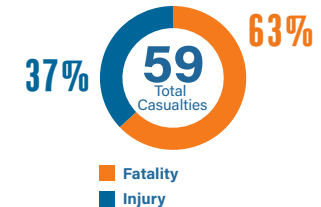
Nationally, more than **500 trespass fatalities** occur each year.*

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

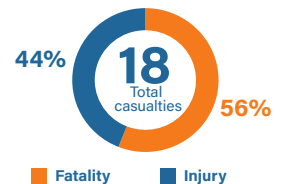
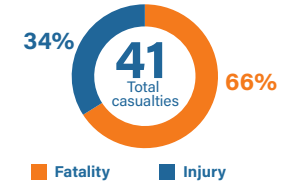
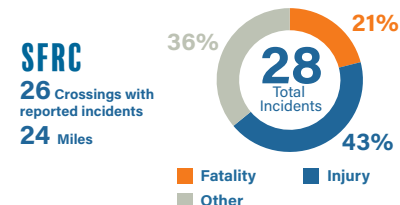
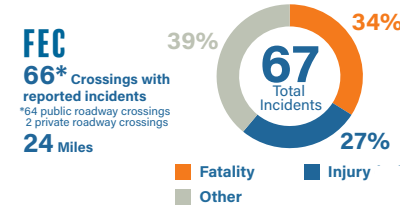
Crossing Incidents



Non-Crossing Casualties



Incidents and Casualties By Corridor Over a 5-Year Period



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

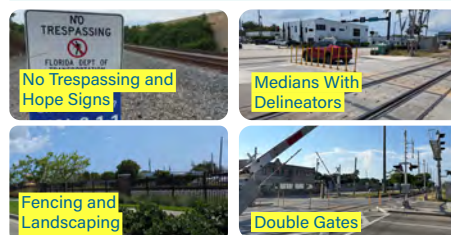
Program Recommendations*

-  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

*See full list of policies and programs in Chapter 6



- ☒ Fencing
- ☒ Improved lighting
- ☒ Dynamic envelope paint to discourage stopping on train tracks
- ☒ Increased signage
- ☒ Raised medians
- ☒ No Turn on Red signage

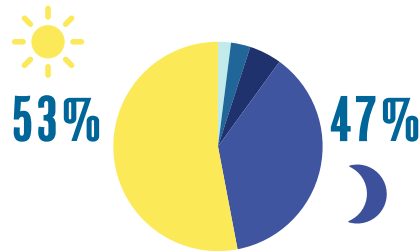
LIGHTING SAFETY ACTION PLAN

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 (nighttime) 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



- Dawn (2%)
- Dusk (3%)
- Dark - Not Lighted (5%)
- All Other Nighttime KSI Crashes (37%)
- Daylight (53%)



WILDLIFE-SENSITIVE AREAS

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

FINDINGS

All findings based on Nighttime High-Injury Network (HIN) Analysis.

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 100 ft of Nighttime HIN

50.5% **49.5%**

49.5% other KSI Crashes

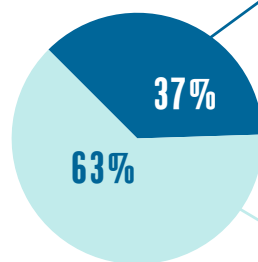
 48% of distracted driving KSI crashes occurred at night

48%

When?



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



● WEEKEND ● WEEKDAY



70% of pedestrian KSI crashes occurred at night.

42% 42% of pedestrians involved in crashes at night were killed.

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



43%

At Midblock



57%

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

Program Recommendations*



LED Lighting: Create a program to distribute amber light reflective accessories by cities/businesses near beaches.



Maintenance: Implement a maintenance program to ensure all street lighting systems are consistently operational and compliant with current safety standards.



Improve Nighttime Safety: Create a dedicated lighting infrastructure program to analyze, program, and construct lighting infrastructure to improve safety prioritized on nighttime HIN.

Policy Recommendations*



Lighting Assessment: Establish a policy that all capital projects shall include lighting assessment to determine needed lighting improvements to meet latest national best practices.



LED Upgrades: Use Light Emitting Diode (LED) lighting for all new and retrofit projects throughout the county, replacing existing High Pressure Sodium (HPS) fixtures.

*See full list of policies and programs in Chapter 6

Priority Project Locations

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 SAFETY ACTION PLAN

OVERVIEW

The goal of the **Midblock Crossing Safety 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." 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.

Achieving this goal will require:

Acknowledging, accepting and accommodating midblock crossings.
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 crossings: signing, striping, and lighting

Where are KSI Crashes Occurring?

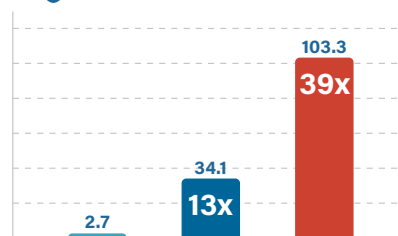
- ✓ Crashes at midblock locations are spread throughout the east and central areas of the County.
- ✓ Crashes at midblock locations tend to cluster in areas north and west of downtown Fort Lauderdale.
- ✓ S.R. A1A through Fort Lauderdale Beach has limited recorded KSI crashes at midblock locations (all happening during nighttime conditions). This area has very high pedestrian demand and closely spaced pedestrian crossing infrastructure.

FINDINGS

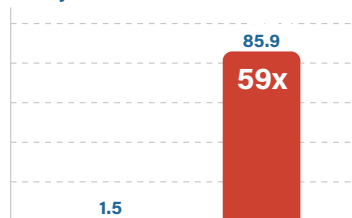
This analysis was based on five years of crash data (2018-2022). A crash was coded "midblock" if it occurred more than 250 feet from a signalized intersection, even if it occurred at an unsignalized intersection.



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 15k to 30k vehicles per day
■ KSIs on Roads with >30,000 Vehicles Per Day



■ KSIs on Local Streets
■ KSIs on Major Arterial Roads

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.

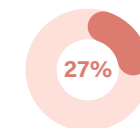
A major arterial sees 59 times more people killed or seriously injured at midblock locations than a local street.



Crashes Near Bus Stops



Intersection
Total Crashes: 639



Pedestrian KSI percentage of all KSI Crashes at Intersection

Midblock
Total Crashes: 409



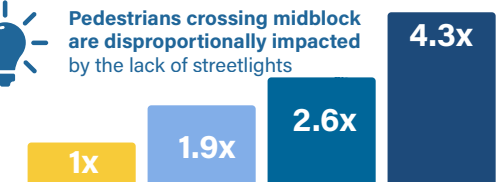
Pedestrian KSI percentage of all KSI Crashes at Midblock

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



■ Daylight
■ Dawn/Dusk
■ Dark-Not Lighted
■ Dark-Lighted

Program Recommendations*

Establish Countywide Midblock Crossing Program

Identify potential midblock locations via municipal requests in comparison with high-crash locations/HIN.

Review all bus stops along high injury/risk corridors in relation to pedestrian crossing infrastructure and High Injury Network.

Policy Recommendations*

Adopt a traffic Calming manual for all municipalities.

Use FDOT implementation criteria as a starting point.

Create a continual funding mechanism.

*See full list of policies and programs in chapter 6



TECHNOLOGY SAFETY ACTION PLAN



OVERVIEW

The **Technology Safety 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.

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.

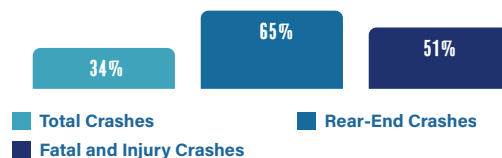


A Dynamic Messaging Sign (DMS) is an electronic sign on the highway that provides drivers with real-time traffic alerts. A DMS can furnish motorists with real-time information including alerts and advisories, early warning messages, alternate route information, travel times, and work zone information.

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.

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

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



FINDINGS

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.

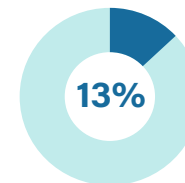
78%

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

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.



Program Recommendations*



Speed Management: Expand program to set the "green wave" speed of synchronized traffic signals at the posted speed or lower.



Rest in Red: Expand "rest in red" signalization program. a red signal is displayed in all directions until a vehicle is detected.



School Zone Speed Management: Establish and implement school zone speed management program using School Speed Safety Enforcement Technology across the County.



Bicycle Detection: Continue to advance and expand Bike Detection Program to identify signalized intersections with on-street bike facilities and a history of bicycle crashes.

Policy Recommendations*



Crash Reduction Technology: Require that all new vehicles added to the agency fleets have the latest crash reduction technology.



Pedestrian Safety: Develop a policy related to proactive installation of accessible pedestrian signals (APS), focusing on places where there are populations that could benefit from APS.



Policy Development: Develop a sample policy for jurisdictions that would require use of Intelligent Speed Assist - Speed Limiters technology in all fleet vehicles.



Speed Enforcement: Pursue legislation to allow speed enforcement cameras beyond school zones and 24/7.

*See full list of policies and programs in Chapter 6.

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

City of Weston

60%

City of Hollywood

53%

City of Miramar

50%

BMSD

50%

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%

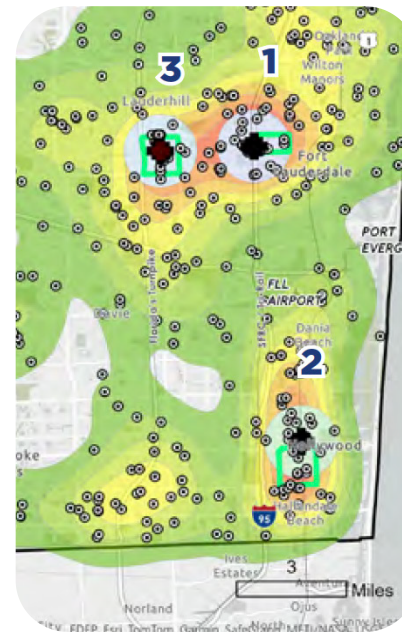


More than **1/3** of neighborhood crashes (**38%**) occurred at night.

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

30%

FINDINGS



Priority Project Locations

Priority project areas were selected based on the hotspot analysis (at left), which identified locations with higher concentrations of neighborhood KSI crashes.



Fort Lauderdale: 83 KSI Crashes
1 high-density KSI crash area was identified in FTL: Downtown Fort Lauderdale by the Durrs and Franklin Park neighborhoods.



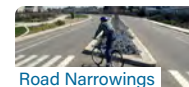
Hollywood: 45 KSI Crashes
1 high-density KSI crash area was identified in Hollywood: Hollywood Blvd and US-1 in Downtown Hollywood by the Park Side and Highland Gardens neighborhoods.



Plantation: 60 KSI Crashes
1 high-density KSI crash area was identified in Plantation: the Plantation Park neighborhood (NW 46th Ave between W. Sunrise Blvd and W. Broward Blvd.).

Safety 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.



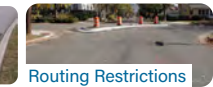
Road Narrowings



Horizontal Deflections



Vertical Deflections



Routing Restrictions

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



County Traffic Calming Standards Developed/Adopted



Common Design Standards Adoption



Encouraging Policies to Reduce Systemwide Congestion



Enforcement

*See full list of policies and programs in Chapter 6

PEDESTRIAN/BICYCLE SAFETY ACTION PLAN

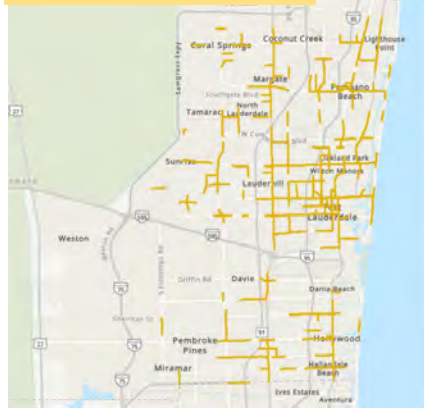
OVERVIEW

The goal of the **Pedestrian/Bicycle Safety 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.

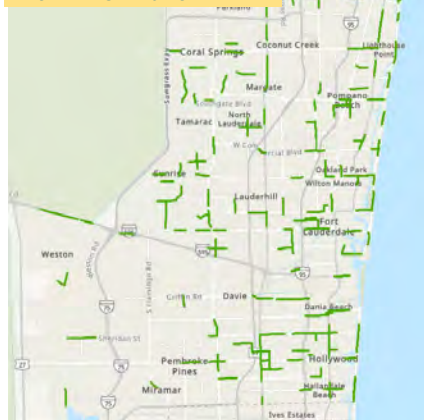
Strategies to reach this goal include:

- ✓ Coordinate with the Broward County Multimodal Mobility 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 High-Injury Network

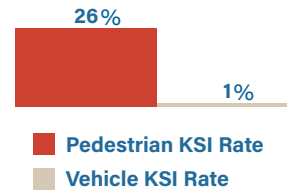


Bicycle High-Injury Network



FINDINGS

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



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.



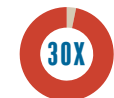
Roads with more than **30,000 vehicle per day** see **53 times** more pedestrians killed or seriously injured than a street with less than **15,000 vehicles**.



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.



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.

FAST FACT

33.3% of all pedestrian KSI crashes in Broward County are tagged near (within 1/4 mile) from schools or parks.

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 builds new sidewalks where they do not exist and where pedestrians are legally permitted.

Policy Recommendation*



Broward County Government should implement the **Broward County Multimodal Mobility Master Plan** to enhance greenway, bikeway, and sidewalk infrastructure for safety, connectivity, and comfort. The BSAP encourages 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.

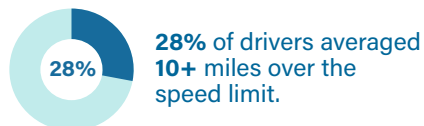
*See full list of policies and programs in Chapter 6

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 crash severity. Speeding is a contributing factor in one-third of fatal crashes.



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 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.

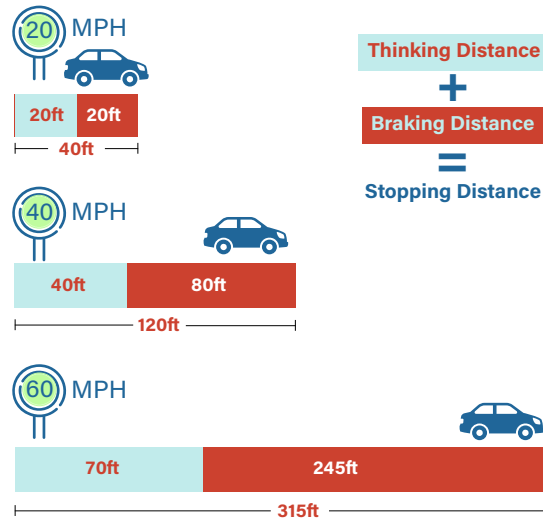
33%



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

FINDINGS

As a vehicle travels faster, it takes a longer to come to a complete stop.



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.

Recommendations*

To achieve safety goals, the BSAP the following approach toward speed management in Broward County.

Policy Recommendations*

- Slow Zones:** Adopt 20 MPH neighborhood slow zone speed limits
- Speed Limiting Technology:** Develop a sample policy for jurisdictions that would require use of Intelligent Speed Assist - Speed Limiters technology in all fleet vehicles.
- Traffic Calming:** Adopt a traffic calming manual for all municipalities.
- Design Standards:** Utilize 10-foot inside lanes and 11-foot outside lanes for transit to encourage safer speeds on all streets.

Program Recommendations*

- Speed Limit Audit:** Develop a program to reassess speed limits by municipalities using a phased approach.
- Updated Design Standards:** Regularly update safe street design standards for all jurisdictions.
- Lane Repurposing:** Create program to analyze and program the repurposing of lanes on roadways with higher speeds and lower volume/capacity ratios.

*See full list of policies and programs in Chapter 6

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 33% reduction in people killed or seriously injured in traffic crashes (KSI crashes).



ACTIONS

Accomplishing the BSAP safety and mobility goals relies on an integrated framework of **Programs**, **Policies** and **Projects** lead by Broward County Government and Broward MPO. 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.

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 includes development of the Quick-Build Guide, 1,000 Little Things Program, 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 midblock crossing, trail/bike gaps, and speed management.
- **Policies:** Adoption of BSAP by local agencies and Safe Streets Design 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 system approach.
- **Projects:** Implement large-scale infrastructure projects such as permanent safety upgrades, speed management enhancements and multimodal facilities.

Monitoring, Evaluation, and Adjustment (Phase 4)

Measuring performance to gauge effectiveness and making improvements is a continuous process for success. 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.

Moving Actions Forward

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 District 4, the Florida East Coast Railroad, County and local Law Enforcement Agencies, BMPO, 31 municipalities, the Broward County School District, Florida Power and Light (FPL), and the South Florida Regional Transit Authority.

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 Broward MPO, Florida Department of Transportation, Broward County Government, 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 Annual describes yearly evaluation.**

ANNUAL ACTIONS

Annual Actions	Agency Lead	Partner Agency
Update Broward Safety Dashboard.	BMPO	-
Prepare an annual report to track progress and performance measures on BSAP recommendations to USDOT/FHWA.	BMPO	BCG
Meet annually with BSAP Oversight Committee and review progress and performance measures towards the goal of reducing KSIs to zero by 2050.	BMPO	BCG/FDOT/Municipalities
Meet annually with jurisdictional owners on the implementation of safety improvements on priority corridors and at intersections.	BMPO	FDOT/BCG/Municipalities
Collaborate with the MPO policy board to identify/advocate for legislative priorities related to achieving the 2050 goal of zero KSIs.	BMPO	-
Evaluate and pursue updates to MUTCD, Florida Greenbook, and FDM to achieve safety goals.	BMPO	FDOT/BCG/Municipalities
Meet twice a year with FDOT and BCG to identify and discuss target speeds/speed reduction, roadway classification, pilot projects and other best practices.	BMPO	BCG/FDOT
Meet annually with law enforcement to identify opportunities for additional, targeted enforcement prioritizing HIN streets.	BMPO	BCG/FDOT/Municipalities

POLICIES

Policy Recommendations	Agency Lead	Partner Agency	Timeframe
GENERAL			
Explore options to implement the following policy recommendations of the Broward Safety Action Plan.			
Prioritize fatal and serious injury crashes within all traffic analysis and studies by ensuring that all traffic studies, planning documents, and safety assessments explicitly prioritize and analyze fatal and serious injury crashes.	FDOT/BCG/ Municipalities/ BMPO	-	Short-Term
Consider adding reduced severe crashes to the list of congestion management tools in County policy/procedures.	BCG	BMPO	Short-Term
Evaluate a policy for all Broward municipalities to install truck guards on all large vehicles in the fleet to reduce risk of pedestrian/bicycle right-hook crashes.	BCG/ Municipalities	FDOT	Short-Term
Develop an approach to regularly update Safe Streets design standards for all jurisdictions.	BMPO	BCG	Short-Term
Evaluate policy to require fleet vehicles to be no larger than appropriate size for the primary need to reduce crash severity.	BCG/ Municipalities	FDOT	Mid-Term
RAIL SAFETY ACTION PLAN			
Explore options to implement the following policy recommendations of the Rail Safety Action Plan.			
Pursue policy to standardize use of no-turn blank-out signage at all railroad intersections in the County.	FDOT/BCG/ Municipalities	-	Short-Term
Evaluate all rail crossings and corridors for safety improvements and implement improvements within all programmed transit upgrades along rail corridors as transit capital projects are implemented where feasible.	FDOT/BCG/ Municipalities	FEC/SFRTA	Mid-Term
Coordinate with FHWA for MUTCD changes to increase the size and color of rail dynamic envelopes in Broward (to increase effectiveness).	BMPO	FDOT/BCG/ Municipalities	Mid-Term
LIGHTING SAFETY ACTION PLAN			
Explore options to implement the following policy recommendations of the Lighting Safety Action Plan.			
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 improve visibility.	Municipalities	BCG/FDOT	Short-Term
Expand the use of Light Emitting Diode (LED) lighting for all new and retrofit projects throughout the county, replacing existing High-Pressure Sodium (HPS) fixtures.	FDOT/BCG/ Municipalities	FPL	Short-Term
Explore options to ensure planning and design projects include a policy that all capital projects include lighting assessment to determine needed lighting improvements to meet latest national best practices.	FDOT/BCG/ Municipalities	FPL	Short-Term

Policy Recommendations	Agency Lead	Partner Agency	Timeframe
Adopt the latest national lighting standards for all lighting improvements in Broward County. Adopt vertical illumination requirements per national best practices at all crosswalks. 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	FPL	Mid-Term
Develop a policy to require all transit stops include lighting improvements to create safe nighttime connectivity between nearby crosswalks and transit stops.	BCG	FDOT/ Municipalities	Mid-Term
Update design guidelines to reflect that all lighting infrastructures (toolboxes, cabinets, etc.) should be elevated in areas with high flood risk where feasible. Consider the use of aluminum materials for lighting conductors to reduce risk of theft and reduce lighting outages.	FDOT/BCG/ Municipalities	FPL	Mid-Term
Revise lighting construction specifications (at the manufacturer level) to require photocells activate the hour before dark conditions, 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	FPL	Mid-Term
Explore the use of Smart Lighting Technology (adaptive lighting techniques) to notify the maintaining agencies when the lights are not functioning properly.	FDOT/BCG/ Municipalities	FPL	Mid-Term
TECHNOLOGY SAFETY ACTION PLAN			
Explore options to implement the following policy recommendations of the Technology Safety Action Plan.			
Evaluate requirements for all new vehicles added to the agency fleets have the latest crash reduction technologies at the time of purchase.	BCG/ Municipalities	FDOT	Short-Term
Develop sample policy for jurisdictions that would require use of the most current Advanced Driver Assistance Systems (ADAS) technologies in all jurisdictional fleet vehicles at the time of purchase. <u>Advanced Driver Assistance Systems (ADAS):</u> Safety systems that use sensors and cameras to help drivers operate their vehicles safely, including recognizing traffic signs and communicating critical information. At the state and federal level, legislation can be introduced to mandate these technologies on the production of new vehicles. Local agencies can also proactively adopt these new technologies in existing vehicle fleets. ADAS can help with a variety of tasks, including parking, lane departure, blind spots, collision avoidance, vehicle headways, and pedestrian detection systems.	BCG/ Municipalities	FDOT	Short-Term
Develop sample policy for jurisdictions that would require use of Intelligent Speed Assist - Speed Limiters technology in all fleet vehicles. <u>Intelligent Speed Assist-Speed Limiters:</u> In-vehicle technologies that use GPS data interacting with accurate, digitally mapped speed limit data for the entire network or vehicle-based speed limit sign recognition. ISA systems can vary from minimal systems that provide information to active speed limit control that could be mandatory or voluntary (i.e., with on/off activation switches). Systems may: display speed information, provide alerts when speed exceeded, provide accelerator resistance, and automatically prevent speeding.	BCG/ Municipalities	FDOT	Short-Term

Policy Recommendations	Agency Lead	Partner Agency	Timeframe
Develop sample policy for jurisdictions that would require use of the most current Automatic Emergency Braking (AEB) technologies in all jurisdictional fleet vehicles at the time of purchase. <u>Automatic Emergency Braking (AEB)</u> : Safety system that uses sensors to detect when a collision is about to happen and automatically applies the brakes to prevent or reduce the severity of the impact. AEB systems use sensors to detect vehicles, pedestrians, and other obstacles in front of the car. If the driver doesn't act, the system will apply the brakes. AEB can also enhance the driver's braking if they are already applying the brakes.	BCG/ Municipalities	FDOT	Short-Term
PEDESTRIAN/BICYCLE SAFETY ACTION PLAN			
Explore options to implement the following policy recommendations of the Pedestrian/Bicycle Safety Action Plan.			
Develop a policy related to installation of Accessible Pedestrian Signals (APS), focusing on places where there are populations that could benefit from APS.	BCG	FDOT	Short-Term
SAFE SPEEDS ACTION PLAN			
Explore options to implement the following policy recommendations of the Safe Speeds Action Plan.			
Assess opportunities for Speed Reduction strategies in all capital projects based on Context Classification in the Safe Streets Design Manual to help enforce speed adherence.	FDOT/BCG/ Municipalities	BMPO	Short-Term
Consider roundabouts and other alternative intersection safety countermeasures in all future intersection projects.	BCG/FDOT	Municipalities	Long-Term
Analyze the need for existing/future auxiliary lanes on all projects to align with safety goals.	FDOT/BCG/ Municipalities	BMPO	Short-Term
Adopt policy to plant appropriate species of street trees at consistent spacing to create street enclosure and encourage posted speed adherence.	FDOT/BCG/ Municipalities	-	Short-Term
Evaluate a policy that street design utilizes design vehicle for the receiving street at intersections, not the turning street. Design should not allow vehicles to track over opposing lanes/sidewalks.	FDOT/BCG/ Municipalities	-	Mid-Term
Evaluate to standardize the use of 10-foot inside lanes and 11-foot outside lanes for transit to minimize overall roadway width to improve safety and encourage safer speeds on all streets.	FDOT/BCG/ Municipalities	-	Mid-Term
Expand policy to apply speed limit thermoplastic markings onto pavement to increase awareness.	FDOT/BCG/ Municipalities	-	Mid-Term
Adopt 20 mph neighborhood slow zone speed limits in residential districts.	Municipalities	BCG/BMPO	Mid-Term
Pursue legislation to allow speed enforcement cameras beyond school zones and 24 hours per day.	BMPO	-	Mid-Term
Recommend policy to set the maximum width of a new/reconstructed driveway at two lanes when applicable. Sidewalks should continue level across driveways with "sidewalk" pavement when existing/proposed conditions allow.	FDOT/BCG/ Municipalities	-	Mid-Term
Adopt a traffic calming manual for BMSD for optional use by municipalities.	BCG	BMPO	Mid-Term

PROGRAMS

Program Recommendations	Agency Lead	Partner Agency	Timeframe
GENERAL			
Explore options to implement the following program recommendations of the Broward Safety Action Plan.			
Create on-going BSAP Oversight Committee to oversee on-going efforts to meet regional safety goals.	BMPO	BCG/FDOT/Municipalities	Short-Term
Designate a Safety Engineer/Administrator and create a safety team at BCG and BMPO to manage the BSAP identified actions, program, ensure uniformity of implementation, and report annual progress to achieve zero KSIs by 2050.	BCG/BMPO	-	Short-Term
Create a project safety evaluation for capital projects.	BMPO	BCG/FDOT/Municipalities	Short-Term
Enhance program for further analysis with the community traffic safety team (CTST) to evaluate strategies for improving emergency response times with additional preemption.	FDOT	BCG/Municipalities/BMPO	Mid-Term
SCHOOL ZONES/SCHOOL BUS STOP SAFETY ACTION PLAN			
Explore options to implement the following program recommendations of the School Zones/School Bus Stop Safety Action Plan.			
Establish a program to evaluate current (existing) School Zone infrastructure needs with current school boundaries.	BCG	BMPO/FDOT/Municipalities/ BC School Board	Mid-Term
Create School Safety Working Group with FDOT District 4 Safety Office, CTST, SRTS, BCG, BCG School Board, school administrators, local government, law enforcement, include School Resource Officers.	BMPO	BCG/BC School Board/ FDOT/Municipalities	Mid-Term
Create a school safety audit program to advance Safe Routes to School within 1/2 mile of each school using School Zones/School Bus Stop Safety Action Plan listing.	BMPO	BCG/Municipalities/BC School Board	Mid-Term
RAIL SAFETY ACTION PLAN			
Explore options to implement the following program recommendations of the Rail Safety Action Plan.			
Encourage agencies to fund/expand rail safety enforcement programs such as Operation Crossing Guard and Operation Lifesaver (Broward County Sheriff Office and Hollywood Police Department).	BMPO	BCG/Municipalities/SFRTA/ FEC/EMS/Fire Rescue/Law Enforcement	Mid-Term
LIGHTING SAFETY ACTION PLAN			
Explore options to implement the following program recommendations of the Lighting Safety Action Plan.			
Establish a maintenance program to ensure all street lighting systems are consistently operational and compliant with current safety standards.	Municipalities/ BCG	FDOT//FPL	Mid-Term
Establish a lighting infrastructure program to analyze, program, and construct lighting infrastructure to improve safety prioritized on nighttime HIN.	FDOT/BCG/ Municipalities	FPL	Mid-Term
Establish a program to distribute amber light reflective accessories by cities/businesses near beaches.	Municipalities	BMPO	Mid-Term

Program Recommendations	Agency Lead	Partner Agency	Timeframe
MIDBLOCK CROSSING SAFETY ACTION PLAN			
Explore options to implement the following program recommendation of the Midblock Crossing Safety Action Plan.			
Establish Countywide Midblock Crossing Program.	BCG	FDOT/Municipalities/BMPO	Short Term
TECHNOLOGY SAFETY ACTION PLAN			
Explore options to implement the following program recommendations of the Technology Safety Action Plan.			
Adapt/Upgrade existing vehicle video detection systems to detect bicyclists.	BCG	FDOT	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/FDOT	Municipalities	Mid-Term
Establish a near-miss program to analyze and prioritize High-Risk Network locations to proactively identify and implement countermeasures to prevent fatal or serious injury crashes.	BCG	FDOT/Municipalities	Mid-Term
PEDESTRIAN/BICYCLE SAFETY ACTION PLAN			
Explore options to implement the following program recommendations of the Pedestrian/Bicycle Safety Action Plan.			
Establish Broward County Multimodal Mobility Master Plan completion program.	BCG	FDOT/Municipalities/BMPO	Short-Term
Establish/Enhance Sidewalk Gap Program.	BCG/ Municipalities/ FDOT	BMPO	Short-Term
Regularly inspect and repair sidewalks and low-stress multimodal infrastructure that is addressed by a rapid response team to address safety concerns.	FDOT/BCG/ Municipalities	-	Mid-Term
SAFE SPEEDS ACTION PLAN			
Explore options to implement the following program recommendations of the Safe Speeds Action Plan.			
Develop a program to reassess speed limits by municipalities.	Municipalities	BCG/FDOT	Short-Term
Establish and implement school zone speed management program using School Speed Safety Enforcement Technology across the County.	Municipalities	BCG	Short-Term
Expand “rest in red” signalization program. A red signal is displayed in all directions until a vehicle is detected.	BCG	FDOT	Short-Term
Create program to analyze roadways with higher speeds and lower volume/capacity ratios for speed management implementation.	BMPO	BCG/Municipalities	Mid-Term

PROJECTS

Priority	Project	Safety Improvement	Agency Lead	Partner Agency	Timeframe
PRIORITY CORRIDORS					
1	US441/SR7 between Davie Boulevard to Sunrise Boulevard	Safety improvements per concept design.	FDOT/City of Plantation	City of Plantation	Long-Term
2	NW 31st Avenue between NW 8 Place to McNab Road	Safety improvements per concept design.	BCG	Cities of Lauderdale Lakes, Lauderhill, Tamarac, Oakland Park, and Fort Lauderdale	Long-Term
3	Broward Boulevard/SR 842 between Interstate 95 to NW 1 Avenue	Safety improvements per concept design.	FDOT	City of Fort Lauderdale	Long-Term
4	Sistrunk Blvd. between NW 27th Avenue to Andrews Avenue	Safety improvements per concept design.	City of Fort Lauderdale	BCG	Long-Term
5	West Broward Boulevard between Central Park Drive to University Drive	Safety improvements per concept design.	BCG	City of Plantation	Long-Term
6	Rock Island Road between Southgate Boulevard to Royal Palm Boulevard	Safety improvements per concept design.	City of Margate	BCG	Long-Term
7	Royal Palm Boulevard between Riverside Drive to US 441/SR 7	Safety improvements per concept design.	City of Margate	BCG/City of Coral Springs	Long-Term
8	NW 19 Street between NW 43rd Terrace to NW 31 Avenue	Safety improvements per concept design.	BCG	Cities of Lauderdale Lakes and Lauderhill	Long-Term
9	Stirling Road (SR 848) between Interstate 95 to US 1/Federal Highway	Safety improvements per concept design.	FDOT	City of Dania Beach	Long-Term
10	Taft Street between NW 70 Terrace to US 441/SR 7	Safety improvements per concept design.	City of Hollywood	BCG	Long-Term
11	SW 10th Street between Interstate 95 to Dixie Highway/FL 811	Safety improvements per concept design.	City of Deerfield Beach	-	Long-Term
SCHOOL ZONES/SCHOOL BUS STOP SAFETY ACTION PLAN					
1	North Side Elementary	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 (RRFB), Pedestrian Signal.	City of Fort Lauderdale	BCG/FDOT	Long-Term
2	Oakland Park Elementary		City of Oakland Park	BCG/FDOT	Long-Term
3	Driftwood Elementary/Middle School		City of Hollywood	BCG/FDOT	Long-Term

Priority	Project	Safety Improvement	Agency Lead	Partner Agency	Timeframe
RAIL SAFETY ACTION PLAN					
1	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/FEC	Long-Term
2	Hardy Park @ FEC Tracks	Install Fencing, Add Anti-Trespass Panels at Crossings, Increase Signage, Lighting and Visibility for Dynamic Envelopes, Median Delineators w/Raised Curbs, Install Traffic Signal before East Bound Crossing.	SFRTA	City of Oakland Park/ FDOT	Long-Term
3	SW 3rd Street to SW 11th Street @ 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 Hallandale Beach	FEC	Long-Term
4	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.	SFRTA	City of Fort Lauderdale	Long-Term
5	Prospect Road & Powerline Road @ SFRC Tracks	Install Reinforced Fencing, Increase Signage, Visibility Enhancements for Dynamic Envelopes, Increase Lighting.	SFRTA	City of Fort Lauderdale	Long-Term
6	Fort Lauderdale Tri-Rail Station @ 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.	City of Fort Lauderdale	FEC	Long-Term
LIGHTING SAFETY ACTION PLAN					
1	NW 7th Avenue, 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
2	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

Priority	Project	Safety Improvement	Agency Lead	Partner Agency	Timeframe
3	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
4	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
MIDBLOCK CROSSING SAFETY ACTION PLAN					
1	Andrews Avenue between Sunrise Boulevard and Oakland Park Boulevard	Three proposed midblock crossings to connect BCGT Transit Stops.	BCG	City of Fort Lauderdale/ City of Wilton Manors	Long-Term
2	Coconut Creek Parkway between US 441/SR 7 to NW 39th Avenue	Two proposed midblock crossings to connect BCGT Transit Stops.	BCG	City of Margate	Long-Term
3	NE 62nd Street between Andrews Avenue to NE 18th Avenue	Two proposed midblock crossings to connect BCGT Transit Stops.	BCG	City of Fort Lauderdale/ City of Oakland Park	Long-Term
TECHNOLOGY SAFETY ACTION PLAN					
1	Speed Management Corridors	Technology Safety Action Plan provides a list of corridors on the HIN with speed limits 45 mph or greater and a potential signal spacing where signal timing strategies.	BCG/FDOT	Municipalities	Mid-Term
2	Leading Pedestrian Interval	Technology Safety Action Plan provides list the intersections with the most overall pedestrian involved crashes where implementation of leading pedestrian intervals could be prioritized.	BCG/FDOT	Municipalities	Short-Term
3	Bicyclist Detection	Technology Safety Action Plan provides a 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.	BCG/FDOT	Municipalities	Mid-Term
4	Intersections for Near-Miss Analysis	Opportunities to identify underlying safety issues prior to a fatal or serious injury crash occurring.	BCG/FDOT	Municipalities	Mid-Term
5	Corridors for Additional Emergency Response	Action plan provides average emergency response time to corridors on the HIN. Post crash care strategies could be deployed on these corridors (decreased response time and transport travel times).	BCG/FDOT	Municipalities	Long-Term

Priority	Project	Safety Improvement	Agency Lead	Partner Agency	Timeframe
NEIGHBORHOOD SAFETY ACTION PLAN					
1	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
2	Parkside Neighborhood		City of Hollywood	BCG	Long-Term
3	Westgate Lake Manor		City of Plantation	BCG	Long-Term
PEDESTRIAN/BICYCLE SAFETY ACTION PLAN					
1	Sheridan Street and US 1/Federal Highway	Median tips, leading pedestrian intervals, restricting RTOR, protected bike intersection, and tighter corners with truck aprons, signal backplates, and roadway lighting.	FDOT	City of Dania Beach	Long-Term
2	Cypress Creek Trail at SR 7/US 441	Implement a midblock crossing for the trail at US441/SR7 to eliminate the current 670 foot walk required to cross at a signalized intersection.	FDOT	City of Margate	Long-Term
3	Miramar Parkway from SW 184th Avenue to SW 192nd Terrace	Extend bike lanes to the west. Add a roundabout at Miramar Parkway and SW 18h Ave.	City of Miramar	BCG	Long-Term
4	US 441/SR 7 & Commercial Boulevard	Signal backplates, LPI improvements, Yield to Peds Signage, Roadway Lighting, Bike lane striping, Median tips, corner improvements with truck aprons, bus stop alignment.	FDOT	City of Tamarac	Long-Term
5	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
6	Pines Boulevard between 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 within FDOT jurisdiction.	FDOT	City of Pembroke Pines	Long-Term

Priority	Project	Safety Improvement	Agency Lead	Partner Agency	Timeframe
PRIORITY INTERSECTIONS					
1	University Drive & W Broward Boulevard	Proposed intersection Improvements may include (to be evaluated): 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 in Red), Raised Intersection, Narrow Lanes, No Right on Red, Extend Green Time for Bikes, Leading Pedestrian Interval (LPI), Flashing Yellow 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
2	US 441/SR 7 & W Atlantic Boulevard		FDOT	City of Margate	Long-Term
3	Royal Palm Boulevard & Rock Island Road		City of Margate	-	Long-Term
4	US 441/SR 7 & Royal Palm Boulevard		FDOT	City of Margate	Long-Term
5	University Drive & W Sunrise Blvd		FDOT	City of Plantation	Long-Term
6	Broward Blvd & NW 7th Avenue		FDOT	BCG/City of Fort Lauderdale	Long-Term
7	W Commercial Blvd & US 441/SR 7		FDOT	City of Tamarac	Long-Term
8	US 441/SR 7 & Oakland Park Blvd		FDOT	City of Fort Lauderdale	Long-Term
9	Broward Boulevard & East Acre Drive		FDOT	City of Plantation	Long-Term
10	Oakland Park Boulevard & Powerline Road		FDOT	City of Wilton Manors	Long-Term
11	US 441/SR 7 & NW 16th Street		FDOT	City of Lauderhill	Long-Term
12	US 441/SR 7 & Hollywood Boulevard		FDOT	City of Hollywood	Long-Term
13	Sunrise Boulevard & NW 31st Avenue		FDOT	BCG/City of Lauderhill	Long-Term
14	Sunrise Boulevard & NW 56th Avenue		FDOT	City of Lauderhill	Long-Term
15	Sunrise Boulevard & NW 34th Avenue		FDOT	City of Lauderhill	Long-Term
16	US 1/Federal Highway & Oakland Park Boulevard		FDOT	City of Fort Lauderdale	Long-Term
17	W Broward Boulevard & NW 59th Avenue		FDOT	City of Plantation	Long-Term
18	US 441/SR 7 & NW 19th Street		FDOT	BCG/City of Lauderdale Lakes	Long-Term
19	NW 19th Street & NW 15th Avenue		BCG	City of Fort Lauderdale	Long-Term
20	Atlantic Boulevard & Banks Road		FDOT	City of Margate	Long-Term
21	Sunrise Boulevard & Andrews Avenue		FDOT	City of Fort Lauderdale	Long-Term

STAKEHOLDER ENGAGEMENT

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

Steering Committees

Two steering committees - the **Oversight Committee** and the **Technical Working Group** - provided 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, meeting 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 are guiding the plan. Members act as liaisons, sharing updates, aligning with safety initiatives, while promoting fresh strategies. See *page iii* 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 with community collaboration set an example for roadway safety initiatives that other agencies can 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 community meetings) enabled residents to collaborate, share concerns, review and discuss solutions on 11 priority corridors. These small group discussions aligned technical solutions with community needs.

Agency Collaboration

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

Awareness and Education Campaign

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

- An interactive website
- Social media content - Facebook, LinkedIn, and Instagram
- BMPO "Mobility Monday" newsletter articles
- Educational presentations
- Local media coverage

Partnerships with municipalities extended 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 a measurable impact. A Safety Road Show in 2025 will include local community events around Broward County to share BSAP findings and meet people where they are.

BSAP media campaign spreads awareness through print and digital media from January through June 2025: Bus Benches/Shelters at 11 locations, Bikeshare Kiosks at 6 locations, and Digital advertising on Google and Sun Sentinel newspaper.

Google Digital Ad

Be a Hero 4 Zero!
Help Prevent Traffic Deaths

SAFE STREETS 4 BROWARD
Take the Safety Pledge!
SafeStreets4Broward.org

Broward Safety Action Plan

Step up 4 safer streets! Take the pledge today
at SafeStreets4Broward.org.

Safe Streets 4 Broward

Newsletter Ad

Be A Hero 4 Zero!
Help Prevent Traffic Deaths

SAFE STREETS 4 BROWARD
Take the Safety Pledge!
SafeStreets4Broward.org

Social Media Outreach

Broward Metropolitan Planning Organization (MPO)
2,638 followers

Thank you to everyone who's joined us so far to discuss the Broward Safety Action Plan! Your feedback has been invaluable in shaping safer, more accessible streets for all.

Every voice counts, and we want to hear from YOU!

Learn how you can make Broward's streets safer for everyone at <https://lnkd.in/gc87zsv>

#BrowardMPO #SafeStreets4Broward #SafetyActionPlan #BrowardCounty #Community #Safety

6,834 people were killed or seriously injured in Broward County crashes between 2018 & 2022

Safer Crossings, Safer Streets
Travel Safe Broward
Protect Every Journey

SAFE STREETS 4 BROWARD

Educational Video

MPO
Metropolitan Planning Organization

BROWARD COUNTY
FLORIDA

Bikeshare Kiosk

Be a Hero 4 Zero Traffic Deaths
Take the Safety Pledge!
SafeStreets4Broward.org

Bus Shelters/Bus Benches

Be a Hero 4 Zero Traffic Deaths
Take the Safety Pledge!
SafeStreets4Broward.org

REPORTING PROGRESS

The Broward Safety Action Plan identifies annual 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 Recommended Actions section in addition to crash statistics and comparing them to the previous data.** Beginning in 2026, these metrics will be evaluated on an annual basis through the BSAP annual report posted at www.safestreets4broward.org.

Crash Performance Measures or Metrics

Crash metrics utilize data from Signal Four Analytics, with rail crash data from the Federal Rail Administration. Multiple metrics will require GIS analysis. Each item listed 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, 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

By Context Classification

By Number of Lanes

In School Zones

By Posted Speed

By Functional Class

Red-Light Running

No Seatbelt

Rail Related Fatal/Injury Collision

This report is provided by **wsp**