DRAFT

Broward Regional Comprehensive Safety Action Plan

EXECUTIVE PLAN

March 2025

SAFE STREETS 4 BROWARD

Powered by The Broward MPO & Broward County

Broward MPO Metropolitan Planning Organization

BROWARD COUNTY FLORIDA

LETTER FROM BROWARD MPO EXECUTIVE DIRECTOR GREG STUART

Dear Broward County Residents,

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

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

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

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

Key Outcomes of the 2025 Safety Action Plan:

- Eight (8) focus plans with focused actions to address critical safety issues.
- Policy and program recommendations to promote safer streets and increased mobility.
- A prioritized list of capital projects, ready to secure funding from federal grants, local sources and MPO initiatives.

Key Lessons from Safety Analysis:

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

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

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

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

Sincerely,

Greg Stuart

Executive Director, Broward MPO

BROWARD SAFETY ACTION PLAN COMMITTEE MEMBERS

BSAP TECHNICAL WORKING GROUP

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

BSAP OVERSIGHT COMMITTEE

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

BSAP LEADERSHIP

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

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INTRODUCTION

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

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

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

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

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

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

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

SAFETY OUTCOMES IN DIFFERENT COUNTRIES

APPROACH TO ZERO

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

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

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

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

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

Broward County		FDOT		Municipalities
$42M	+	$103M	+	$23M

Annual Infrastructure Program Need For Years 2030-2050

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

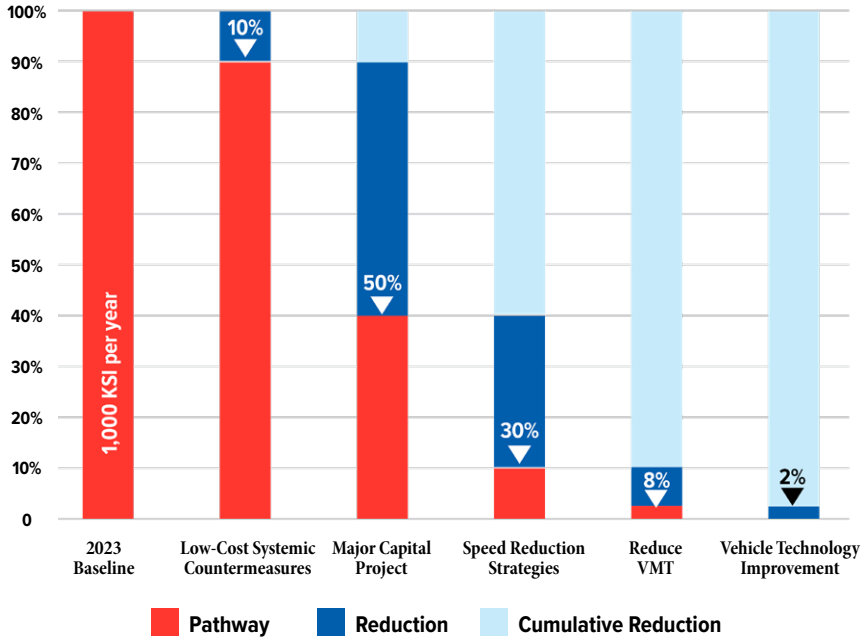
Broward County		FDOT		Municipalities
$551M	+	$1.45B	+	$881M

Annual Economic Burden For 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 MTP initiatives to keep pursuing a better Broward through safer streets.

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

PATH TO ZERO FATALITIES



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

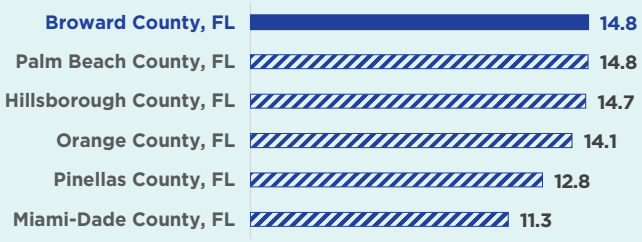
Our safety commitment starts today by eliminating the phrase "car accident" from our vocabulary. This word choice implies that nothing could have been done to prevent a crash. By using the word **"crash" not "accident"**, we acknowledge a reason for that crash and demand solutions. By proactively asking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

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

SAFETY ANALYSIS

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

Traffic Fatality Rate Per 100,000 Population (Per 2022 FARS Database*)



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

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

KSI is killed or serious injury.

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

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

KSI by Mode:	• **Vehicle**: **97%** of total crashes resulting in **64%** of KSI crashes • **Pedestrian**: **1%** of total crashes resulting in **16%** of KSI crashes • **Bicycle**: **1%** of total crashes resulting in **5%** of KSI crashes • **Motorcycle**: **1%** of total crashes resulting in **15%** of KSI crashes
Factors noted in KSI crash report (multiple factors):	• **5% Alcohol-related** • **10% Aggressive Driving** • **2% Drug-related** • **9% Distracted Driving** • **7% Speeding** • **10% Hit and Run**
KSI Road Conditions:	• **89% Dry** • **11% Wet**
KSI Lighting Conditions:	• **53% Daylight** • **3% Dusk** • **2% Dawn** • **37% Dark (Lighted)** • **5% Dark (Not Lighted)**
KSI Crashes by Posted Speed:	• **< 25 MPH**: **82%** of streets yields **11%** of KSI crashes • **30-40 MPH**: **10%** of streets yields **30%** of KSI crashes • **45-50 MPH**: **7%** of streets yields **57%** of KSI crashes • **> 55 MPH**: **1.3 %** of streets yields **2%** of KSI crashes
KSI by Number of Lanes:	• **3 lanes or less**: **89%** of streets yields **21%** of KSI crashes • **4-5 lanes**: **7%** of streets yields **27%** of KSI crashes • **6 lanes or more**: **4%** of streets yields **52%** of KSI crashes
KSI by Traffic Volume:	• **< 15k vehicles per day**: **90%** of streets yields **24%** KSI crashes • **15k to 30k vehicles per day**: **5%** of streets yields **22%** KSI crashes • **> 30k vehicles per day**: **4%** of streets yields **53%** of KSI crashes

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

SAFETY ANALYSIS

OVERVIEW

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

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

5,716

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

300,971
Total Crashes in Broward County

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

FAST FACT

Vulnerable road users

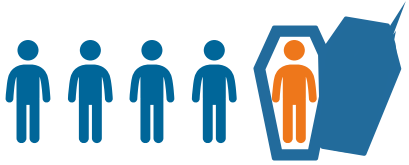
include pedestrians, cyclists, motorcyclists, and other non-motorized road users who are at greater risk of injury in traffic collisions due to their lack of protection compared to vehicle occupants.

FINDINGS

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

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

21%

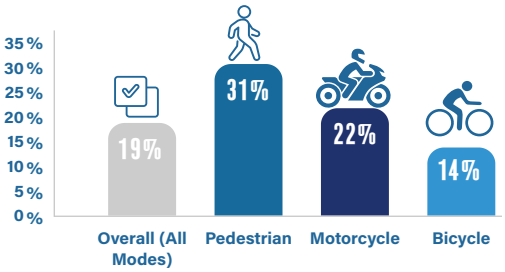


- **Crashes Involving Cars or Trucks (97%)**
- Other (3%)
- **KSI Crashes involving Cars or Trucks (64%)**
- Other (36%)

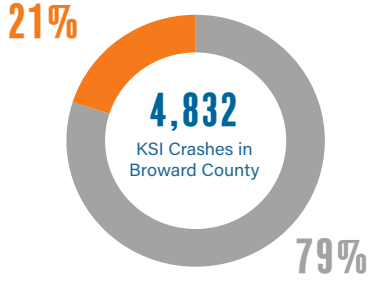
Car and truck crashes made up the majority of both overall crashes and KSI crashes. "Other" includes bicyclists, pedestrians, and motorcyclists.

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

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

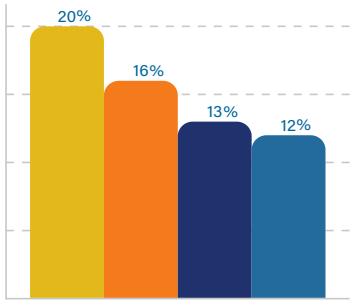


Every week, **4 people were killed** and 18 people were seriously injured in Broward.



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

Top KSI Crash Types



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

- **% of Overall Crashes involving people outside vehicles**
- **% of Fatal Crashes involving people outside vehicles**

KSI Crashes by Travel Mode

26% **Pedestrian KSI Crashes**

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

24% **Motorcycle KSI Crashes**

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

11% **Bicycle KSI Crashes**

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

1% **Motor Vehicle KSI Crashes**

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

53%

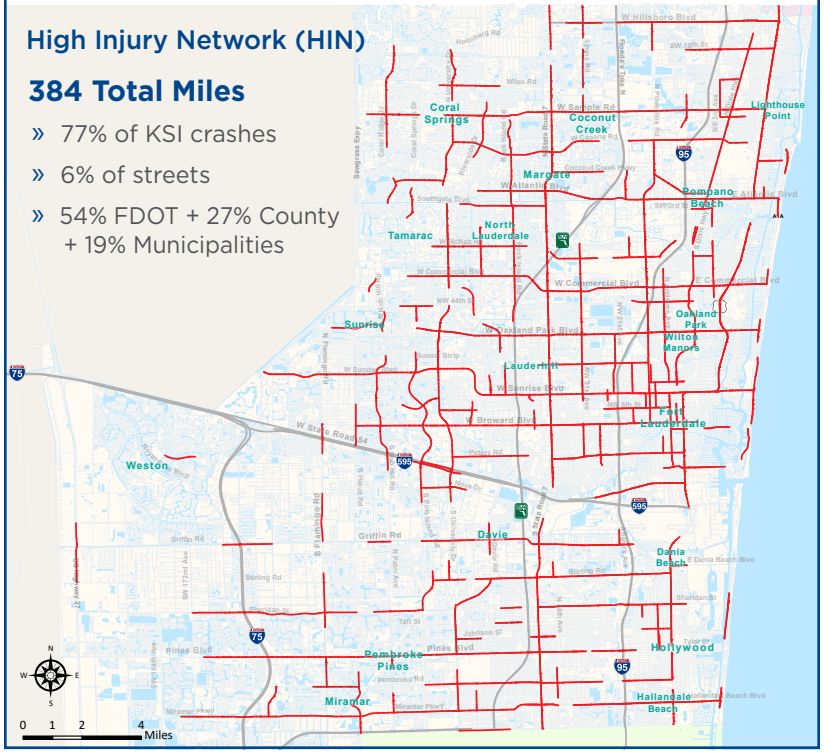
Streets with over **30,000** vehicles per day accounted for **53%** of KSI crashes.

35%

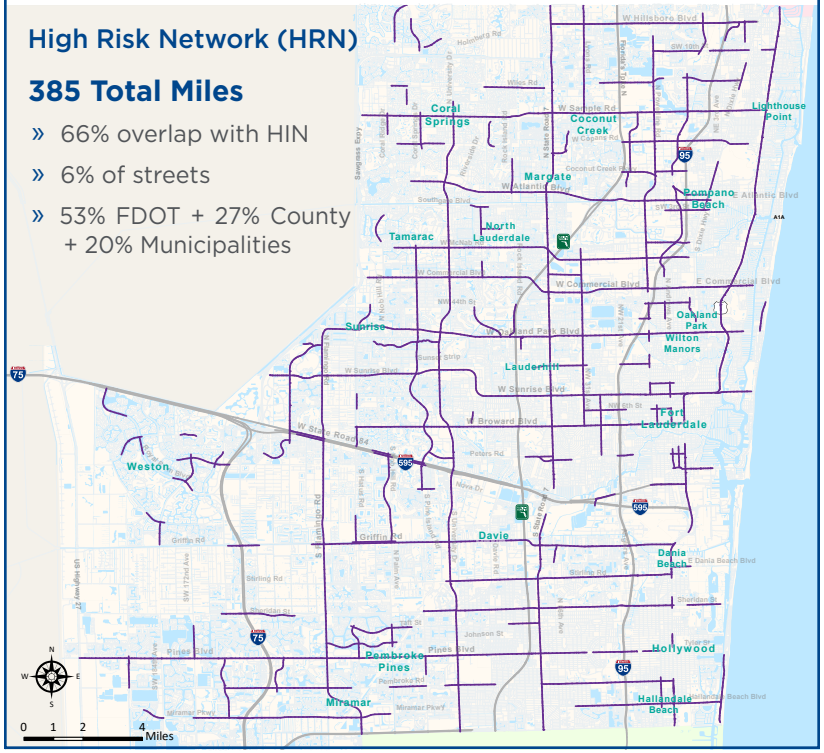
Crashes involving pedestrians, bicycles, and motorcycles reflect about **2%** of overall crashes but account for **35%** of all KSI crashes.

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

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

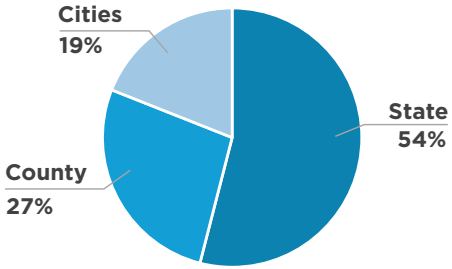


High Risk Network (HRN) is developed by analyzing collision history to identify roadway features that lead to the most crashes. It identifies corridors with the roadway characteristics that have the highest risk of KSI crashes.

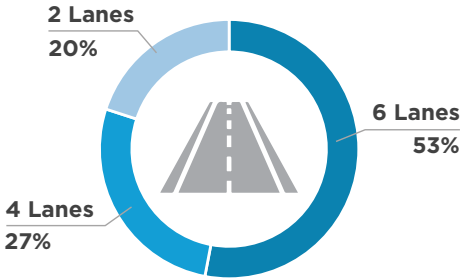


HIN Facts

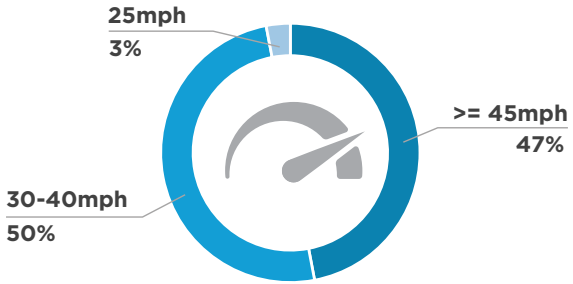
Jurisdiction



Number of Lanes



Posted Speed (mph)



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.

1 Identify HIN Corridor Segments

Using GIS software, the Broward network was examined to find the corridors with the highest Equivalent Property Damage Only (EPDO) score.

338 corridors segments were identified. Each segment is less than two miles in length.

2 Create Scoring Matrix

Each corridor receives scores within 3 metrics:

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

Safety Score

POINTS

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

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

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

POINTS

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)**

SCORE

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

Demographics Score

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

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

SCORE

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

3 Rank 338 Corridors

Calculate aggregated **Total Score =**

Safety (30%) + Risk (40%) + Demographics (30%)

Sort 338 corridors from highest to lowest score.

4 Advance 11 Corridors

Eleven corridors from the three jurisdictions - FDOT, Broward County, and cities - were selected to advance approximately 20 miles into the concept design phase.

A full listing of ranked corridors can be found in the BSAP Prioritization Report at www.safestreets4broward.org

FOCUS PLANS

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

School Zone/Bus Stop Safety *(Page 9)*

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

Rail Safety Action Plan *(Page 10)*

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

Lighting Safety Action Plan *(Page 11)*

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

Midblock Crossing Action Plan *(Page 12)*

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

Technology Action Plan *(Page 13)*

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

Neighborhood Safety Action Plan *(Page 14)*

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

Pedestrian and Bicycle Action Plan *(Page 15)*

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

Safe Speeds Action Plan *(Page 16)*

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

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

SCHOOL ZONES/BUS STOPS SAFETY

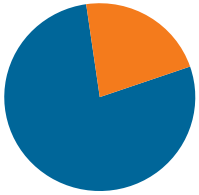
OVERVIEW

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

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

STUDY AREA

County: Broward
Number of Students: 250,000



22% of students are bused to school.

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

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

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

FINDINGS

WHERE?

ON ROADS WITH 4+ LANES

65%

NEAR SIGNALIZED INTERSECTIONS

39%

ON ROADWAYS POSTED 45-50 MPH

37%

KSI CRASHES WITHIN 1/2 MILE FROM SCHOOLS

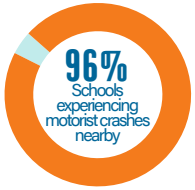
42.5% of all KSI crashes in Broward County occur within a 10-minute walk from a school.

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

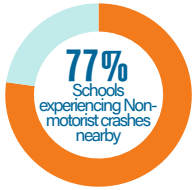
Analysis of **300** Broward schools' crash data and environmental factors (2018-2022) within a half-mile radius identified three priority locations for safety improvements. These priority locations are:

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

HOW AT-RISK ARE BROWARD COUNTY STUDENTS?



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



Non-motorist KSI crashes (452 total) occurred within a half-mile radius of **77.24%** of schools in the county.

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

of Schools are within a half-mile from a high injury network.

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

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

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

RECOMMENDATIONS

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

Speed Management

Technology /ITS

Operations

Intersection Design

Education

Safety

Multimodal Design

Policy Recommendations

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

RAIL SAFETY ACTION PLAN

OVERVIEW

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

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

Field Observations

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

FAST FACT

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

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

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):

61% **At Crossings**

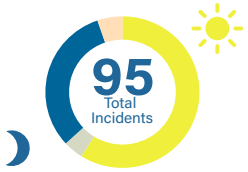
38% **Non-Crossing Incidents**

14%

Fatalities occur **14%** more frequently at non-crossings *(trespassing incidents).*

Crossing Incidents*

*by visibility

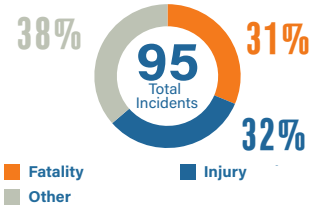


Trespassing is the leading cause of rail-related deaths in the United States.

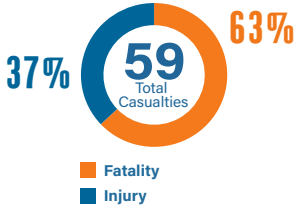
Nationally, more than **500** trespass fatalities occur each year.*

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

Crossing Incidents

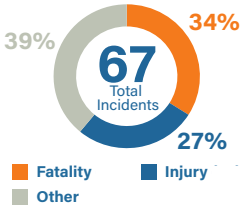


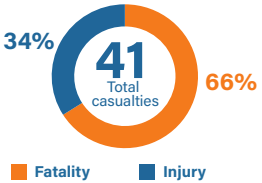
Non-Crossing Casualties



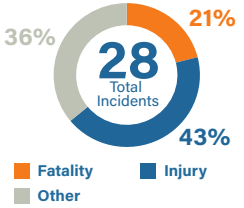
Incidents and Casualties By Corridor Over a 5-Year Period

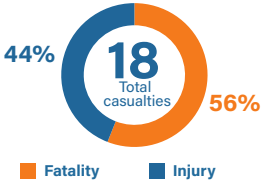
FEC
66 Crossings with reported incidents
24 Miles





SFRC
26 Crossings with reported incidents
24 Miles





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

Recommendations

- Fencing
- Improved lighting
- Dynamic envelope paint to discourage stopping on train tracks
- Increased signage
- Raised medians
- And more...

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 Though Rail Safety Infrastructure Upgrades

Policy Recommendations

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

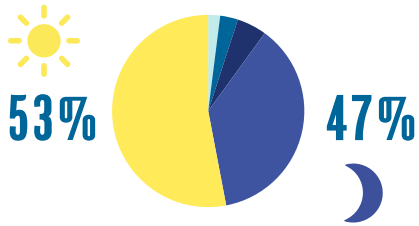
LIGHTING SAFETY ACTION PLAN

OVERVIEW

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

Challenges Identified:

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



- 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** during **sea turtle nesting season** (March 1 to October 31) to protect nesting females and hatchlings. **These standards require shielded, low-intensity, amber-colored lighting.**

FINDINGS

2,282 Total Broward Nighttime KSIs

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

68%

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

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

50.5% KSI crashes within 100ft of HIN

50.5% | **49.5%**

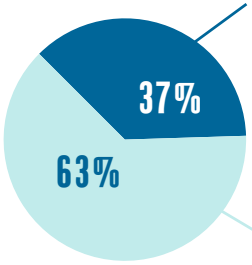
49.5% other KSI Crashes

48% 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.



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

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

70% of pedestrian KSI crashes occurred at night.

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

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

Where?

Municipalities with greatest number of nighttime crashes

- ☑ **Fort Lauderdale**
- ☑ **Pompano Beach**
- ☑ **Plantation**

At Signalized Intersections **43%**

At Midblock **57%**

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

Recommended Countermeasures

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

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

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

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

Priority Intersections

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

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

MIDBLOCK CROSSING ACTION PLAN

OVERVIEW

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

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

Achieving this goal will require:

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

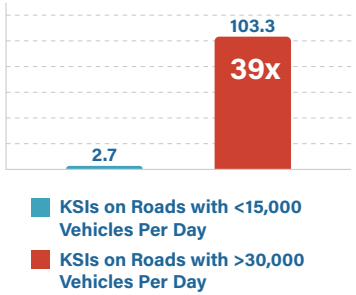
Where are KSI Crashes Occurring?

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

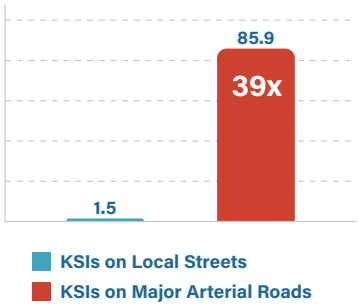
FINDINGS

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

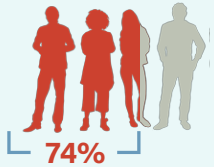
Wider, higher-volume, and higher order roadways are more dangerous to cross midblock.



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.



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

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

Crashes Near Bus Stops

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

Intersection
Total Crashes: 639

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

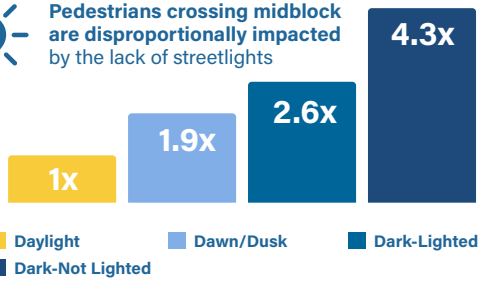
<

Midblock
Total Crashes: 409

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

Pedestrian KSI Percentage of Total Midblock KSIs by Lighting Condition

Pedestrians crossing midblock are disproportionally impacted by the lack of streetlights



Recommendations

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

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

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

TECHNOLOGY ACTION PLAN

OVERVIEW

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

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

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

The Safe System Approach

Areas of Focus

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

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

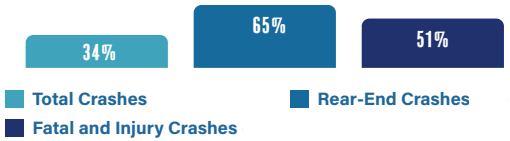
Safer Speeds — Encouraging technologies in vehicle and street infrastructure to achieve safer speeds.

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

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

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

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



PRIORITY COUNTERMEASURES

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

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

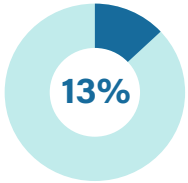
78%

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.

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.

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

Signalization Strategies including:

- Speed Management
- Leading Pedestrian Intervals
- Bicycle Detection

School Zone Speed Management

Near Miss Assessment

Emergency Vehicle Preemption

The BSAP recommends the following actions related to technology:

- New Agency Fleet Vehicles: Crash Prevention Technologies Required by 2028
- Review legislative barriers to safety tech implementation with MPOs
- Assess DUI ignition interlock usage and barriers with judicial system
- Study insurance telematics adoption.
- Pilot IP-targeted public outreach program
- Test variable speed limits in dynamic corridors
- Document connected vehicle frameworks with FDOT
- Analyze BCT collision avoidance data for safety improvements

NEIGHBORHOOD SAFETY ACTION PLAN

OVERVIEW

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

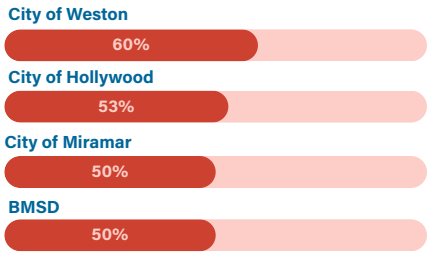
This action plan provides tools to support greater action for improved neighborhood safety in support of regional safety goals.

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

Neighborhood KSI Crashes by Municipality

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

Nighttime Neighborhood KSI Crashes by Municipality



FINDINGS

521
KSI Crashes

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

14% of crashes resulted in a fatality.

73% of KSI crashes involved vehicles only.

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

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

24% of KSI crashes occurred at intersections.

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

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

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

Priority Project Areas

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

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

Safety Countermeasures

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

Countermeasures Categories

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


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

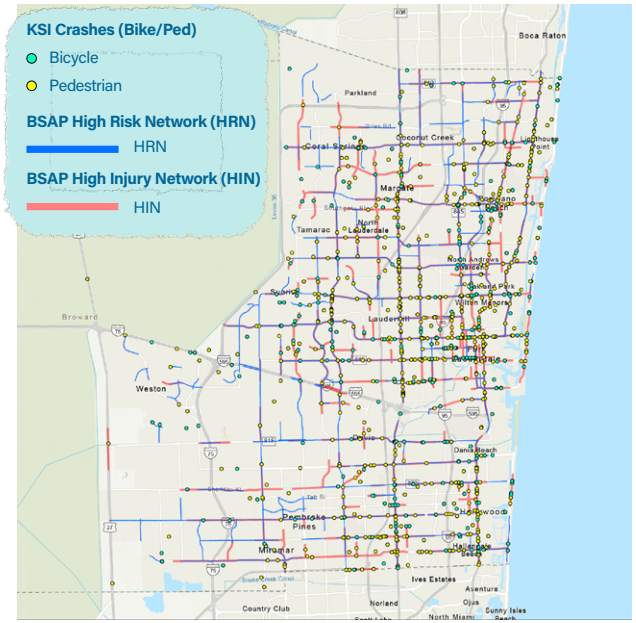
PEDESTRIAN AND BICYCLE ACTION PLAN

OVERVIEW

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

Strategies to reach this goal include:

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

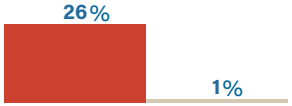


Pedestrian and bicycle safety ranges widely in Broward County. Parkland has the lowest pedestrian and bicycle fatality rate at **0.03**, while Wilton Manors has the highest at **1.73**, which is **66** times greater than Parkland's rate. The median fatality rate is **0.56**, observed in Lauderdale Lakes.

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

FINDINGS

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

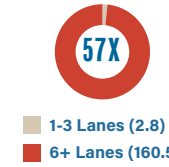


Pedestrians outside of cars are killed and seriously injured at a much higher rate than individuals in motor vehicles due to their lack of protection.

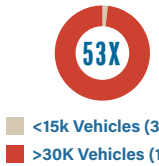
Pedestrian crashes account for only **1%** of total crashes but **26%** of those crashes result in a KSI. By comparison, vehicles represent **97%** of all crashes but only **1%** of those crashes results in a KSI.

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

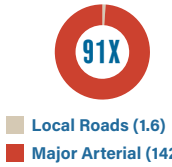
Pedestrian KSIs Per Mile



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

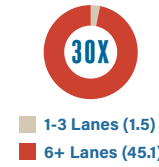


Roads with more than 30,000 vehicle per day see **53** times more pedestrians killed or seriously injured than a street with less than **15,000** vehicles.

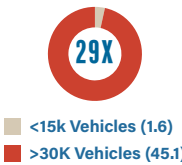


A major arterial sees **91** times more pedestrians killed or seriously injured at midblock locations than a local street.

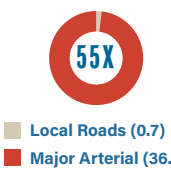
Bicycle KSIs Per Mile



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



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



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

Program Reccomendations

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

Greenway and Bikeway Gap Program

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

Sidewalk Gap Program

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

Policy Recommendation

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

DID YOU KNOW...

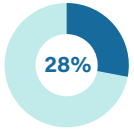
Safety in Numbers is a phenomenon whereby the individual risk of injury to a person walking or cycling decreases as the number of people walking or cycling increases. In general, if the number of people walking or cycling doubles, the individual injury risk rises only about 40 percent. The "Safety in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

SAFE SPEEDS ACTION PLAN

OVERVIEW

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

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



28% of drivers averaged **10+** miles over the speed limit.

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.

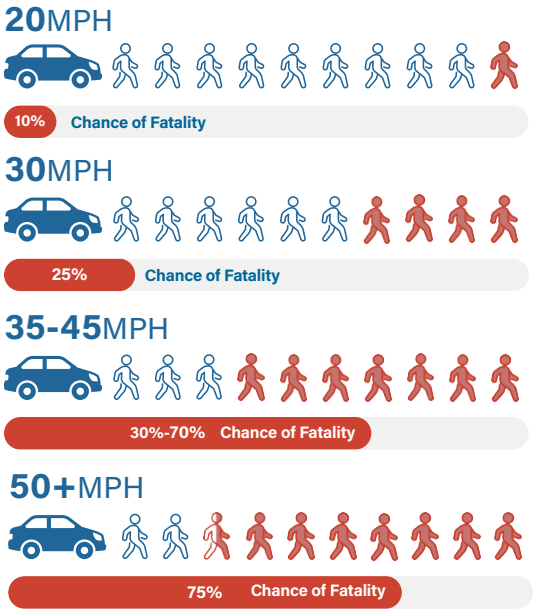
Automatic speed enforcement cameras are effective and see fewer repeat offenders. Currently, they are allowed only in school zones in Florida.

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

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

FINDINGS

The Likelihood of Death Increases Exponentially with Speed.



Source: NACTO - City Limits, 2020

Drivers have a tendency to underestimate speed.

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

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

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

Recommendations

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

Adopt FDOT's context-based approach to roadway design

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

Recommended relevant contexts and target speeds

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

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

Roundabouts are proven to manage speeds in ways traffic signals cannot. Consider roundabouts in future redesigns.

Follow Florida Greenbook to narrow lanes as conditions allow.

Produce county-wide speed maps. These would complement the travel time maps currently produced by FDOT.

Re-time traffic signals at night.

Tree plantings at routine intervals moderate speeds. They should be planted wherever possible based on required design considerations.

BMPO to pursue legislation to expand speed camera enforcement beyond school zones. Cameras are needed during after-school programs, near parks, downtown, and at the beach.

Lower Municipal Speeds

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

ACTIONS

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

Programs

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

Policies

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

Projects

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

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

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

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

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

Assessment and Preparation (Phase 1)

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

Pilot and Early Implementation (Phase 2)

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

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

Full Implementation (Phase 3)

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

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

Monitoring, Evaluation, and Adjustment (Phase 4)

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

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

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

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

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

PROGRAMS

Program Recommnedations	Agency Lead	Timeframe*
Post Crash Care		
Develop a program for further analysis with the community traffic safety team (CTST) to evaluate strategies for improving emergency response times w/additional preemption.	FDOT/ BCG/ Municipalities	Mid-Term
Safer People		
Develop a program to evaluate current (existing) School Zone infrastructure needs with current school boundaries.	Broward MPO	Short-Term
Establish recurring collaboration meeting with law enforcement to identify opportunities for additional, targeted enforcement prioritizing HIN streets.	BCG/ Municipalities	Short-Term
Establish Countywide Midblock Crossing Program.	BCG	Short-Term
Establish Low-Stress Multi-modal Network Completion Program.	BCG	Short-Term
Establish/Enhance Sidewalk Program.	BCG/ Municipalities	Short-Term
Create a program to distribute amber light reflective accessories by cities/businesses near beaches.	Municipalities	Mid-Term
Establish a dedicated funding mechanism and rapid repair system to maintain low-stress multimodal infrastructure.	BCG	Mid-Term
Establish a program to regularly inspect and repair sidewalks, supported by dedicated funding and a rapid response team to enhance safety.	Municipalities	Mid-Term
Encourage agencies to fund/expand rail safety enforcement programs such as Operation Crossing Guard and Operation Lifesaver (Broward County Sheriff) and Hollywood Police Department.	BMPO/ FDOT/ BCG	Mid-Term
Create School Safety Working Group with FDOT District 4 Safety Office, Community Traffic Safety Team (CTST), Safe Routes to School (SRTS), school administrators, local government, law enforcement, include School Resource Officers.	Broward MPO/ FDOT/ BCG/ Municipalities	Mid-Term
Create a school safety audit program within 1/2 mile of each school using School Safety Action Plan listing.	Broward MPO	Mid-Term
Safer Speeds		
Develop a program to reassess speed limits by municipalities using a phased approach.	Municipalities	Short-Term
Safer Roads		
Expand program to set the “green wave” speed of synchronized traffic signals at the posted speed or lower.	BCG	Short-Term
Expand “rest on red” signalization program. A red signal is displayed in all directions until a vehicle is detected.	BCG	Short-Term
Regularly update safe streets design standards for all jurisdictions.	Broward MPO/ FDOT/ BCG	Short-Term
Continue to advance and expand Bike Detection Program to identify signalized intersections with on-street bike facilities and a history of bicyclist crashes, collect multimodal counts to prioritize corridors with high bicyclist activity, delay, and exposure.	BCG	Short-Term
Adapt/Upgrade video detection systems to detect bicyclists.	BCG	Short-Term
Establish and implement school zone speed management program using School Speed Safety Enforcement Technology across the County.	BCG/ Municipalities	Short-Term
Create a project safety evaluation for capital projects.	Broward MPO	Short-Term

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

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

POLICIES

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

Policy Recommendations	Agency Lead	Timeframe*
Safer Vehicles		
Adopt a policy for all Broward municipalities to install truck guards on all large vehicles in fleet to reduce risk of pedestrian/bicycle right-hook crashes.	BCG/ Municipalities	Short-Term
Develop a sample policy for jurisdictions that would require use of this the most current Advanced Driver Assistance Systems (ADAS) technologies in all jurisdictional fleet vehicles at the time of purchase.	BCG/ Municipalities	Short-Term
Develop a sample policy for jurisdictions that would require use of Intelligent Speed Assist - Speed Limiters technology in all fleet vehicles.	BCG/ Municipalities	Short-Term
Develop a sample policy for jurisdictions that would require use of this the most current Automatic Emergency Braking (AEB) technologies in all jurisdictional fleet vehicles at the time of purchase.	BCG/ Municipalities	Short-Term
Require fleet vehicles to be not larger than appropriate size for the primary need to reduce risk and improve crash outcomes.	BCG/ Municipalities	Mid-Term
Safer Speeds		
Establish a policy that street design shall utilize design vehicle for the receiving street at intersections, not the turning street.	FDOT/ BCG/ Municipalities	Short-Term
Utilize 10-foot inside lanes and 11-foot outside lanes for transit to encourage safer speeds on all streets.	FDOT/ BCG/ Municipalities	Short-Term
Adopt a policy to paint speed limit markings into street projects to create awareness.	FDOT/ BCG/ Municipalities	Short-Term
Adopt a policy to plant appropriate species of street trees to create street enclosure and encourage safer speeds.	FDOT/ BCG/ Municipalities	Short-Term
Adopt a traffic calming manual for all municipalities.	BCG	Mid-Term
Assess opportunities for Speed Reduction strategies in all capital projects based on Context Classification with Safe Streets Design Manual.	FDOT/ BCG/ Municipalities	Short-Term
Safer Roads		
Coordinate with County and cities to understand the schedule for tree maintenance, and establish priority maintenance schedule for streets that have extensive tree canopies to maintain street lighting and improved viability.	BCG/ Municipalities	Short-Term
Adopt a policy to evaluate alternatives to traffic signals at intersections (including roundabouts) to achieve safer intersections.	BCG/ Municipalities	Short-Term
Analyze need for existing/future auxiliary lanes on all projects to align with safety goals.	FDOT/ BCG/ Municipalities	Short-Term
Require that all new vehicles added to the agency fleets starting in 2028 have the latest crash reduction technology.	BCG/ Municipalities	Short-Term
Use Light Emitting Diode (LED) lighting for all new and retrofit projects throughout the county, replacing existing High Pressure Sodium (HPS) fixtures.	FDOT/ BCG/ Municipalities	Short-Term
Adopt the latest national lighting standards for all lighting improvements needs in Broward County. Adopt vertical illumination requirements per national best practices at all crosswalks and midblock. Implement Dual Zone lighting analysis standard as per the latest FDM and monitor future integration of dual zone analysis method in the Florida Greenbook.	FDOT/ BCG/ Municipalities	Short-Term
Establish a policy that all capital projects shall include lighting assessment to determine needed lighting improvements to meet latest national best practices.	FDOT/ BCG/ Municipalities	Short-Term

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

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

PROJECTS

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

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

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

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

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

COMMUNITY ENGAGEMENT

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

Steering Committees

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

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

Road Safety Assessments and Community Workshops

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

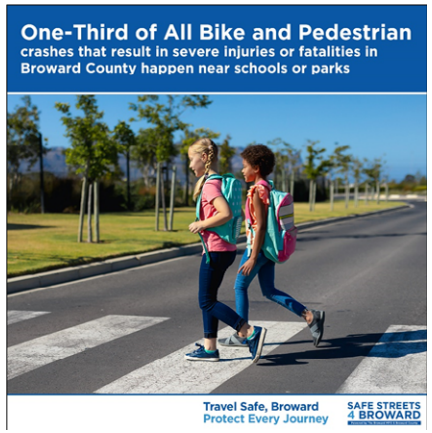
A team of transportation engineers, urban planners, public safety officials, and local stakeholders conducted a series of ten (10) Road Safety Assessments to ensure proposed solutions were practical and relevant.

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

Awareness and Education Campaign

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

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



Partnerships with municipalities expanded the campaign's reach through websites, emails, newsletters, and social media. Strategic advertising on bus benches, shelters, digital media, and streaming services targeted key communities to ensure measurable impact. A Safety Road Show in 2025 will include ten local events around Broward County to share BSAP findings and meet people where they are.

Agency Collaboration

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

REPORTING PROGRESS

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

Crash Metrics

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

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

CHECK OUT THE BSAP PROJECT WEBSITE!

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

Total Crashes

- **Total Killed and Serious Injured (KSI) Crashes**
- **Total Fatalities**
- **Total Serious Injuries**

By Mode

- Bicycle
- Pedestrian
- Motorcyclist
- Vehicle

KSI Crashes

By Type

- Angle
- Bicycle
- Left Turn
- Right Turn
- Off Road
- Pedestrian
- Rear End
- Sideswipe

By Contributing Factors

- Alcohol/ Drugs
- Speeding/ Aggressive Driving
- Distracted Driving
- Hit and Run

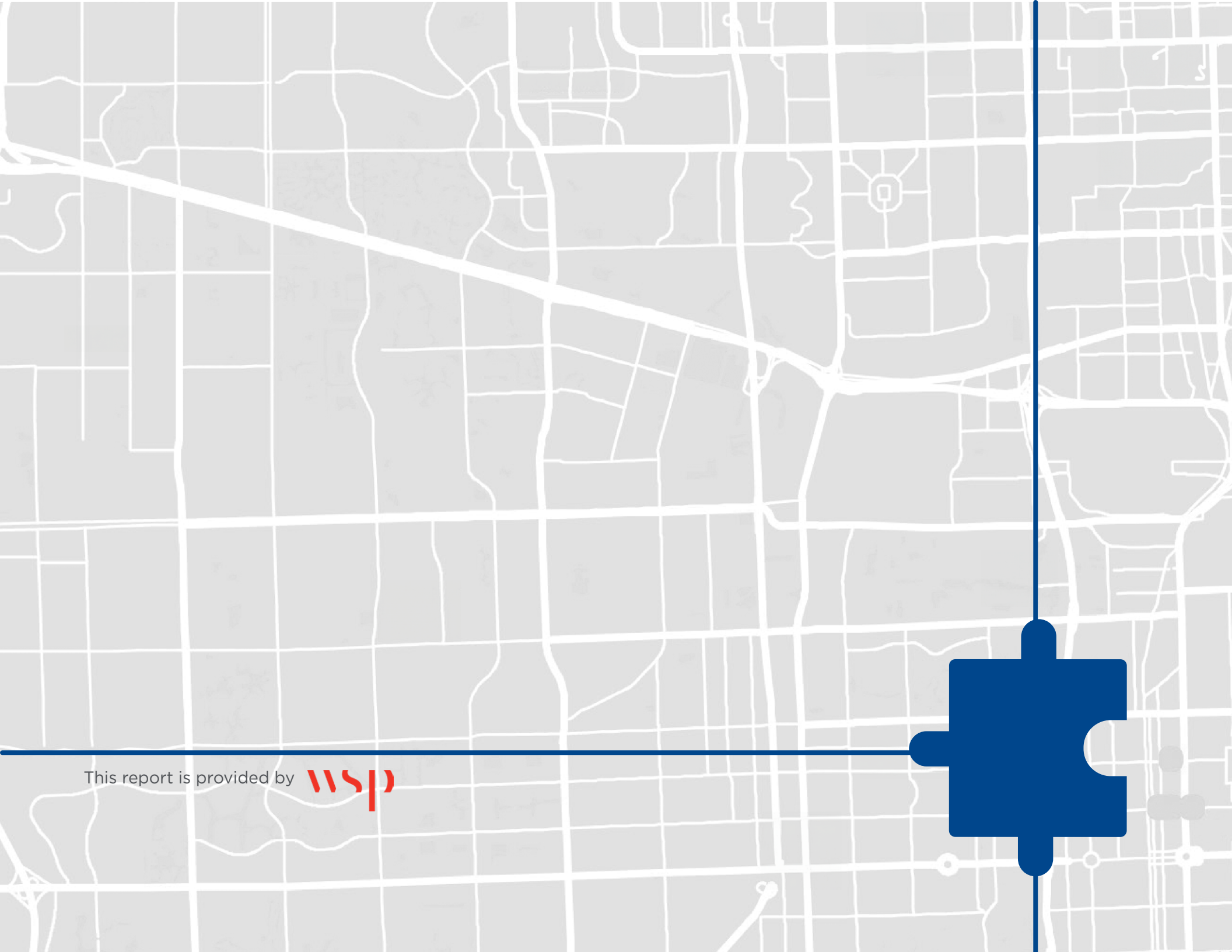
By Lighting Conditions

- Daylight
- Dark-Lighted
- Dark-Not Lighted
- Dawn
- Dusk

By Age Group

- Under 19 years
- Age 19-64 years
- Over 64 years

- By Number of Lanes
- In School Zones
- By Posted Speed
- On Local Streets
- Rail Related Fatal Crashes (At/Between Crossings)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