APPENDIX A: SET THE STAGE

These actions address high level changes to transportation and land use policies. They also aim to educate decision makers such as engineers, planners, elected officials, and the public regarding these issues. The purpose of these actions is to create a more level playing field and a baseline of common understanding that will allow us to develop plans that prioritize and support walking and bicycling. These actions are intended to create a transformation in the mindset of the Broward region residents and workers from an emphasis on moving cars to an emphasis on moving people, with the understanding that these changes benefit everyone in the long run. They remind people that there will be trade-offs, but that with minor changes to vehicular travel, the conditions for people who bike or walk can significantly improve, and in some cases will be the difference between life and death.

**S1**
Conduct a study to identify walking and bicycling priority areas where walking and bicycling improvements take precedence over driving.

**LEAD AGENCY**: Broward County  
**PARTNERS**: FDOT, The Broward region, Cities  
**0-2 Years**

**S2**
Conduct a study identify a regional walking and bicycling network for The Broward region, including the identification of opportunities for new walking and bicycling connections. This study should identify a network of high quality, buffered or protected bike lanes.

**LEAD AGENCY**: Broward MPO  
**PARTNERS**: FDOT, The Broward region, Cities  
**0-2 Years**

**S3**
Continue to work with cities to update their codes and standards to require complete streets, including shade, lighting, and other comfort features. Work with FDOT to create a standard that allows cities to pay for the installation of such features when FDOT reconstructs a roadway so that maintenance of traffic does not need to occur twice.

**LEAD AGENCY**: Broward MPO  
**PARTNERS**: FDOT, The Broward region, Cities  
**0-2 Years**

**S4**
Develop a quick build guidebook to implement demonstration projects that are temporary, including evaluation standards. This should be coupled with a memorandum of understanding between associated partners for future implementation.

**LEAD AGENCY**: Broward MPO (could be FDOT)  
**PARTNERS**: FDOT, The Broward region, Cities  
**0-2 Years**
Develop a social equity analysis that, in conjunction with the propensity for walking and bicycling analysis and other data, can help to ensure that improvements are made first where there is the highest socioeconomic need.

LEAD AGENCY: Broward MPO
PARTNERS: The Broward region, Cities

Develop a regional bike parking plan with on-demand lockers that are accessible using a fare pavement card that allows users to access a variety of transit modes administered by multiple agencies.

LEAD AGENCY: Broward MPO
PARTNERS: FDOT, Cities

Modify roadway design policies to emphasize walking and bicycling improvements. These could include a requirement for designers to justify the decision not to stripe a crosswalk on every leg of an intersection or to place bicycle facilities on a parallel route, along with guidance on acceptable justifications.

LEAD AGENCY: FDOT
PARTNERS: The Broward region, Cities

Conduct a study to identify potential Mid-Block crossing locations in The Broward region that can be implemented through FDOT or other projects.

LEAD AGENCY: Broward MPO
PARTNERS: FDOT, The Broward region, Cities

Develop new multimodal evaluation standards for walking and bicycling priority areas that prioritize walking and bicycling safety. This should also consider elements that support walking and bicycling through development codes, such as requiring businesses to front the street; requiring cross access; and other features.

LEAD AGENCY: Broward MPO
PARTNERS: FDOT, The Broward region, Cities

Encourage cities and DOT to adopt or allow the use of progressive bicycle and pedestrian design standards such as the NACTO guides, the ITE/CNU Guide for Designing Walkable Urban Thoroughfares, and other existing and future standards as they are developed.

LEAD AGENCY: Cities; FDOT
PARTNERS: Broward MPO
APPENDIX B: CREATE SAFE STREETS

These action items aim to transform our roadway network into one that supports and encourages walking and bicycling. While our roadways are currently designed with a focus on vehicles, these actions form a path to ensuring that roadways prioritize vulnerable users and their safety over speed and vehicular throughput. They aim to address basic walking and bicycling needs, such as ADA accessibility, but go even further to ensure the construction of high quality streets that meet the needs of all users.

C1
Shorten signal times to provide priority for pedestrians, especially in pedestrian priority zones. All pedestrian phases, leading pedestrian intervals, and other pedestrian phases should be considered. As walking increases in mode share, further tweaks to the signal timing could be considered. The pedestrian phase should come up every cycle (especially during peak hours) in pedestrian priority zones.

LEAD AGENCY: Broward County
PARTNERS: The Broward region
0-2 Years

C2
Pilot two “protected intersections” and two “protected bicycle lanes” in high priority locations. These can be done as quick build projects, but should remain in place and be large enough in scale to achieve measurable and reliable results.

LEAD AGENCY: Broward MPO + FDOT?
PARTNERS: FDOT, The Broward region, Cities
0-2 Years

C3
Each city should fund and complete and fund an ADA transitioning plan to address ADA accessibility issues.

LEAD AGENCY: Cities
PARTNERS: FDOT, The Broward region
0-2 Years

C4
Classify the context of roads on the FDOT system following the new FDOT Context Classification Handbook. Redesign streets that do not match their context in order to lower speed limits. Consider lane eliminations along roads with greater than two lanes that also have a history of pedestrian crashes and that have excess vehicular capacity.

LEAD AGENCY: FDOT
PARTNERS: Cities; The Broward region; Broward MPO
0-2 Years
In areas with a history of people crossing the street outside of crosswalks that do not warrant a mid-block crossing, plant thick, attractive landscaping in medians without breaks.

LEAD AGENCY: FDOT
PARTNERS: Cities; The Broward region; Broward MPO

Complete lighting studies in areas where more than 40 percent of the crashes occurred outside of daylight hours and in all pedestrian priority areas.

LEAD AGENCY: FDOT; Broward County; Cities
PARTNERS: ?

Conduct a study to evaluate the opportunity to make turning right on red illegal in bicycle and pedestrian priority areas.

LEAD AGENCY: FDOT
PARTNERS: The Broward region, Cities

Conduct a study at bus stop locations with a history of mid-block crashes that considers the relocation of the bus stops to better facilitate crossings or access destinations or other pedestrian desire lines.

LEAD AGENCY: Broward County Transit
PARTNERS: FDOT, Cities

Analyze driveways with a pedestrian crash history to determine if driveways can be removed or modified as part of complete streets projects, redevelopment, resurfacing, or other street projects. Innovative treatments such as raised crossings and green paint in bicycle lanes can also be considered.

LEAD AGENCY: FDOT; Broward County; Cities
PARTNERS: ?

2-5 Years
APPENDIX C: PREVENT AGGRESSIVE BEHAVIOR

Aggressive behavior refers to inappropriate roadway behavior by drivers, pedestrians, and bicyclists. These strategies aim to use education, encouragement, and enforcement campaigns to improve the behavior of all roadway users. They also aim to provide appropriate training to law enforcement officers to best prepare them to keep our roads safe. Strategies consider how enforcement is applied and who it is applied to in order to prevent disproportionate enforcement and blame being placed on the wrong parties.

1. **Partner with driver-for-hire services (such as taxis, Uber, Lyft, and pedicabs) to offer a subsidized ride home from drinking establishments.**
   - LEAD AGENCY: Cities
   - PARTNERS: Broward MPO; FDOT
   - Years: 0-2

2. **Allowing overnight parking downtown at bars, restaurants, and other venues so impaired drivers feel comfortable leaving their cars behind.**
   - LEAD AGENCY: Cities
   - PARTNERS: None
   - Years: 0-2

3. **Conduct education and high visibility enforcement at areas with a history of bicycle and pedestrian crashes with a focus on driver behavior. This could utilize bicycle patrol officers. This should also alert drivers to the rights of bicyclists to overtake driving lanes. It could be coupled with the FDOT Alert Today, Alive Tomorrow campaign in partnership with law enforcement but could also be taught in driver’s education classes.**
   - LEAD AGENCY: Law Enforcement
   - PARTNERS: FDOT
   - Years: 0-2

4. **Implement the use FDOT Pedestrian and Bicycling Safety Roll Call videos for law enforcement officers to educate officers to familiarize them with the laws; crash types and causes; and other issues pertaining to pedestrian and bicycle safety.**
   - LEAD AGENCY: Law Enforcement
   - PARTNERS: FDOT
   - Years: 0-2
P5. Develop an educational campaign for law enforcement officers regarding the use of “fair game rules,” which emphasize that all road users are responsible for improving safety and that some violations are more serious than others.

**LEAD AGENCY**  Law Enforcement  
**PARTNERS**  Cities; The Broward region  
**0-2 Years**

P6. Utilize Safe Routes to School programs and walking buses to encourage students to walk or bike to school.

**LEAD AGENCY**  FDOT  
**PARTNERS**  Broward MPO, The Broward region, Cities  
**0-2 Years**

P7. Develop a driver’s education diversion program for drivers who endanger vulnerable road users to increase access and expand referrals to traffic schools and other forms of traffic safety education for all road users.

**LEAD AGENCY**  Law Enforcement  
**PARTNERS**  Cities; The Broward region  
**0-2 Years**

P8. Create mandatory traffic safety curriculum for elementary schools to teach and encourage critical traffic safety behaviors; including for driving, bicycling, and walking.

**LEAD AGENCY**  Schools  
**PARTNERS**  Broward MPO, FDOT, Cities  
**2-5 Years**

P9. Develop public awareness campaigns to educate drivers, bicyclists, and pedestrians about proper roadway etiquette, including the right of bicyclists to take the full lane when there is no bike lane. This can include bike to work, share the road, and smart trips campaigns as well as encouraging employer incentives for walking or bicycling to work.

**LEAD AGENCY**  Law Enforcement or Broward MPO  
**PARTNERS**  FDOT, Cities  
**2-5 Years**
APPENDIX D: ALL HANDS ON DECK

These action items focus on coordinating decision makers, advocates, and other key personnel in order to ensure that action items move forward to implementation. They also include funding discussions, which will take a concerted effort between multiple agencies to pull together. Finally, they consider training to ensure that employees are on the same page when developing, approving, and implementing plans.

A1 Identify advocate partners and assign implementation roles for key action plan strategies. This should start with the BPSAP A-Team and can include others as appropriate.

LEAD AGENCY: A-Team Members
PARTNERS: Broward MPO, Cities, FDOT

A2 Conduct specialized outreach and education for elected officials to ensure that they understand the need for and benefit up improving walking and bicycling safety in The Broward region, even if that causes acceptable negative impacts to driving.

LEAD AGENCY: Broward MPO
PARTNERS: FDOT, The Broward region, Cities

A3 Conduct a complete streets training program for MPO, FDOT, County, and Municipal employees to educate them on planning for complete streets and the need to prioritize pedestrians and bicyclists. This training can also discuss Vision Zero and provide assistance for cities wishing to implement that as needed.

LEAD AGENCY: FDOT
PARTNERS: Broward MPO

A4 Adjust MPO funding criteria for local projects to provide priority funding to projects that achieve the highest levels of pedestrian safety and comfort and that support the development of a regional walking and bicycling network.

LEAD AGENCY: Broward MPO
PARTNERS: ?
Develop a safety data review task force responsible for developing performance measures; an annual review of pedestrian and bicycle safety data; identifying annual targets for improvement; and producing / presenting an annual report to the Broward MPO Board.

LEAD AGENCY: Broward MPO
PARTNERS: Cities; FDOT, Law Enforcement

Develop and implement a monitoring program for the improvement of walking and bicycling safety in The Broward region that is available to the public utilizing a performance measurement dashboard. This should be based on the data review task force’s input, findings, and reporting.

LEAD AGENCY: Broward MPO
PARTNERS: Cities; FDOT, Law Enforcement

Develop more in depth design training for roadway designers, planners, and engineers responsible for plan development and review that addresses lighting, access management, roadway accessibility; and other specific needs.

LEAD AGENCY: FDOT
PARTNERS: Broward MPO

Develop a county-wide electronic reporting system that allows residents to self-report issues with the transportation infrastructure. Ensure that a process is set up to route the complaints to the right department and address issues.

LEAD AGENCY: FDOT or Broward County
PARTNERS: Cities

Work to develop a funding source that can be utilized for improvements that specifically support the action items discussed in this plan. This could also be utilized to fund local projects that support these regional goals.

LEAD AGENCY: Broward MPO and Broward County
PARTNERS: Cities

Create an Early Action Plan with identified funding to implement key regional walking and bicycling facilities. Give priority for LAP and other funding to projects that implement projects consistent with the regional network.

LEAD AGENCY: Broward MPO
PARTNERS: FDOT, The Broward region, Cities