



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 action are intended to create a transformation in the mindset of the Broward region residents and workers from and 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.



S5

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

0-2
Years

S6

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

2-5
Years

S7

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

2-5
Years

S8

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

2-5
Years

S9

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

2-5
Years

S10

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

2-5
Years



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

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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.

P1	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	0-2 Years
P2	Allowing overnight parking downtown at bars, restaurants, and other venues so impaired drivers feel comfortable leaving their cars behind.	LEAD AGENCY	Cities	PARTNERS	None	0-2 Years
P3	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	0-2 Years
P4	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	0-2 Years

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.



