

Membership of the Broward County COMPLETE STREETS TEAM includes: Resilient Environment Department • Urban Planning Division • Natural Resources Division • Environmental Permitting Division • Public Works Department • Highway Construction and Engineering Division • Highway and Bridge Maintenance Division • Traffic Engineering Division • Transportation Department • Broward County Transit Division • County Administration • Parks and Recreation Division • Human Services Department • Broward County Planning Council

Front Cover Image Credits: MAP Broward slide depicting a proposed roundabout on Hillsboro Boulevard - at NW 64th Terrace/NW 74th Place/Mecca Blvd. – Presented to the CST by Broward County HCED staff. See more on pg. 5 of this document.



ABOUT THE COMPLETE STREETS TEAM

The BrowardNEXT Land Use Plan defines “Complete Streets” as roadways designed and constructed for all modes of transportation – automobiles, buses, bicycles, pedestrians, and freight vehicles, and for all users, regardless of age or ability. Complete Streets enhance the community’s quality of life, result in positive health benefits, and have a positive impact on the economy.

Broward County, the Metropolitan Planning Organization (MPO), the Florida Department of Transportation (FDOT), and local municipalities are working together to convert our roadways into Complete Streets. The process requires looking for opportunities and identifying funding, but also providing guidelines and flexibility in roadway development standards, to balance the demands of the users of the system and potential “costs”.

A component of the County’s “Complete Streets” initiative was the creation of the County staff “Complete Streets Team,” a multi-disciplinary group of professionals from Public Works, Transportation, Parks and Recreation, Resilient Environment, the Planning Council, and the Mobility Advancement Program, among others. The Team meets quarterly, but often holds meetings on an “as needed” basis to review proposed changes to the County Roads and regional facilities and local roads, as requested, to provide recommendations to the Board of County Commissioners.

PROJECT STATUS

Highlights

Below are highlights of some the projects presented at the CST meetings held between July 2023 and August 2024, which are currently in different states of implementation. The annual schedule of quarterly meetings is approved in November of the previous year. Special meetings are scheduled as needed and per request of the CST Co-Chairs.

Meetings October 2023 – August 2024: This past year, meetings were scheduled for October 18, 2023, and January 17, April 17, and July 17, 2024. Additional special meetings were held in November and December 2023 and in February 2024, which are also summarized below.

October 18, 2023 – Regular CST Meeting - Four presentations, summarized below:

A. Multimodal Data Collection & Analysis using Video Insights—*Jeff Weidner, Chief Planner, Marlin Engineering*

Mr. Weidner shared information about the ability to visualize and conduct motorized and non-motorized traffic counts using videos, with a 95% detection accuracy. Information can be extracted and filtered by mode, including vehicular (green lines), pedestrian (yellow), bicycles (red), buses (blue) and others, as needed. For a CSLIP application, the Marlin consultant team worked with the City of Fort Lauderdale to justify the need for a midblock crossing as shown



below with the numerous yellow lines where pedestrian crossings are occurring based on videos taken.



Figure 1 - Screen Shot of Multimodal Analysis presentation showing the report interface. Marlin Engineering.

B. FM#442212-1 Turnpike widening from south of I-595 to Wiles Road: Interchange Concepts—Jazlyn Heywood, PE, FDOT

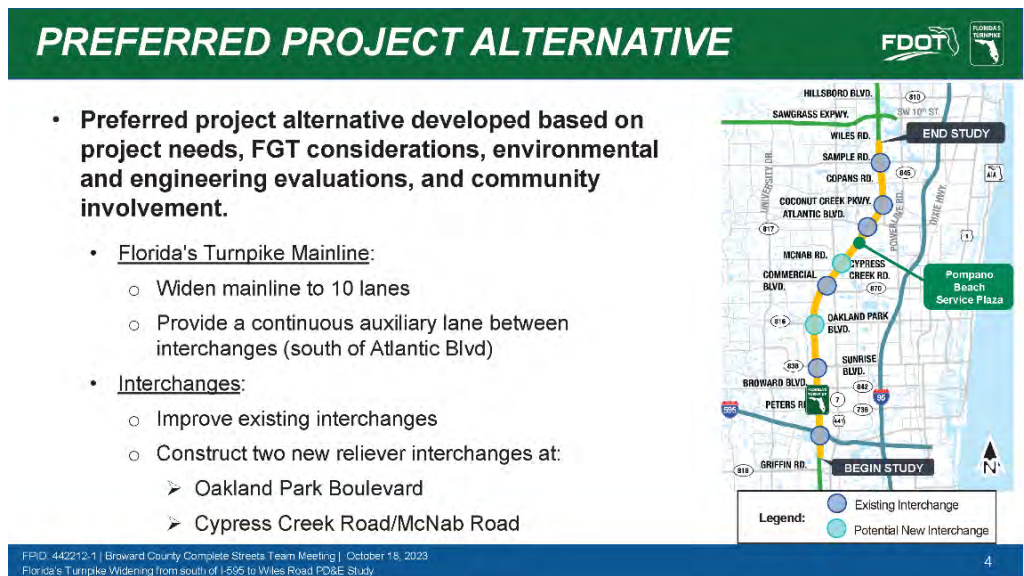


Figure 2 - Presentation Slide showing information about the preferred alternative for the Turnpike project.

This Turnpike project includes widening sections along 17 miles and improvements at six interchanges. The project team shared the following interchange improvements:

- Proposed sidewalks and buffered bicycle lanes on both sides of the road at Oakland Park Boulevard, Commercial Boulevard; Coconut Creek Parkway; and on only one side of the road at Cypress Creek Road.



- A “diamond interchange” will be included in the design of the Sample Road interchange with sidewalks and buffered bike lanes on both sides of the road.

C. Broward County Bike Lane Project—*Laila Kitchen and Mohammed Pervez, HCED*

Mohammed Pervez presented the Hillsboro Boulevard Bike Lane and Lighting Improvement project in the City of Parkland between SR7/US441 and Loxahatchee Road which is being developed by the Highways Construction and Engineering Division (HCED). The project scope includes:

- Add buffered bicycle lanes (5 ft. lane with 3 ft. buffer) at both sides of the project.
- Construct a roundabout at the intersection of NW 64th Terrace/NW 74th Place/Mecca Blvd.
- Upgrade Signing and Pavement Marking
- Install new Roadway lighting along the corridor in the median, in as much possible
- Replace/upgrade noncompliant damaged sidewalks and curb ramps to meet current American with Disability Act (ADA) standards
- Protect shade trees on the edges of the corridor and relocate seven mature live oak trees from the roundabout area to Terramar Park (in coordination with the City of Parkland)
- Reduce speed limit to 35 mph, to mitigate speeding-vehicle complaints
- Add a mid-block crossing to Terramar Park requested by the public at a meeting (pending supporting data documentation)

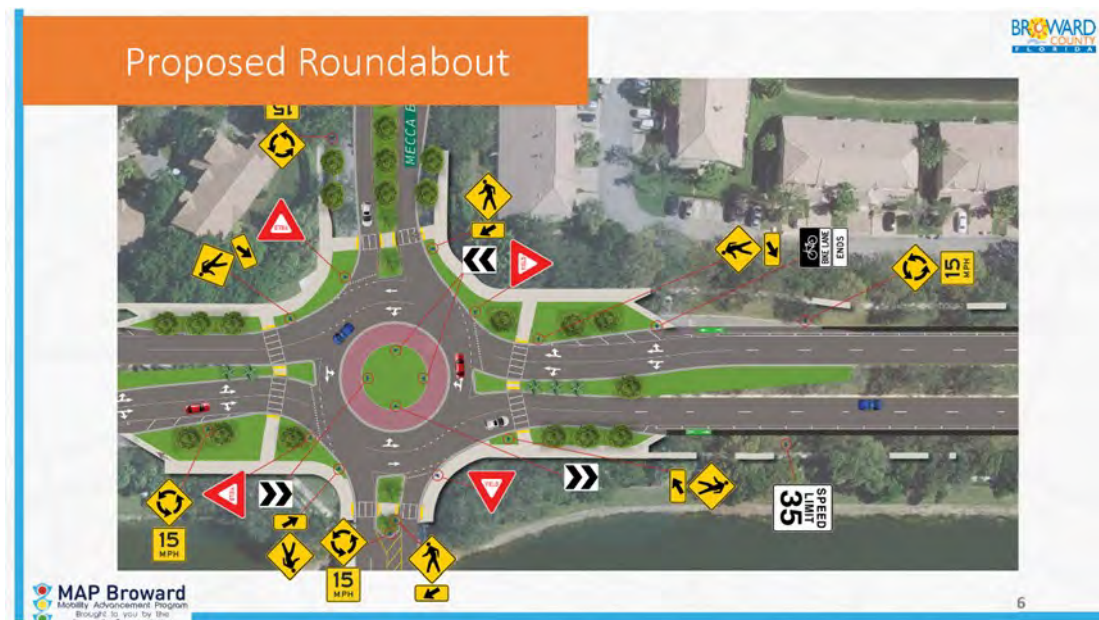
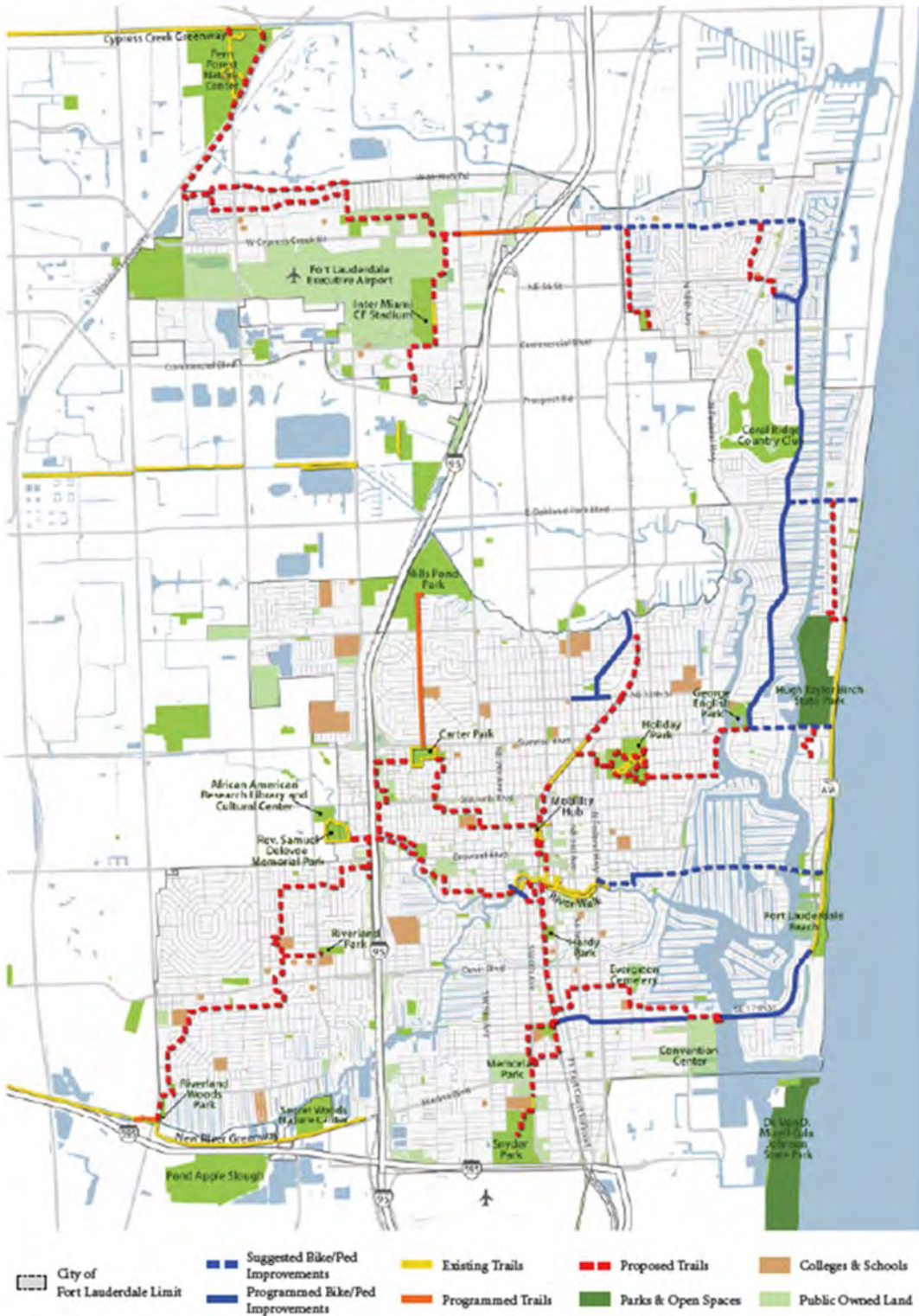


Figure 3 - Proposed Roundabout at NW 64th Terrace/NW 74th Place/Mecca Blvd. Broward County HCED.

D. LauderTrail Master Plan updates—*Kristin Thompson, Transportation and Mobility Division Manager, and Andre Eugent, Senior Project Manager, City of Fort Lauderdale*

Overall Trail Master Plan



03 LauderTrail Master Plan

Figure 4 - Overall LauderTrail Master Plan. City of Fort Lauderdale.



Ms. Thompson explained the original seven-mile project has been expanded citywide to include 42 miles of different types of bicycle facilities that connect to parks and other public spaces. The Master Plan identifies opportunities for connections, from the Cypress Creek greenway in the north and ending in Snyder Park to the south. Some facilities have already been constructed, others include programmed trails and parks and open spaces. A letter of support was requested and granted.

November 8, 2023 – Special Meeting - Three presentations, summarized below:

A. NW 31st Avenue Mobility Project—*Andrew Riddle, Broward MPO*

Mr. Riddle provided an overview of this BMPOs Planning Technical Assistance Program (PTAP) project that was awarded to the City of Lauderdale Lakes, as the plan’s sponsor. The purpose is to unify design and enhance safety and connectivity along the six-mile corridor, which extends from Broward Boulevard to McNab Road. The project required coordination with the County and six cities, including Fort Lauderdale, Lauderdale Lakes, Lauderhill, Oakland Park, Pompano Beach and Tamarac. Agreements have been obtained for plan development and implementation.

Twenty strategies are recommended as part of the plan. Some of them include the following:

- Under Connectivity:
 - Ten-foot wide multimodal path behind a curb, instead of sidewalks and on-street bike lanes
 - Leading Pedestrian Interval (LPI) signal timing
 - Raised table crosswalks with Pedestrian Hybrid Beacon (PHB) signals at three locations
 - Pedestrian refuges
 - Enhanced lighting
- Under Speed management:
 - Raised intersection with stamp pattern concrete, special emphasis crosswalks, and enhanced lighting at eight intersections (NW 14 St, NW 19 St, NW 26 St, NW 39 St, 41 St, NW 44 St, NW 68 St, McNab Rd)
 - Reduced posted speed from 45 MPH to 35 MPH (north of Commercial Blvd), this would make the entire corridor 35 MPH
 - Landscape medians to improve access management and enhance tree canopy
 - Speed radar feedback signs, which also collect data and help to monitor the impact of improvements.

The CST approved supporting Mr. Riddle’s request for Broward County’s Complete Streets Team recommendation to adopt a Resolution of Support for the NW 31st Avenue Mobility Plan for inclusion in the FDOT’s Work Program and the Broward MPO’s Transportation Improvement Program by the County Commission at its next available meeting.



B. Broward Low Stress Multimodal Mobility Master Plan Updates —Josette Sevryn, Broward MAP; Jeff Weidner and Christina Fermin, Marlin Engineering

This project was funded through a federal grant awarded to the County. The objective is to develop a low-stress network that includes facilities that emphasize low speed transportation, perceived to be safe since they reduce the impact from high-speed motorized vehicles. They allow safe travel by people of all ages and abilities. The descriptions of level of traffic stress (LTS) for pedestrians and bicyclists shown below are used by the FHWA to evaluate facilities.

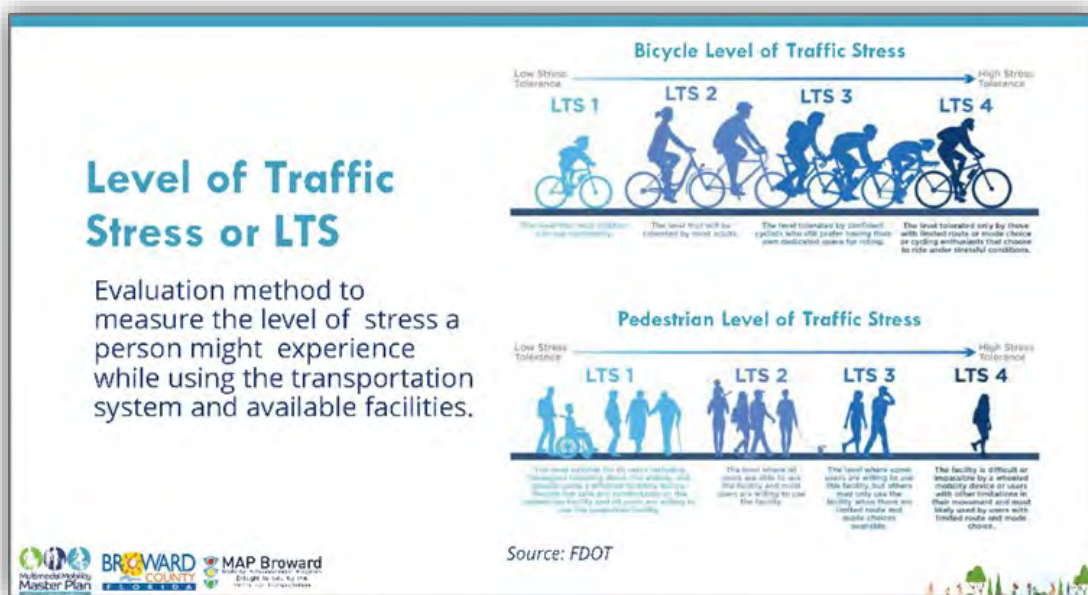


Figure 5 - Presentation slide depicting Bicycle and Pedestrian Levels of Stress. MAP Broward.

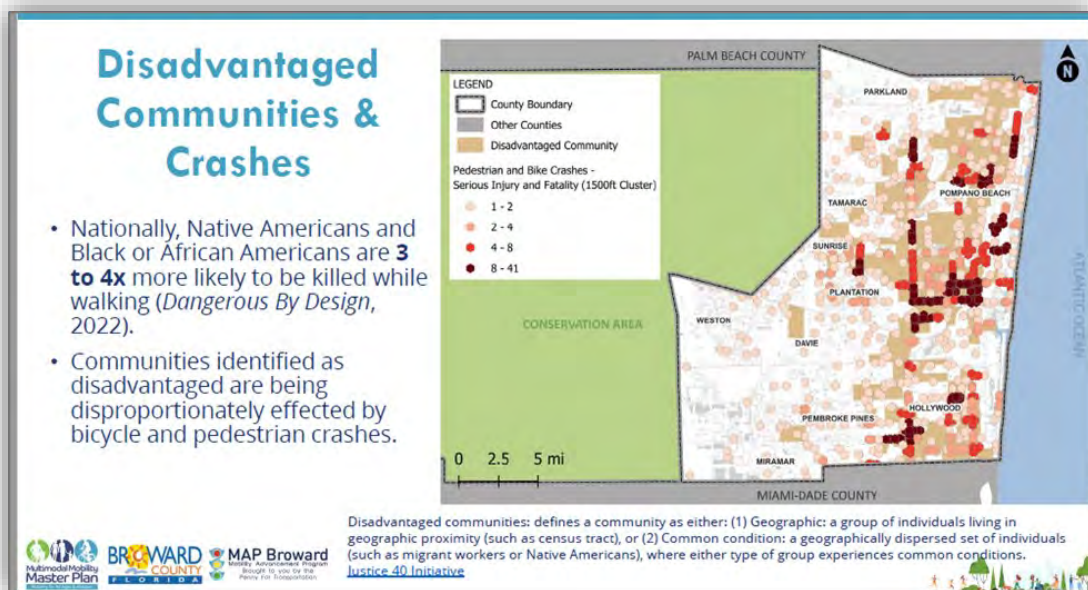


Figure 6 - Presentation slide depicting disadvantaged communities and locations with multiple crashes. MAP Broward.

Above, Ms. Fermin shared different factors that will be used to identify the need for these facilities.

Below, the project also generated a map analyzing existing transportation facilities to identify their level of stress, and destination accessibility based on location of public schools, transit facilities, parks, jobs and grocery stores.

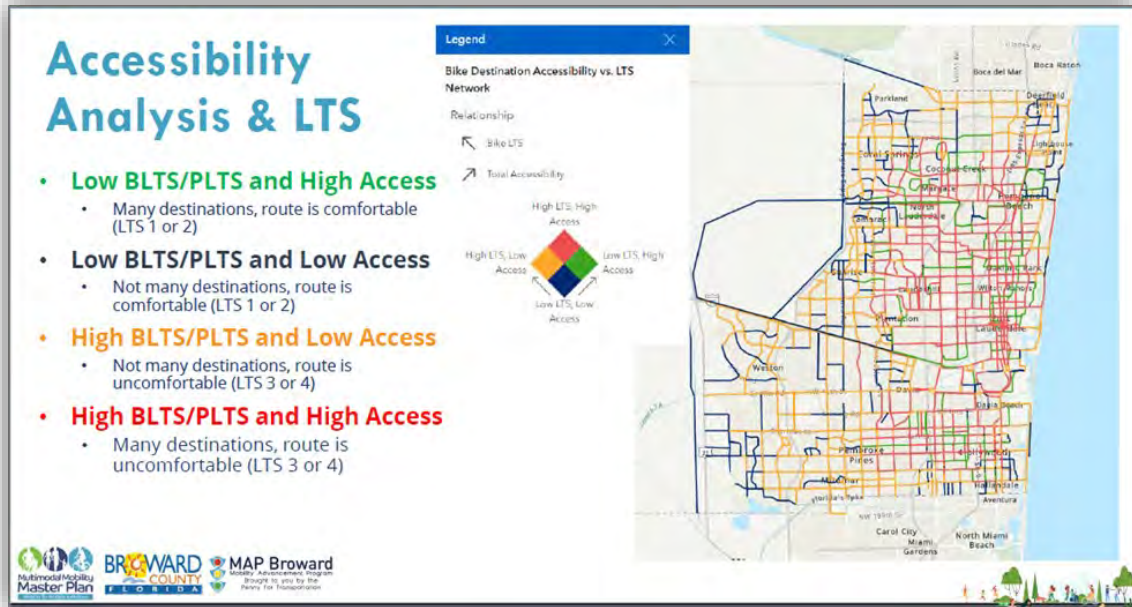


Figure 7 - Accessibility Analysis Map for Low Stress Facilities. MAP Broward.

The next step is to apply prioritization criteria (below) to identify and prioritize future projects that could enhance existing facilities or fill gaps.



Figure 8 - Presentation Slide Listing Prioritization Criteria that will be applied to Low Stress Mobility projects. MAP Broward.

The CST provided support to continue moving forward with the project as outlined.

C. SUN Trail Grant Application for Flamingo Rd. Greenway — Josette Severyn, Broward MAP

In coordination with the County’s Highway and Bridge Maintenance Division, Ms. Severyn is applying for a SUN Trails grant for the Flamingo Road Greenway. They are planning on having at the southern project limits start at the Miami-Dade/Broward County boundary and connect to the New River Greenway. This greenway is a component of the 2002 Greenways Master Plan adopted by the County. She requested and received a letter of support from the Complete Streets Team.

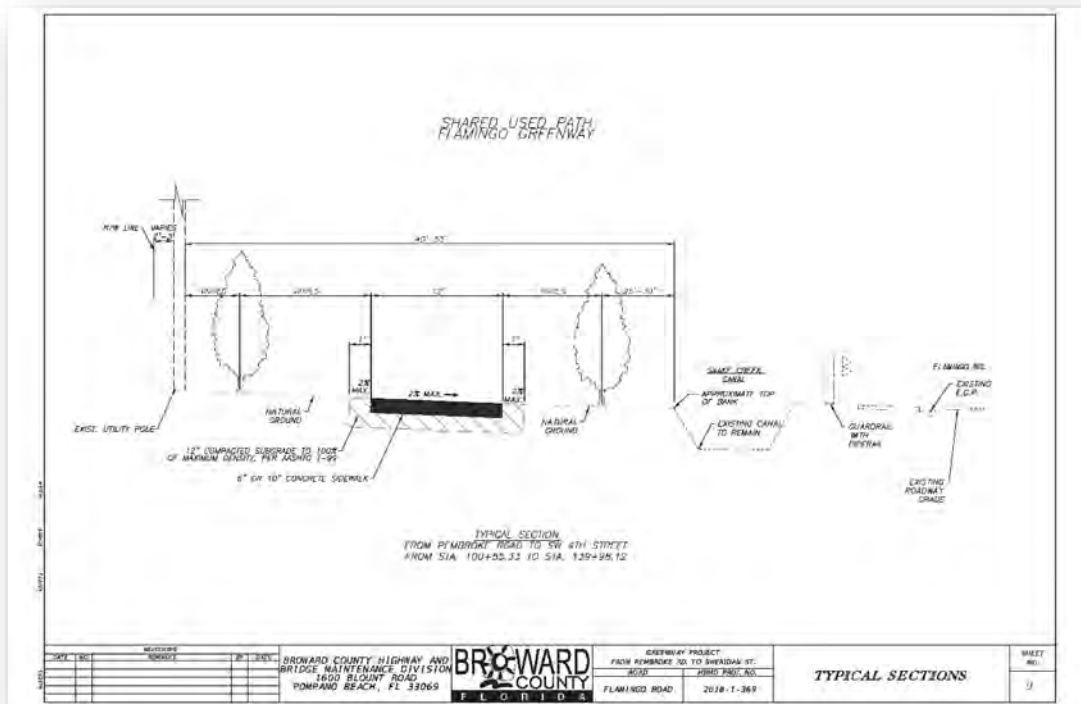


Figure 9 - Typical Section. MAP.

December 11, 2023 – Special Meeting - SUN Trail Grant Application for the Sawgrass to Seagrass Trail and Bridge over I-75— Kristin Holowicki, Grant Manager, Budget and Sustainability, City of Coral Springs

Ms. Holowicki is seeking funding for the proposed Everglades Memorial Loop project. The City wants to create a destination in the form of a multi-use space and that it will improve walkability and safe biking on the west side of Coral Springs. The 10.2 mile loop for bicyclists and pedestrians is located between Atlantic Blvd and Wiles Rd. More specifically, the City is applying for SUN Trail funding for a 0.26 mile pedestrian bridge that will span over the Sawgrass Expressway and connect to the Everglades Conservation Levee Greenway. Segment 9 which includes the bridge is proposed for grant funding and is depicted as a red line at the top of the image, below.



A “Basis for Design” report was shared with the CST members earlier in the day. The estimated cost is \$13.5 million, where \$7.3 million is specifically for the requested grant and segment. Some of the request will go towards design and construction and matching funds in the range of \$850,000 will be provided by the City.

Ms. Holowicki requested and received a letter of support from the Complete Streets Team.

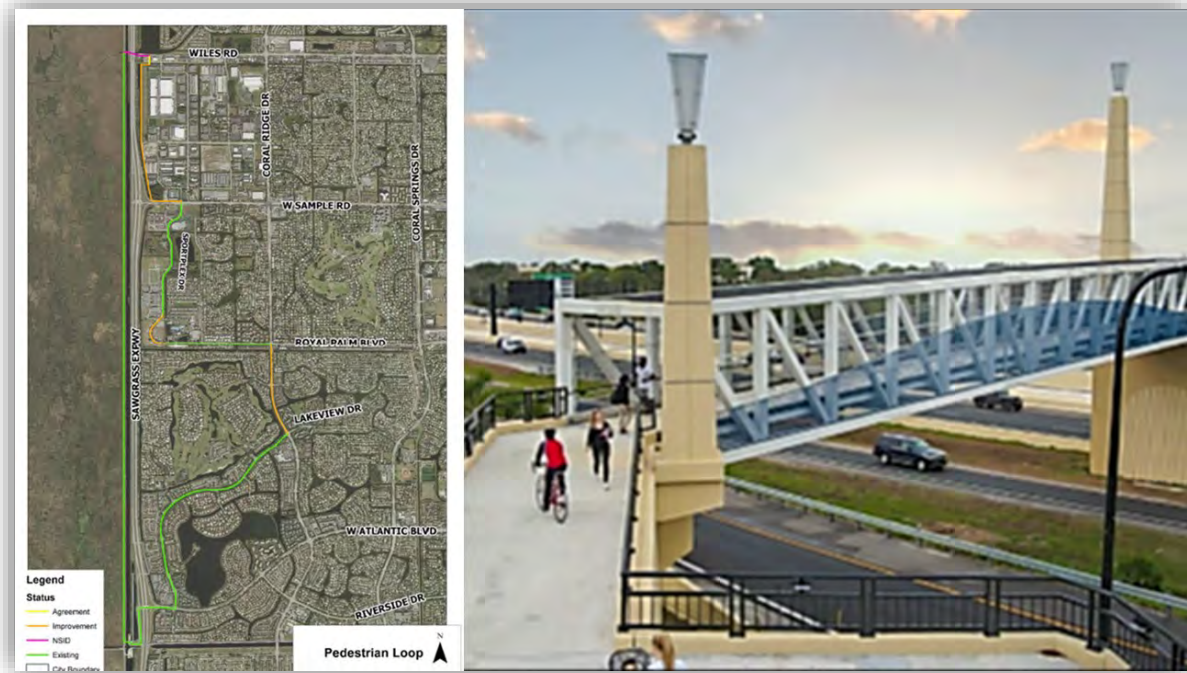


Figure 10 - Map and conceptual image of pedestrian bridge. City of Coral Springs.

January 17, 2024 – Regular CST Meeting - Three presentations, summarized below:

A. City of Wilton Manors Transportation Master Plan, Recommendations for County-owned roadways (Andrews Av, NE 26 St, and NE 6 Av)—Karen Friedman, Broward MPO

Ms. Friedman provided an overview of the Complete Streets Master Plan that is being developed for the City of Wilton Manors through the MPO’s City Services – a technical assistance program provided to member governments to develop multi-modal transportation master plans. More information about this effort is available at: <https://www.browardmpo.org/plans/city-of-wilton-manors>.

Of the six roadways addressed in the plan, three of them are entirely or partially owned by Broward County. Ms. Friedman shared highlights from the stakeholder engagement process. Community concerns and desires were incorporated into the conceptual planning level concepts and solutions included in the plan. Three additional meetings with the City Commission and the community were scheduled to occur after the CST meeting. Recommendations in the plan include repurposing a lane on a section of NE 26th Street on the east end of the project extents.

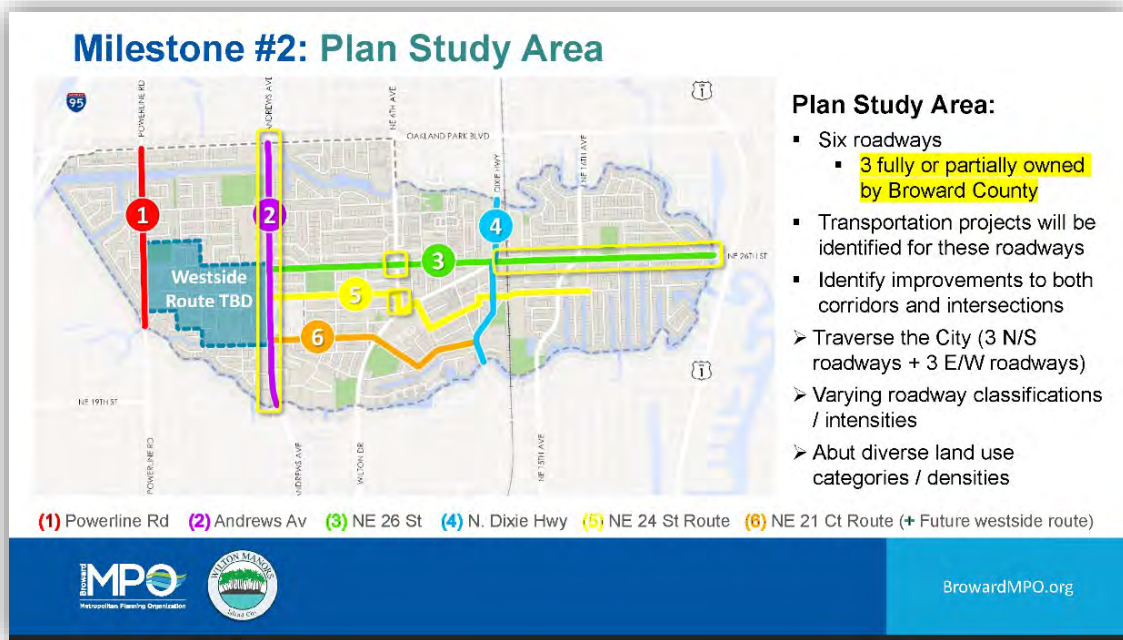


Figure 11 - Slide with Plan Study Area - BMPO

Other features include a “peanut roundabout” proposed at the SE 15th Street intersection (see image, below), and raised traffic speed tables at several crosswalks, among others. The Five Points intersection a local landmark, would be part of a separate planning effort.



Figure 12 - Image of a peanut-shaped intersection from another city. BMPO

CST members discussed the conceptual nature of the plan and the proposed improvements. Since the plan would result in seeking future grant funding for implementation, Broward County staff voiced concerns over potential conflicts with the County policy and with funding recently allocated to approved improvements from other programs, including the Mobility Advancement Program (MAP) (aka Surtax funding). Specifically, the concerns were with seeking new funding from MAP for a lane repurposing project on NE 26th Street that would cause the sidewalk and median improvements already funded by MAP, to be torn up. Additionally, staff has previously shared objections regarding some of the improvements. Ms. Friedman explained that part of the intent of the master planning process was to only list options that did not have “fatal flaws” and that additional details would be worked out in the design process. She also shared that residents appeared frustrated with the lack of bicycle facilities in the current approved plans. The CST determined that additional discussion would be needed.

B. Lateral Protective Devices (LPDs) for local government fleets – Nancy J. Gassman, Ph.D., Assistant Director of Public Works – Sustainability, City of Fort Lauderdale

The CST invited Dr. Gassman to speak about Lateral Protective Devices (LPD) that have been deployed on some of the Ft. Lauderdale fleet vehicles. Several recent fatalities involving pedestrians being pulled under large trucks have been reported in local news outlets. The LPDs are installed on the sides of medium to large-based trucks to keep pedestrians and cyclists from slipping under the truck and being impacted by the rear wheels. The LPDs are also designed to mitigate side-impact collisions. The cost ranges between \$850 and \$1,450 depending on the size of the vehicle.

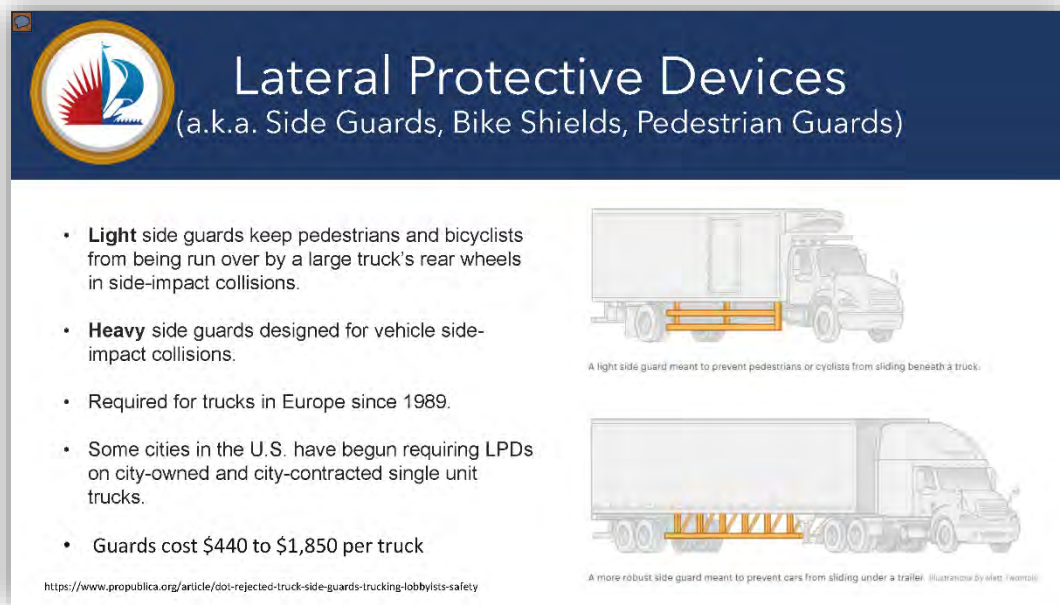


Figure 13 - Presentation slide depicting lateral protective devices on trucks. City of Fort Lauderdale.

C. 17th St Mobility Hub—Christopher Restrepo, Broward MPO

For information purposes, Mr. Restrepo shared plans for a Mobility Hub and SW/SE 17th Street in Ft. Lauderdale from SW 9th Ave intersection to just east side of US 1. The purpose is to increase safe and convenient transit access to a new nearby Commuter Rail Station for Broward Commuter Rail (BCR). A Preferred Concept was scheduled on the April 2024 Ft. Lauderdale Commission meeting. Design would commence in June 2024, followed by construction shortly afterwards.

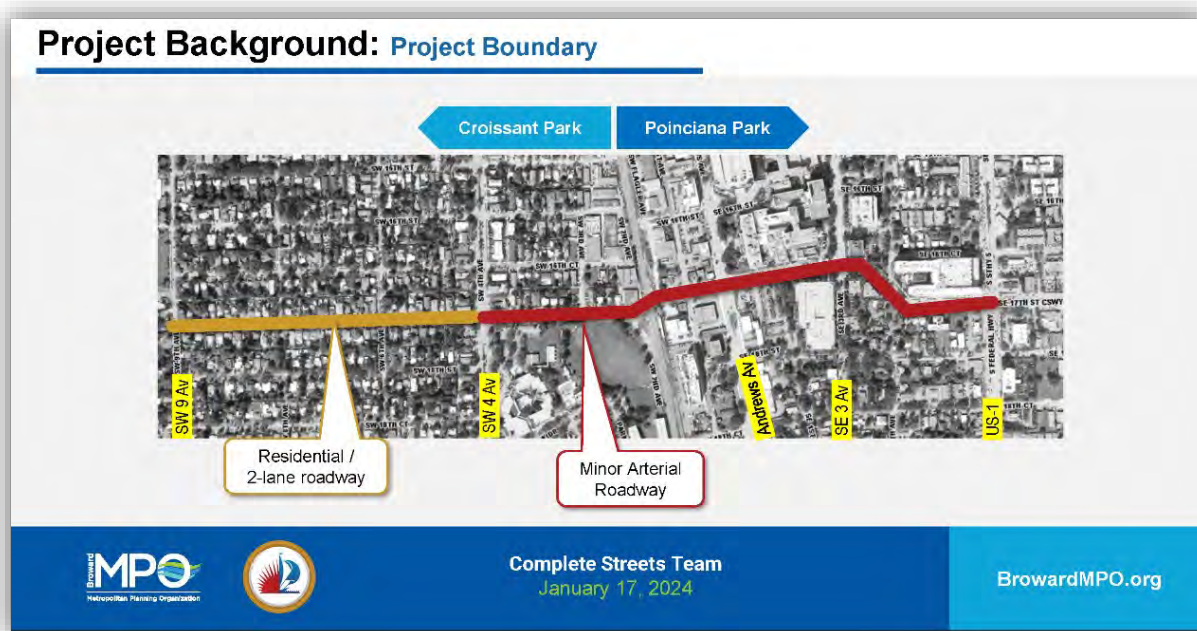


Figure 14 - MPO presentation slide showing the project location and extents. BMPO.

Two mobility alternative concepts are being discussed:

Alternative #1 - Proposes raised bike lanes on both sides of the road with a buffer landscape strip next to a sidewalk. This option has a relative lower cost.

Alternative #2 – Consists of cycle track on southern side of facility (east bound). Landscaping between the sidewalk and the cycle track would be omitted due to lack of ROW and would require tree removal. This concept is more expensive and may have intersection issues to access the proposed BCR station on the opposite side. Neighbors have voiced opposition to this alternative and the loss of trees.

The plan also contemplates raised crossings throughout corridor (see image below). Most of them are not on County facilities, except at SW 1st Ave near the BCR station. A two-stage crosswalk is proposed at SW 4th Ave.

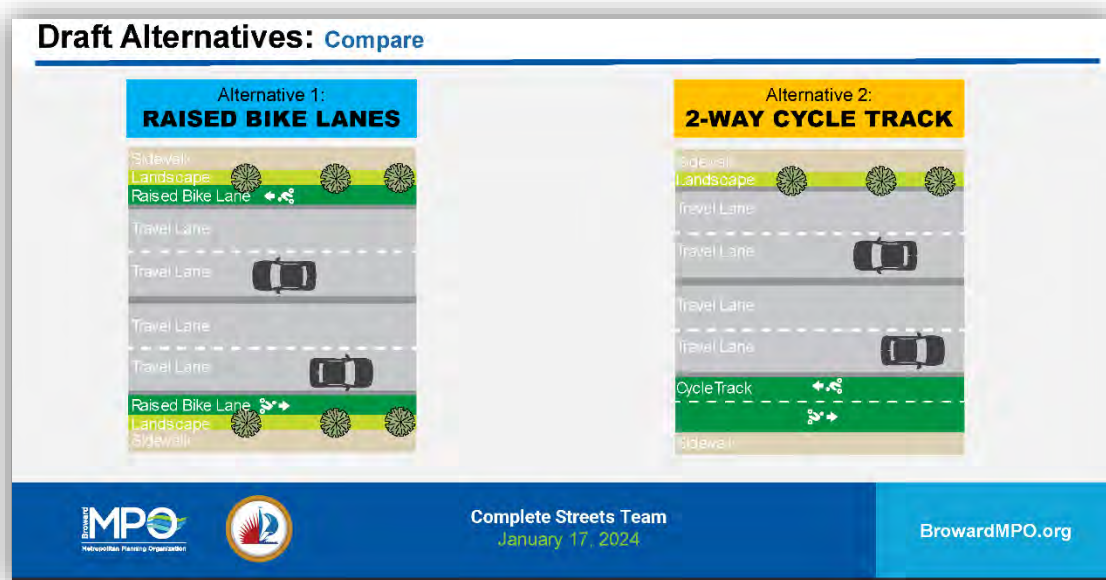


Figure 15 - MPO presentation slide depicting concepts for the two proposed alternatives. BMPO,

February 22, 2024 - Special Meeting - Proposed Overlapping Mobility Projects along NE 7th Avenue and NE 10th St – FDOT, Port Everglades, BCT PREMO and MAP.

Broward County Staff and FDOT representatives met to learn about and potentially coordinate on several mobility and roadway projects being planned to improve connectivity to Port Everglades, add bicycle facilities, and provide a rail-based passenger connection to the airport. These overlapping mobility projects are expected to impact NE 7th Avenue and NE 10th Street corridor between FLL international airport and Port Everglades (PEV) including:

- **FDOT A1A Multimodal Plan** – This is a conceptual plan to improve multimodal safety connectivity, and mobility along the A1A corridor from county line to county line in Broward. Dr. Peng Zhu, Project Manager for FDOT shared a proposed “Bike Boulevard” along NE 10th St and NE 7th Avenue near Port Everglades, connecting Dania Beach to the A1A/US 1 alignment north of the international airport. The available ROW varies in width along this alignment and may require additional space to implement. Other roadway corridors were considered and found to be less feasible.
- **MAP Funded Multimodal Improvements** – The Mobility Advancement Program (MAP) (aka Surtax Funding) is funding a multimodal enhancement project on NE 7th Avenue that includes bike lanes, signing and pavement marking through road resurfacing or widening to connect existing facilities.
- **BCT’s PREMO Plan** – The PREMO plan is scheduling a light rail transit (LRT) line that will connect the Fort Lauderdale – Hollywood International Airport with Port Everglades for design in 2026. The alignment is located on the west side of NE 7th Avenue, south of Port Everglades. The project might be including a multi-purpose path on the east side of the LRT.

- **Port Everglades Road Accessibility Improvements** – FDOT and Broward County are coordinating on several projects that will improve traffic in and around Port Everglades. One in particular will propose improving connections to I-595 which could impact the NE 7th Avenue and Eller Drive intersection and potentially increase truck traffic to NE 7th Avenue.

**April 17, 2024 – Broward Low Stress Multimodal Mobility Master Plan Updates –
 Josette Severyn, Broward MAP; Jeff Weidner and Christina Fermin, Marlin Engineering**

For this meeting, the team provided a project status update, which focused primarily on three components: a proposed base Low Stress Network, public outreach and a Crowd Source Map, and the outline for the Design Manual.

- **Proposed Low Stress Network** – The network shown below is based on existing and known planned facilities. The project team reached out to numerous agencies and jurisdictions through the project steering committee to obtain information about planned or proposed components.

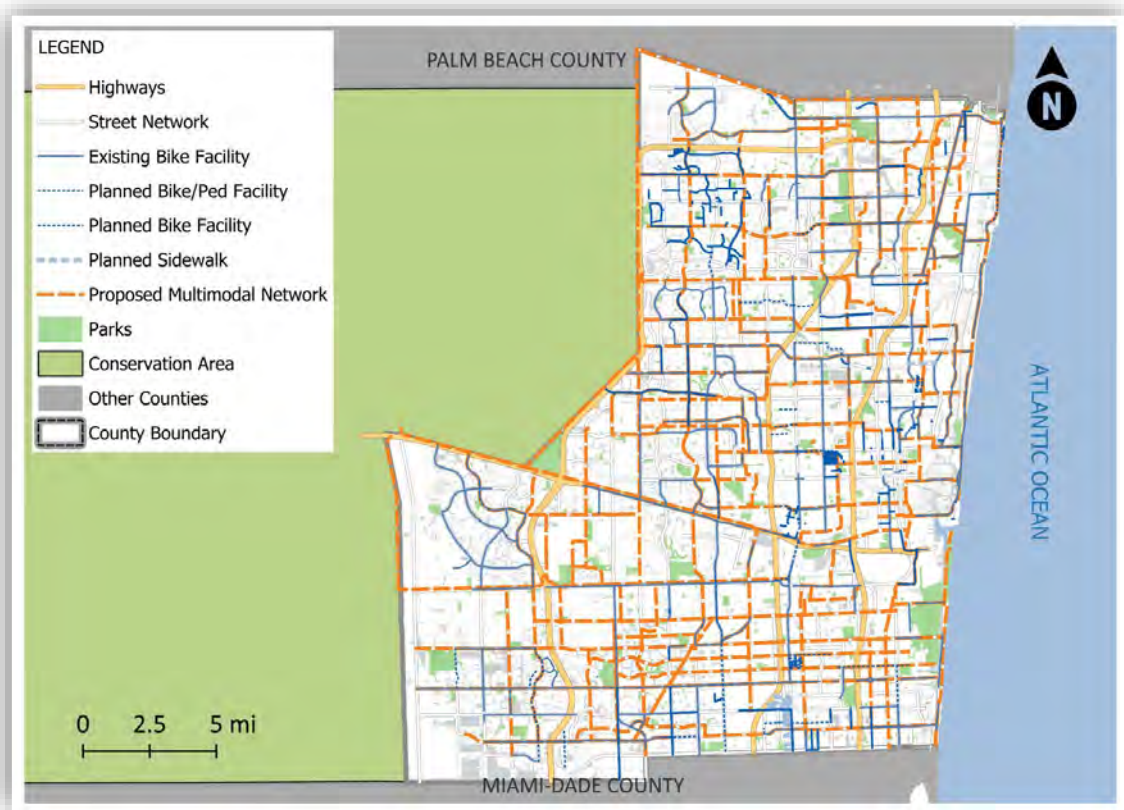


Figure 16 - Proposed Low Stress Network - Base Map. MAP.

- **Public outreach and Crowd Source Map** – The Crowd Source Map (CSM) below is an interactive map being shared with the public to solicit input on public perception of the existing facilities and recommendations on improving these facilities or adding others. The

map allows adding comments, reacting to the comments of others, among other functions. This information will be used to enhance the final proposed Low Stress Network.

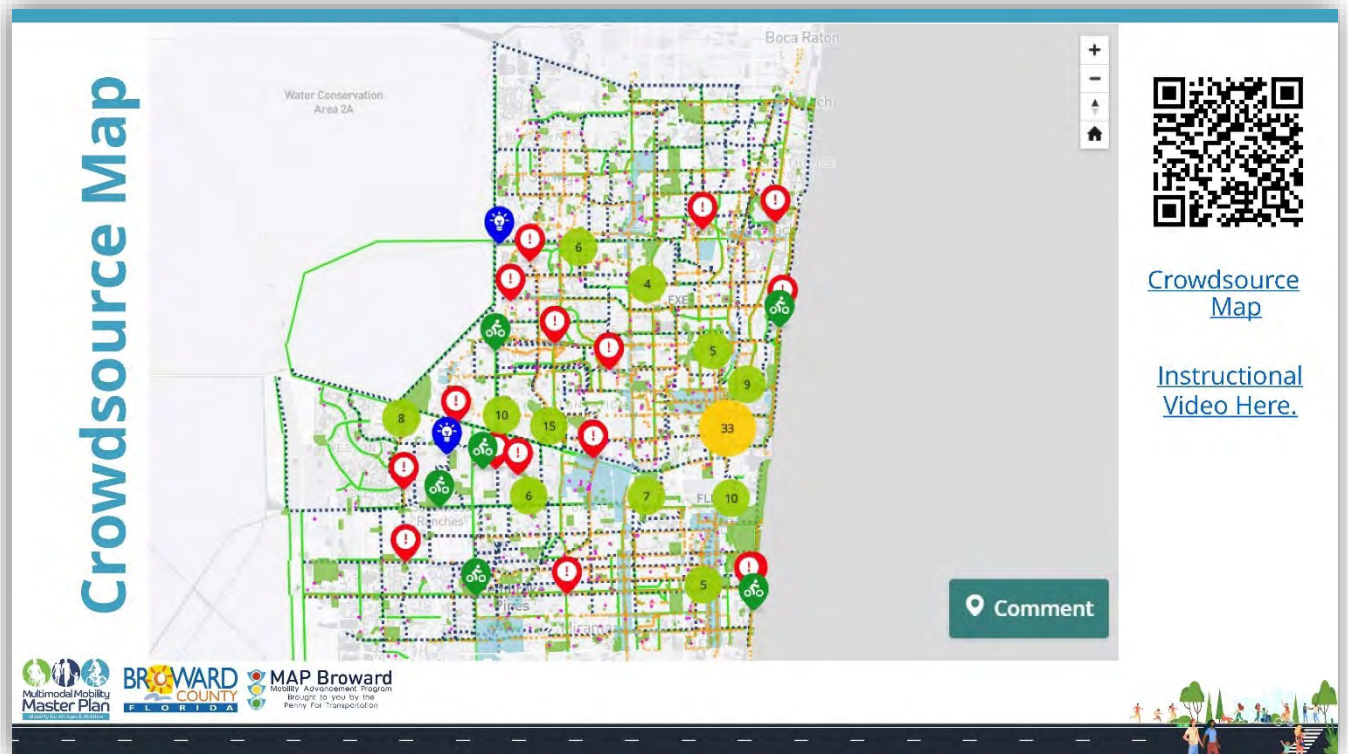


Figure 17 - Presentation slide with image of Crowd Source Map and associated QR code linking to webpage. MAP.

- **Low Stress Network Design Manual** – In addition to definitions and images of the proposed network, the Design Manual will include guidelines for typical sections of multimodal designs, “junction” designs, and a Placemaking Toolkit to help improve integrating and branding the proposed low stress facilities into local settings to further improve quality of life.

July 17, 2024– CST Meeting –

A. Safe Streets for All – James Cromar and Fazal Qureshi, Broward Metropolitan Planning Organization (BMPO)

Fazal Qureshi, Broward MPO, and Christine Fanchi, WSP, provided an overview of the Safe Streets for All (SS4A) grant and the planning process for the Broward Safety Action Plan (BSAP). More information about the grant and the presentation are provided under the Grants section.

POLICIES & STANDARDS

Potential Impacts of HB 1301 on County Complete Streets Review

Laila Kitchen shared that HB 1301 (Chapter 2024-57, Laws of Florida) (amending Chapter 334, adding Section 334.61, F.S. Traffic-lane repurposing) was approved by the Governor and took effect on July 1, 2024. This legislation addresses repurposing of traffic lanes on existing roads, including a requirement for a traffic study. The four sections include the following statements:

Subsection (1) states that when the governmental entity proposes any project that will repurpose one or more existing traffic lanes, that governmental entity shall include a traffic study to address any potential adverse impacts of the project, including but not limited to changes in the traffic congestion and impacts on safety.

Subsection (2) states that if the governmental entity elects to continue with the design of the project, it must notify all affected property owners, municipalities and counties, at least 180 days before design phase completion. The written notice must provide an explanation of the need for the project and information on how to review the traffic study required by Subsection (1). It should also indicate that all affected parties will be given an opportunity to provide comments regarding potential impacts of the change.

Subsection (3) states that the governmental entity shall hold at least one public meeting with a prior notice of at least 30 days before design phase completion. The public meeting will be held in the jurisdiction where the project is located and the government entity will explain project purpose and receive public input, including possible alternatives.

Subsection (4) further states that the governmental entity shall review all documents, all comments from the public meeting and take the comments and any alternatives presented during the meeting into consideration in the final design of the project.

CST members discussed whether existing policies and procedures on lane repurposing need to be updated. The potential for changes is important due to the focus given when lane eliminations are proposed before the Board. However, the County has been a bit ahead of the curve by adopting the current lane repurposing guidelines. It appears that the bill's community outreach requirements are also similar to the County requirements, including the way we look at impacts to other municipalities. The County reviews traffic impacts on the affected roadway as well as adjacent roadways where traffic would be diverted, to see how well all the segments could handle the lane elimination or lane repurposing.

The group agreed that a little refinement might be appropriate, and perhaps not a major deviation from what the Board has already approved for lane elimination considerations and the public outreach. The next step would be to request a review by the County Attorney's Office to determine what changes would apply to be consistent with the new state statute.

FUNDING & GRANTS

Mobility Advancement Program (MAP)

The [Mobility Advancement Program \(MAP\)](#) was created by Ordinance in 2019 to implement a 30-year transportation surtax approved by Broward County voters in 2018. The program provides funding for local mobility projects. An online [interactive map](#) was created to track projects by location. The Five-Year Plan for Municipal Capital Projects is updated and published annually on the MAP website. MAP staff are part of the CS Team.

Currently, MAP has 66 projects programmed through 2027 classified as *bicycle/pedestrian and/or multi-use path project types for new or improved pedestrian and bicycle facilities* which are valued at \$150,907,530. The [MAP Municipal Projects](#) page lists over 110 projects requested by local governments which are at different stages of completion. In addition to these bicycle/pedestrian projects the County has included Complete Streets enhancements as part of the scope of capacity and intersection improvement projects.

Broward Metropolitan Planning Organization (MPO)

In the summer of 2023, the Broward Metropolitan Planning Organization (BMPO) and Broward County announced an award from the US Department of Transportation (USDOT) of a \$5 million grant for the Safe Streets and Roads for All (SS4A) Action Plan. This award was made possible by leveraging a local match of \$1.25 million from Broward County, which includes in-kind services from three current projects: the County wide Multimodal Master Plan (Low Stress Network), Near Miss Technology Study, and a countywide Intersection Improvement Study. The Broward Regional Comprehensive Safety Action Plan (BSAP) is a joint commitment between BMPO and the County to develop countywide implementation strategies to prevent roadway deaths and serious injuries with an emphasis on underserved communities.



Figure 18 - Presentation slide about Broward Safety Action Planning Process. Broward MPO.

The BSAP is the first step in identifying problems and solutions to improve outcomes for all drivers, pedestrians, and cyclists in Broward. The intent is to find creative ways to fund and implement low-cost, high-impact solutions that strive towards Vision Zero.

Fazal Qureshi, Broward MPO, and Christine Fanchi, WSP, presented progress updates at the July 17, 2024 CST meeting. The Action Plan will yield three main deliverables: data management, policy recommendations, and a prioritized list of capital improvement projects. These projects will be eligible for funding from a variety of sources, including federal discretionary grants and local funding. Limited federal funding will require some projects to pursue additional funding through local Capital Improvement Plans, Broward County Surtax, other MPO programs, or as private developer contributions.

The Killed and Seriously Injured (KSI) Network analysis and the subsequent project selection share three major inputs: location of deaths and injuries (High Injury Network (HIN)), road design factors that increase crash risk (High Risk Analysis Network (HRN)), and socio-economic factors (Equity Mapping). Of 338 corridors identified with the HIN and HRN mapping, 30 corridors were prioritized using the Equity lens and several rounds of consultation with partner agencies, the oversight board members, and local jurisdictions. The BSAP will focus funding and implementation efforts on eleven priority corridor projects, as well as several focus programs being developed, and a list of 1,000 quick-fix, high-impact, low-cost projects that will be shared with the partners.

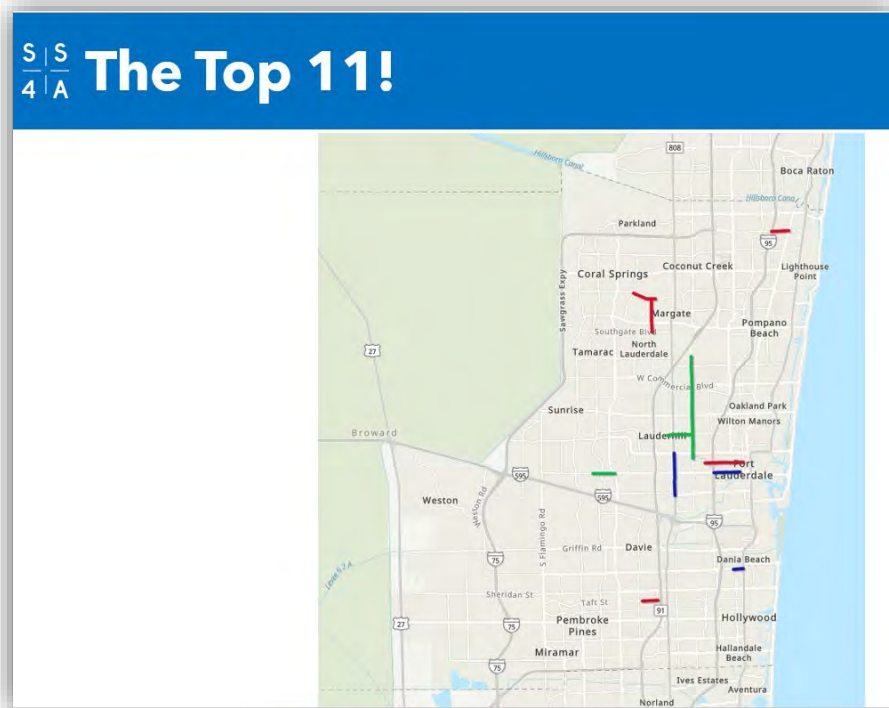


Figure 19 - - Presentation slide with Top 11 Priority Projects for the BSAP. Broward MPO.

Twenty-nine deliverables needed to complete the BSAP are currently in different stages of development. Additional outreach is planned for the fall of 2024 around concepts related

to the priority corridors. Prior to adoption on June 2025, the BMPO staff will be scheduling another CST presentation.

EDUCATION & OUTREACH

Air Quality Program

The County's Air Program emphasizes the importance of green transportation to reduce air pollution and greenhouse gas (GHG) emissions from mobile sources caused by increases in vehicles on Broward's roadways. Among others, Air Quality promotes bicycle commutes and public transportation usage. Below is a list of relevant events which helped further promote healthy air quality and/or green transportation in the past year:

- **Report Smoking Vehicles Resilient Environment Department (RED) Employee Training in partnership with the Consumer Protection Division (CPD) (October 2023):** Since vehicles are the main source of air pollution in Broward County, an in-person training was provided for County employees to help identify and report vehicles that emit excess visible smoke and thus become Certified Smoking Vehicle Observers (CSVOs).
- **Mobility Week in partnership with BCT (November 2023):** This public event highlighted County efforts such as bus electrification, air quality monitoring, and bicycle maintenance for residents, many of whom use public transportation on a regular basis.



Figure 20 - Images from 2023-2024 Broward Air Quality Events

- **#MakeEveryRideCount Bike Month Challenge through Love to Ride USA (May 2024):** The national bike month event encourages employees as well as members of the public to commute by bicycle, or simply log bike rides, for environmental and health benefits.
- **Knowing Your Air Sensor Celebration (May 2024):** The public event focused on staying informed about air quality and how it can impact personal health. It also showcased a [low-cost sensor on a map](#) that gives community members a live image of current air quality conditions in their area.
- **Air Quality Awareness Month at the Lauderdale Transit Center in partnership with BCT (May 2024):** This public event highlighted County efforts such as bus and fleet electrification, the connection between sustainable transportation and air quality, as well as highlighting bicycle commutes.

Broward County Transit (BCT)

In 2023, Broward County Transit officially launched their multi-billion-dollar [Premium Mobility Plan \(PREMO\)](#) which will significantly improve the transportation landscape in Broward County. This transformational initiative will add over 200 miles of new premium transit services to its existing service network. It will also create new jobs, stimulate economic development, connect major points of interest, and provide Broward County residents and visitors with multimodal transit options.

Innovations initiated over the past year include:

- Broward County Transit (BCT) marked a historic milestone in its commitment to clean transportation with the ribbon-cutting ceremony for its inaugural electric express coach bus. This revolutionary vehicle, a product of a visionary partnership with the Florida Department of Transportation (FDOT), represents a giant leap forward in providing sustainable and efficient transportation options for the region.
- The ribbon-cutting ceremony unveiled the sleek, silent electric coach bus, which will whisk passengers between Broward and Miami-Dade County starting Monday, January 22, 2024. Boasting seating for up to 54 passengers, free Wi-Fi and estimated to travel up to 230 miles per charge these state-of-the-art vehicles offer a comfortable and eco-friendly travel experience.
- Broward Commuter Rail Project Public Kickoff Meeting – In May 2024, BCT and FDOT hosted a meeting about the Broward Commuter Rail (BCR) South Project Development and Environment (PD&E) Study along the Florida East Coast Railway from the Aventura Station in Miami-Dade County to southern Fort Lauderdale in Broward County. The recommended stations are located in the City of Hollywood, Fort Lauderdale-Hollywood International Airport, and South Fort Lauderdale. This project is independent and south of the New River in Fort Lauderdale.
- Broward County Transit (BCT) received the prestigious Energy for Everyone Hero Award from the Propane Education & Research Council (PERC). This national recognition celebrates BCT's unwavering commitment to environmental responsibility and fiscal



prudence through the implementation of near-zero-emission propane paratransit vehicles. To commemorate this achievement, BCT and PERC co-inaugurated Broward County's newest propane Autogas refueling station, marking a significant milestone toward a more sustainable transportation future.

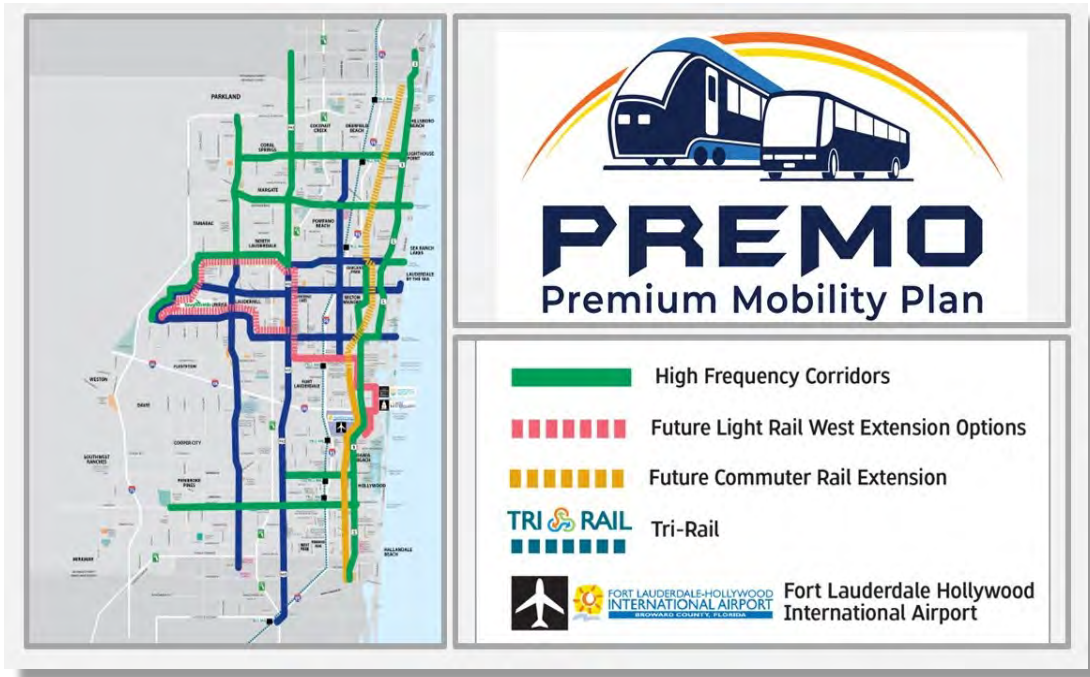


Figure 21 - BCT Premo Plan Mobility Map

Broward Bicycling and Pedestrian Advisory Committee (BPAC)

The BPAC has been established in the Broward County Administrative Code since 1981 with the following purposes:

- Study and advise the Broward County Board of County Commissioners, with the cooperation and assistance of the County Administrator, on all matters related to bicycling and walking.
- Review Broward County road construction projects at their planning and design stages for the possible inclusion and/or placement of bicycle and pedestrian facilities.
- Develop programs to encourage bicycling and walking throughout Broward County.

Between September 2023 and July 2024, the BPAC met seven times. Meetings were dedicated to accomplishing previously adopted goals and reviewing local mobility projects. The following is a list of presentations held at meetings:

- **September 13, 2023** – FDOT Sunrise Blvd/US 1 Gateway Project – UPDATES -Carlos Cejas, P.E. (Vice President), Nelson Mora, P.E. (Senior Project Manager), Gannett Fleming, Inc., Kris McKirdy, FDOT
- **November 8, 2023** – Two presentation: (1) Broward County Transit (BCT) Request for Feedback on the Transit Development Plan – Sofia Thordin, Benesch; and (2) Broward

Low Stress Multimodal Mobility Master Plan Updates – Jeff Weidner and Christina Fermin, Marlin Engineering

- **January 10, 2024** – Crosswalk Safety Traffic Control Devices & Strategies – Rasem Awwad, Assistant Director, TED, and Carmelo Caratozzolo, Traffic Operations Engineer, TED.
- **March 7, 2024** – In celebration of Florida Bicycle Month, the Board of County Commissioner read a proclamation which was received by several BPAC members. (See photo below).
- **March 13, 2024** – Two presentations: (1) FM# 408046.2 Pines Boulevard and Flamingo Road Intersection Project - Humberto Arrieta, PE, Project Manager, FDOT-District IV - Consultant Management; and (2) Broward Low Stress Multimodal Mobility Master Plan Updates – Jeff Weidner and Christina Fermin, Marlin Engineering.
- **May 8, 2024** – The meeting focused on accomplishing one of the BPAC goals and member reviewed a draft best practices in designing and implementing Complete Streets and bike/ped facilities. In addition, the BPAC coordinator hosted a mini helmet fitting workshop. (See photo below).
- **July 10, 2023** – Two presentations: (1) BPAC Sunset review process – the Broward Office of Intergovernmental Affairs/Boards Section staff reviewed the multi-annual Boards’ Sunset Review Process; and (2) Safe Streets for All (SS4) – James Cromar, Broward Metropolitan Planning Organization (MPO).

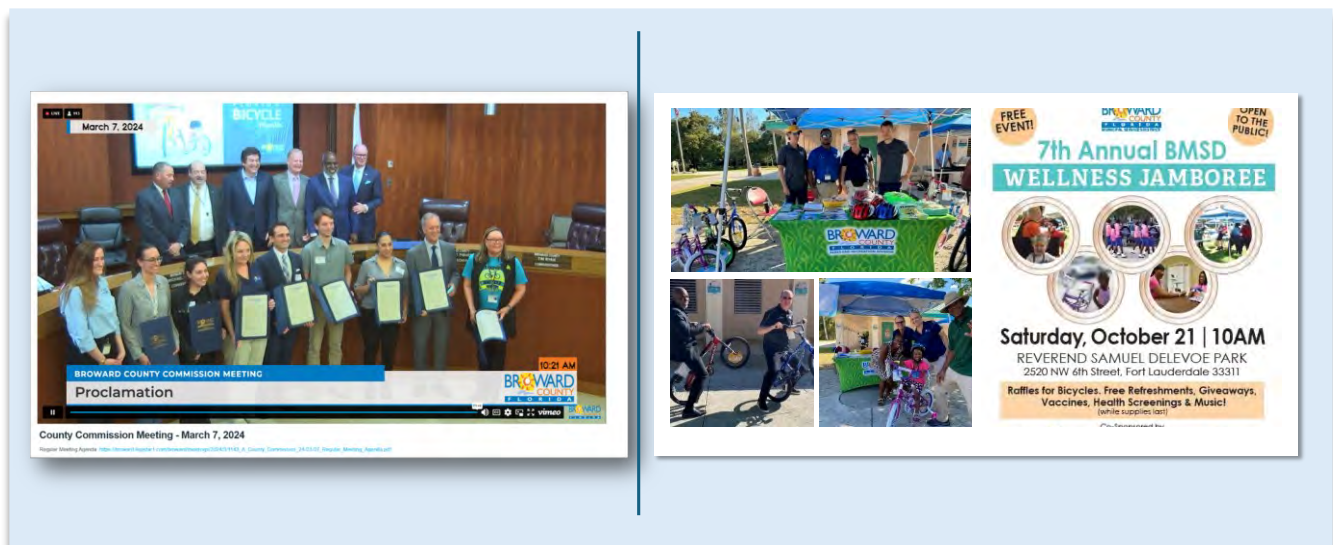


Figure 22 - Left - March Bike Month Proclamation reading. Right: images from the October 2024 BPAC Booth.

Bicycle Month Events

Every March, Broward County Bicycle Month is launched with a Proclamation. This year’s proclamation was drafted by BC Parks and Recreation, BC Urban Planning Division, the Bicycle & Pedestrian Advisory Committee (BPAC), and the Mobility Advancement Program (MAP).





Broward County Parks and Recreation Events in March

The Parks and Recreation Division kicked off the [PEDALPALOOZA](#) month of activities with a story featured on NBC-6 News and a flyer and schedule posted on the County Parks website. Municipalities partnered on events, including the City of Lauderdale and the Town of Davie. Events featured education through Bike Rodeos, skill lessons, and helmet fittings. Annual favorites were also featured, including tandem riding for special populations, racing at the Velodrome, and guided tours. Self-guided scavenger hunts were transpired at several parks.

This year, a group of teens from the Broward County Municipal Services District traveled to Brian Piccolo Sports Park and Velodrome to learn about a variety of things from helmet and bike fitting; maintenance; safety; and beginners training. They all got plenty of hands-on training and time riding on the Velodrome track. Below are highlights from this year's events.



Figure 23 – Above left, Delevoe Park Bike for Life event held in partnership with the BSO. Right - Teen group that visited the Velodrome, source of photos: Broward Parks & Recreation.



Figure 24 – Pedalpalooza event photos (2024)

2023-2024 TEAM MEMBERSHIP

NAME	DEPARTMENT	DIVISION
Tony Hui	Broward County Public Works	Department
Richard Tornese, CST Co-Chair	Broward County Public Works	Highway Construction and Engineering Division
Laila Kitchen <i>CST Co-coordinator</i>	Broward County Public Works	Highway Construction and Engineering Division
Rasem Awwad	Broward County Public Works	Traffic Engineering Division
Min-Tang Li	Broward County Administration	Traffic Engineering Division
Anh Ton	Broward County Public Works	Highway Bridge Maintenance Division
Coree Lonergan Cuff	Broward County Public Works	Transit Administration
Tim Garling	Broward County Public Works	Transit Administration
Arethia Douglas	Broward County Public Works	Transit Administration
Barney McCoy	Broward County Public Works	Transit Administration
Romary Justafort	Broward County Public Works	Transit Administration
Kurt Petgrave	Broward County Public Works	Transit Administration
Jennifer Jurado	Broward County Resilient Environment	Department
Josie Sesodia	Broward County Resilient Environment	Urban Planning Division
Darby Delsalle, CST Co-Chair	Broward County Resilient Environment	Urban Planning Division
Heather Cunniff	Broward County Resilient Environment	Urban Planning Division
Sara Forelle <i>CST Co-coordinator</i>	Broward County Resilient Environment	Urban Planning Division
Ryan Flaherty	Broward County Resilient Environment	Environmental Permitting Division
Monica Pogonon	Broward County Resilient Environment	Natural Resources Division
Dan West	Broward Parks & Recreation	Administration
Barbara Blake Boy	Broward County Planning Council	



NAME	DEPARTMENT	DIVISION
Dawn Teetsel	Broward County Planning Council	
Huda Ashwas	Broward County Planning Council	
Gretchen Cassini	Broward County Administration	Mobility Advancement Program
Josette Severyn	Broward County Administration	Mobility Advancement Program
Roxanne Riggs	Broward County Administration	Mobility Advancement Program
Maximiliano Goldstein	Broward Bicycling and Pedestrian Advisory Committee (BPAC)	

