

Independent Transportation Surtax Oversight Board Workshop

December 11, 2024



MAP Broward
Mobility Advancement Program
Brought to you by the
Penny For Transportation

Agenda Overview – Oversight Board Workshop

Welcome & Call to Order – Chair, C. Douglas Coolman

- Roll Call – Roy Burnett

Presentations

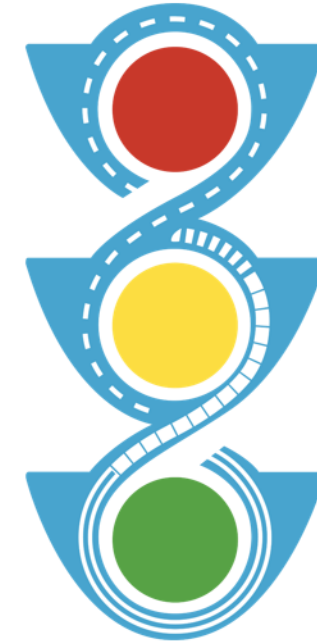
- I. Miami-Dade County Citizens Independent Transportation Trust (CITT) Update
- II. Broward County Land-Use Plan Update
- III. Traffic Signal System Update
- IV. Program Performance Audit Proposed Scope Presentation – Session 3
- V. Low-Stress Multi-Modal Master Plan Public Perception Survey Results

Chair Report, Member Reports, Board Coordinator & General Counsel Reports

Adjourn

Miami-Dade County Citizens Independent Transportation Trust (CITT) Update

Javier Betancourt, Executive Director, CITT
Robert Wolfarth, Chairman



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CITIZENS' INDEPENDENT
TRANSPORTATION TRUST

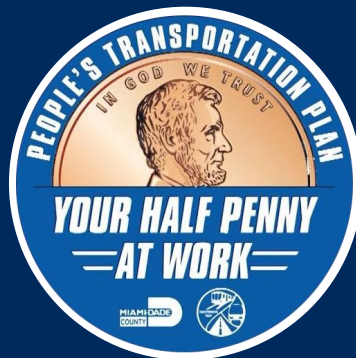
20+ Years of Connecting Miami-Dade



Javier A. Betancourt

Executive Director

CITT



-  @GoCITT
-  @TransportationTrust
-  Citizens' Independent Transportation Trust
-  Citizens' Independent Transportation Trust
-  @TransportationTrust



Overview of the Transportation Trust



Ballot Language – Nov. 5, 2002
General Election Sample Ballot

County

County Transportation Expansion Plan

Shall the County implement the People's Transportation Plan including: Plans to build rapid transit lines to West Dade, Kendall, Florida City, Miami Beach, & North Dade; Expand bus services; Add 635 buses; Improve traffic signalization to reduce traffic backups; Improve major & neighborhood roads & highways including drainage; Provide funding to municipalities for road & transportation projects by levying a .5% sales surtax whose proceeds will be overseen by Citizen's Independent Transportation Trust?

Yes



No





Overview of the Transportation Trust



The Start of PTP

- On November 5, 2002, Miami-Dade County voters approved an indefinite (no sunset provision) half-penny surtax to implement the People's Transportation Plan (PTP).
- The People's Transportation Plan (PTP) is a broad based and long-term program incorporating roadway and transit improvements.

The Creation of CITT

- Voters also approved the creation of a Citizens' Independent Transportation Trust (Transportation Trust), an independent entity comprised of citizens who serve as volunteers with the mission to oversee expenditure of surtax revenue.

CITT's Mission

- To monitor, audit, review, oversee and investigate the use of the Surtax proceeds and the implementation of the People's Transportation Plan (PTP).







Transportation Trust Members





Robert Wolfarth
Chair
District 4




Mary Street, Esq.
First Vice-Chair
District 5




Hon. Peggy Bell
Second Vice Chair
District 8




***Paul J. Schwiep, Esq.**
Mayoral Appointee




Miguel Murphy
District 1




Omar Bradford
District 2




Qjuezari Harvey
District 3




Robert Ruano
District 6



Meg Daly
District 7



Dr. Harry Hoffman
District 11



David Marin
District 13



Kenneth M. Kilpatrick
League of Cities Appointee



Javier A. Betancourt
Executive Director



Become a Transportation Trust Member



We are looking for engaged citizens with the interest, experience and insight needed to make informed decisions that will contribute to the development of a comprehensive and well-coordinated transportation system in Miami-Dade County.

Membership Requirements

- **15 seats representing 13 County Commission Districts, County Mayor, and Miami-Dade County League of Cities (MDCLC)**
- **District appointees must reside in the district they are appointed to represent; Mayoral and MDCLC appointees must reside in Miami-Dade County**
- **No elected officials or candidates for elected office**
- **No Conflicts of Interest**
- **Must demonstrate upstanding moral character**
- **Candidate Slate submitted by Nominating Committee for Commission, Mayor, MDCLC appointment**



How to apply

- Visit our website at: WWW.MIAMIDADE.GOV/CITT and click on the 'Member Recruitment' tab to download an application.
- Or call 305-375-1357 to request an application.

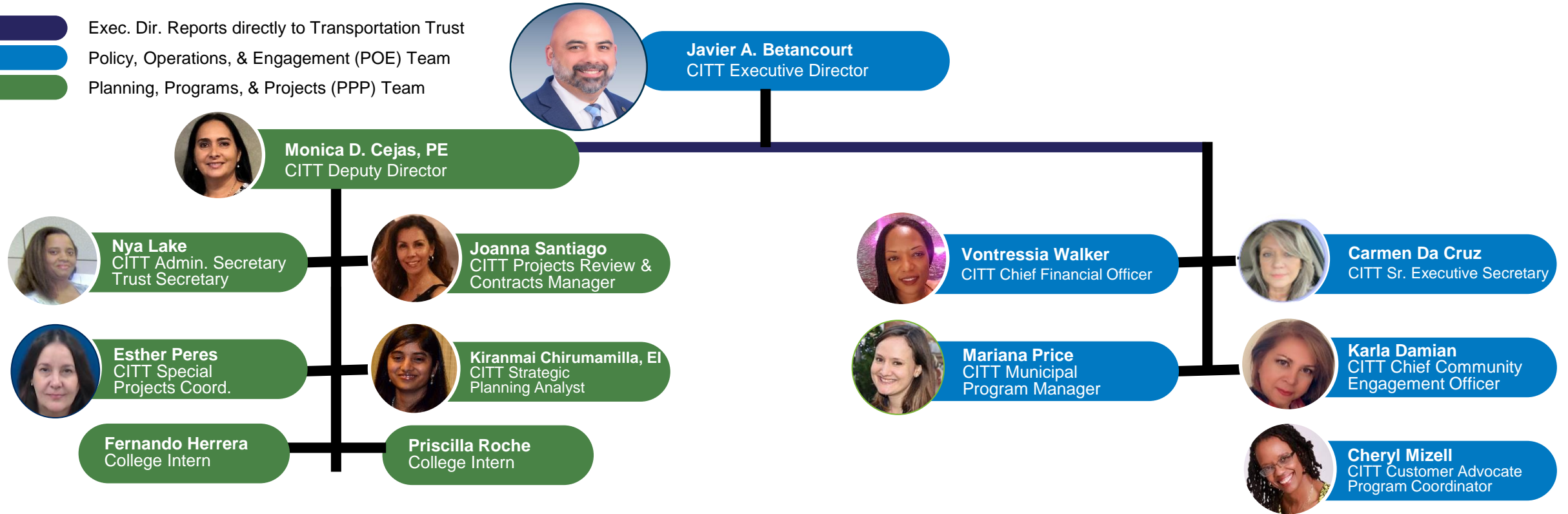


Citizens' Independent Transportation Trust

Existing FY 2024 Organizational Chart



- Exec. Dir. Reports directly to Transportation Trust
- Policy, Operations, & Engagement (POE) Team
- Planning, Programs, & Projects (PPP) Team



- Project Review & Financial Analysis
- Strategic & Financial Planning
- Municipal Program
- Community Engagement / Customer Advocate
- Budget & Accounting
- Audit

~ \$4M Operating Budget
(less than 1% of annual surtax proceeds)



Auditing the Use of Surtax Funds



2024 - 3rd Quarter (April 1, 2024 - June 30, 2024)							
As of 6/5/24							
Municipality	Last Audit Completed		Next Audit	# Prior Audits	Initiated	In Progress (Draft)	Final
	Through	Report Date					
MUNICIPALITY							
Aventura	9/30/2015	1/19/2017	2024	2	✓	-	-
Bal Harbour	9/30/2017	12/14/2018	2024	3	1/12/2024	-	-
Bay Harbor Islands	9/30/2020	4/6/2021	2026	4	-	-	-
Biscayne Park	9/30/2019	2/12/2021	2025	3	-	-	-
Coral Gables	9/30/2019	5/26/2020	2023	4	✓	9/29/2023	-
Cutler Bay	9/30/2021	7/6/2022	2026	3	-	-	-
Doral	9/30/2021	5/20/2022	2026	3	-	-	-
El Portal	9/30/2021	9/21/2023	2026	3	-	-	-
Florida City	9/30/2020	6/30/2021	2025	4	-	-	-
Golden Beach	9/30/2018	12/10/2019	2025	3	-	-	-
Hialeah	9/30/2018	1/28/2020	2024	3	-	-	-
Hialeah Gardens	9/30/2017	2/8/2019	2025	3	-	-	-
Homestead	9/30/2017	4/30/2019	2024	3	3/4/2024	-	-
Key Biscayne	9/30/2021	1/11/2023	2025	4	-	-	-
Medley	9/30/2020	3/19/2021	2026	4	-	-	-
Miami	9/30/2020	9/28/2021	2023	8	✓	3/31/2023	5/30/2024
Miami Beach	9/30/2021	8/30/2023	2026	4	-	-	-
Miami Gardens	9/30/2020	5/12/2021	2025	3	-	-	-
Miami Lakes	9/30/2022	3/14/2024	2026	5	-	-	-
Miami Shores	9/30/2021	4/29/2022	2026	4	-	-	-
Miami Springs	9/30/2019	10/7/2020	2025	3	-	-	-
North Bay Village	9/30/2020	8/30/2021	2026	4	-	-	-
North Miami	9/30/2021	9/20/2022	2026	4	-	-	-
North Miami Beach	9/30/2021	12/16/2022	2026	4	-	-	-
Opa-Locka	9/30/2019	1/31/2022	2024	5	-	-	-
Palmetto Bay	9/30/2021	3/29/2022	2026	4	-	-	-
Pinecrest	9/30/2020	4/6/2021	2026	4	-	-	-
South Miami	9/30/2021	9/11/2023	2026	5	-	-	-
Sunny Isles Beach	9/30/2019	6/15/2021	2025	3	-	-	-
Surfside	9/30/2022	1/10/2024	2027	4	-	-	-
Sweetwater	9/30/2020	8/8/2022	2026	5	-	-	-
Virginia Gardens	9/30/2021	10/26/2022	2026	4	-	-	-
West Miami	9/30/2019	4/6/2021	2025	3	-	-	-
COUNTY							
Transit	9/30/2019	10/23/2020	2024	3	✓	2/29/2024	4/8/2024
Public Works	9/30/2019	1/29/2021	2024	3	-	-	-
Total					3	1	2



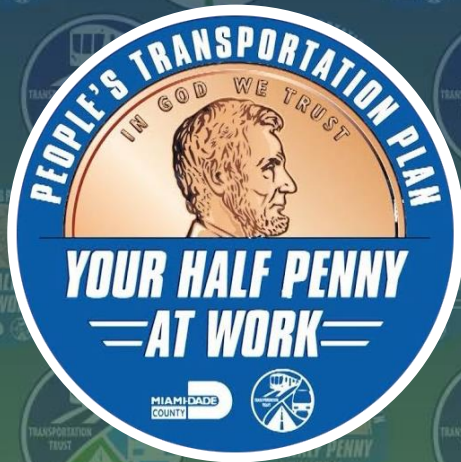
AUDIT AND MANAGEMENT SERVICES

Ofelia Tamayo
Director

Overtown Transit Village North

701 NW 1st Court, Miami, FL 33136

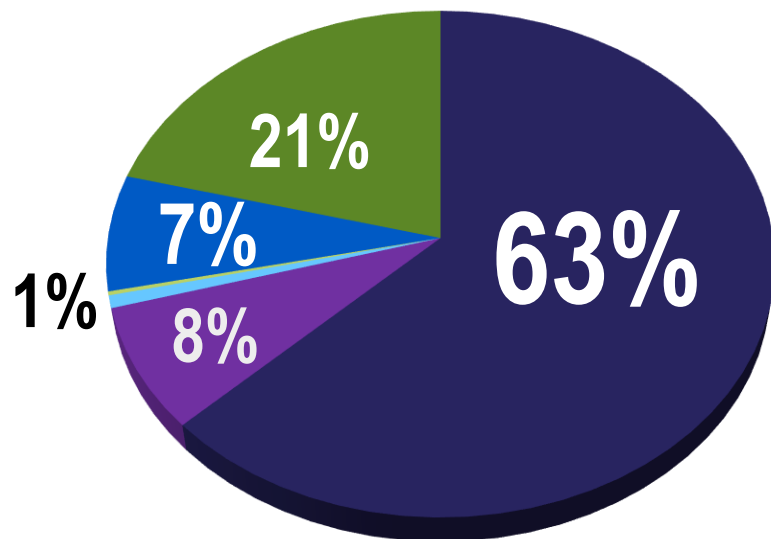
786-469-5900 | bemor@miamidade.gov



Charter County Transportation Surtax (Half-Penny)



\$4.8 BILLION 2002-2023 Actual Surtax Expenditures



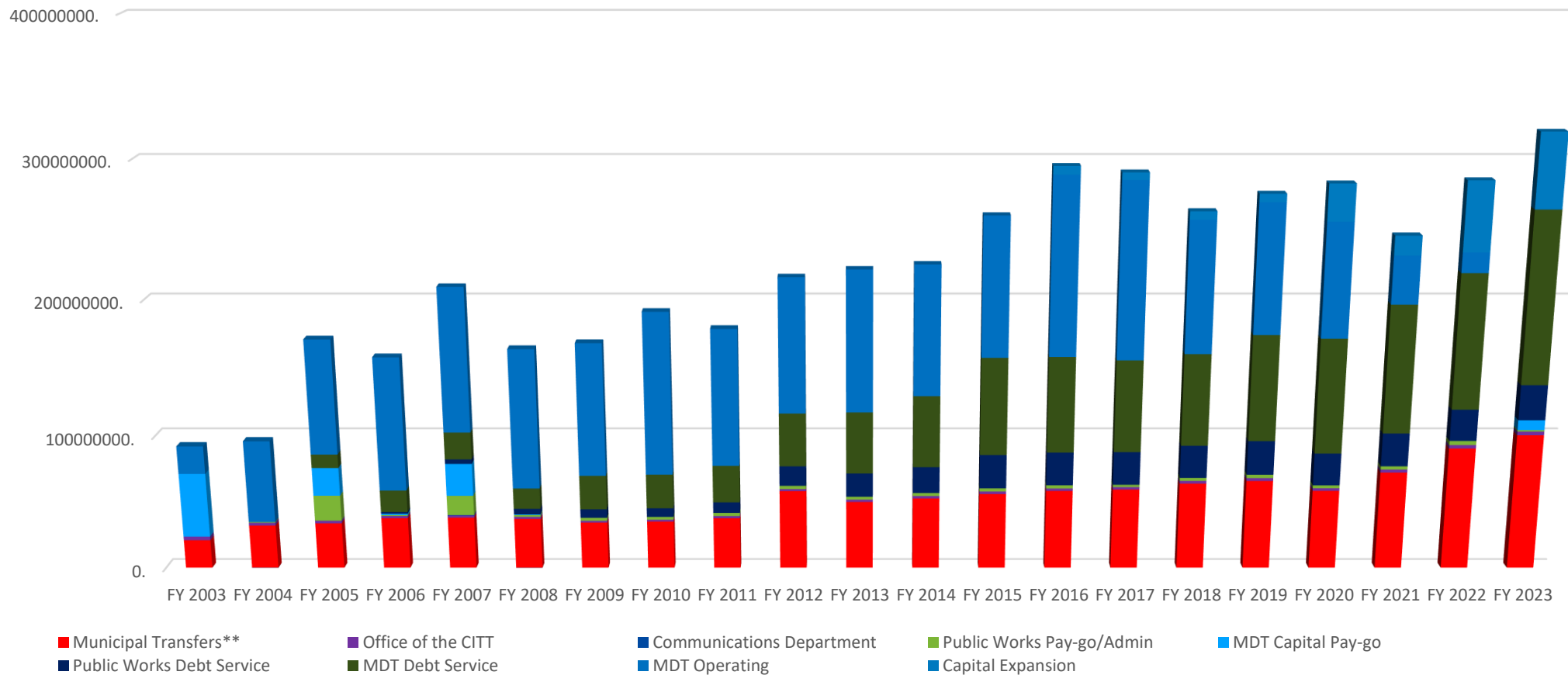
How your half penny has been spent

\$4.8 billion in cumulative surtax transfer/expenditures through FY 2023

Miami-Dade Transit	\$3.0B
Municipalities	\$1.0B
Public Works	\$373M
CITT Administration	\$38M
Capital Project	\$11.8M
Balance & Future Projects	\$354M

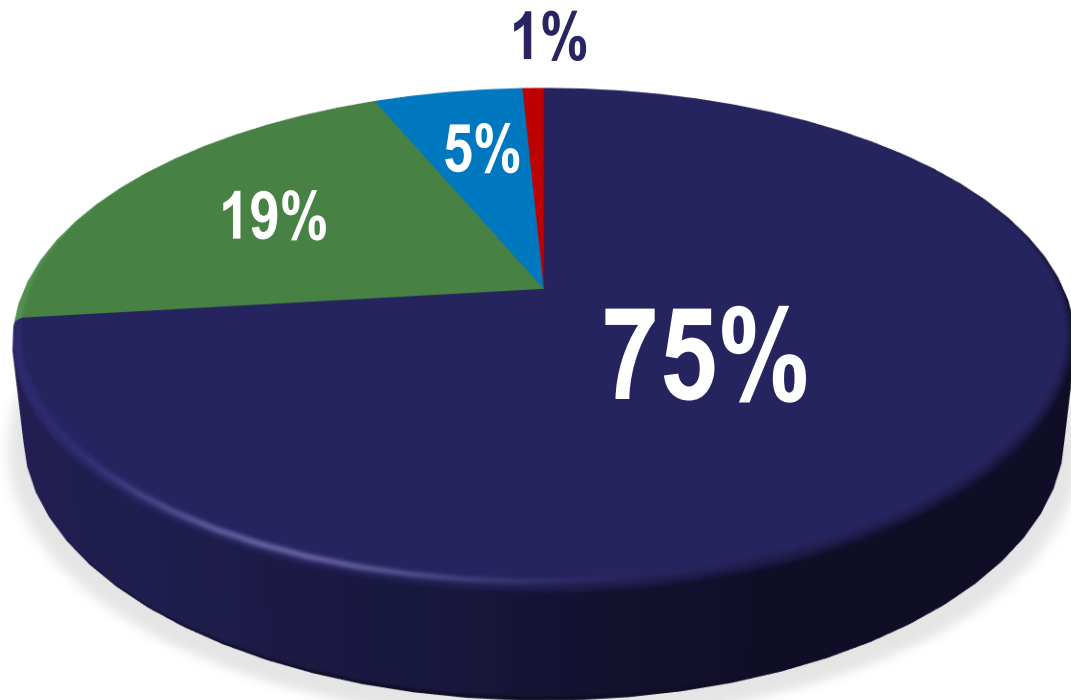


Actual Surtax Expenditures FY 2003-2023





FY 2024 Surtax Budget



FY 2024 Budgeted Surtax Collection: \$424M

FY 2024 Budgeted Transfers/Expenditures: \$508M

Miami-Dade Transit	\$380 M
Municipalities	\$ 98 M
Public Works	\$ 26 M
CITT Administration	\$ 3.7M

Expenditure amounts over FY24 Budgeted Surtax Revenue will be paid using prior years carryover funds.

***Percentage less than 23% because FY24 expenditures exceed budgeted amount.*



40 Year Pro-Forma \$8 Billion Program



PTP and Transit Pro-Forma Funds	ALL-YEARS	1 2024	2 2025	3 2026	4 2027	5 2028
PTP Revenues						
PTP Revenue Fund Carryover	29,764,123,367	309,168,000	225,300,000	201,245,580	139,009,332	54,076,938
PTP Sales Surtax Revenue	31,519,293,000	424,000,000	434,600,000	445,465,000	456,602,000	470,300,000
Interest Earnings	8,000,000	200,000	200,000	200,000	200,000	200,000
Total PTP Revenues	61,291,416,367	733,368,000	660,100,000	646,910,580	595,811,332	524,576,938
Current PTP Debt Service Expenses						
Transfer for Current Transit PTP Debt Service Payments	3,264,240,000	130,458,000	126,562,000	126,561,000	127,972,000	127,965,000
Public Works Current PTP Debt Services Payments	581,173,000	25,914,000	25,908,000	25,907,000	25,388,000	25,387,000
Total Current PTP Debt Service Expenses	3,845,413,000	156,372,000	152,470,000	152,468,000	153,360,000	153,352,000
Future PTP Debt Service and Lease Financing Expenses						
Future DTPW PTP Debt Service Payments	7,059,519,000	-	58,970,000	96,838,000	121,985,000	147,949,000
Lease Financing Payments	3,577,382,000	-	7,808,000	20,091,000	25,028,000	36,521,000
Total Future PTP Debt Service and Lease Financing Expenses	10,636,901,000	-	66,778,000	116,929,000	147,013,000	184,470,000
PTP Transfer to Municipalities						
Transfer to Existing Municipalities	6,303,859,000	84,800,000	86,920,000	89,093,000	91,320,000	94,060,000
Transfer to New Municipalities	945,578,000	12,720,000	13,038,000	13,364,000	13,698,000	14,109,000
Total PTP Transfer to Municipalities	7,249,437,000	97,520,000	99,958,000	102,457,000	105,018,000	108,169,000
PTP Transfer to Other Funds and County Departments						
Transfer to PTP Capital Expansion Reserve Fund	1,073,317,000	18,283,000	12,843,000	8,698,000	6,491,000	3,842,000
Transfer to Office of the CITT	281,516,000	3,744,000	3,896,000	4,042,000	4,183,000	4,308,000
Transfer to Public Works Pay As You Go Projects	3,000,000	500,000	500,000	500,000	500,000	500,000
Transfer to Transit Operations and Maintenance	3,961,893,533	113,521,000	115,791,420	118,107,248	120,469,393	57,878,781
Transfer to PTP Revenue Fund Reserve	85,000,000	85,000,000	-	-	-	-
Total PTP Transfer to Other Funds and County Departments	5,404,726,533	221,048,000	133,030,420	131,347,248	131,643,393	66,528,781
PTP Reimbursement						
Future TPO Flexed Federal SU Grant Financing Reimbursement	(1,200,000,000)	(30,000,000)	(30,000,000)	(30,000,000)	(30,000,000)	(30,000,000)

FY 2023-24 PTP & Transit Pro-forma Summary



20+ Years of Connecting Miami-Dade

People's Transportation Plan (PTP)



Citizens' Independent Transportation Trust (CITT)

The People's Transportation Plan



Municipal



Golden Passport



Fare-free Metromover



Neighborhood Improvement Program



Maintenance of Effort



Bus Service Improvements



Expand Metrorail to 88.9 miles



Major Highway & Road Improvements





Citizens' Independent Transportation Trust (CITT)

Municipal Transit Program



10.8 MILLION passengers in FY 2023



Municipal Transit Service Options as of May 31, 2024

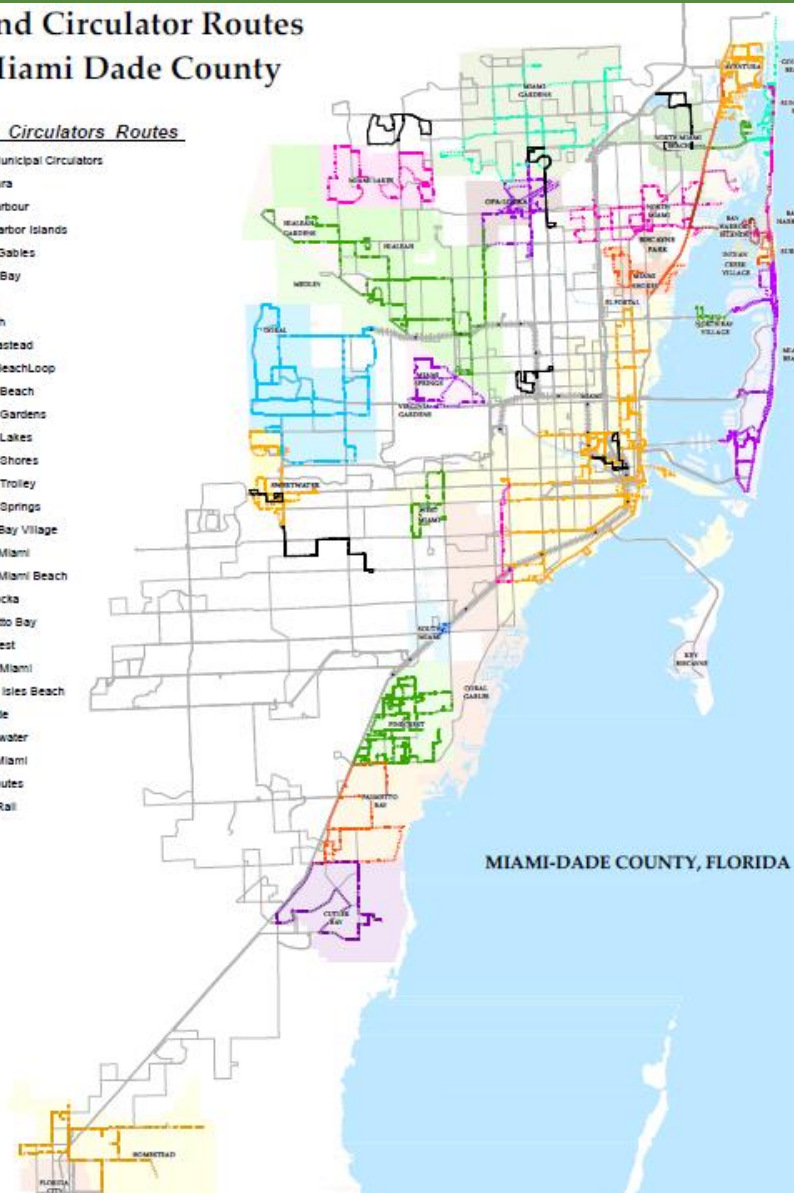
MUNICIPALITY	FIXED ROUTE	ON-DEMAND	BOTH
Aventura	✓	✓	•
Bal Harbour	✗	✓	
Bay Harbor Islands	✗	✓	
Biscayne Park	✗	✓	
Coral Gables	✓	✓	•
Cutler Bay	✓	✓	•
Doral	✓	✓	•
El Portal	✗	✗	
Florida City	✗	✓	
Golden Beach	✗	✗	
Hialeah	✓	✓	•
Hialeah Gardens	✓	✗	•
Homestead	✓	✓	•
Key Biscayne	✗	✓	
Medley	✓	✗	
Miami	✓	✓	•
Miami Beach	✓	✓	•
Miami Gardens	✓	✗	
Miami Lakes	✗	✓	
Miami Shores	✓	✗	
Miami Springs	✓	✗	
North Bay Village	✗	✗	
North Miami	✓	✓	•
North Miami Beach	✓	✓	•
Opa-Locka	✓	✗	
Palmetto Bay	✓	✓	•
Pinecrest	✓	✓	•
South Miami	✗	✓	
Sunny Isles Beach	✓	✗	
Surfside	✗	✓	
Sweetwater	✓	✗	
Virginia Gardens	✓	✗	
West Miami	✗	✓	
Total:	21	22	12

Source: Office of the CTT

Bus and Circulator Routes in Miami Dade County

Bus and Circulators Routes

- Non-Municipal Circulators
- Aventura
- Bal Harbour
- Bay Harbor Islands
- Coral Gables
- Cutler Bay
- Doral
- Hialeah
- Homestead
- NorthBeachLoop
- Miami Beach
- Miami Gardens
- Miami Lakes
- Miami Shores
- Miami Trolley
- Miami Springs
- North Bay Village
- North Miami
- North Miami Beach
- Opa-locka
- Palmetto Bay
- Pinecrest
- South Miami
- Sunny Isles Beach
- Surfside
- Sweetwater
- West Miami
- BusRoutes
- MetroRail



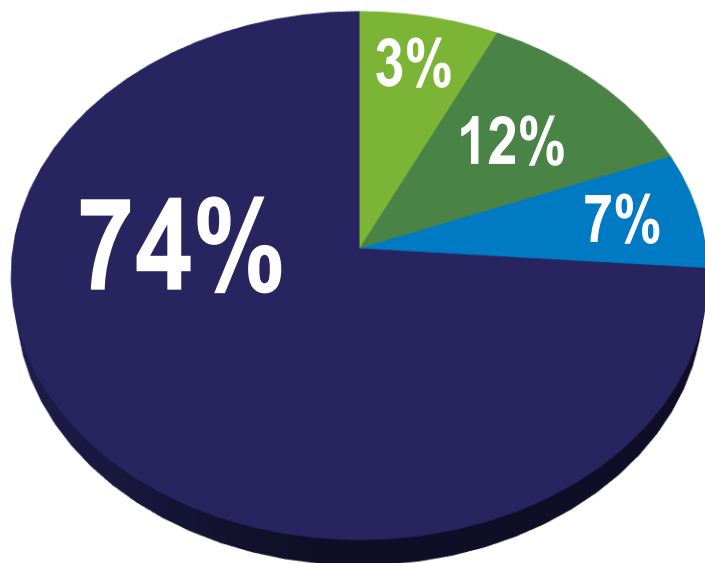
MIAMI-DADE COUNTY, FLORIDA



Major Roadway, Highway & Neighborhood Improvements



Less than 10% of Surtax



Completed Projects (31)	74%
Pending Projects (5)	12%
Ongoing Projects (3)	7%
Deleted Projects (3)	3%



Advanced Traffic Management System (ATMS)



Installation of new state-of-the-art Advanced Traffic Management System (ATMS) “signal system” to better enhance mobility for commuters, transit users, pedestrians, and bicyclists throughout Miami-Dade County.

- Phase 1: Traffic Central Control – completed
- Phases 2 and 3 delayed but underway



Photo credit: Miami-Dade Department of Transportation and Public Works



Transit Services Funded by the Half-Penny Surtax

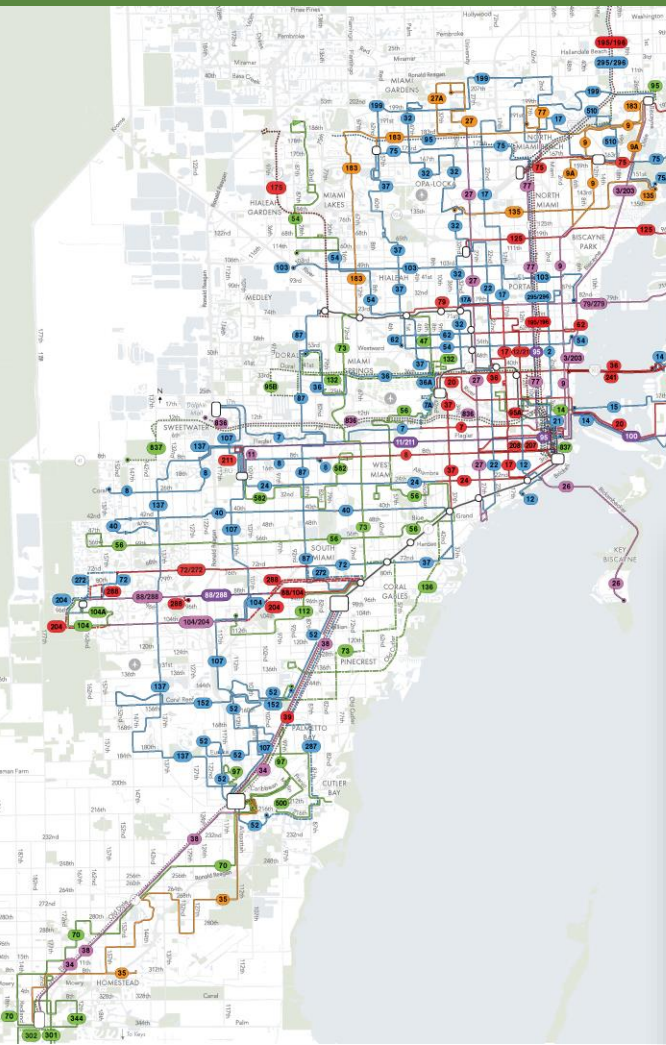


- New Fleet of CNG and all-electric buses
- New modern Metromover cars
- Metrorail extension to MIA
- Municipal trolleys and on-demand services
- Roadway improvements
- Bicycle and pedestrian trails
- Tri-Rail and Brightline connections





Enhanced Bus Fleet



MIAMI-DADE COUNTY BETTER BUS NETWORK

Routes by Weekday Peak Hour Frequency

- 7.5 minutes or less / 8 buses per hour
- 10 minutes / 6 buses per hour
- 15 minutes / 4 buses per hour
- 20 minutes / 3 buses per hour
- 30 minutes / 2 buses per hour
- 40-60 minutes / 1 bus per hour

MAX (M) Service – limited stop service.
 Peak (P) Service – Peak only all stop service.
 Overlapping MAX service based on buses per hour, actual frequencies may differ.

Map Symbols

- Rail
- Transit Hub
- Peak Hour Route
- Express Service
- End of route
- Route continues at lower frequency

0 1 2 3 4 5 miles



Better Bus Network

- All-day high frequency service in dense minority and low-income areas
- High frequency on all causeways
- Routes consolidated to reduce duplication, simplify, and improve service
- Bus stop consolidation to help speed up service
- Frequent service that runs later into the evening
- More accessibility to key locations throughout the county

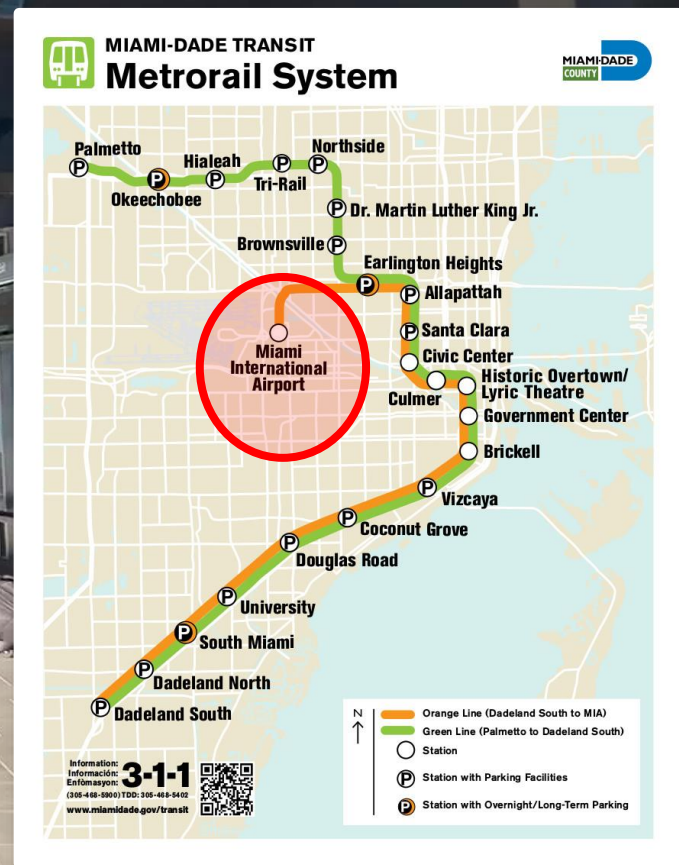


Citizens' Independent Transportation Trust (CITT)

MIA Metrorail Station



AN EXTENSION OF METRORAIL TO MIAMI INTERNATIONAL AIRPORT





Citizens' Independent Transportation Trust (CITT)

Smart Plan/Program



Miami-Dade County
SMART PROGRAM



NORTH





Citizens' Independent Transportation Trust (CITT)

Strategic Miami Area Rapid Transit (SMART) Plan/Program

The future: bringing transit to all areas of Miami-Dade



South Corridor: Bus Transit, under construction



Beach Corridor: Automated People Mover (BayLink and Design District extension), and Bus Rapid Transit (Miami Beach extension), in planning



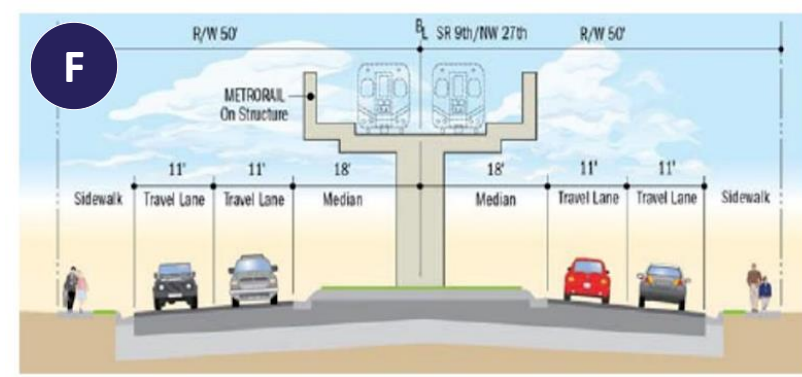
East-West Corridor: Bus Rapid Transit, in planning



Kendall Corridor: Bus Rapid Transit, in planning



Northeast Corridor: Miami Central Station completed, Aventura Station completed, Commuter Rail Service in planning



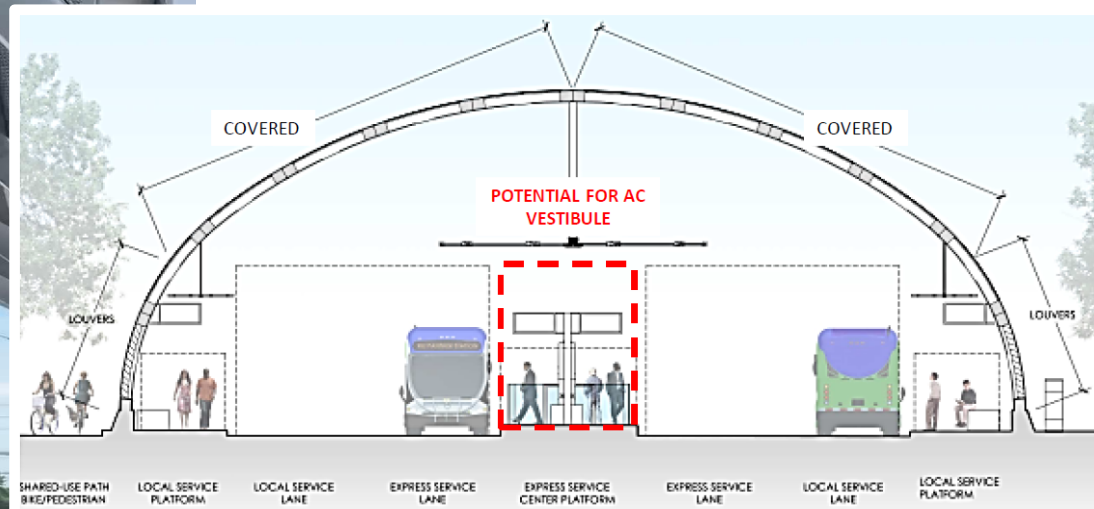
North Corridor: Elevated Guideway, in planning



South Corridor, Under Construction



Bus Rapid Transit along US 1 from the Dadeland South Metrorail station to Florida City.





Beach Corridor - (FKA BayLink)



Will extend Metromover to Miami Beach via the MacArthur Causeway, and also north to Edgewater, Midtown, Wynwood, Edgewater and the Design District.



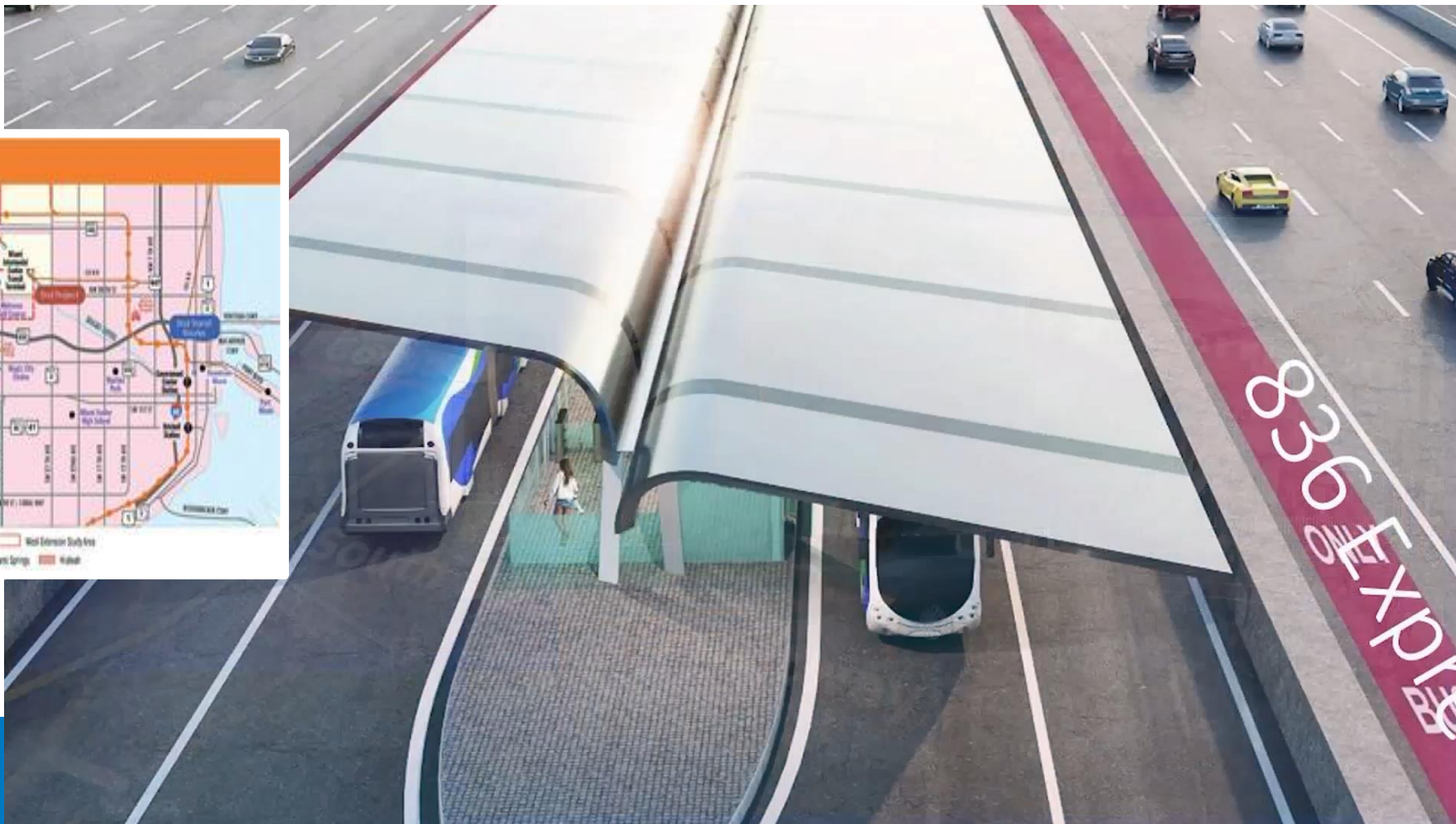


Citizens' Independent Transportation Trust (CITT)

East-West Corridor



Bus Rapid Transit along State Road 836, from downtown Miami, including stations at Miami International Airport, Florida International University, the Dolphin and Tamiami Park and Ride Facilities.

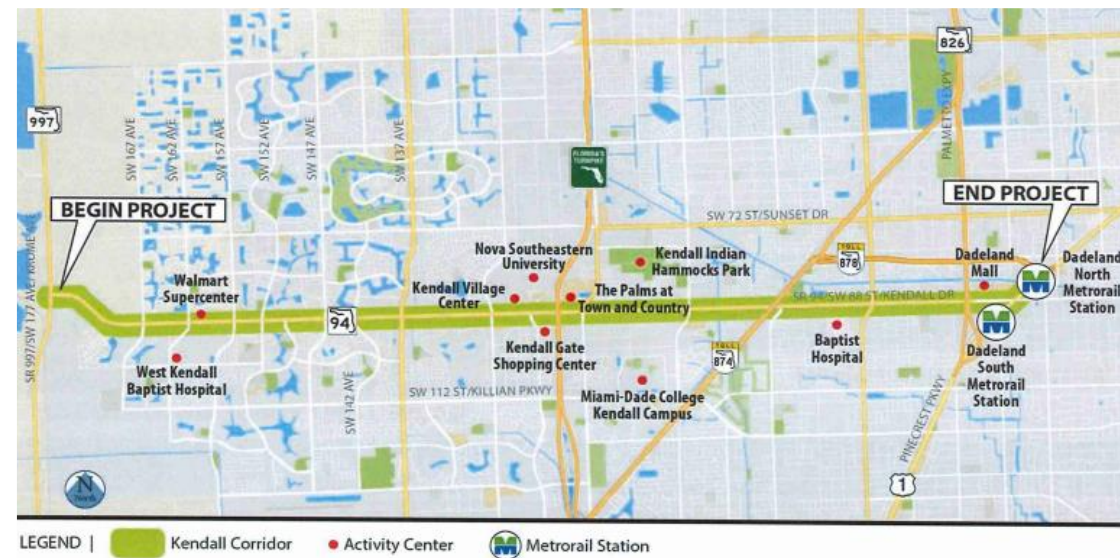




Kendall Corridor



Bus Rapid Transit along Kendall Drive from the Dadeland North Metrorail Station to Krome Avenue.





Citizens' Independent Transportation Trust (CITT)

Northeast Corridor



A more accessible commuter rail option with neighborhood stations from downtown Miami to Aventura. Will link with Brightline intrastate passenger rail.





Citizens' Independent Transportation Trust (CITT)

North Corridor



Will feature an elevated rapid transit line, connecting the existing Metrorail system at the Martin Luther King Jr. Station to the Broward County line along Northwest 27th Avenue

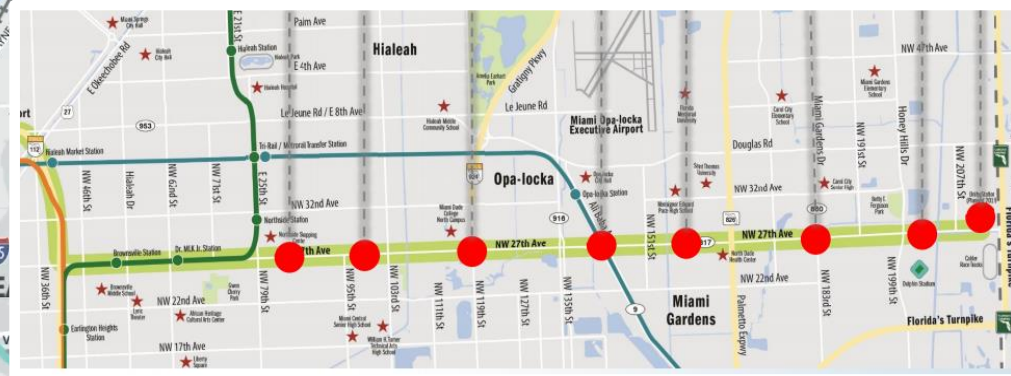
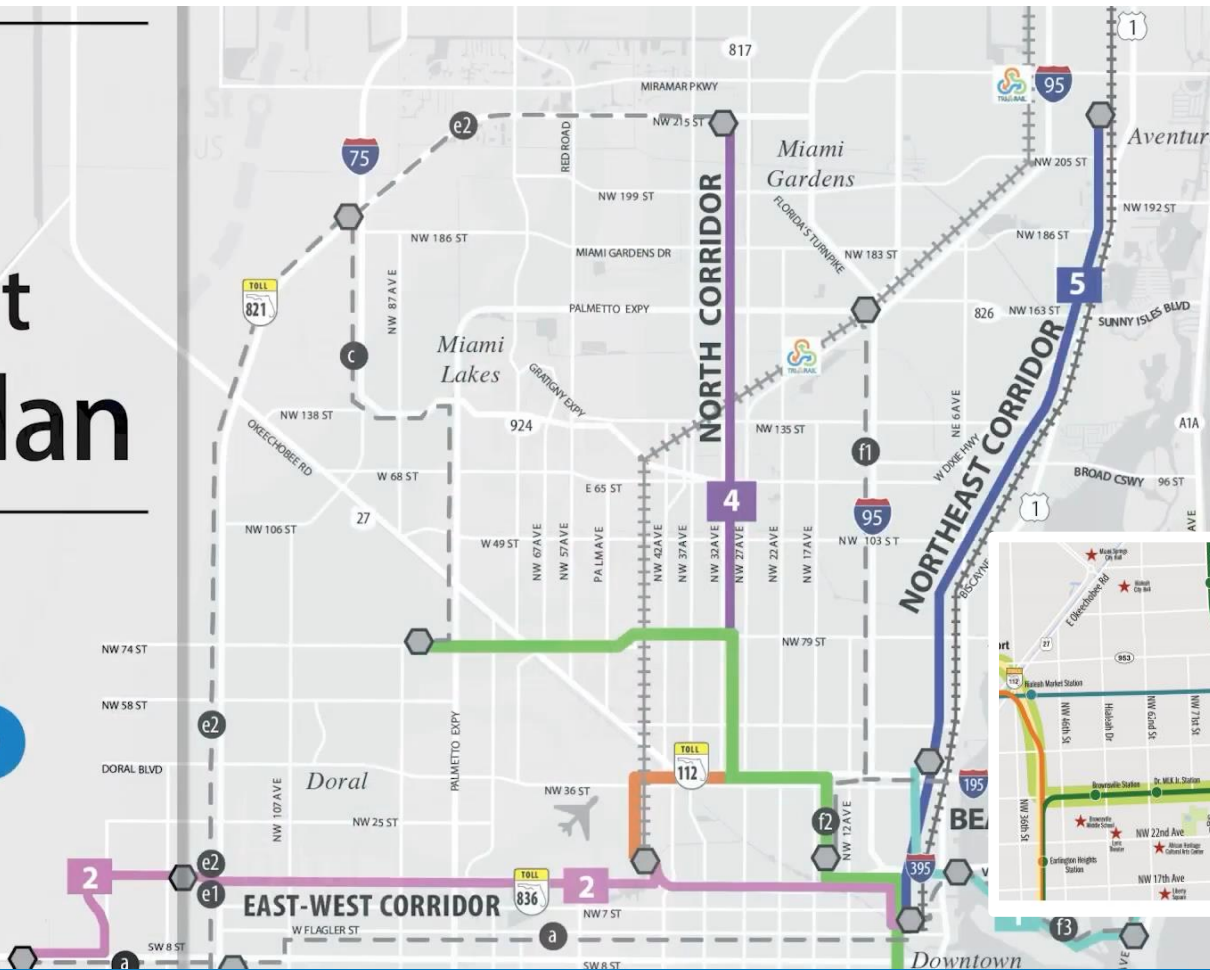
Strategic Miami Area Rapid Transit SMART Plan



Miami-Dade Transportation Planning Organization



TAMIAMI TRAIL

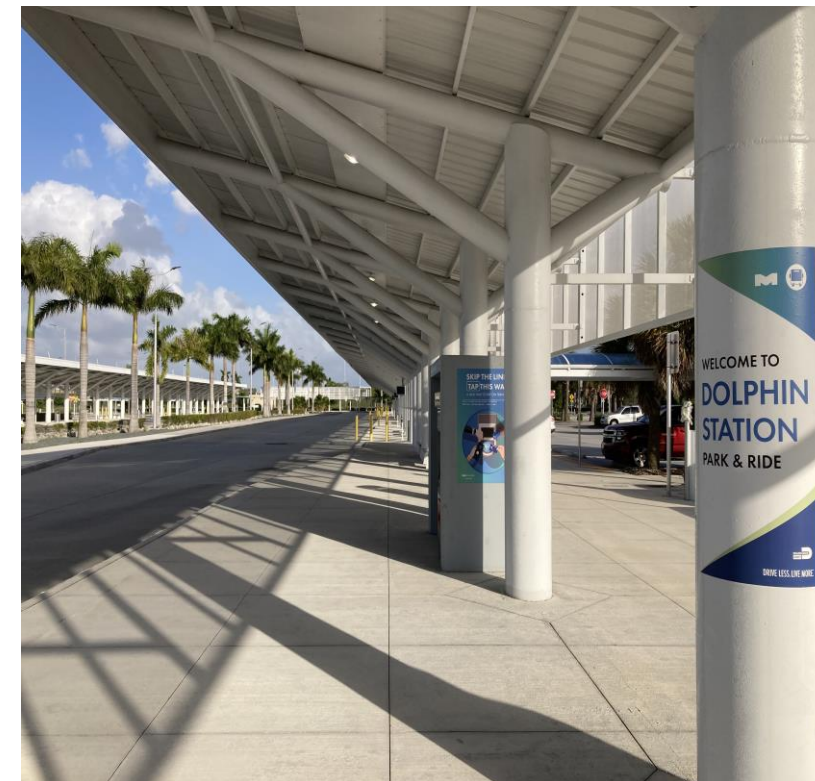




Park-and-Ride Facilities



The People's Transportation Plan funded three major Park-and-Ride facilities, offering commuters the ability to leave their cars away from the congested urban core and seamlessly transfer to transit.





Funding Lasagna



✓ PTP Surtax / Half-Penny

- Capital Expansion Reserve Fund
- Future Uncommitted Proceeds
- Municipal Share

✓ TPO Flexed SU Grant

✓ State/Federal Grants

Toll Revenue

- GMX fna MDX
- Florida's Turnpike
- Express Lanes

Local Option Gas Tax

- Restoration of 2 cents

Parking Revenue



Value Capture District

- ✓ Tax Increment Financing (TIF) District
 - Speed Assessment District
 - CRAs

Public & Private Partnerships

- ✓ Brightline
 - TODs / Adopt-A-Station
 - Port Tunnel Model (available payments)



Additional Areas of Focus



First / Last Mile Solutions
(Bike/Pedestrian, On-Demand...)



**Enhancing County/
Municipal Connectivity**

**Improving the
Customer Experience**
(Maintenance, Cleanliness,
Performance...)



**Community
Engagement**



**RIDE.RATE.
REWARD**

**BECOME A CITT
AMBASSADOR**

Learn more at miamidade.gov/citt-ambassador

Eligibility Requirements

- Ride Miami-Dade Transit at least three times per week

Provide Feedback

- Share your experiences via the app
- Help improve the system with your suggestions

Receive

- Points for transit passes, ride-share and more
- Community service hours

What MDC Service did you board? *

Metrobus
 Metrorail
 Metromover
 Trolley
 On-demand Services

If Trolley, what city, route, and stop did you board? *

(e.g. "Miami/Biscayne/1-Design District")

What time did you board? *

Hour Minutes

Where did you get off the Trolley (city/route/stop)? *

(e.g. "Miami/Biscayne/1-Design District")

What is the condition of the stop or station where you boarded? *

Excellent
 Good

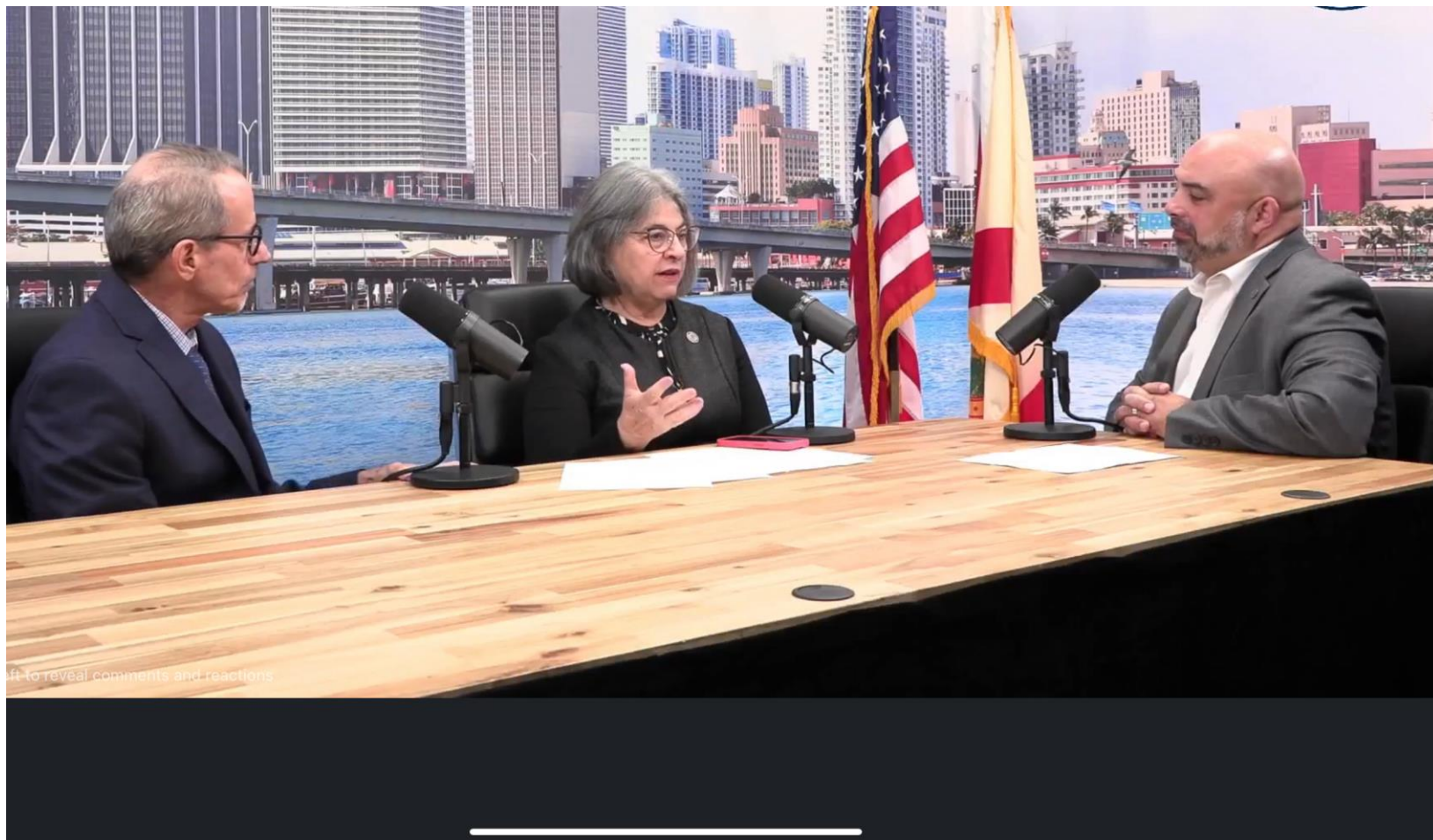


Our Talk Show

- Social Media program focused on mobility matters (*hence the name*)
- On Facebook Live & YouTube
- Every other Thursday at 9 am
- Miami's Community Newspapers Studio (South Miami)
- *Be Our Guest!*

[Facebook.com/TransportationTrust](https://www.facebook.com/TransportationTrust)

[YouTube.com/CommunityNewspaper1946](https://www.youtube.com/CommunityNewspaper1946)



Trust member Paul Schwiep, and Miami-Dade Mayor Daniella Levine Cava on a Mobility Matters podcast with Javier Betancourt.

Thank You



Javier A. Betancourt
Executive Director






 305-375-1375

 Javier.Betancourt@miamidade.gov



CITIZENS' INDEPENDENT
TRANSPORTATION TRUST

Let's Stay Connected!

-  @GoCITT
-  @TransportationTrust
-  Citizens' Independent Transportation Trust
-  Citizens' Independent Transportation Trust
-  @TransportationTrust



**SCAN TO
LEARN
MORE**



miamidade.gov/citt

Broward County Land-Use Plan Update

*Barbara Blake-Boy, Director
Broward County Planning Council*



MAP Broward
Mobility Advancement Program
Brought to you by the
Penny For Transportation

BROWARDNEXT

Transportation Surtax

Oversight Board

December 11, 2024



The County's Role in Planning

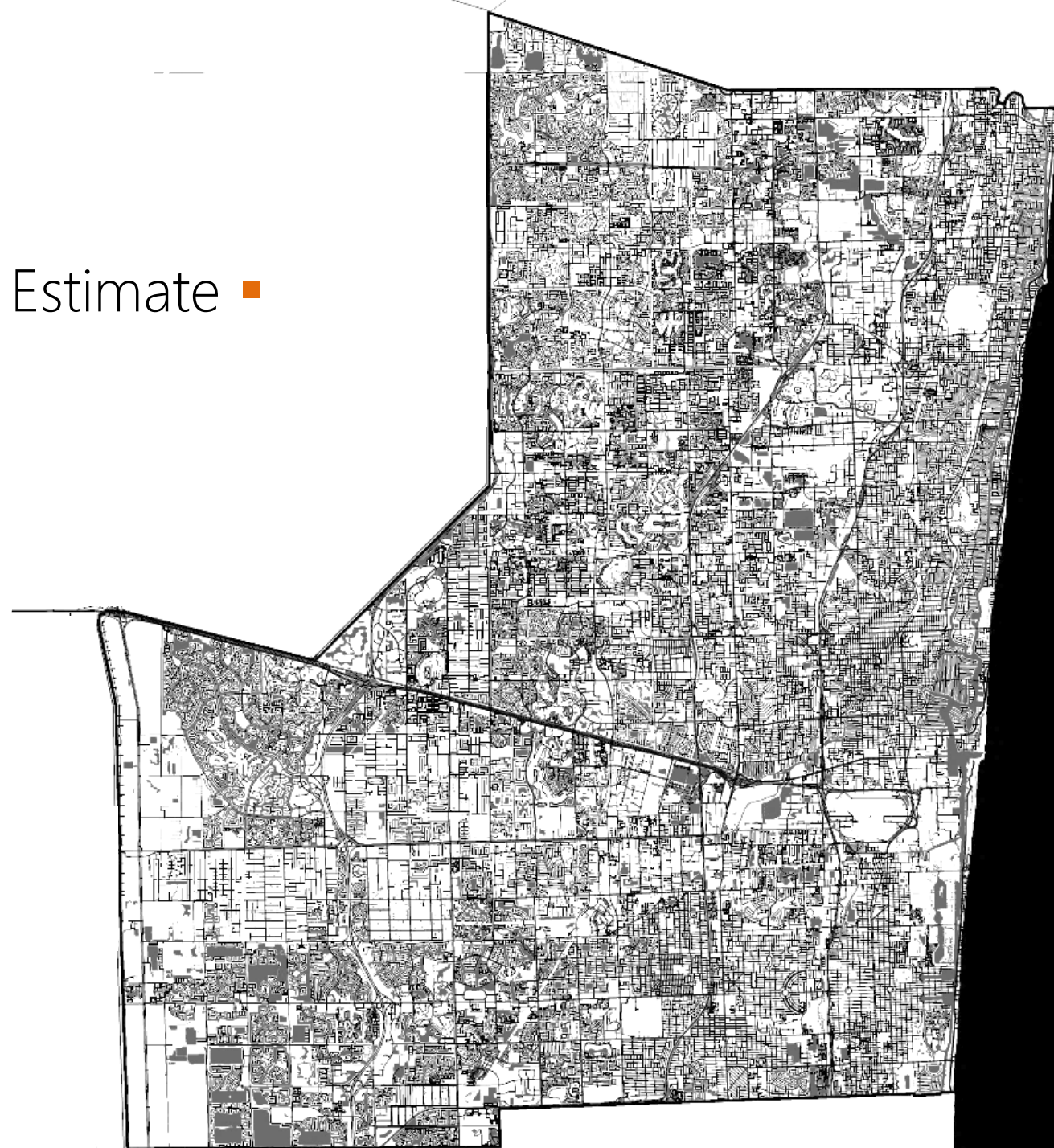
Late 1970's and Early 1980's

- ➔ Broward County Charter
- ➔ Broward County Planning Council
- ➔ Broward County Land Use Plan
- ➔ Broward County Comprehensive Plan

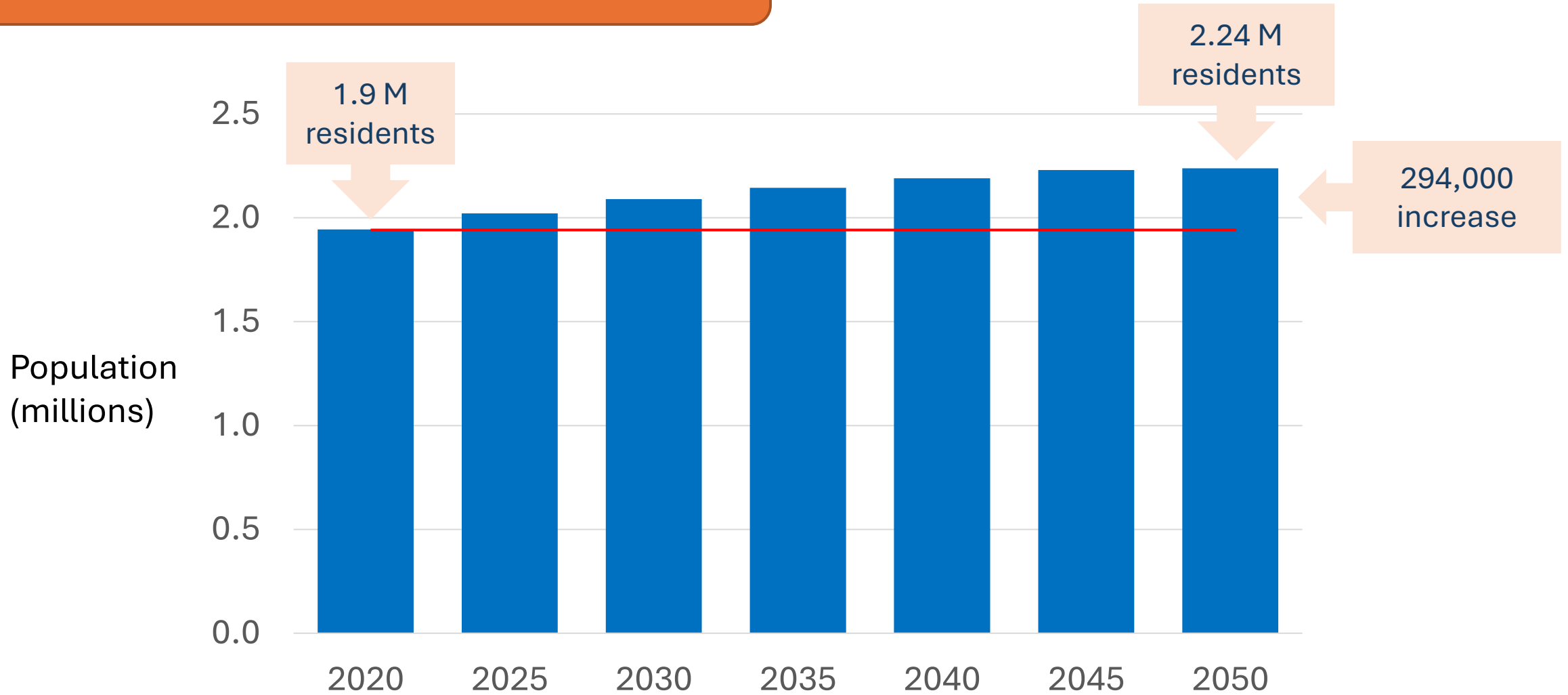
2024

Population Estimate ■

1,978,443

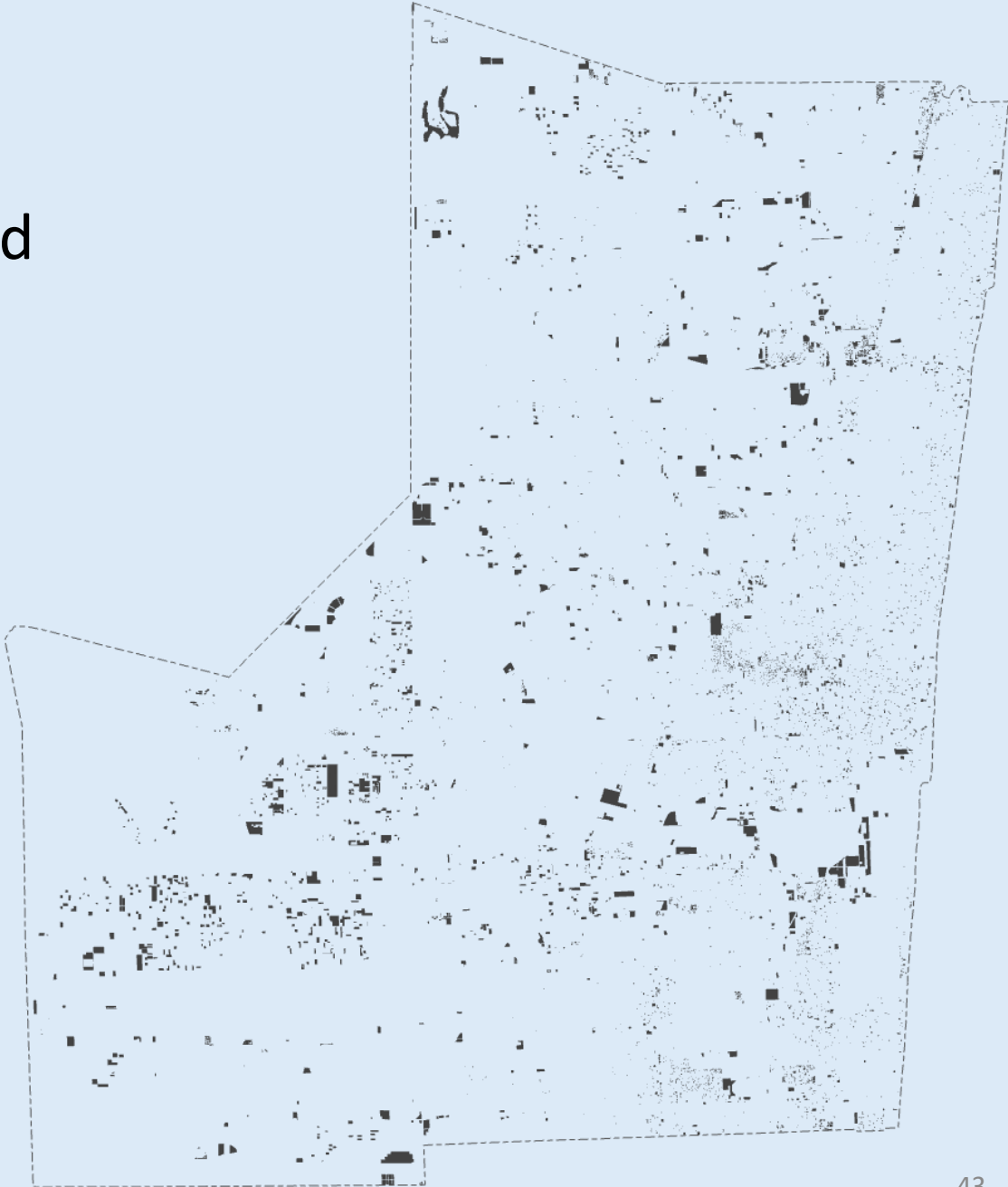
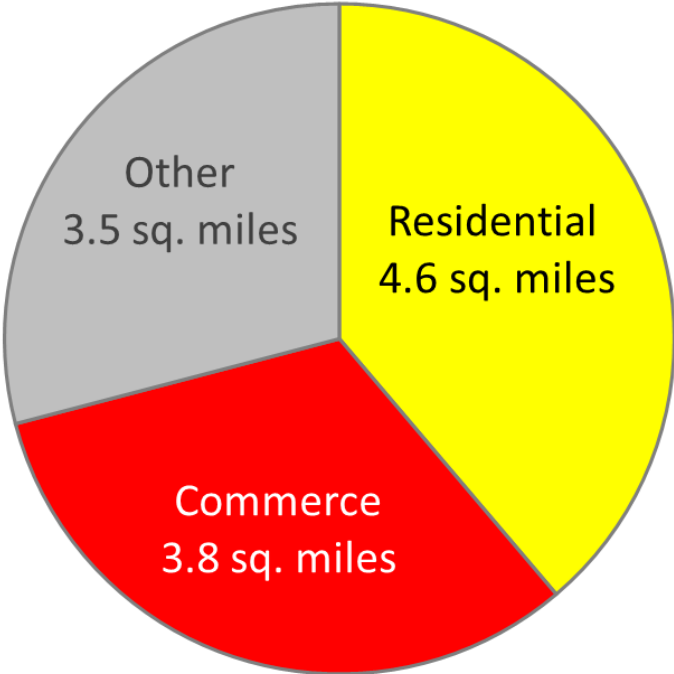


BEBR 2021 – 2050 Projections

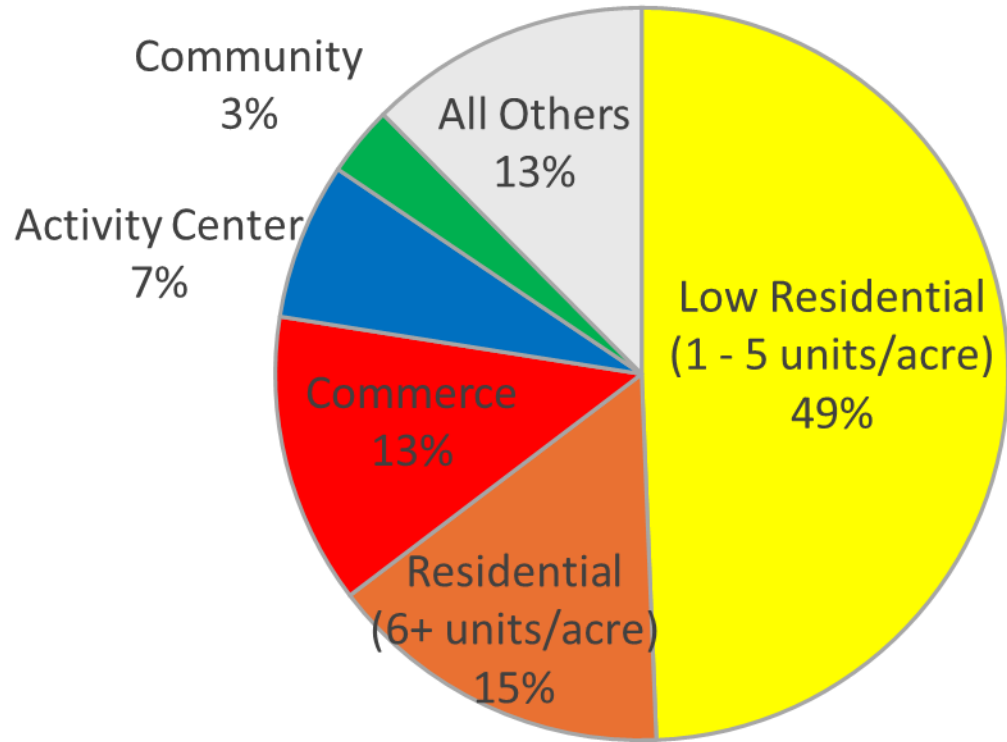


Broward is Almost Built-Out

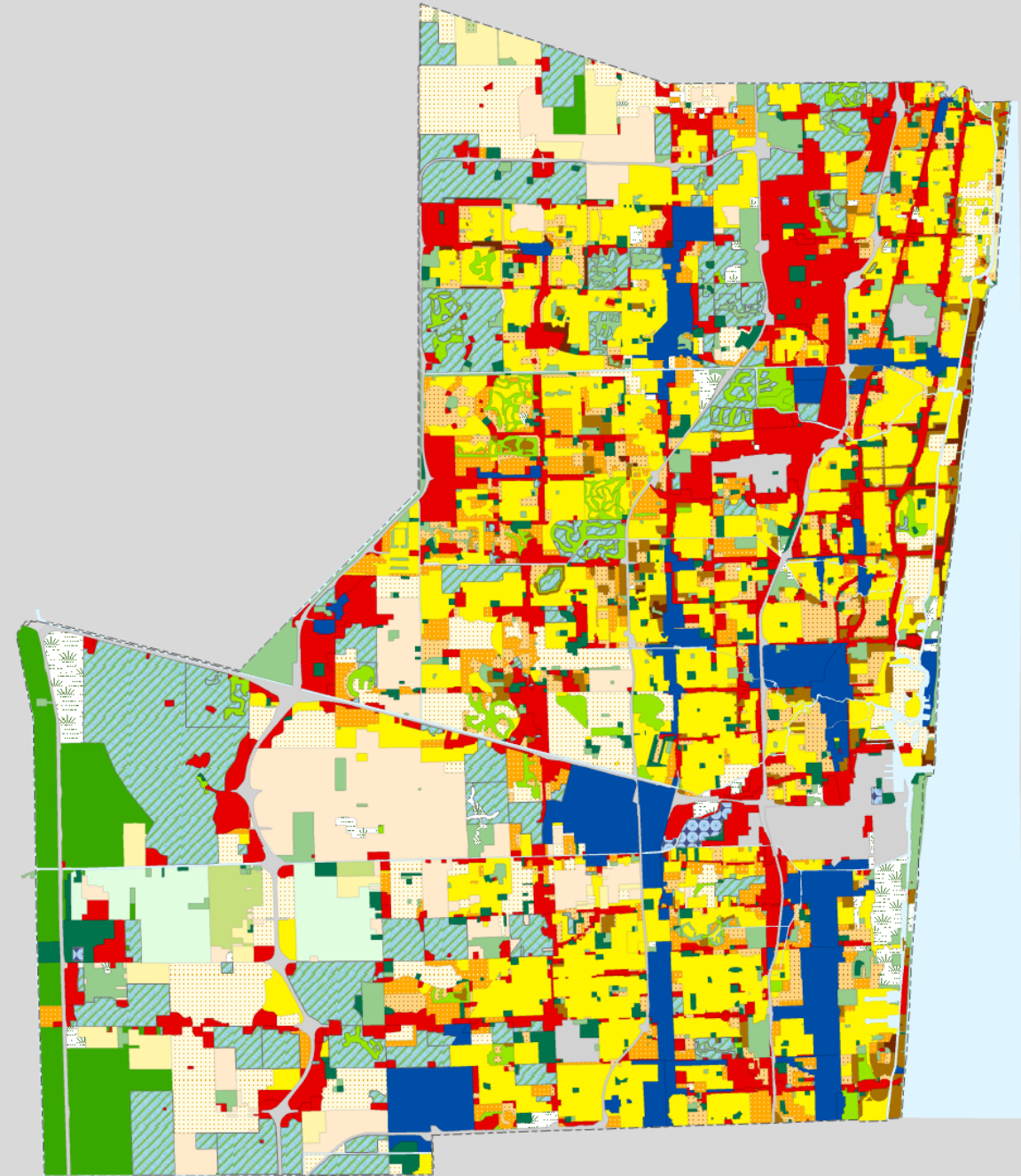
12 sq. miles (2.8 %) vacant developable land



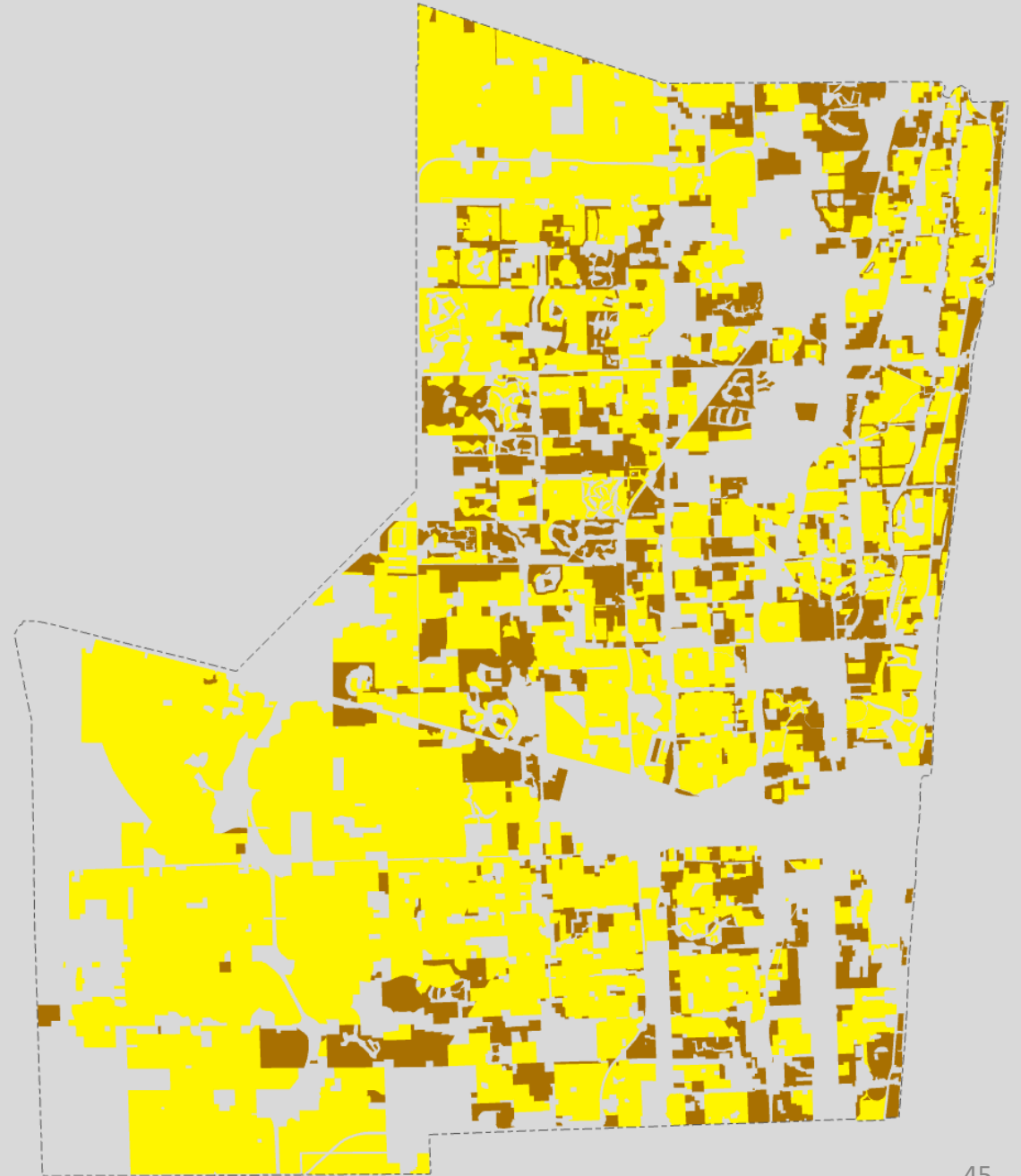
Future Land Use Designations



Source: BCLUP Aug 2024, excludes Water and Transportation






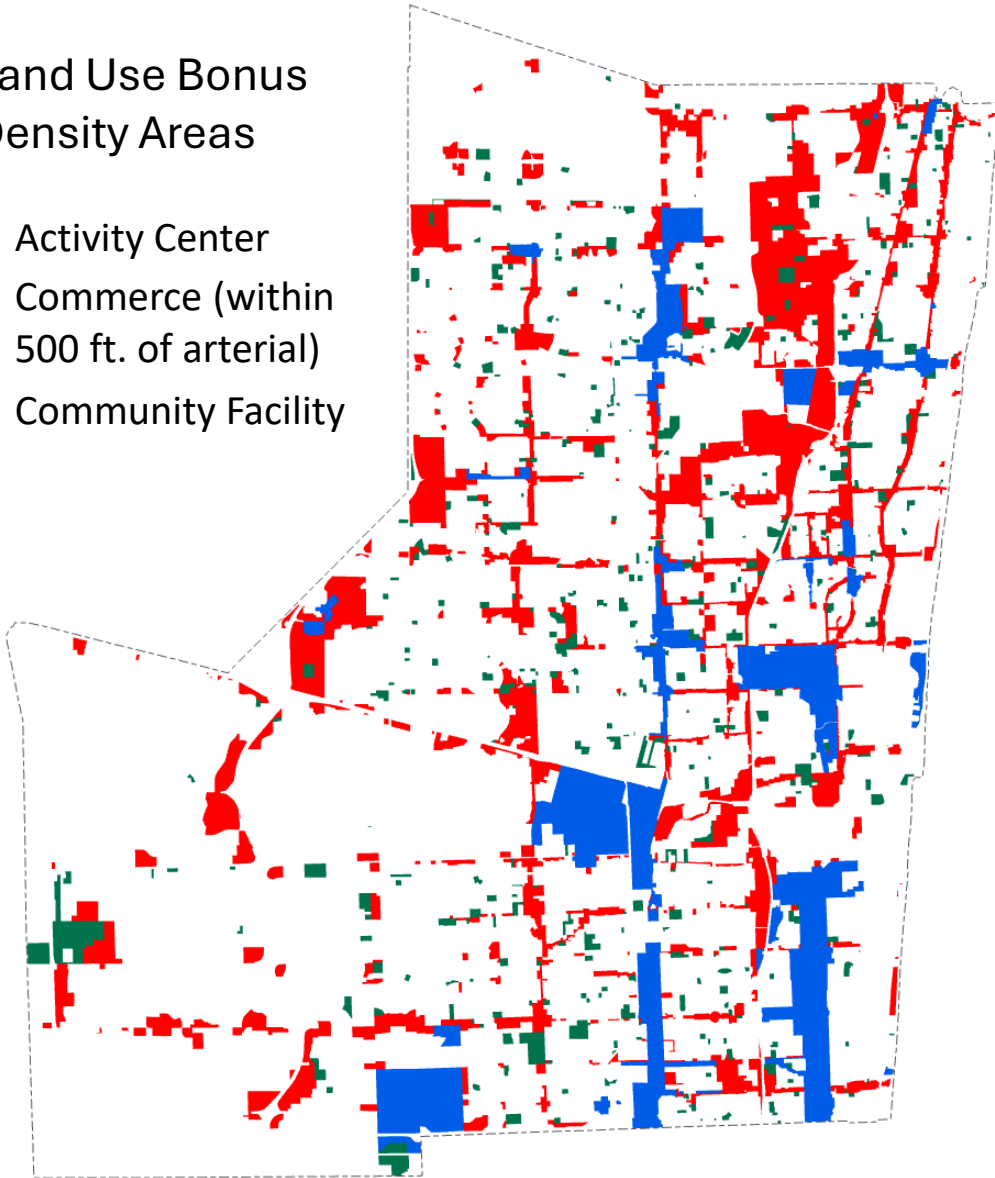
- Low Residential
- High Residential







Distribution of New Units, 2020 - 2050

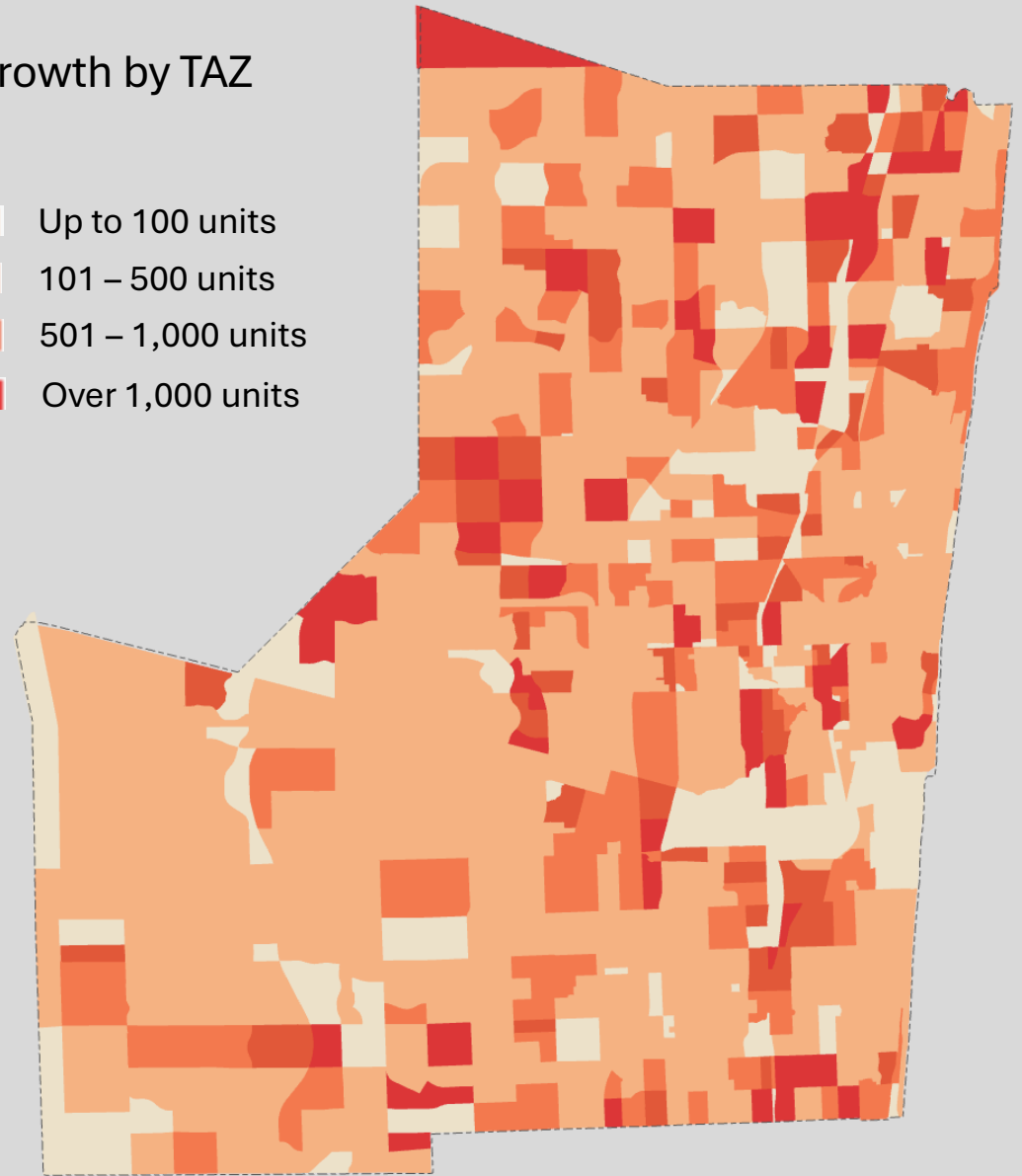
Land Use Bonus Density Areas

-  Activity Center
-  Commerce (within 500 ft. of arterial)
-  Community Facility



Growth by TAZ

-  Up to 100 units
-  101 – 500 units
-  501 – 1,000 units
-  Over 1,000 units



2017 BrowardNext Summary

Climate Change Resilience



- Supported and furthered mitigation and adaptation strategies consistent with the County's adopted **Climate Action Plan**.
- Supported and utilized **"Priority Planning Areas"** as part of the land use plan amendment review process.
- Supported identification and adoption of "Adaptation Action Areas."

Targeted Redevelopment

- Retained County approval requirements for “**Activity Center**” designations.
- Continued to support “**Smart Growth**” policies and emphasize the housing and transportation connection.
- Supported the Broward Redevelopment Program, including use for affordable housing proposals.
- Retained County policy to limit or require enhanced review for development on the barrier island.
- Retained the County land use plan amendment **golf course conversion review requirements**.
- Retained the County land use plan “compatibility review” requirements and supported established neighborhoods and the County’s unique rural areas.
- Retained requirements for adequate public facilities and services, including public school concurrency.

Multi-Modal

- Continued to support the context sensitive implementation of **Complete Streets** (pedestrian, bicycle, vehicle, transit) throughout the County.
- Retained existing Port and Aviation land use plan policies.
- Retained **Broward County Trafficways Plan** dedication requirements.



World-Class Natural Resource Protection and Enhancement

- **Updated** the County's many successful **environmental protection programs**, including water management and flood protection in light of climate change.
- **Maintained** the County land use plan municipal and regional **parks requirement** of three (3) acres per thousand permanent residents.
- Enhanced the County's support and programs to designate and protect historic, archaeological and paleontological resources.
- Supported the County's policy to **oppose fracking**.
- Supported **compatible urban agriculture**.

Affordable Housing

- Retained the County land use plan amendment affordable housing review requirements and established a standardized methodology for County land use plan amendment reviews.
- Supported the identification and implementation of sustainable funding sources for affordable housing.
- Authorized an **affordable housing density bonus** program.
- Allowed municipalities to count efficiency and studio units (up to 500 square feet for each unit) as **0.5 units instead of 1.0 units for density purposes**.
- Supported the investigation and identification of **construction techniques** affording significant cost savings, while meeting the applicable building codes.



Renewed Intergovernmental Partnership

- **Reformed** land use plan **“flexibility rules”** by eliminating the current 125 flexibility zone boundaries and replacing with municipal boundaries.
- Introduced a pool of residential units, called **“Redevelopment Units;”** which may be allocated per Planning Council/Broward County Commission approval.
- Allowed a **limited increase**, every 5 years, to permitted densities (500 units or 20% of units, whichever is less) and intensities (200,000 square feet or 20%, whichever is less) for County designated **“Activity Centers;”** (not including the barrier island) with a requirement that such limited increases be subject to a municipal land use plan amendment process.
- Authorized municipal **“Transfer of Development Rights”** programs.
- Revised the land use plan **platting requirements** exemption threshold from five (5) acres to ten (10) acres.
- Supported environmental and social justice for underserved populations.

Shift to Regional Policy Issues



Collapsed the existing "Commercial," "Industrial," "Employment Center" (High and Low) and "Office Park" non-residential permitted uses related to a single "Commerce" land use plan classification in both the text and on the map.



Collapsed the existing "Community Facilities" and "Utilities" to a "Community" designation in both the text and on the map.



Collapsed the previous "Regional Activity Center," "Local Activity Center," "Transit Oriented Corridor," "Transit Oriented Development" and "Mixed-Use Residential" permitted uses, mixed-use designations into a single "Activity Center" designation (maintained adopted intensities and densities).



Allowed for the minimal conversion (up to 5 acres) of lands designated "Recreation and Open Space" on the BCLUP to permit community or public uses, as long as functional and sufficient open space remains for area residents.



Local government plans may continue to be more restrictive.

Since 2017 BrowardNext Adoption

PCT 18-1: BCLUP Corrective Amendments for clarification or omissions as a result of 2017 BrowardNext adoption.

PCT 18-4: Strengthened existing fracking Policy.

PCNRM 19-2: Updated Beaches and Shores Map to reflect revised dredge disposal sites and memorialize primary drainage system.

PCT 19-5: Updated Policy 2.16.2 Bonus Density Formulas to be consistent with Florida Statutes.

PCT 19-6: **Established Seawall Ordinance** to provide for consistent seawall and top-of-bank elevation for tidally-influenced waterways in accordance with sea level rise predicted through 2070.

PCNRM **Updated Priority Planning Area Map with best available data**

PCT 20-2: Updated Policy 2.16.2 Bonus Density Formulas.

PCT 20-4: **Updated & Expanded Bonus Density Formulas** in Centers.

PCT 20-5: Updated Policy 2.16.2 for BCLUP amendments adding more than 100 new dwelling units and corresponding Administrative Rules Document

Established Residential by Right in Commerce & Activity Centers

PCT 20-8: Revised Climate Change Resiliency Strategies Highlighted Regional Issue to be consistent with corresponding Priority Planning Area Map

Expanded Resiliency Review to include Regional Climate Action Plan

PCT 21-3: Updated Definitions Section for consistency with federal, state and local statutes and regulations, as well as planning terminology.

PCT 22-1: **U Established Residential by Right in Community** development Units Policies to streamline while retaining intent // Corresponding Administrative Rules Document Amendment

PCT 22-2: Revi **Expanded Residential by Right in Commerce to within ½ mile of passenger rail stations**

PCT 22-3: Updated Affordable Housing Highlighted Regional Issue.

PCT 22-4: Updated existing Policy 2.16.3 Bonus Density Formulas to expand applicability.

PCT 23-2: Updated existing Policy 2.21.6 to add applicability of Regional Climate Action Plan during review of BCLUP amendments.

PCT 23-3: Established Policy 2.16.5 Community Use Incentive Policy to permit affordable housing opportunities on lands owned by local governments within jurisdictions, County or School Board.

PCT 24-1: Updates Community and Regional Parks and Implementation subsections. (In Process: Pending/Referenced Above in Implementation Section)

PCT 24-2: Updates existing Policy 2.16.4 to add Commerce designated lands within one-half (1/2) mile of passenger rail stations as qualifying areas. (In Process: Pending Adoption Late Summer/Early Fall)

Framework 2024 Highlights

Policy Priorities

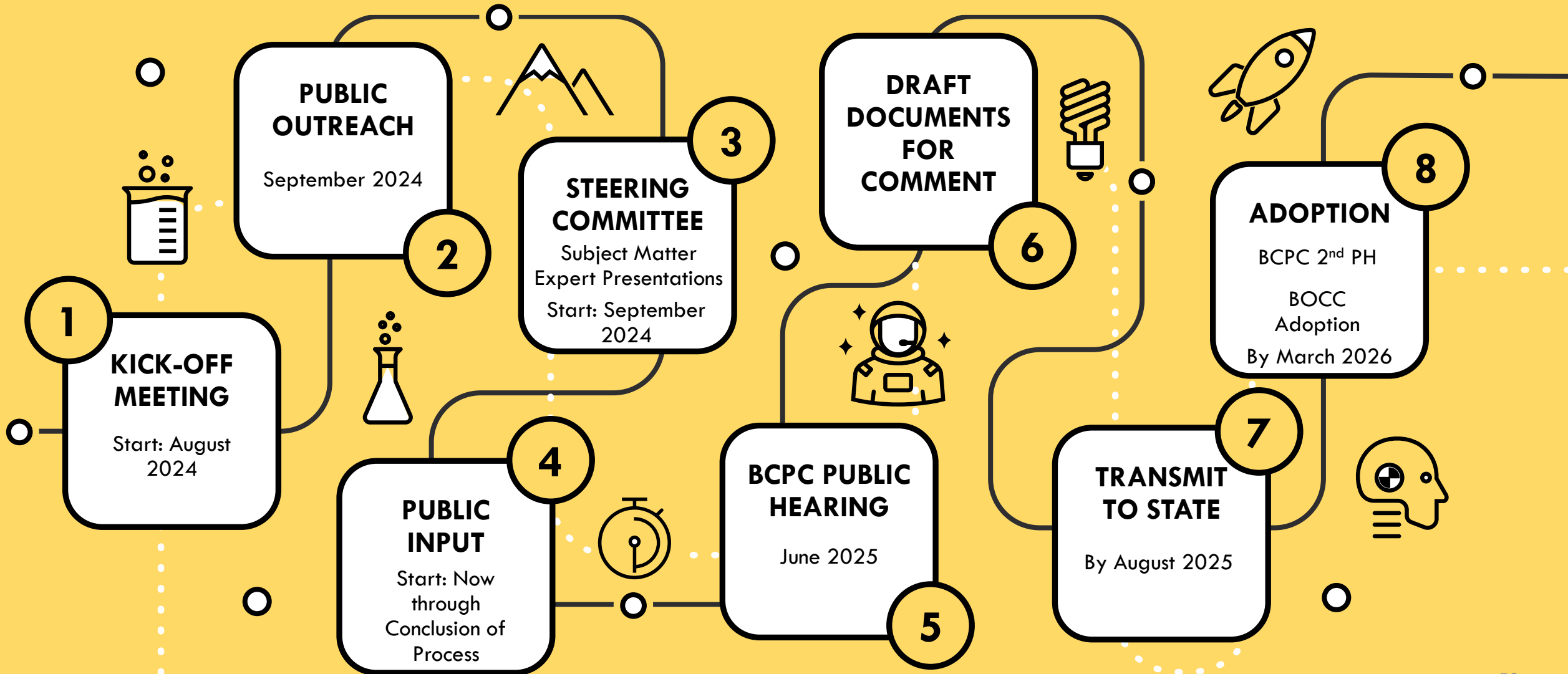
- Affordable Housing
- Sea Level Rise and Resiliency Planning
- Transportation
- Redevelopment



How to Accomplish Priorities

- Detailed Framework Document
- Subject Matter Expert Presentations Series
- Steering Committee Policy Directives
- Planning Council Staff Drafts Policy Proposals and Options

BROWARDNEXT ROADMAP



Let's Keep in Touch!

Sign up for
emails/texts today!



Visit the BrowardNext website
broward.org/browardnext

---It is how to---

Stay notified

Sign-up for emails

Sign-up for SMS

Social Media (coming soon)

Submit comments



THANK YOU!

Barbara Blake Boy, Executive Director
Broward County Planning Council
bblakeboy@broward.org
954.357.6982 (direct)

Public Works Department

Traffic Engineering Division

Traffic Signal System Update

Presented to:
Transportation Surtax Oversight Board
December 11, 2024



MAP Broward
Mobility Advancement Program
Brought to you by the
Penny For Transportation

Adaptive Traffic Control Systems

Multi-Agency Collaborations

ATCS Collaborations with other agencies

MAPID	Location	Agency
A01	Broward Blvd	FDOT-D4/HCED
A02	Hallandale Beach Blvd/US-1	HCED
A03	University Dr	FDOT-D4/HCED
A04	Hillsboro Blvd	FDOT-D4
A05	SR-7 (US-441)	FDOT-D4/HCED
A06	Sunrise Blvd	FDOT-D4/HCED
A07	Commercial Blvd	FDOT-D4
A08	SE 17th St Causeway	FDOT-D4
A09	Sunrise Blvd / Panther Pkwy	HCED
A103	Pine Island Rd	HCED
A13	Miramar Pkwy	HCED
A14	Sheridan St	HCED
A16	Flamingo Rd / Red Rd	HCED
A17	Sample Rd	FDOT-D4
A21	US-1	FDOT-D4/HCED



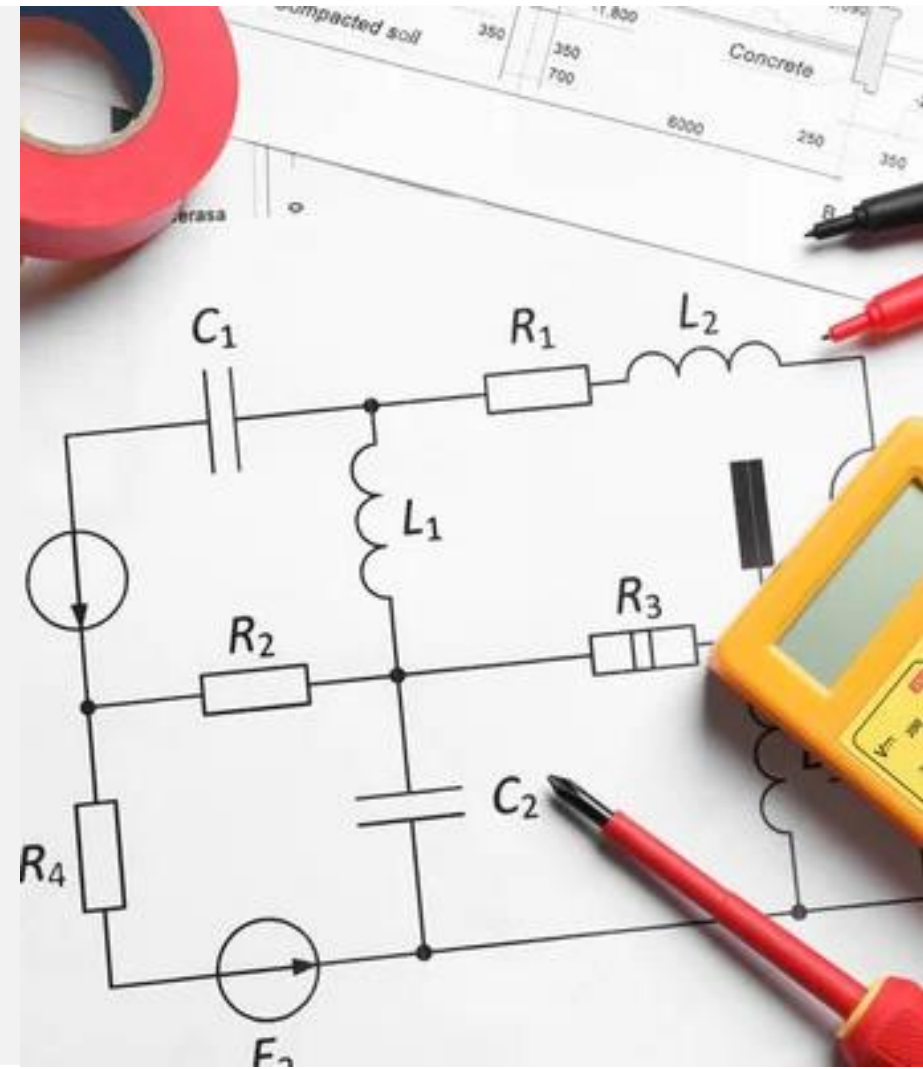
Adaptive Traffic Control Systems - Projects Under Construction

MAP ID	Corridor	Limits	% Complete
A21	US-1	Federal Hwy from I-595 to Broward Blvd	100%
A03	University Dr	University Dr from Broward Blvd to Peters Rd	95%
A01	Broward Blvd	Broward Blvd from SR 7 to NW/SW 24th Ave	90%
A06	Sunrise Blvd	Sunrise Blvd from South N Federal Hwy to SR-A1A	70%
A08	SE 17th St Causeway	SE 17th St from US-1 to Holiday Dr	70%
A01	Broward Blvd	Broward Blvd from NW/SW 22nd Ave to SE 8th Ave	Construction Materials Procurement
A03	University Dr	University Dr from Stirling Rd to SR-84 / from NW 2nd St to Sunrise Blvd	
A05	SR-7 (US-441)	SR-7 from South of Sample Rd to Atlantic Blvd and Lux Rd	
A06	Sunrise Blvd	Sunrise Blvd from SR 7 to N Flagler Dr	
A13	Miramar Pkwy	Miramar Pkwy from SW 184 Av to Monarch Lakes Blvd	
A02	Hallandale Beach Blvd/US-1	Hallandale Beach Blvd from SR 7 to A1A / US-1 from Miami-Dade County Line to Atlantic Shores Blvd	Procurement
A103	Pine Island Rd	Orange Grove Drive to Cleary Blvd	



Adaptive Traffic Control Systems - Projects Under Design

MAP ID	Corridor	Limits	% Complete
A21	US-1	Pembroke Road to Griffin Road	90%
A16	Flamingo Rd / Red Rd	Griffin Rd to Miami-Dade Co. Line	Procurement
A14	Sheridan St	I-95 to A1A	Procurement

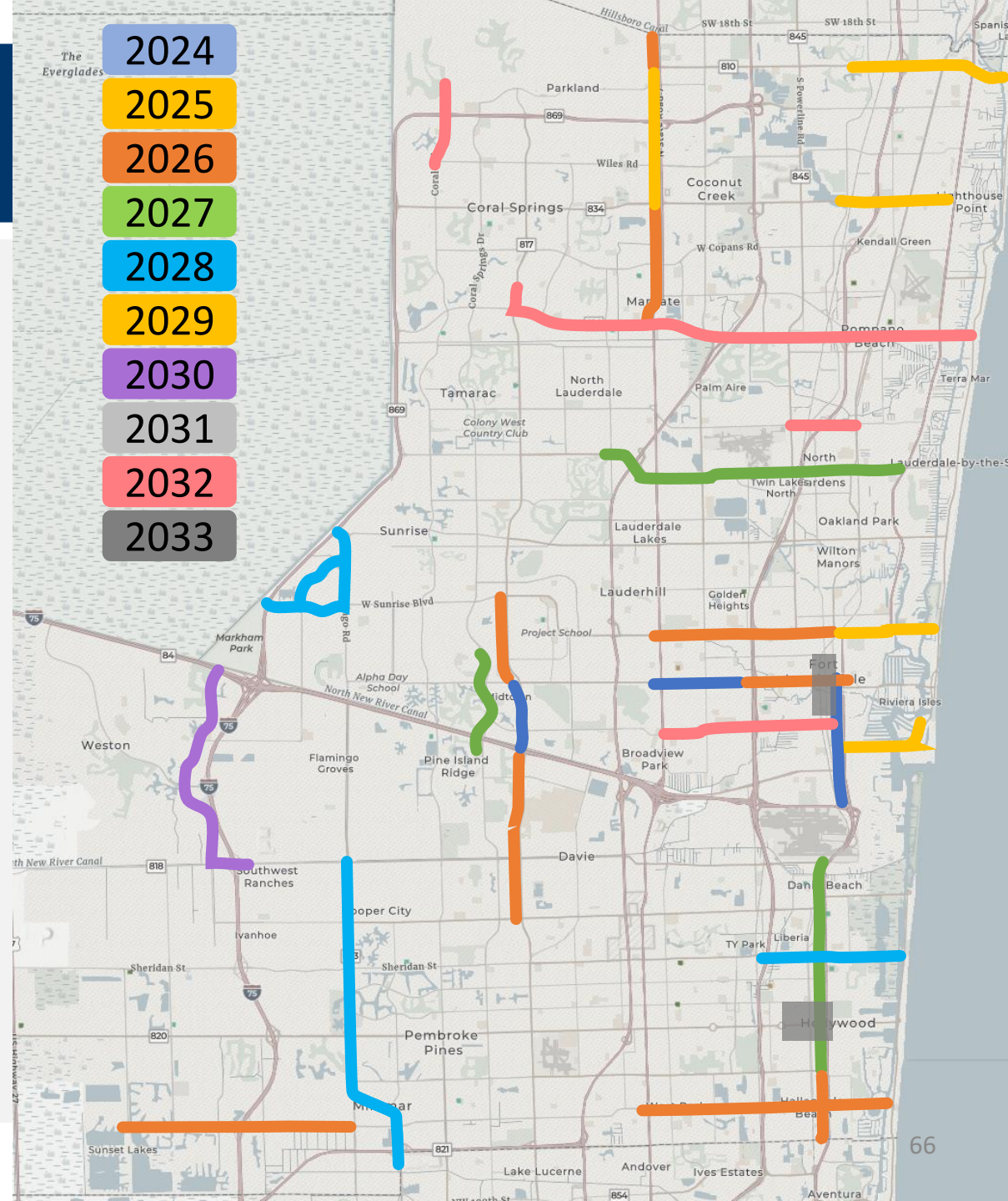


Adaptive Traffic Control Systems

Project Completion Schedule

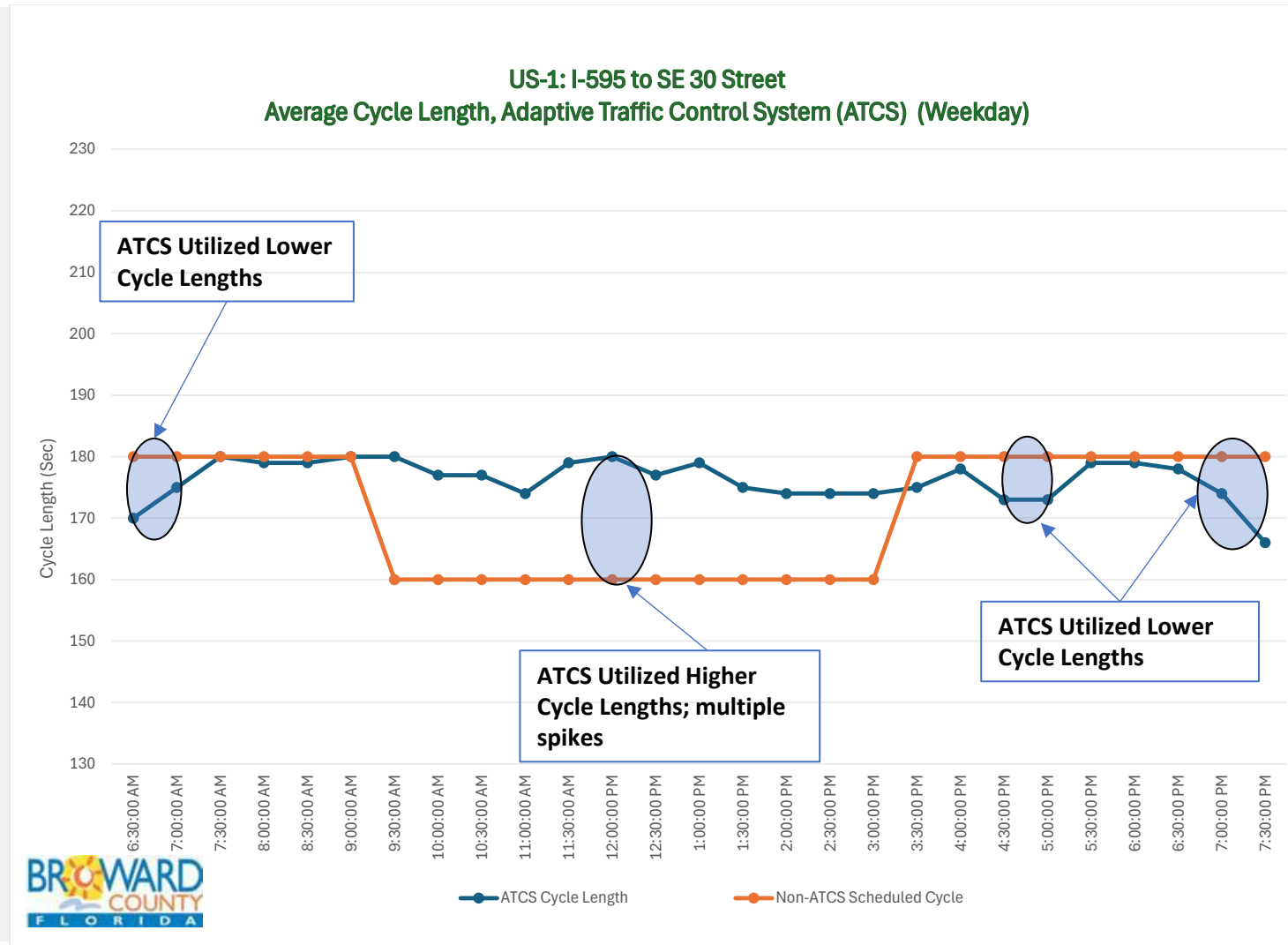
2024	A03	University Dr
	A21	US-1
	A01	Broward Blvd
2025	A06	Sunrise Blvd
	A08	SE 17th St Causeway
2026	A01	Broward Blvd
	A02	Hallandale Beach Blvd/US-1
	A03	University Dr
	A05	SR-7 (US-441)
	A06	Sunrise Blvd
	A13	Miramar Pkwy
2027	A07	Commercial Blvd
	A103	Pine Island Rd
	A21	US-1
2028	A09	Sunrise Blvd / Panther Pkwy
	A14	Sheridan St
	A16	Flamingo Rd / Red Rd

2029	A04	Hillsboro Blvd
	A05	SR-7 (US-441)
	A17	Sample Rd
2030	A18	Weston Rd
2031	A12	Fort Lauderdale Downtown
2032	A11	Atlantic Blvd
	A15	Davie Blvd
	A19	Coral Ridge Dr
	A20	Cypress Creek Rd
2033	A10	Young Circle Area



Adaptive Traffic Control Systems

US-1 (I-595 to Broward Boulevard) – Activated November 2024



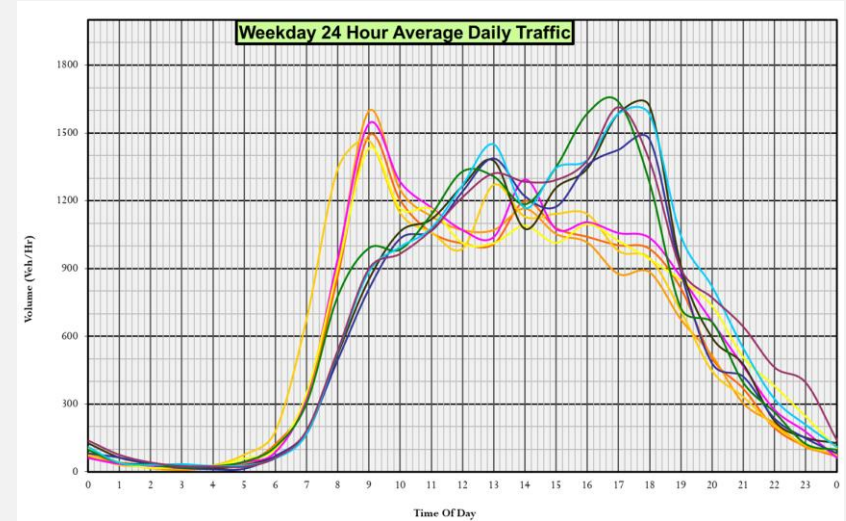
Traffic Signal Synchronization “Coordination”

Begin with:

- Baseline Traffic Data & Travel Times
- Create Traffic Simulation Models

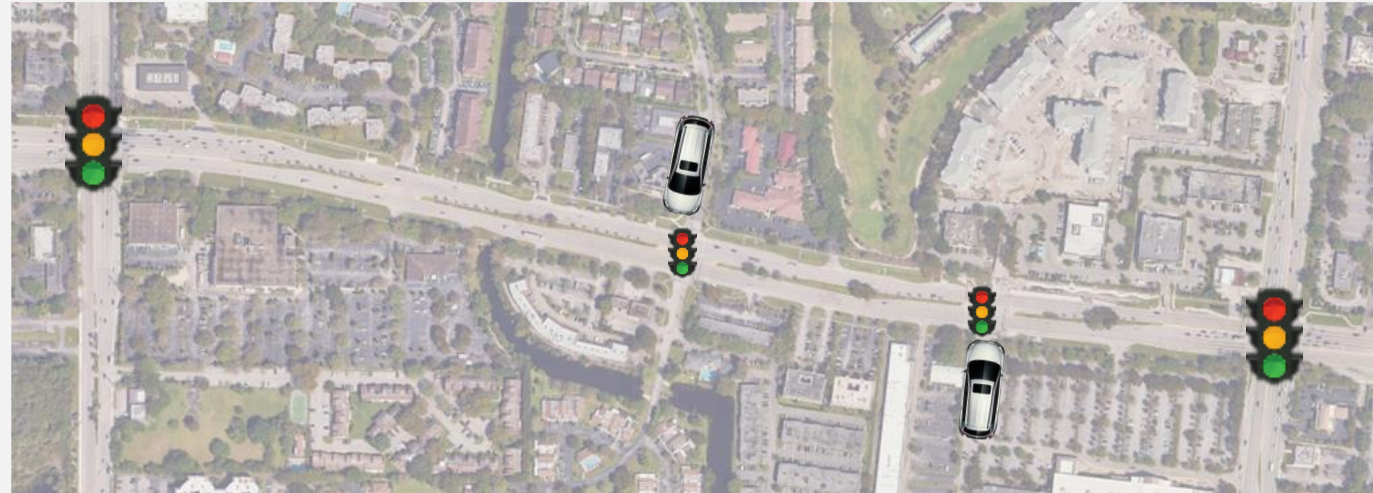
Next, an Iterative Process:

- Develop New Timing Plans & Recode
- Field Verification – Travel Time Runs
- Refine Timing Plans
- Repeat above steps...
- Evaluation & Recommendation



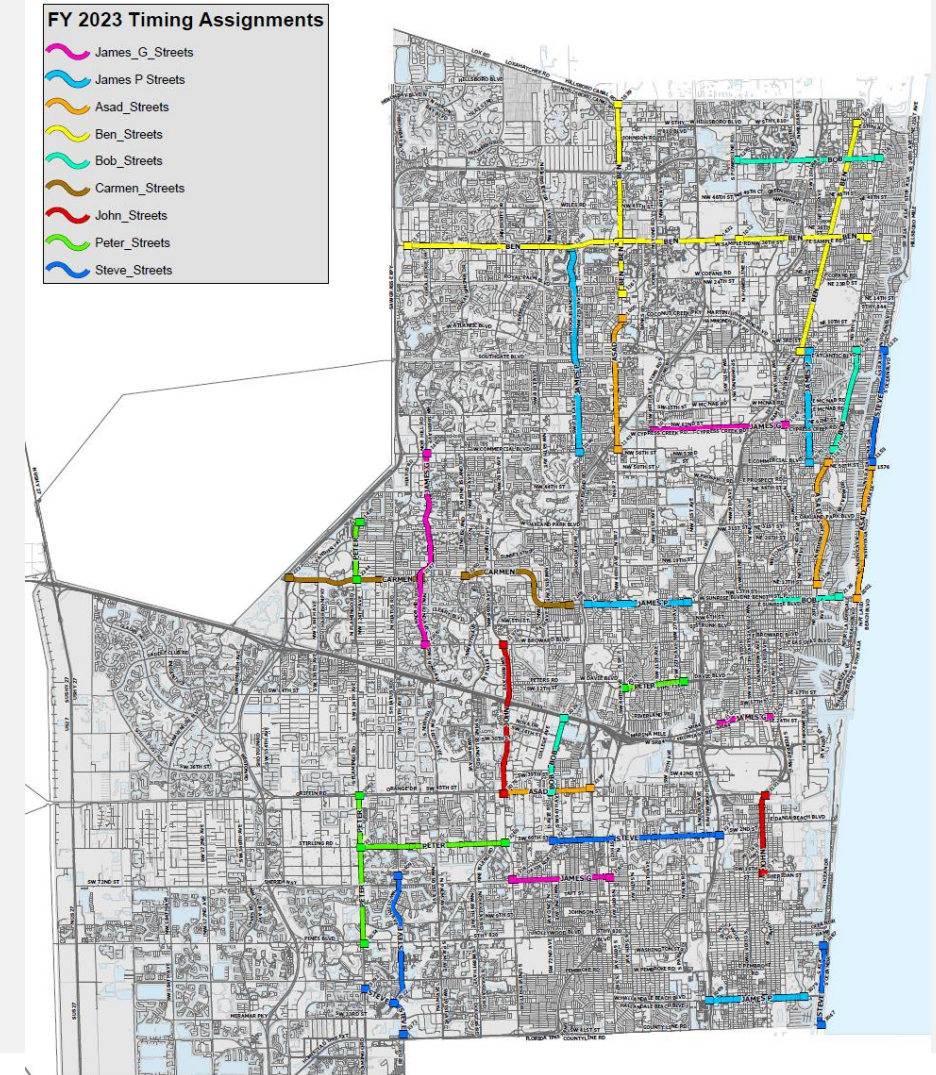
Traffic Signal Synchronization “Coordination”/Continued

- Focused on mainline progression
- Larger roadways → higher mainline “guaranteed” green time
- Drawbacks:
 - Requires a common cycle length governed by most critical intersection → lower volume crossing streets suffer higher delays



County's Annual Synchronization Program

- County's Green Lights Program: a comprehensive traffic signal synchronization program
- Each year, approximately 1/3 of traffic signals are reoptimized
- Follows Federal Highway Administration's (FHWA) best practices for signal timing, maintenance, and management of traffic signals



Traffic Signal System



Central Traffic Signal Management System

Central System: Cubic ITS, Inc.
central software and hardware at
1,475 traffic signals

- Deployed at ~60,000 traffic signals nationwide

Communication: 70% cellular and 30% fiber optic



System	Nationwide Deployments (total # of traffic signals)	Palm Beach County	Broward County	Miami-Dade County	Orange County	Hillsborough County	Pinellas County
Cubic ITS	60,000	✓	✓			✓	
Q-Free/ Intelight	50,000				✓		
Econolite/ Centrac	57,000						✓
Yunex	Data Unavailable			✓			

Field Infrastructure - Detection Systems

Reliable Vehicle & Pedestrian Detection: significant factor for optimal traffic signal operation

Fixed Time

- No detection
- Pre-timed: movements receive pre-determined green times regardless of demand
- Synchronization: time-of-day plans

Actuated

- Relies on Detection
- Synchronization: time-of-day plans

Adaptive

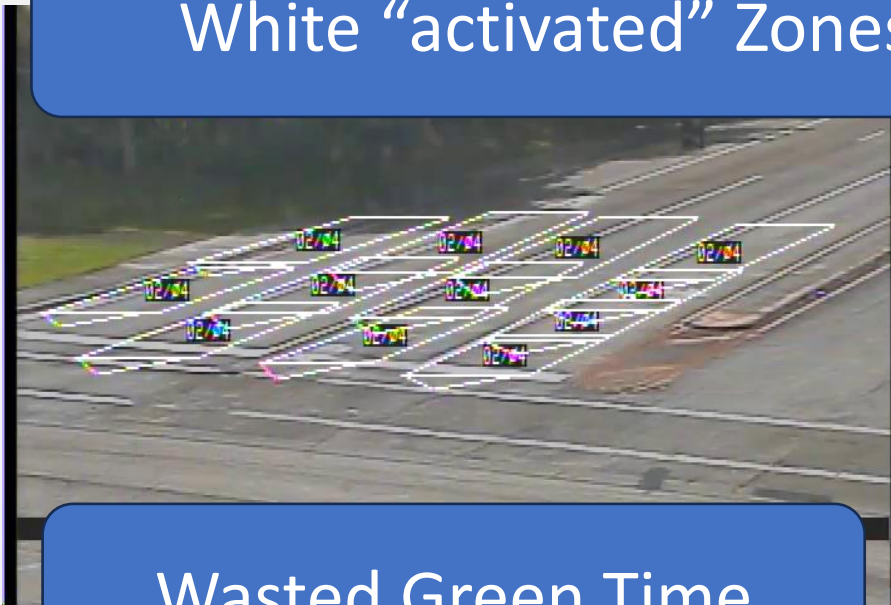
- Relies on extensive detection to measure delay and demand
- Synchronization: algorithms optimize signal timing in Real-Time

Detection Systems Common Issues

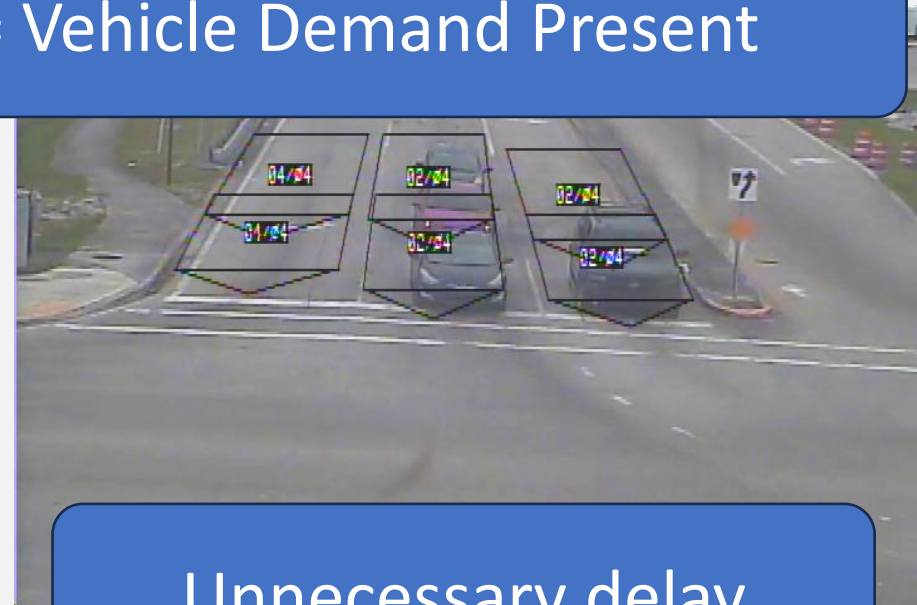


Detection Systems: Susceptible to intermittent issues due to lighting conditions, weather, shadows, glare, dirty lens

White “activated” Zones = Vehicle Demand Present



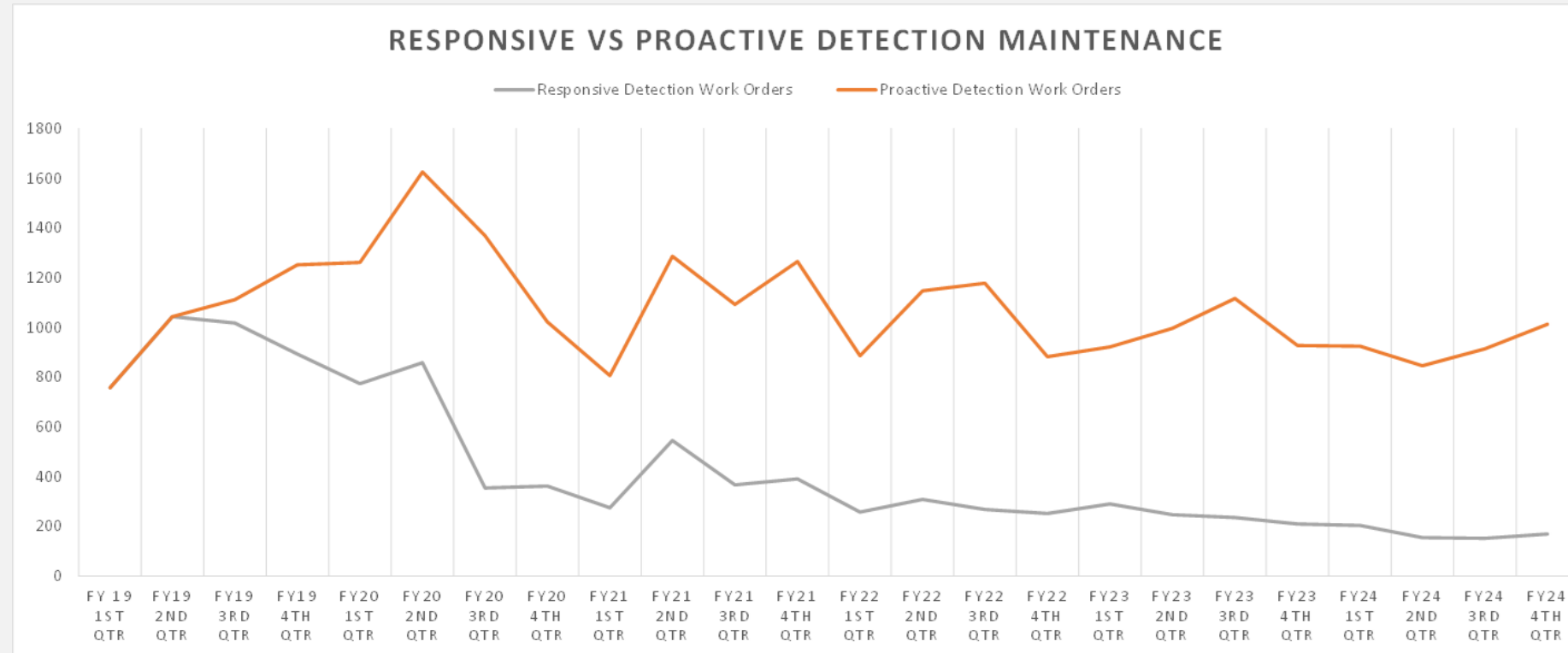
Wasted Green Time



Unnecessary delay

Detection Systems – A Proactive Approach

- ❑ Real-time streams for monitoring (Surtax)
- ❑ Central software alerts for detection issues

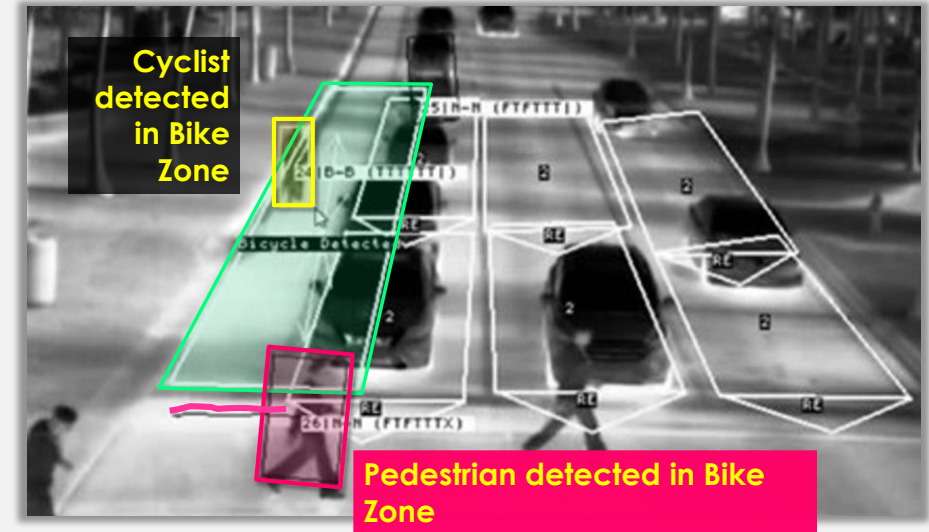


Advanced Thermal Sensor Technology Experimentation

- Overcomes challenges with traditional aged optical detection
- Deployed at 20+ intersections (Surtax)

Evolving Technology Challenges:
new version of hardware produced
and not downward compatible

Complete Sys.
Replacement

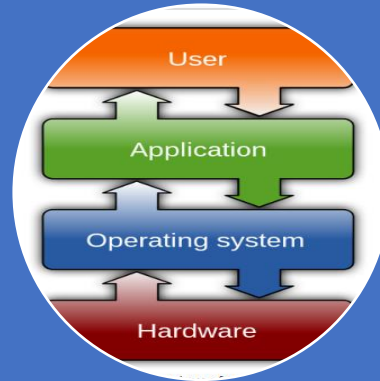


Challenges & Opportunities Moving Forward



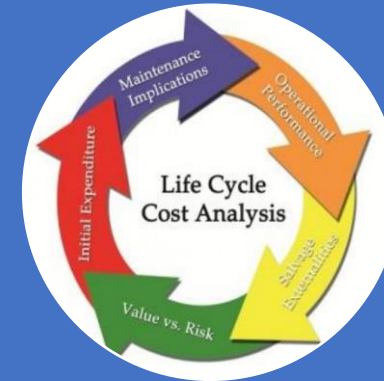
Investing in Right Technology

- Vehicle/Ped Detection & Field Infrastructure
- Active Arterial Management
- Adaptive Traffic Control Systems



Proprietary Nature of Industry

- Vendor-specific hardware and software
- Limited interchangeability/compatibility



Operations & Maintenance

- Periodic & Systematic Replacements/Upgrades: **short life cycle**
- Infrastructure upgrades



Discussion?

Q&A?

Performance Audit Planning

Office of the County Auditor
Kathie-Ann Ulett, CPA, CFE, Deputy County Auditor
Laura Rogers, CIA, CFE, CGAP, CCA, Audit Manager

Meeting Timeline:

- ▶ May 10, 2024
 - ▶ Oversight Board discussed desire for ‘Performance Audit’
- ▶ August 9, 2024
 - ▶ Presented Approach to Performance Audit Planning
- ▶ October 25, 2024
 - ▶ Gathering of Oversight Board Suggestions
- ▶ December 11, 2024
 - ▶ Performance Audit Recommendations
 - ▶ Oversight Board Preference Ranking

Performance Audit Recommendations:

- ▶ Three performance audit options based on feedback
 - ▶ Our recommendations based on:
 - ▶ avoiding duplicative efforts
 - ▶ potential beneficial impact
- ▶ Each Board member will ‘rank’ their choices
 - ▶ First choice scores 1
 - ▶ Second choice scores 2
 - ▶ Third choice scores 3
- ▶ Our Office will tally and consider ranking in establishing 2025 Audit Plan
- ▶ Our Office may adjust audit plan, scope, or objectives as deemed appropriate by the County Auditor

All Audits Include:

- ▶ Initial research and planning:
 - ▶ Consideration of previous history, budgets, initial interviews, peer database reviews, previous audit work
 - ▶ Threat identification and risk assessment
- ▶ Fieldwork
 - ▶ Research, interviews, site visits, data gathering, analyses, data analytics, etc.
- ▶ Report Drafting
 - ▶ Background
 - ▶ Summary information
 - ▶ Opportunities for Improvement
 - ▶ Recommendations
- ▶ Exit Conferences
- ▶ Distribution of Final Report
- ▶ All audits are confidential until release of final report
- ▶ Conducted in a manner consistent with Generally Accepted Government Auditing Standards (GAGAS)

Option 1: Surtax Program Objectives the First Five Years

- ▶ Study of Surtax Program Goals:
 - ▶ Expand connectivity
 - ▶ Congestion management
 - ▶ Improve transit service
 - ▶ Enhance multi-modal options
 - ▶ Economic development and benefits
- ▶ Identify potential performance metrics for each objective
- ▶ Examination of 'baseline' 2018 status (as available) and 2024 current status
- ▶ Results may show areas of strength/weaknesses, data
- ▶ Potential opportunities for improvement will be based upon results
 - ▶ Examples: improving progress towards objectives, increasing data availability and collection

Option 2: Surtax Program Funding the First Five Years

- ▶ Study of Surtax Revenue and Expenditures:
 - ▶ Examination of amounts spent, allocated, and future projections
 - ▶ Return on Investment
 - ▶ Leveraged and matched dollars
- ▶ Potential Analyses:
 - ▶ Spending by objective
 - ▶ Operating vs Design/Construction vs Acquisitions
 - ▶ Supplanted Funding
 - ▶ Municipality Funding
- ▶ Potential opportunities for improvement will be based upon results:
 - ▶ Examples: budgeting recommendations, etc.

Option 3:

Traffic Congestion Improvements

- ▶ Traffic Engineering:
 - ▶ Examination of signalization, studies and improvements
 - ▶ Current and planned investments, implementation timelines
 - ▶ Identification of performance metrics
- ▶ HCED and HBMD:
 - ▶ Examination of roadways targeted for improvements, including widening and safety improvements
 - ▶ Identification of performance metrics
- ▶ Opportunities for Improvement will be based upon results
 - ▶ Examples: recommendations regarding timelines, future investments, data collection, performance metrics, performance improvements, etc.

Performance Audit Preference Ranking:

- ▶ Each Board member will 'rank' their preference
 - ▶ First preference scores 1
 - ▶ Second preference scores 2
 - ▶ Third preference scores 3

Potential Performance Audit	Ranking
Performance Objectives	
Funding Analyses	
Traffic Congestion Improvements	

Performance Audit Planning

▶ **QUESTIONS?**

BROWARD COUNTY

Low Stress Multimodal Mobility Network Master Plan Update



Transportation Oversight Board
December 11, 2024



VISION

To create an inclusive low-stress multimodal transportation network for all ages and abilities in Broward County.



FOUNDATIONAL PRINCIPLES



Public Outreach Summary

Community is the heart of the project



4

Community Outreach Events



3

Focus Group



2

Public Meetings



6

Technical Working Groups



9

Stakeholder Interviews



Crowdsource Map

292 COMMENTS



Public Survey

576 RESPONSES



Community Outreach Events Main Takeaways

Neighborhoods need more sidewalks that are wide and safe from cars

More shade, trees, benches and water fountains in walking and bike trails

Would love to walk and bike more but the county needs infrastructure to get out and about.

We need physical barriers between traffic lanes and bike lanes to ride safely

Distracted driving is an epidemic in the County, every driver is looking at their phone!



Focus Group Main Takeaways

Increase
Safety, Comfort,
Convenience,
Inclusivity

- **Comfort:** Wider sidewalks, shade, reduced noise, dedicated bike lanes.
- **Convenience:** Infrastructure to key destinations, amenities like bike stations, and secure parking.
- **Inclusivity:** Accessible pathways for all abilities, curb adjustments, connection to community facilities.
- **Safety:** Distracted driving impacts safety.



Focus Group Main Takeaways

Existing Infrastructure Concerns

- **Bike Path Gaps:** Lack of continuous sidewalks and safe bike paths.
- **Maintenance:** Insufficient upkeep of bike/ped paths.
- **Safety:** Bike lanes too close to high-speed traffic.
- **Car-Focused Design:** Prioritization of cars over pedestrian/cyclist routes.
- **Standardization:** Inconsistent bike infrastructure and amenities.
- **User-Focused Design:** Design lacks focus on bike/ped user needs.
- **Connectivity:** Lacking connectivity to parks, neighborhoods, and shops.



Focus Group Main Takeaways

Desired Separated Facilities

- **Physical Separation:** Complete separation from motor vehicles.
- **Funding Flexibility:** More funding for bike/pedestrian infrastructure.
- **High-Crash Areas:** Targeted safety improvements in crash-prone zones
- **Other Infrastructure improvements:** coordinated crossings



Focus Group Main Takeaways

Desired Connections

- **High-Density Prioritization:** Safe paths in downtowns and transit hubs.
- **Access to Destinations:** Paths to malls, parks, entertainment, transit.
- **Existing Corridor Improvements:** Enhance beach and cross-city routes.
- **Parks and Recreation:** Safe connections to parks and recreation spots.
- **Senior Population Needs:** Pedestrian-friendly adjustments for seniors.



Focus Group Main Takeaways

Motivations for Walking/Biking

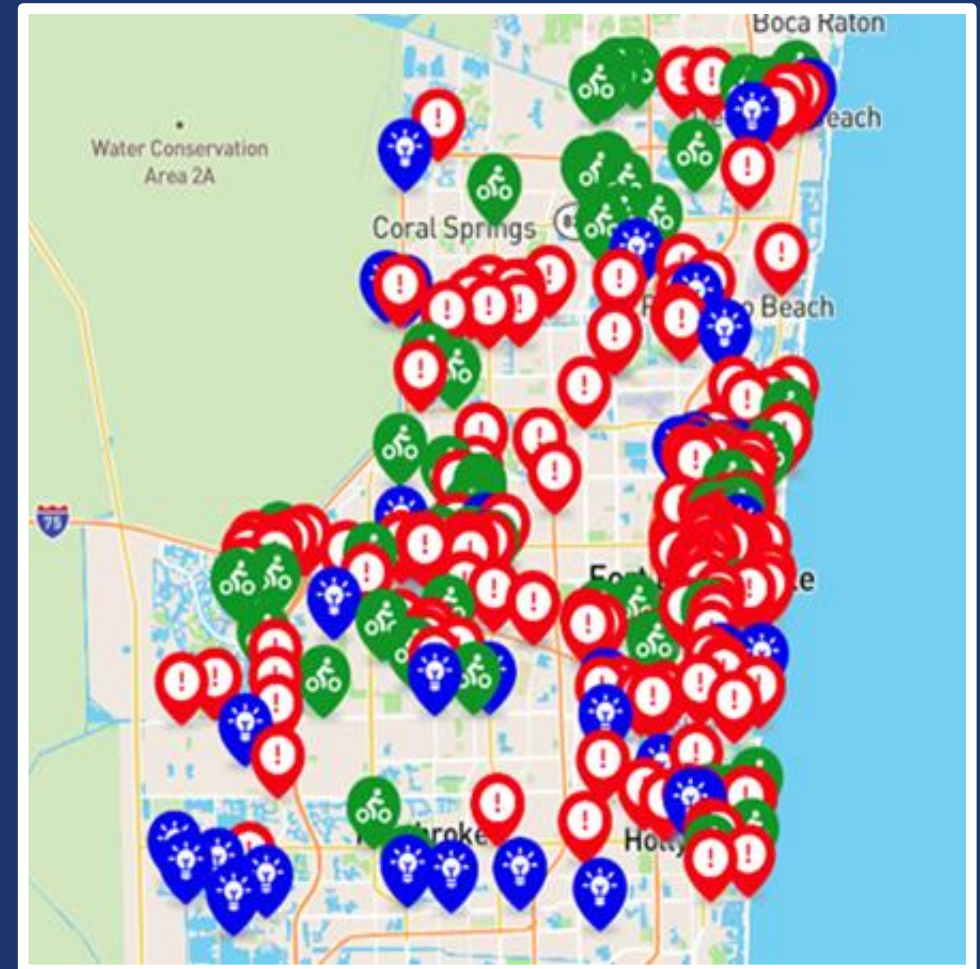
- **Health Benefits:** Fitness and stress reduction.
- **Environmental:** Lower CO₂ emissions, avoiding parking.
- **Community:** Social interaction and connection.
- **Enjoyment:** Appreciation of nature, especially in good weather.
- **Safety in Numbers:** Group rides for a safer experience.



Crowdsource Map

Comment Summary Breakdown

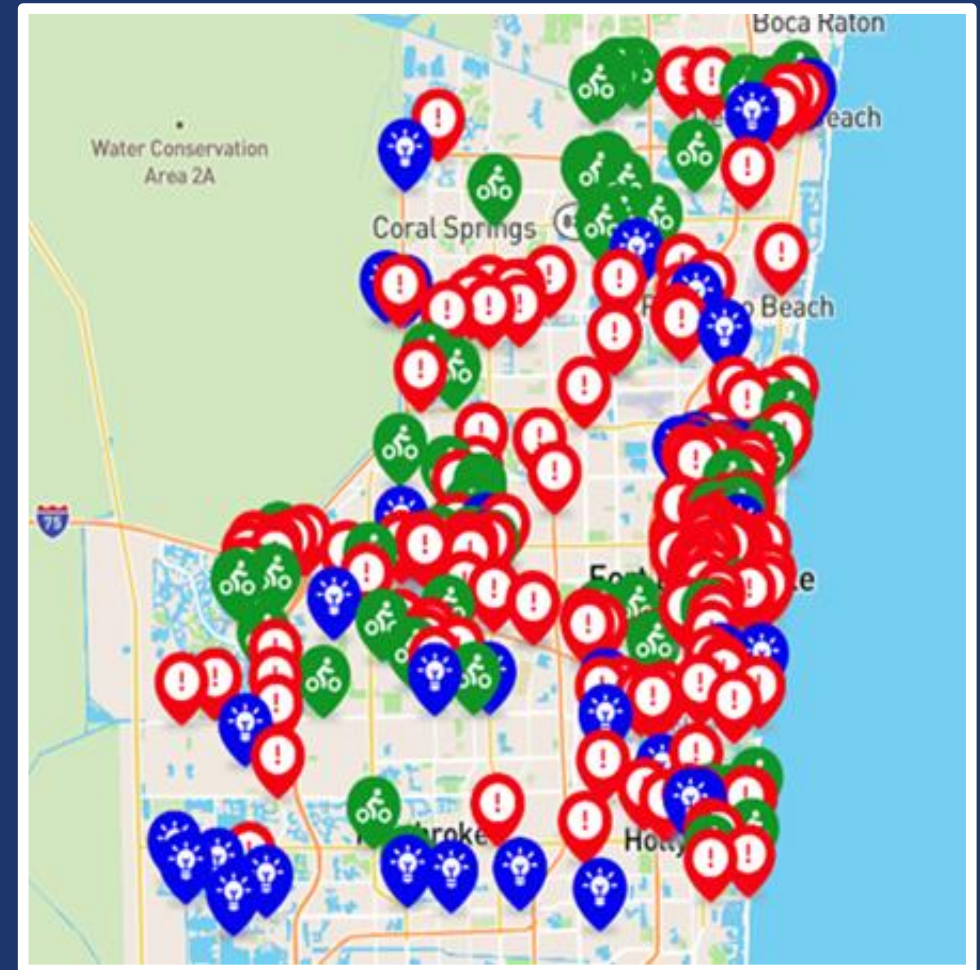
- **Public and stakeholder participation**
- **22%** bike/ped friendly comments (areas identified in **green** feel safe, comfortable, accessible, etc.)
- **61%** needs improvement comments (areas identified in **red** feel unsafe, uncomfortable, inaccessible, disconnected, etc.)
- **17%** suggested improvements (areas identified in **blue** indicate opportunities for amenities or new facilities).



Crowdsource Map Main Takeaways

Main Challenges found at red locations

- Uncomfortable, Unsafe Crossings
- Vehicle Speed
- Condition of Facility
- Lack of Connectivity
- Bike Lane Ends/Transition Concerns
- Lack of Signage
- Not Enough Time to Cross Street
- Other Challenges (Lack of bike facility, no connection)



Crowdsource Map Main Takeaways



Desired Pedestrian Improvements

- Crosswalks
- More crossing time
- Lighting
- Wider sidewalks
- Shade
- Amenities



Desired Bicycle Facility Improvements

- Bike facility separate from travel lane
- Prevent cars from blocking bike lanes
- Improve signage
- Shade and bike racks
- Consistent bike facilities



Desired Other Improvements

- ADA push buttons
- Drainage
- Lighting
- Road safety education
- Bike/pedestrian-only streets



Crowdsource Map Main Takeaways



Vehicle Speed Management

- Reduce speeding and aggressive driving
- Increase traffic calming measures
- More “Complete Streets” projects



Intersection Improvements

- Reduce ped/bike delay
- Pedestrian signals
- Continue bicycle facilities
- Raised intersections, where appropriate



Connectivity Improvements

- Improve connectivity to nearby neighborhoods, schools, parks, and transit stations



Transit Facilities

- Shade
- Sidewalks to transit stops
- Bicycle facilities to transit stops
- Transit stop maintenance



Public Survey Overview

Collection Period:

- August 2023- September 2024

Sample Size:

- Statistically Significant with **95% Confidence Level** and **5% margin of error**

Key Objectives

- Receive public feedback
- Capture public perceptions of existing infrastructure
- Capture public needs/wants
- Develop recommendations based on feedback



Survey Methodology

SURVEY TOOL

33 questions with topics including:

- Walking
- Biking
- Mobility Devices
- Comfort
- Safety
- Improvements
- Behavior

DISTRIBUTION

- Municipal & County Surtax Program Stakeholder Distribution Avenues
- Email Blasts (NPOs, Advisory Boards)
- Social Media, Social Media Ads, iHeartRadio (some geo-targeted)
- Outreach Events

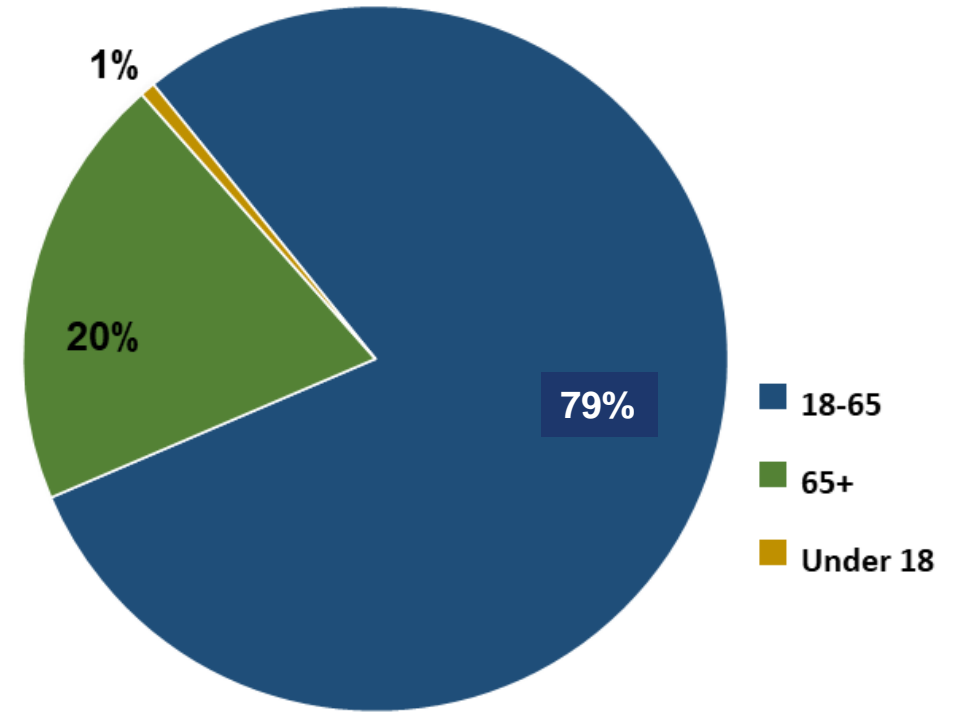
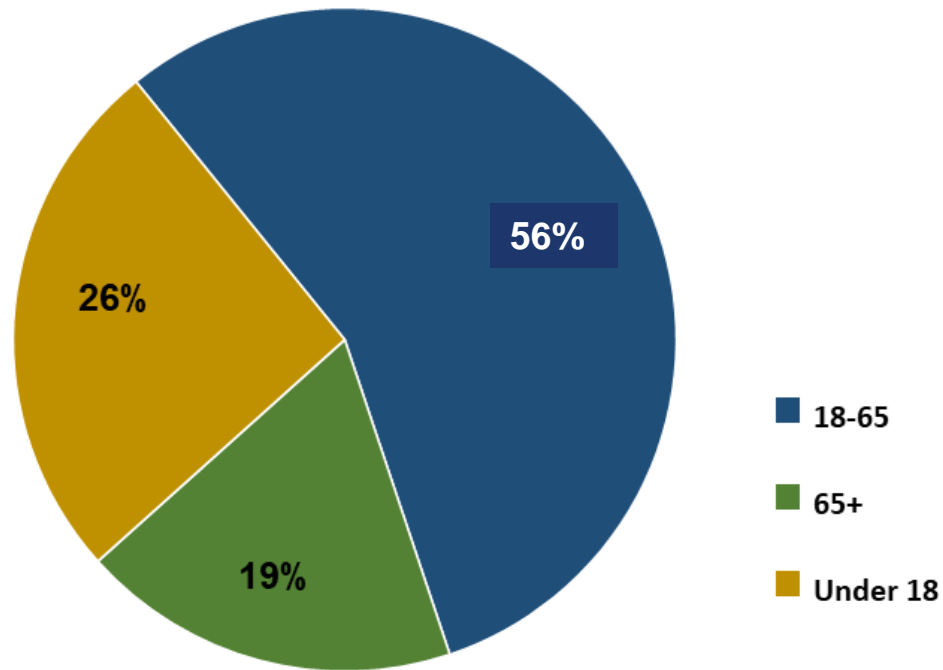


Survey Demographics

BROWARD COUNTY CENSUS DATA (2020)

BROWARD MMMP SURVEY DATA (2023 / 2024)

Age

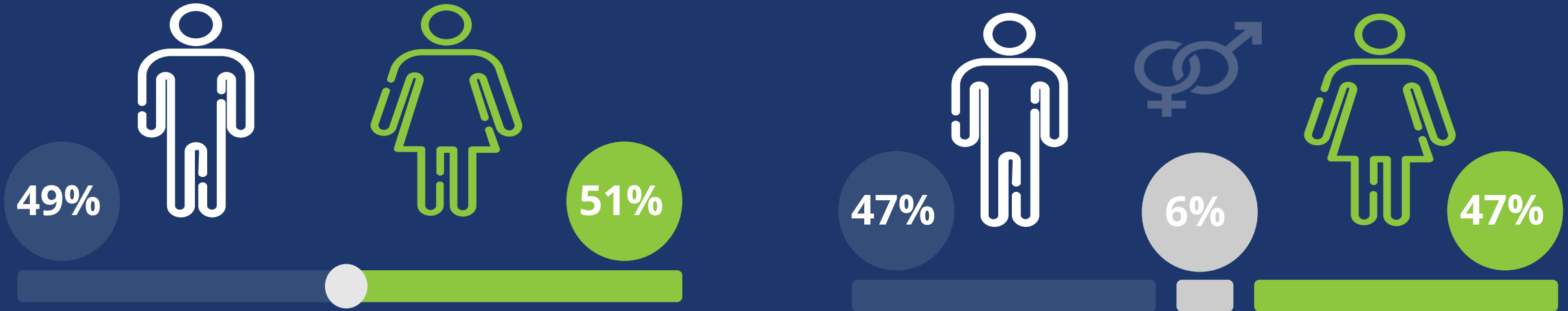


Findings

BROWARD COUNTY CENSUS DATA (2020)

BROWARD MMMP SURVEY DATA (2023 / 2024)

Gender



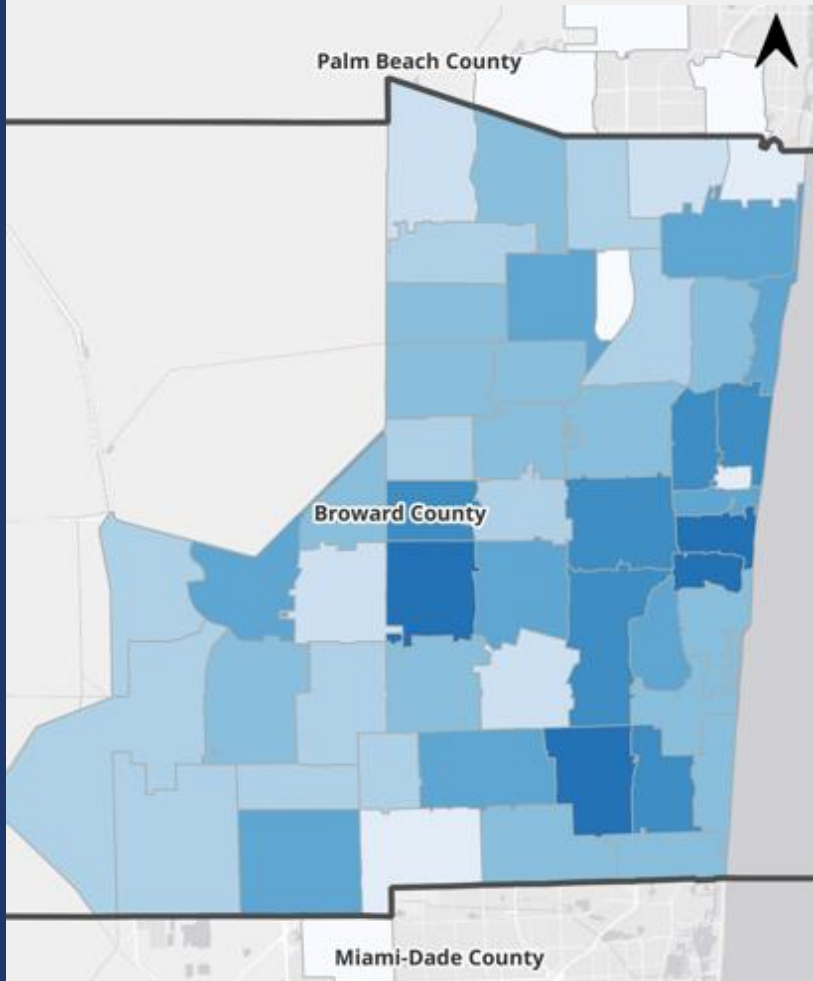
People with a Disability

- Census Data: 6.7%
- Survey: 6.9 %



Findings

Feedback Received From Every Zip Code in Broward



How long have respondents lived in Broward County?



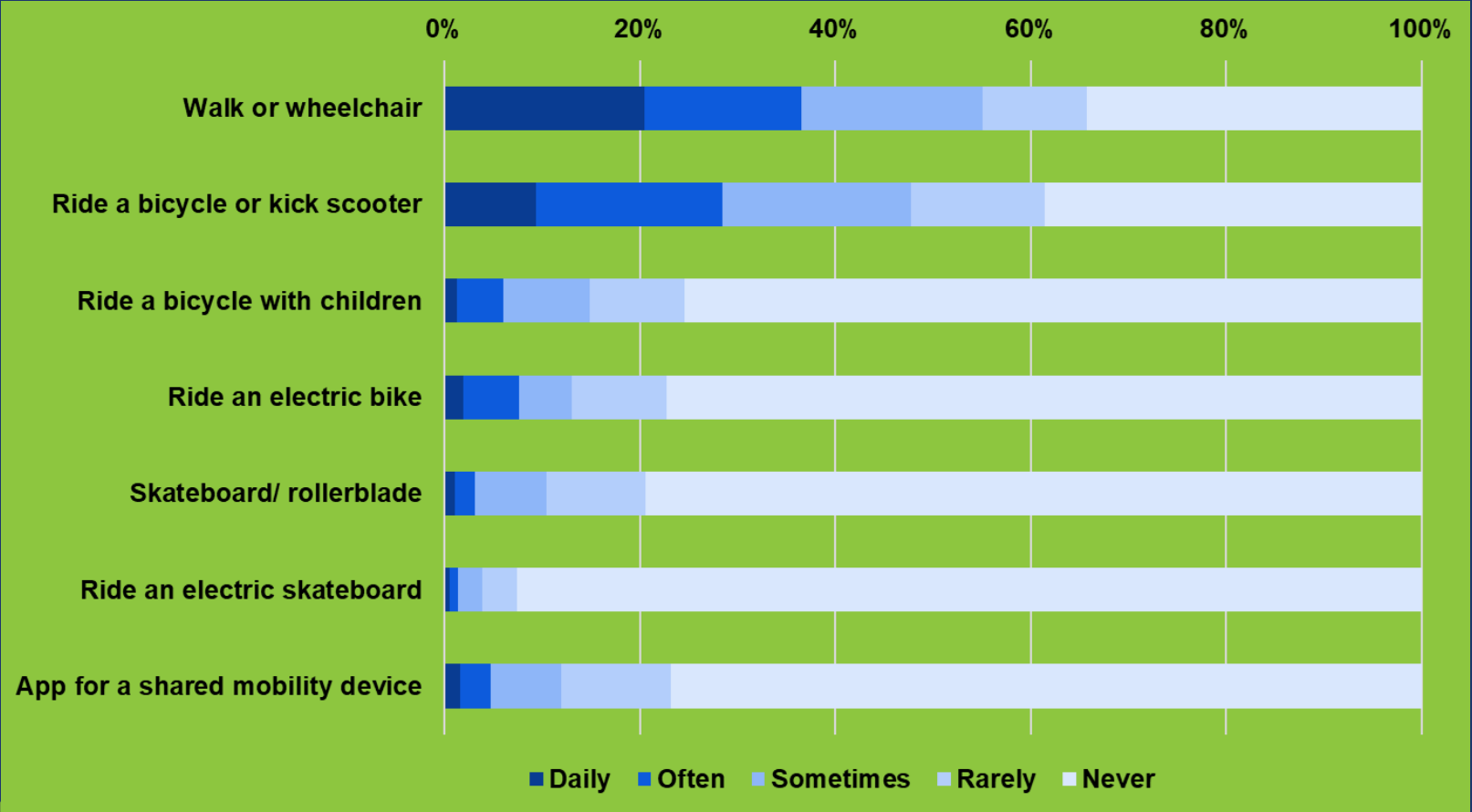
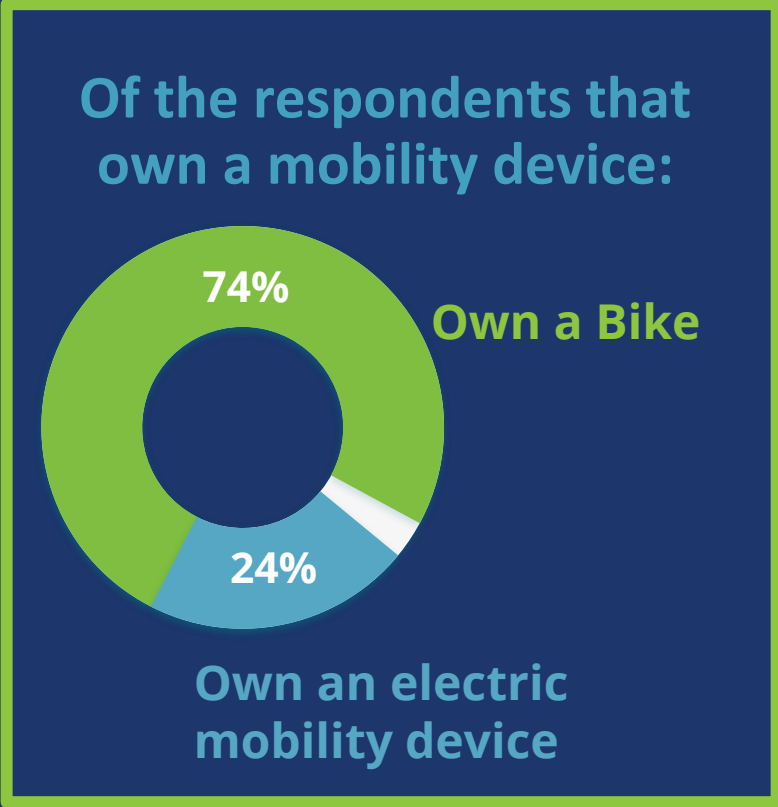
81% of respondents have lived in Broward County for 5 or more years



Findings



How often are these modes used?



21% of respondents do not own any type of mobility device



Findings

People will **WALK** this long to the following destinations:



KEY

-  Transit
-  Shopping
-  Parks/Beach
-  Entertainment
-  Work



Findings

People will **BIKE** this long to the following destinations:

KEY

-  Transit
-  Shopping
-  Parks/Beach
-  Entertainment
-  Work



Is Broward County safe for walking and biking?

69%

Do not feel safe crossing busy streets and riding a bike

71%

Do not believe its safe for children to walk or ride a bike

89%

Believe the County needs improved facilities to make it feel safer for people who walk and bike

Findings

Believe their community is a great place to:



58%

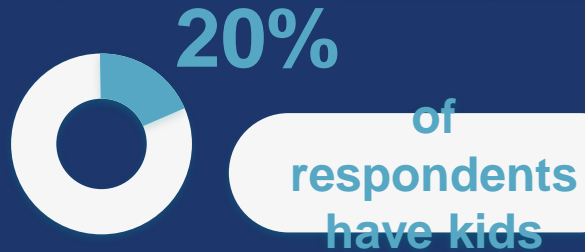


54%



Findings

**% kids in households
ages 5-18**



How do kids get to school?

7%

Walk

9%

Bike

**More than 50% of kids in
Broward County are driven
to school**

**NATIONAL AVERAGE
9% WALK / 1% BIKE
(BIKEPEDINFO.ORG, 2017)**



**How comfortable are people in Broward
County with their children using the
following transportation methods:**

Walk: 41%



Ride a Bike: 37%



Ride a scooter: 24%



Ride a bus or train: 45%



Drive: 26%



Use a Taxi / Uber: 36%



Ride a mobility device: 37%

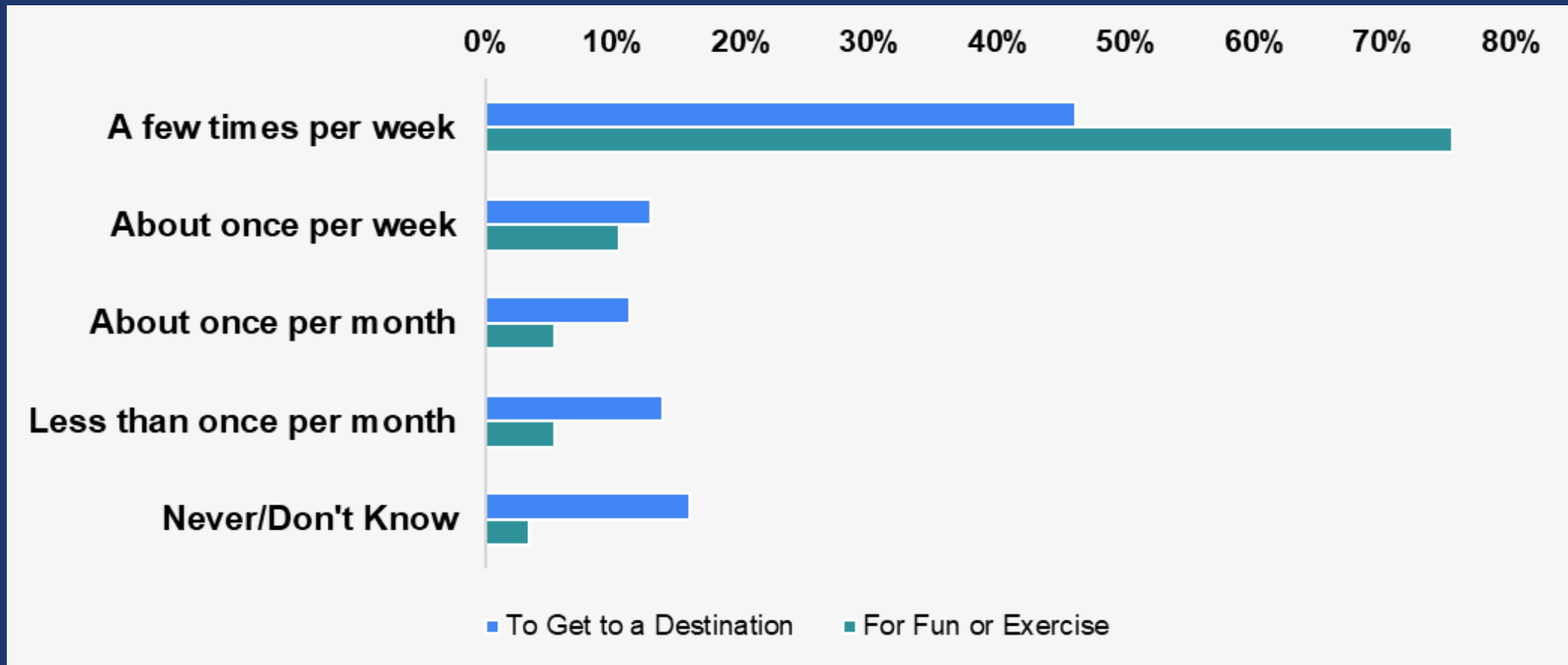


Skateboard: 26%



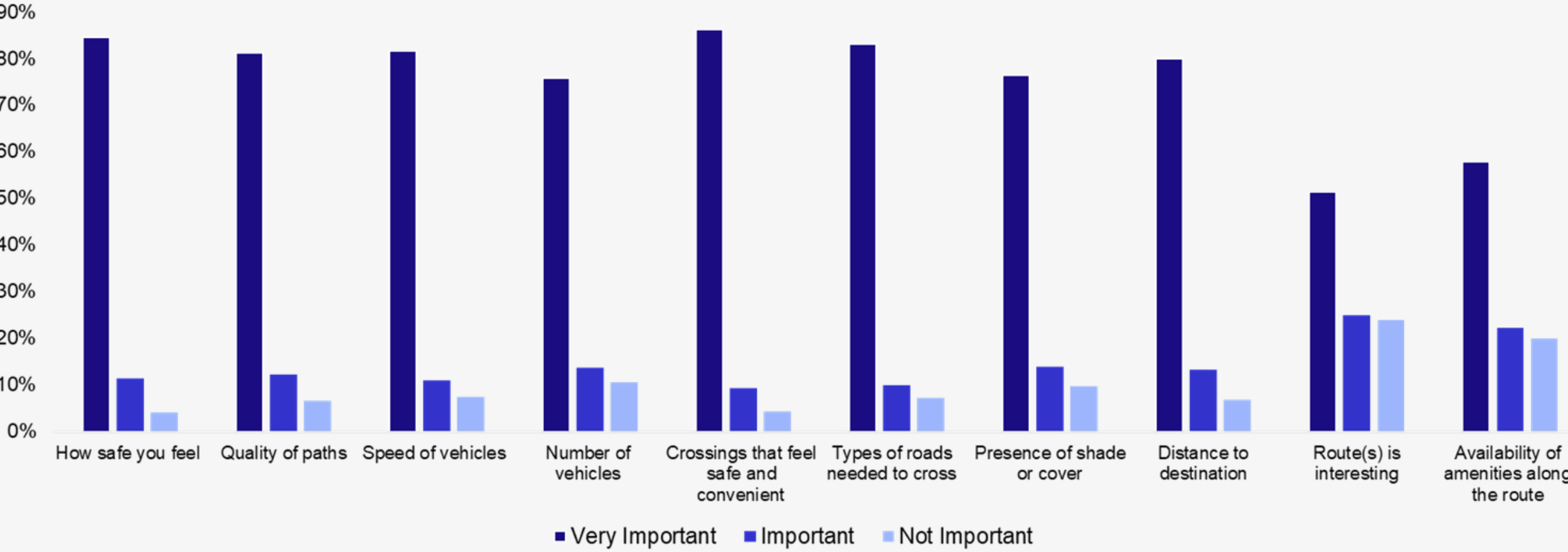
How often do people WALK in Broward County?

Findings



What influences people's decision to WALK?

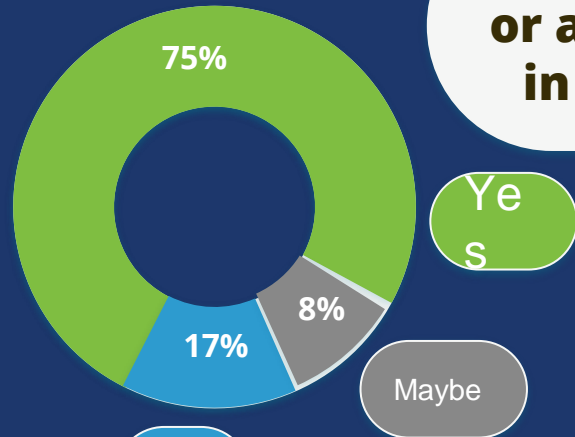
Findings



Do you ride a bicycle or are you interested in riding a bicycle?



What would encourage you to ride a bicycle more often?

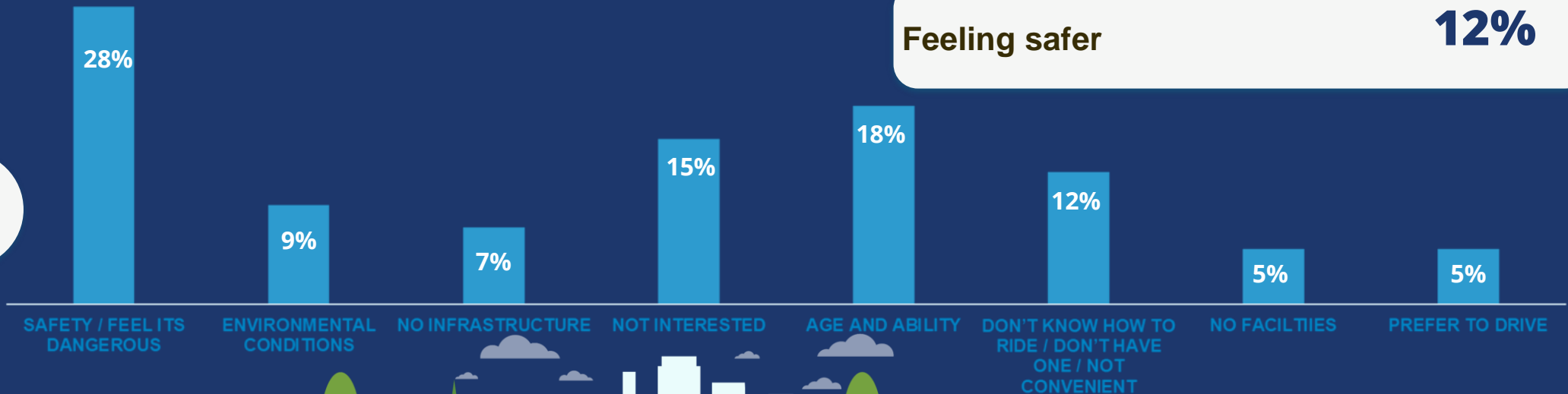


If there were more protected / dedicated bike paths **30%**

If there was less traffic / lower speed **22%**

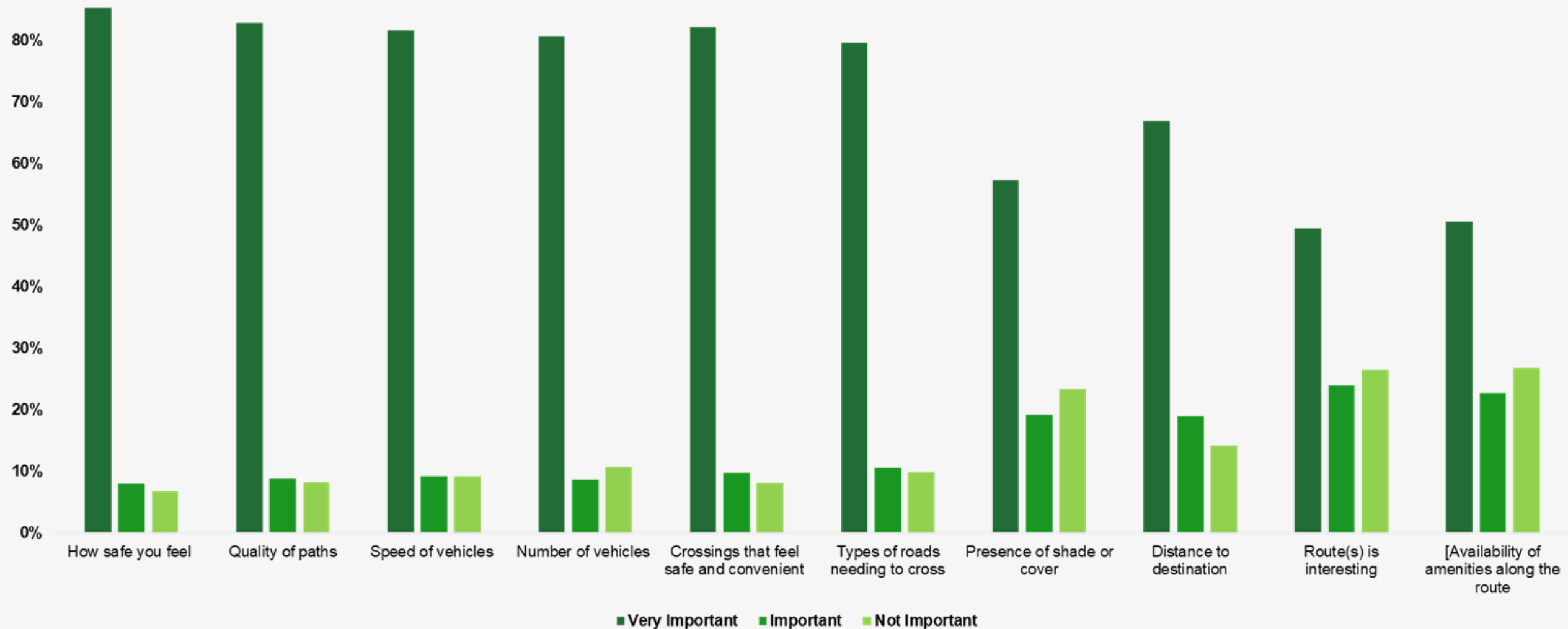
Feeling safer **12%**

Why not?



What influences people's decision to BIKE?

Findings



TOP 5 challenges identified through our public outreach

1 Pedestrian & Bike Amenities



The need for better facilities, such as bike lockers, shade, water fountains, bike racks, proper lighting, benches and rest areas encourage active transportation and often enhance the livability of an area

2 Safety



The absence of barriers between sidewalks and traffic lanes leaves pedestrians vulnerable to vehicles driving over curbs. Respondents expressed concern over driver behavior and the lack of police enforcement which deters them from walking and biking.

3 Infrastructure Deficiencies



Lack of continuous sidewalks, buffered bike paths, safe crosswalks and intersections, and a well maintained network discourage people from walking or biking in Broward County.

4 Proximity & Connectivity



The design of many areas requires long walks to reach essential services like grocery stores or workplaces. The county's infrastructure is predominantly designed for cars, discouraging pedestrian / bike activity

5 Environmental Challenges



The need to be protected from the elements while biking or walking is of great importance. The weather in Florida, during the hotter months of the year discourage people from walking or biking.



BROWARD COUNTY

Low Stress Multimodal Mobility Network Master Plan



Questions and Comments



Non-Agenda

- Reports
 - Chair
 - Members
 - Surtax General Counsel
 - Board Coordinator

Adjourn December 11, 2024 Oversight Board Workshop