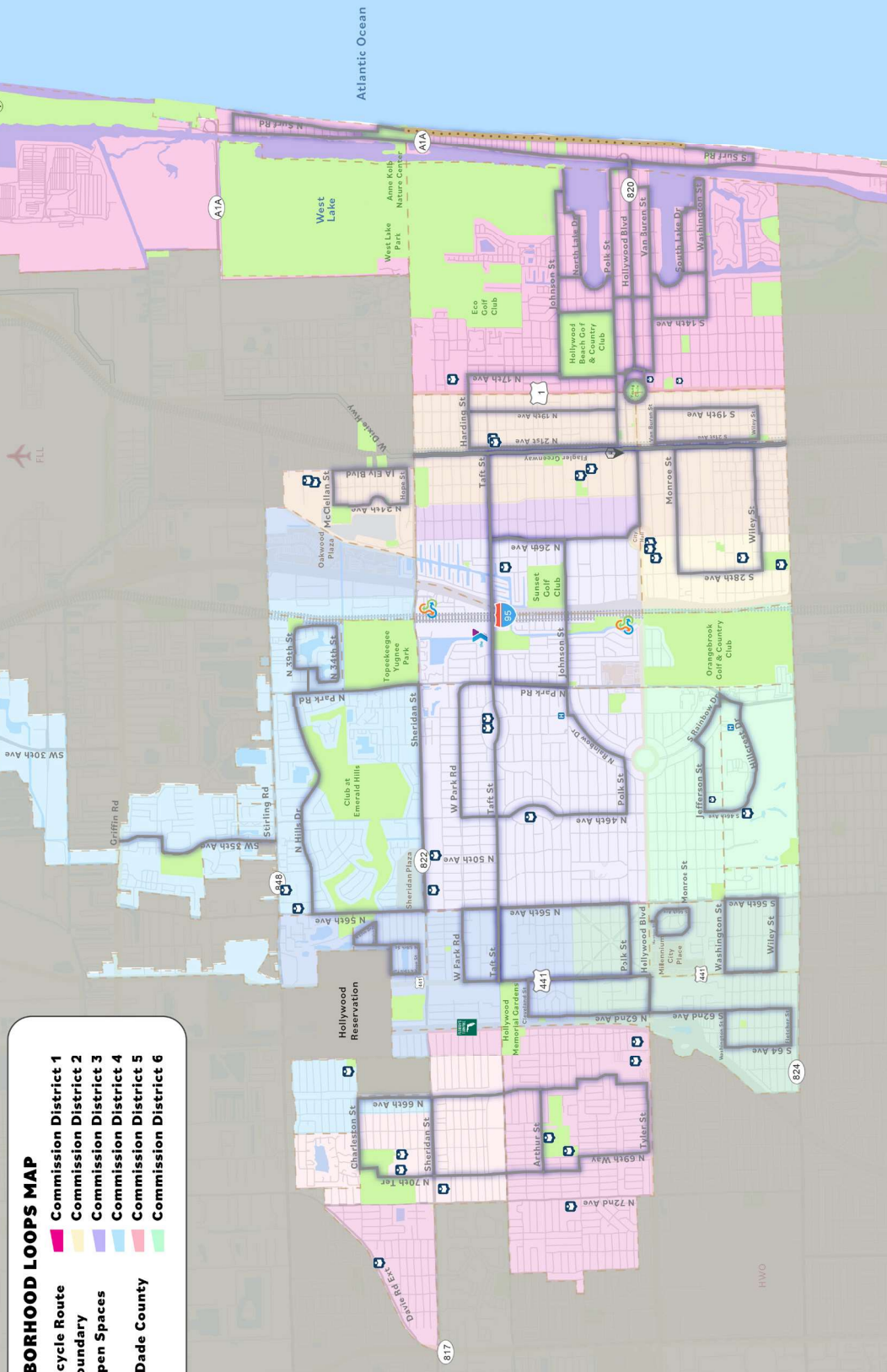


City of Hollywood

Bicycle Mobility Plan

NEIGHBORHOOD LOOPS MAP

-  Neighborhood Bicycle Route
-  Neighborhood Boundary
-  City Parks and Open Spaces
-  Public Schools
-  Broward/Miami-Dade County
-  Commission District 1
-  Commission District 2
-  Commission District 3
-  Commission District 4
-  Commission District 5
-  Commission District 6



Map 4. Neighborhood Loops

The Historic Sites Bicycle Route

In collaboration with the Historic Preservation Board of Hollywood, a historic bike route through the City of Hollywood was developed that incorporates its storied past into an accessible and vibrant modern community. Bicyclists can ride along roughly 5 miles of a planned route and observe 18 historic locations while immersing themselves in the local culture. The route was designed to easily guide riders through the historic district by minimizing the interaction with heavily trafficked Hollywood Boulevard and forming a loop based on the locations of the sites. Riders will have additional access to the larger Hollywood bicycle network that connects to many areas along this route. See [Map 5](#) on the next page for the proposed route and historic site locations.

1. [Young Circle \(11N Young Circle, Hollywood, FL\)](#)

The park consists of 10-acres and was created in 1921. The iconic circle was named after city founder J.W. Young. A bronze bust of J.W. Young is located on the west side of the circle overlooking downtown.

2. [Art and Culture Center \(Kagey Mansion\) \(1650 Harrison Street, Hollywood, FL\)](#)

J.M. Kagey and his wife Eva built a Mediterranean Revival style home in 1924, on the street named after President William H. Harrison. The mansion was once a gambling parlor, then converted to a funeral home, and eventually becoming the Hollywood Art and Culture Center.

3. [Historic House \(1455 Harrison Street, Hollywood, FL\)](#)

This house dates back to 1924 and was once home to the Crystal family, originators of the Izod and Lacoste lines of sportswear. The house is a beautiful example of the Spanish Moorish architecture featured in a number of Hollywood's early buildings.

4. [Historic House \(1248 Monroe Street, Hollywood, FL\)](#)

Home of racketeer Vincent "Jimmy Blue Eyes" Alo.

5. [Historic House \(1244 Harrison Street, Hollywood, FL\)](#)

Two stone lions welcome guests as they approach this prairie style home built around 1926. At one point in history it was a boarding house known as the Rookery.

6. [Historic House \(1146 Harrison Street, Hollywood, FL\)](#)

This house includes both Mediterranean Revival and Art Deco style features.

7. [Historic House \(1025 North Southlake Drive, Hollywood, FL\)](#)

This Frame Colonial Revival style home was originally built in 1949. This style is typical of the north, especially New England, but unusual in Hollywood. In its earlier natural state, the lot was a mangrove swamp.

8. [Historic House \(725 North Southlake Drive, Hollywood, FL\)](#)

This home shows an architectural style influenced by the Modernist movement of the 30's. It includes popular features of this style such as the metal tracery columns on the porch.

9. [Historic House \(840 Hollywood Boulevard, Hollywood, FL\)](#)

Built in 1924, this home predates the Great Hurricane of 1926 that devastated the area.

10. [Hollywood Beach Hotel \(101 North Ocean Drive, Hollywood, FL\)](#)

Joseph Young opened this hotel in 1925 as the crown of his new city.

11. [The Young House \(1055 Hollywood Boulevard, Hollywood, FL\)](#)

The home of the founder of Hollywood-by-the-Sea Joseph W. Young and his wife Jessie. This baronial 23-room mansion was built in 1923 at a cost of over \$30,000.

12. [Historic House \(1136 North Northlake Drive, Hollywood, FL\)](#)

This home is recognized as a notable example of the work of mid-century architect Claus R. Moberg, whose work included custom home designs with features of the 50's and 60's.

13. [Hollywood Women's Club \(501 North 14th Avenue, Hollywood, FL\)](#)

The Hollywood Women's Club was founded in 1922 by the First Ladies of Hollywood. The clubhouse was built in 1927. Still standing is the wood-framed vernacular structure designed in a Cape Cod style.

14. [Hollywood Beach Golf Course \(17th Avenue to 14th Avenue, Polk Street to Johnson Street\)](#)

J.W. Young opened nine holes of his golf course in 1922.

15. [Historic House \(1321 Tyler Street, Hollywood, FL\)](#)

This home was designed to resemble the California-Mexican adobe ranch described in Ramona, a 19th-century novel. It is a U-shaped structured centered around an open courtyard.

16. [Hammerstein House \(1520 Polk Street, Hollywood, FL\)](#)

Designed by architect Bayard C. Lukens in 1935, the house is a fine example of the style Lukens called "Tropical Modern" with a variegated tile roof and a smooth curving wall at the entrance.

17. [Historic House \(1555 Hollywood Boulevard, Hollywood, FL\)](#)

This 1941 Art Deco home has been beautifully maintained, note the coral rock entrance and front porch as well as the original iron work and tile doorway.

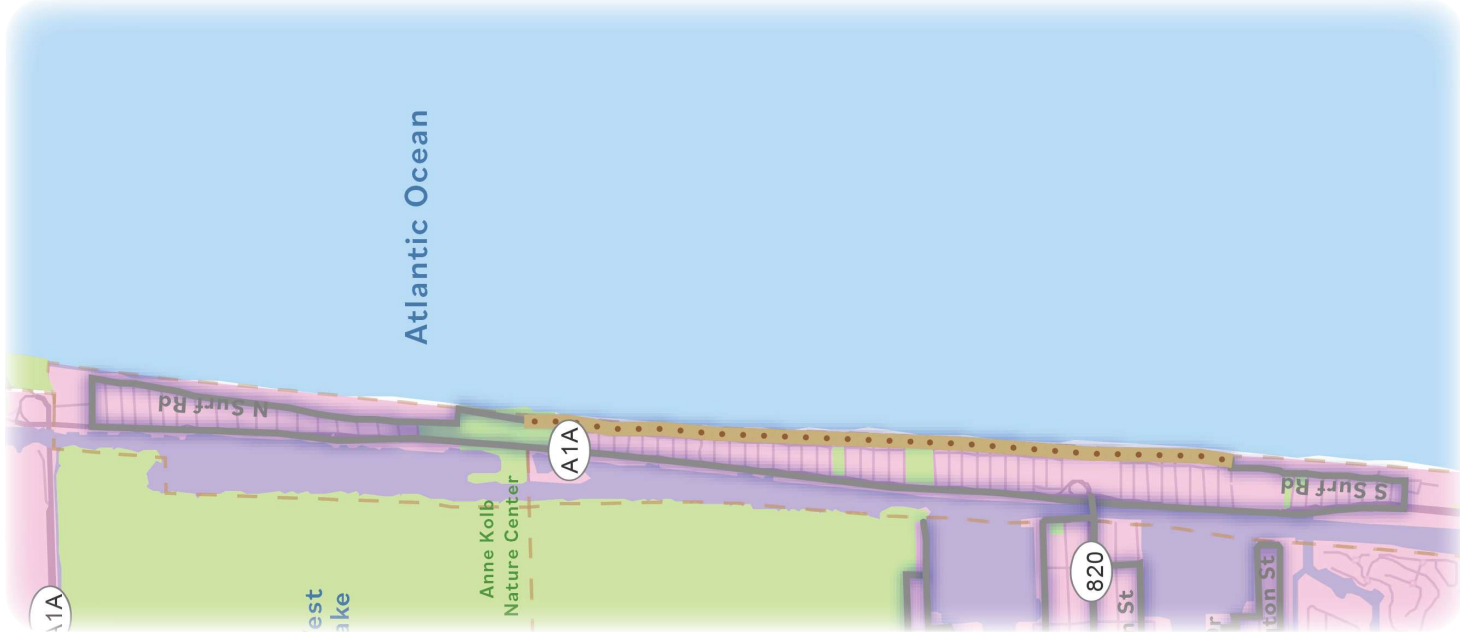
18. [Historic House \(1609 Tyler Street, Hollywood, FL\)](#)

This 1944 three-bedroom home is an excellent example of Art Moderne architecture. The curvilinear front facade is a design characteristic commonly utilized in this period.



Map 5. The Historic Sites Bicycle Route

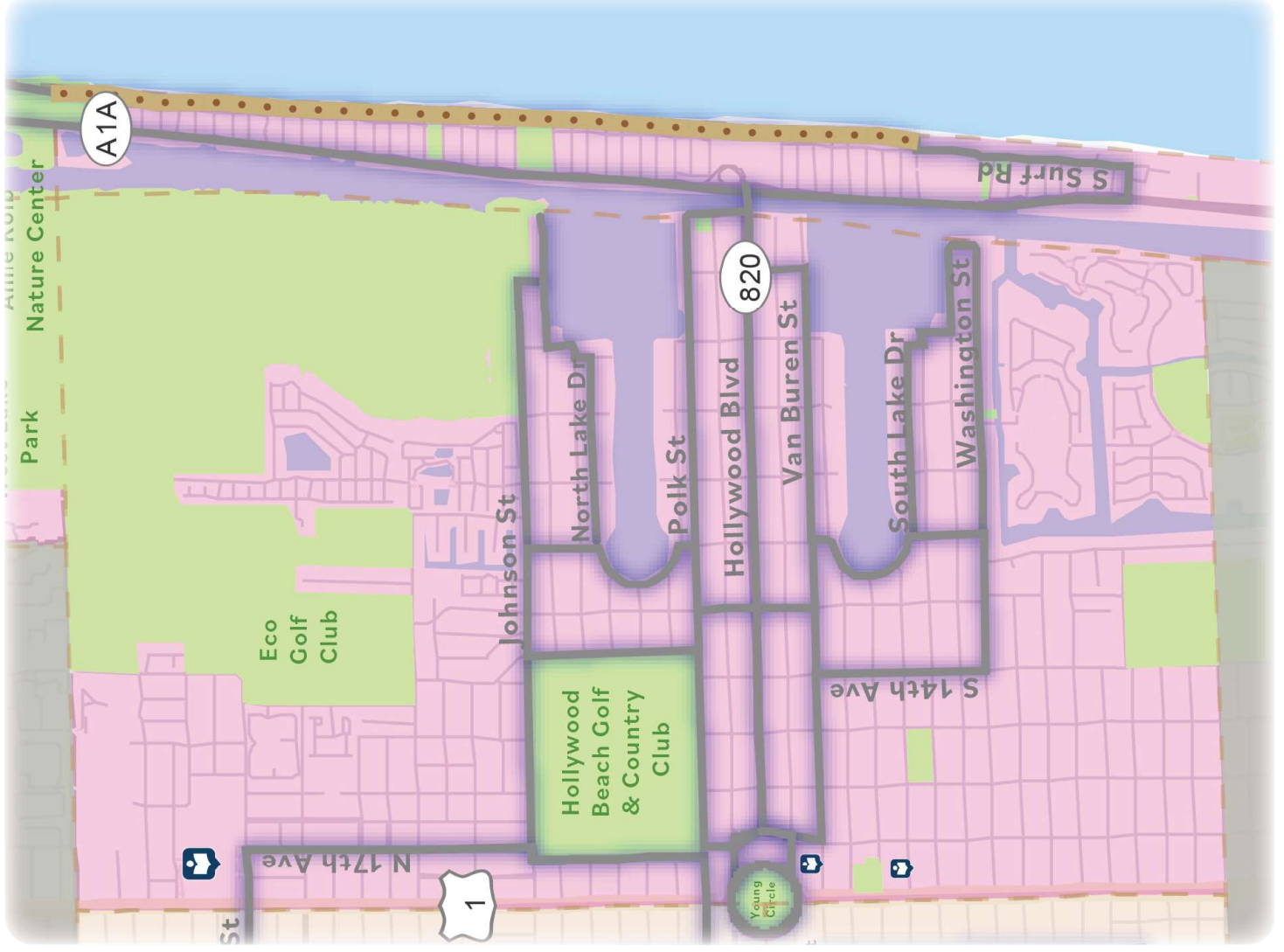
**Map 6. South
Central and North
Beach Loop**



South Central and North Beach Commission District: 1

The South Central and North Beach Neighborhood Loops include the Hollywood Beach Boardwalk and connectivity north and south along S Surf Road and N Surf Road. A multi-purpose path is proposed on S Surf Road connecting the Hollywood Beach Boardwalk southward to SR-A1A at Iris Terrace. The proposed route utilizes N Surf Road to complete the loop to the north. Three alternatives have been drafted for bicycle facilities on N Surf Road as shown later in this chapter. Given the low traffic volumes observed on N Surf Road, the surrounding community has expressed a preference for Option 3, which proposes creating a shared space for pedestrians and motor vehicles, and separated facilities for bicyclists.

Map 7. Hollywood
Lakes Loop



Hollywood Lakes

Commission District: 1

The Hollywood Lakes Neighborhood Loop follows a similar route as The Historic Sites Bicycle Route, with additional mileage to incorporate scenic views along the north and south lakes. This route also provides connectivity to the Hollywood Beach Golf & Country Club along N 14th Avenue, to Holland Park along N Lake Drive, and to the neighborhood Epelman Park on N 7th Avenue.

Royal Poinciana

Commission Districts: 1 and 2

The Royal Poinciana Neighborhood Loop utilizes the proposed buffered bike lane on N 21st Avenue to provide connectivity along the FEC rail corridor, as well as the neighborhood greenways on N 19th Avenue, Polk Street, N 17th Avenue, and Harding Street. This route provides connectivity to the Avant Garde Academy and to South Broward High. In addition, bicyclists could easily follow the recommended multipurpose path on Johnson Street to connect to the adjacent Hollywood Lakes Neighborhood Loop.

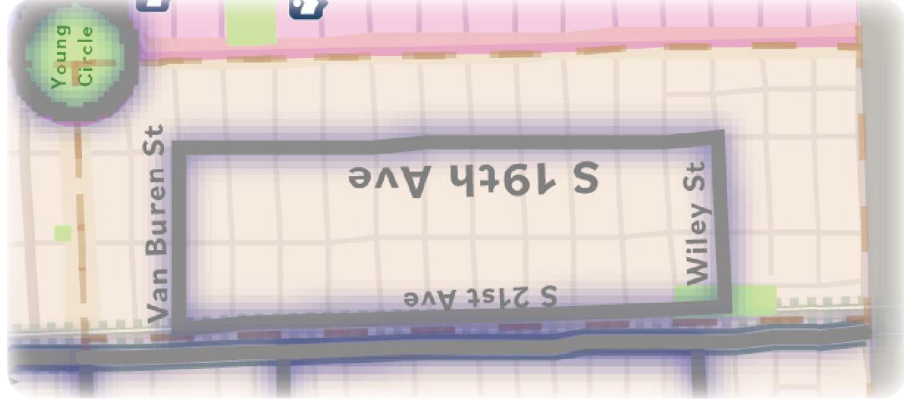
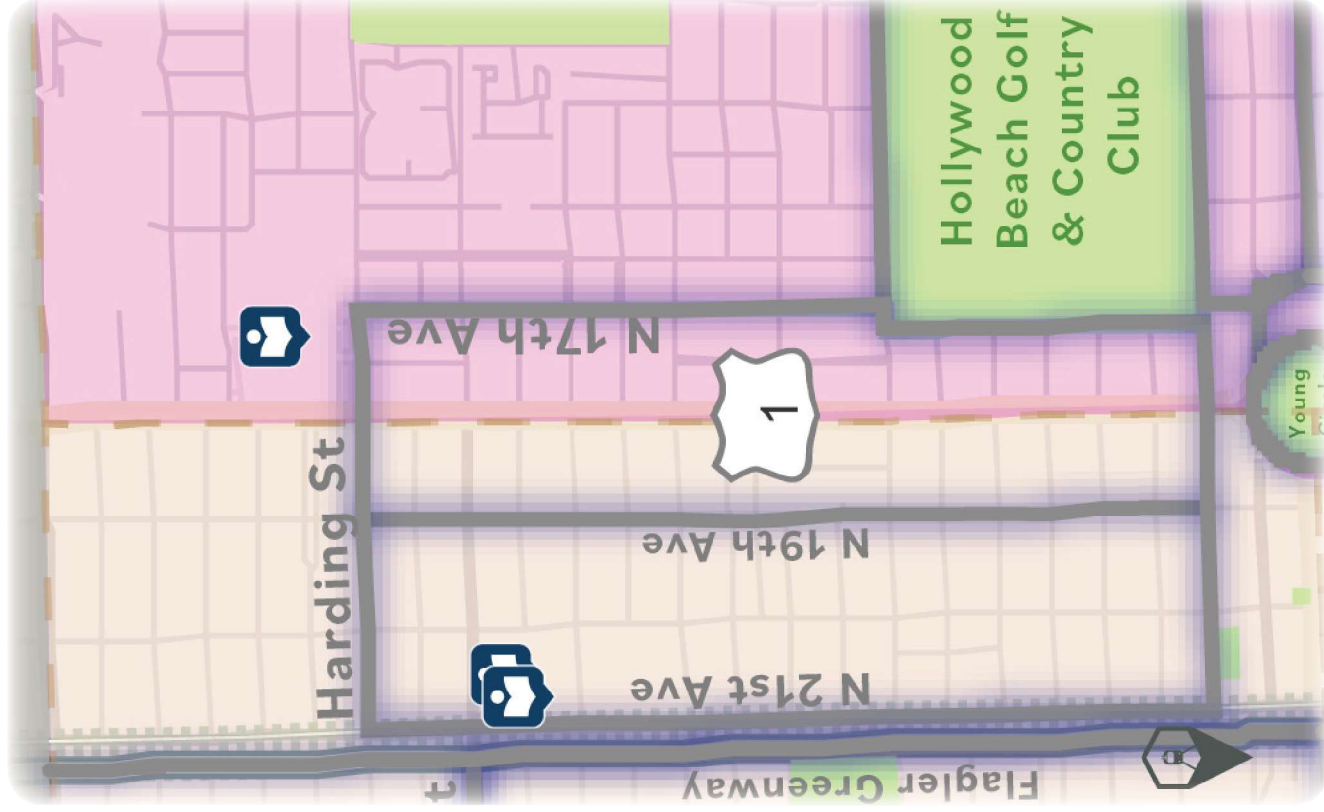
Park Side

Commission District: 2

The Park Side Neighborhood Loop also utilizes the proposed buffered bike lane on N 21st Avenue, which could be ridden to the Royal Poinciana Loop, as well as neighborhood greenways along S 19th Avenue, Van Buren Street, and Wiley Street. Opening a path for bicycle passage at the western end of Wiley Street to S 20th Court would provide further connectivity to the local Poinciana Park.

Map 8. (Left) Royal Poinciana Neighborhood Loop

Map 9. (Right) Park Side Neighborhood Loop



Crossdown Route: Flagler Greenway Commission District: 2

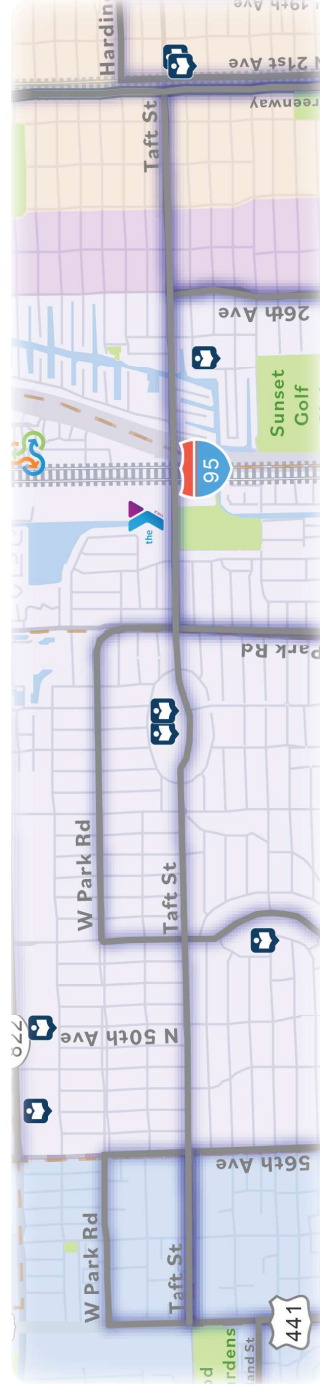
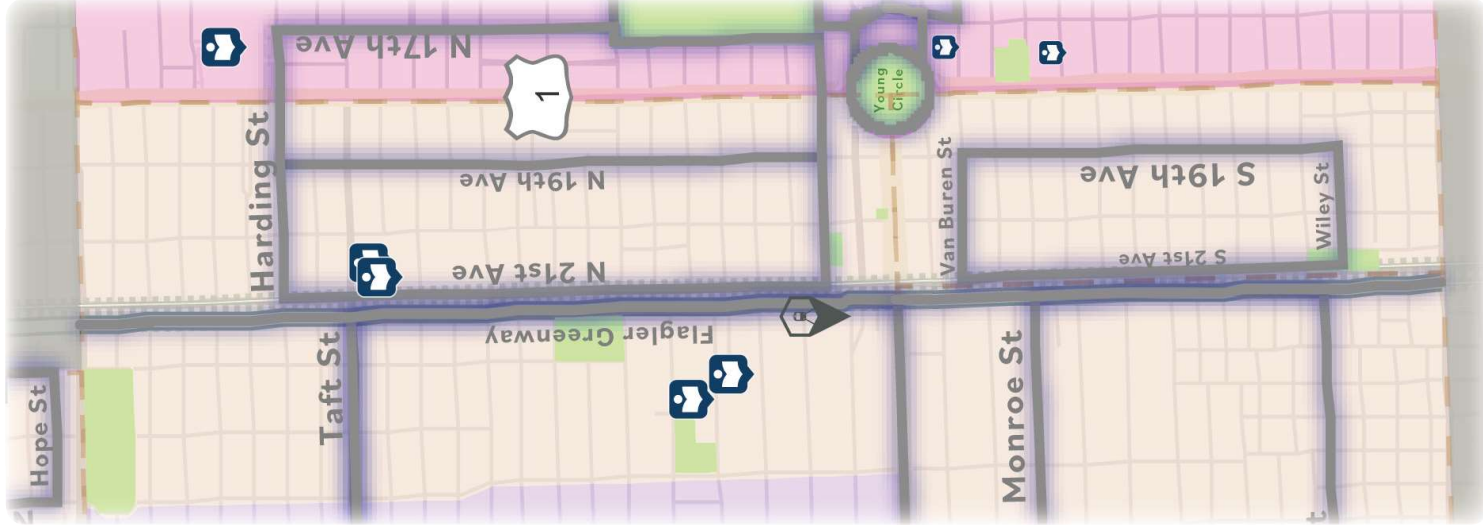
The proposed Flagler Greenway, running parallel to Dixie Highway along the FEC corridor, will provide north-south connectivity throughout the City, including the Royal Poinciana, Park Side, North Central, and Highland Gardens neighborhoods. The Flagler Greenway is a regionally significant link identified in the Broward Greenways Master Plan as a phase one greenway corridor called the Dixie Highway Greenway.

Crossdown Route: Taft Street Commission Districts: 2, 3, 4

The multi-purpose path proposed on Taft Street will provide east-west connectivity from US-441 to US-1, including the Royal Poinciana, North Central, Park East, and Hollywood Hills neighborhoods. This route will also provide connectivity to schools such as Hollywood Hills Elementary and Avant Garde Academy, as well as Rotary Park.

Map 10. (Left) Flagler Greenway

Map 11. (Bottom) Taft Street Route





Highland Gardens

Commission District: 2

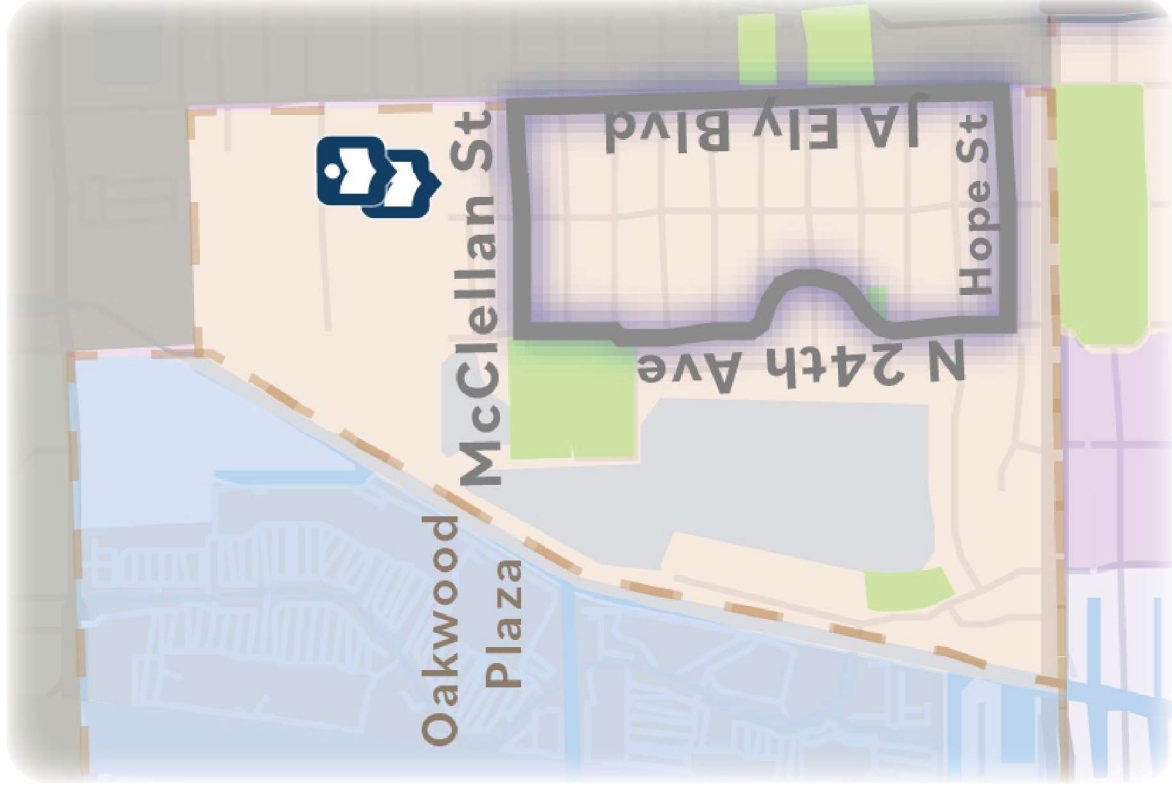
The Highland Gardens Loop creates a route using the Flagler Greenway as its spine and circling around the proposed neighborhood greenways on Monroe Street, S 28th Avenue, and Wiley Street. The route provides access to Colbert Elementary and McNicol Middle School.

Map 12. Highland Gardens
Neighborhood Loop

Liberia

Commission District: 2

The Liberia Neighborhood Loop creates a route along the proposed neighborhood greenways on N 24th Avenue, McClellan Street, Hope Street and J.A. Ely Boulevard. This route provides access to the Hollywood Dr. Martin Luther King Jr. Community Center, Henry L. Graham Park, Chester Byrd Park, Attucks Middle School, and Mary M Bethune Elementary School.

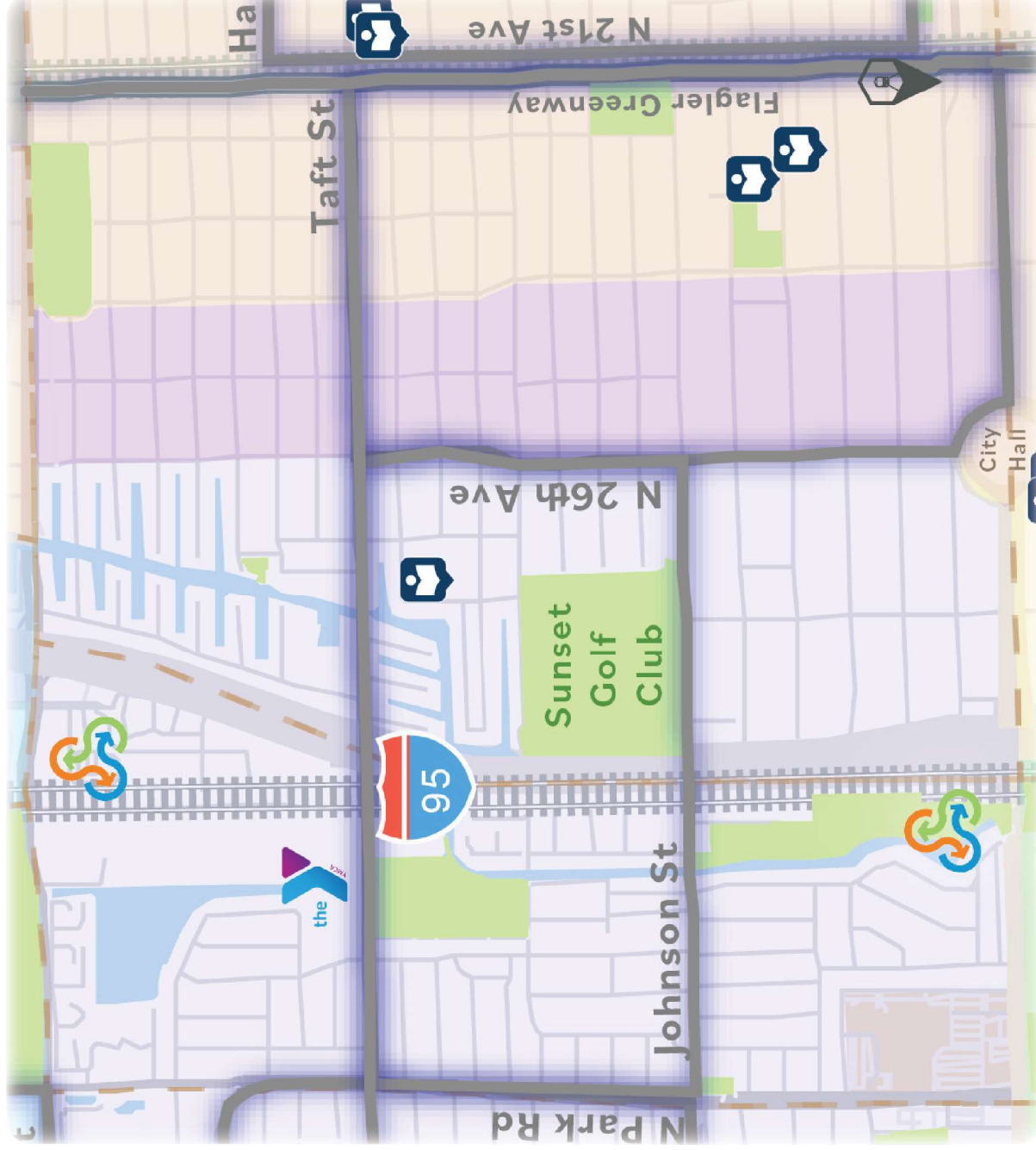


Map 13. Liberia
Neighborhood Loop

North Central and Park East

Commission Districts: 2, 3

The proposed crosstown multi-purpose path on Taft Street provides connectivity between the Park East neighborhood to the west and the North Central neighborhood to the east. Both loops also take advantage of the 26th Avenue neighborhood greenway. Neighborhood destinations along these routes include Rotary Park, the local YMCA, and Stanley Goldman Memorial Park.



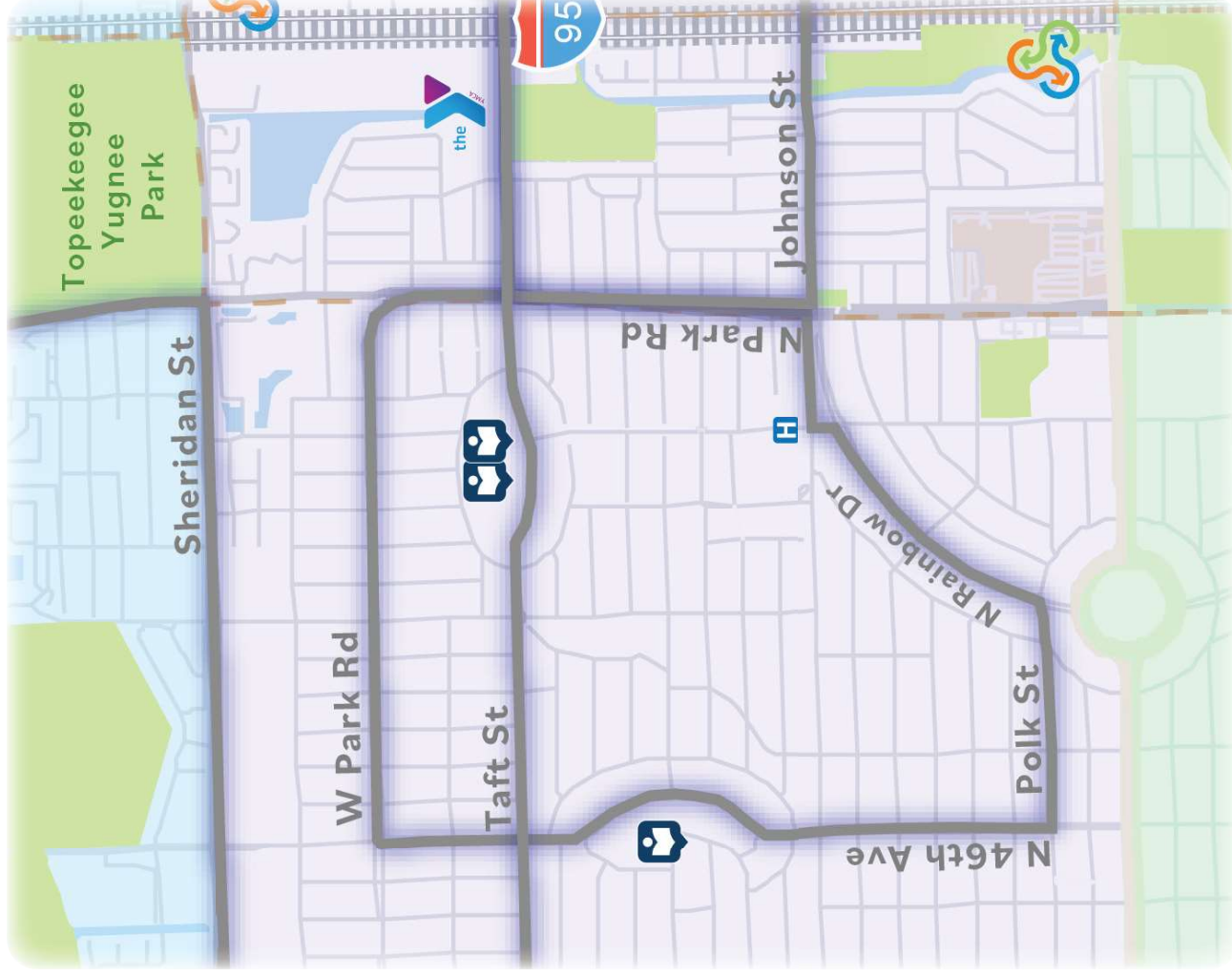
Map 14. North Central and Park East Neighborhood Loops

Hollywood Hills

Commission District: 3

The Hollywood Hills Neighborhood Loop takes advantage of the route created along the proposed raised separated bicycle facility on N Park Road and W Park Road, as well as the proposed multi-purpose path on N 46th Avenue, and neighborhood greenways on Polk Street and N Rainbow Drive. This route provides access to the Hollywood Hills Campus of BridgePrep Academy, Joe DiMaggio Children's Hospital, and Kiwanis Park.

The crosstown Taft Street Route also traverses the Hollywood Hills Loop, creating a sub-loop that provides accessibility to other local parks and schools.

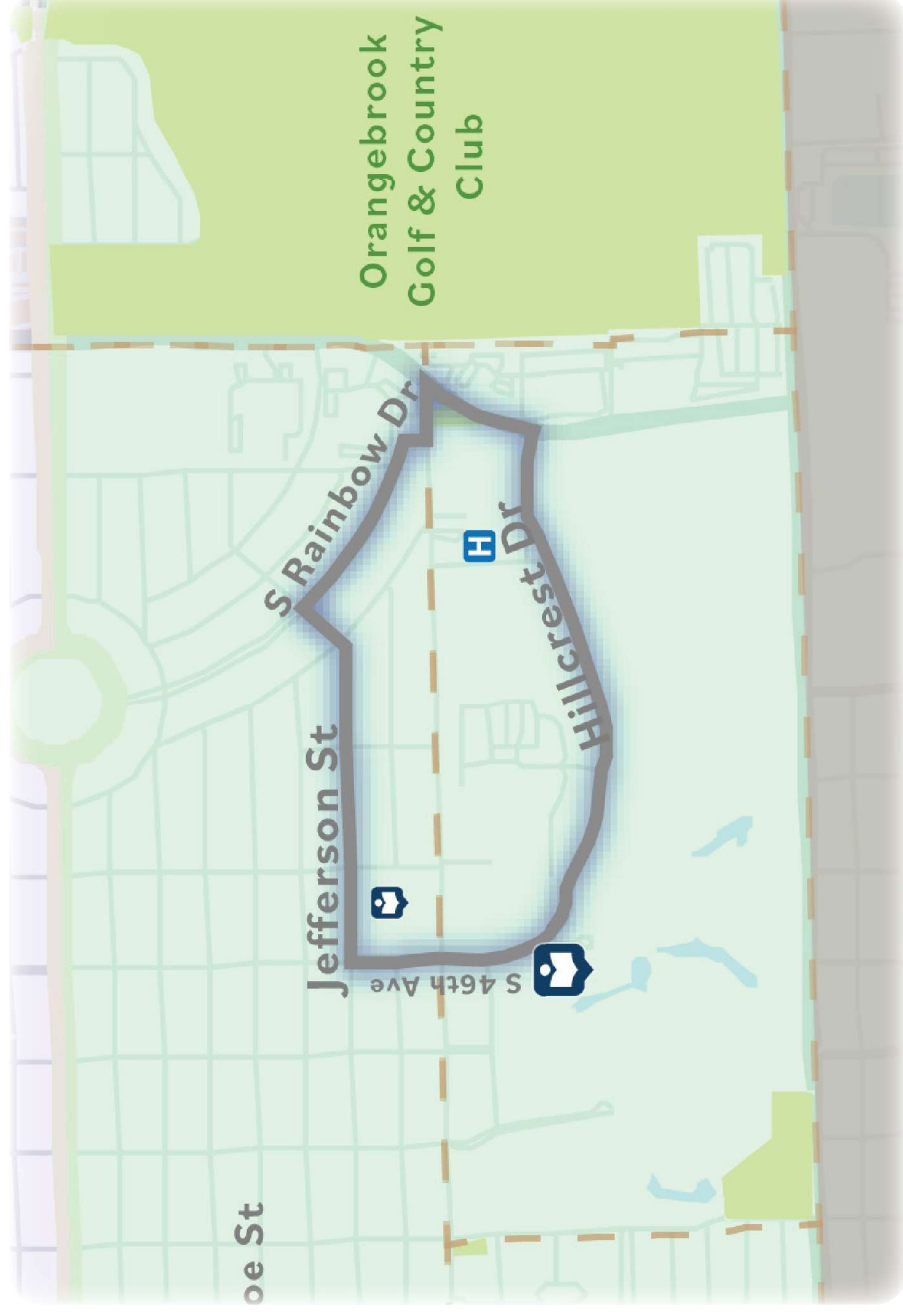


Map 15. Hollywood Hills Neighborhood Loop

Hillcrest

Commission District: 6

The Hillcrest Neighborhood Loop utilizes the multi-purpose path proposed along Hillcrest Drive as well as the neighborhood greenways along Jefferson Street and S Rainbow Drive. The loop enhances bicycle accessibility to the Memorial Regional Hospital, Orange Brook Elementary School, Championship Academy of Distinction Elementary and Middle School and Earl Crawford Park. Buffered bike lanes on S Park Road and the multi-purpose path along S 46th Avenue would further provide residents with north-south connectivity throughout the city.



Map 16. Hillcrest
Neighborhood Loop



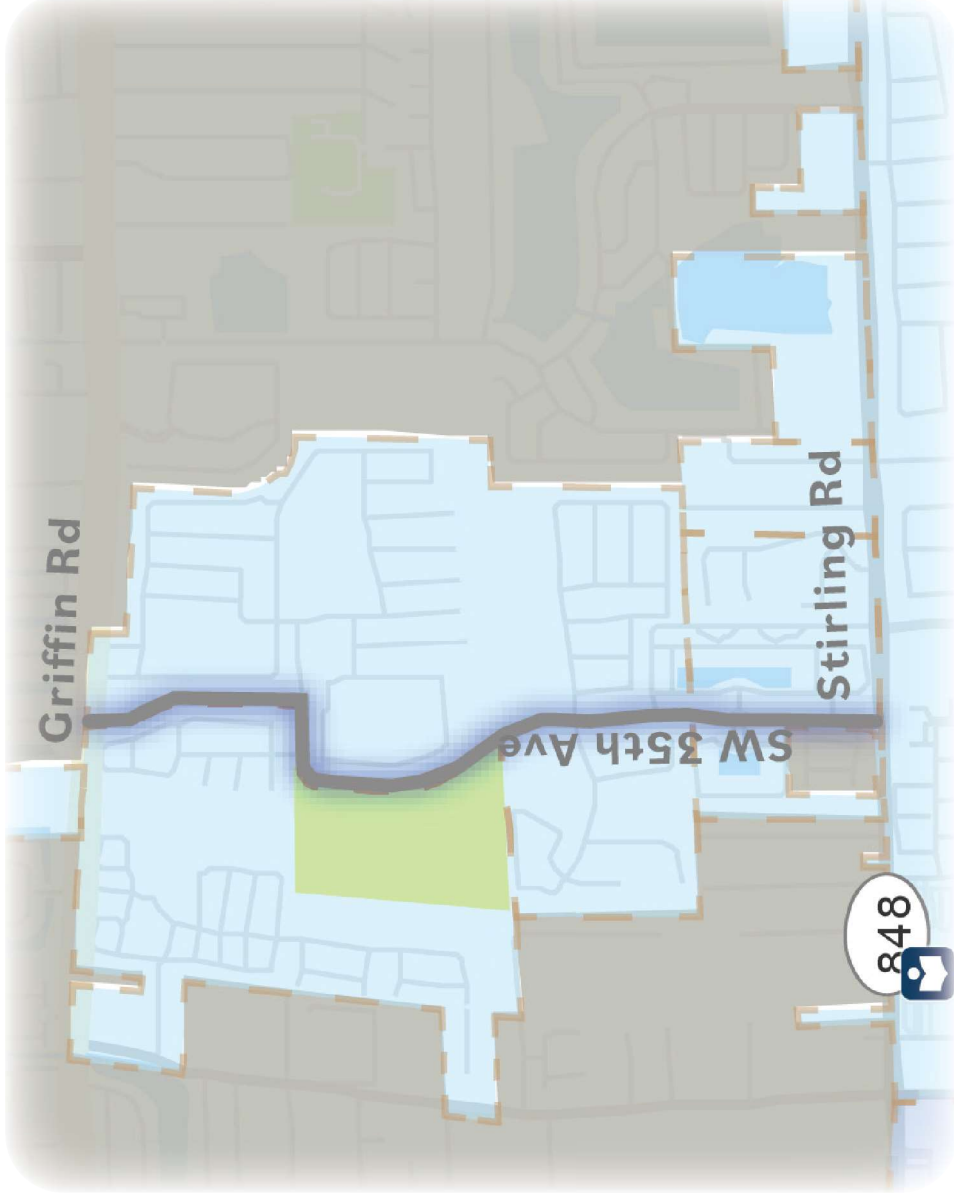
Emerald Hills and Lakes of Emerald Hills

Commission District: 4

The proposed buffered bike lanes on N 56th Avenue and Sheridan Street, raised separated bicycle facility on N Park Road, and neighborhood greenway along N Hills Drive form the basis for the Emerald Hills Neighborhood Loop. This route provides access to multiple destinations including Topeekeegee Yugnee Park, Mara Berman Giulianti Park, the Emerald Hills Golf Club, Sheridan Plaza, and numerous other retail establishments.

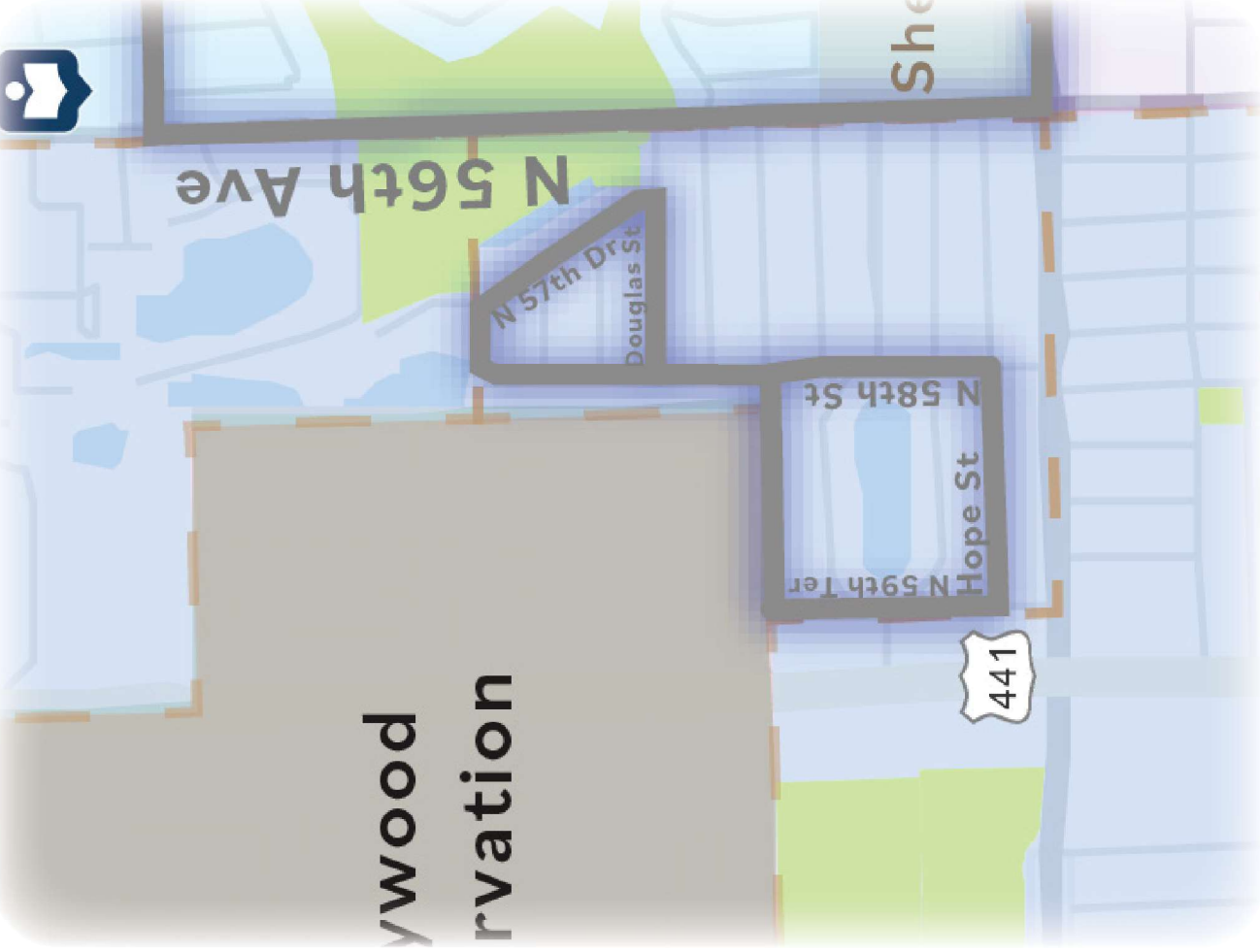
The Lakes of Emerald Hills Loop follows a route comprised entirely of neighborhood greenways along the contours of the lakes by which the neighborhood draws its name, therefore offering plenty of scenic views. For a longer route, bicyclists can easily connect to the Emerald Hills Loop or ride to Topeekeegee Yugnee Park utilizing N Park Road.

Map 18. SW 35th Avenue Route



SW 35th Avenue Route *Lake Eden, Oakridge, Mapleridge* **Commission District: 4**

The multi-purpose path proposed along N 35th Street is envisioned to provide connectivity to multiple neighborhoods in the city, including Lake Eden, Oakridge, and Mapleridge. This route is also a key north-south connection between Stirling Road and Griffin Road. The separation from vehicular traffic proposed along this scenic route would provide safe access to bicyclists of all ages and abilities.



Playland

Commission District: 4

The Playland Neighborhood Loop consists of a series of neighborhood greenways that utilize N 58th Avenue as the main spine. The route connects to Oak Lake Park to the north, Emerald Hills Neighborhood Loop to the east, and the dedicated bicycle facilities along SR-7/US-441 to the west.

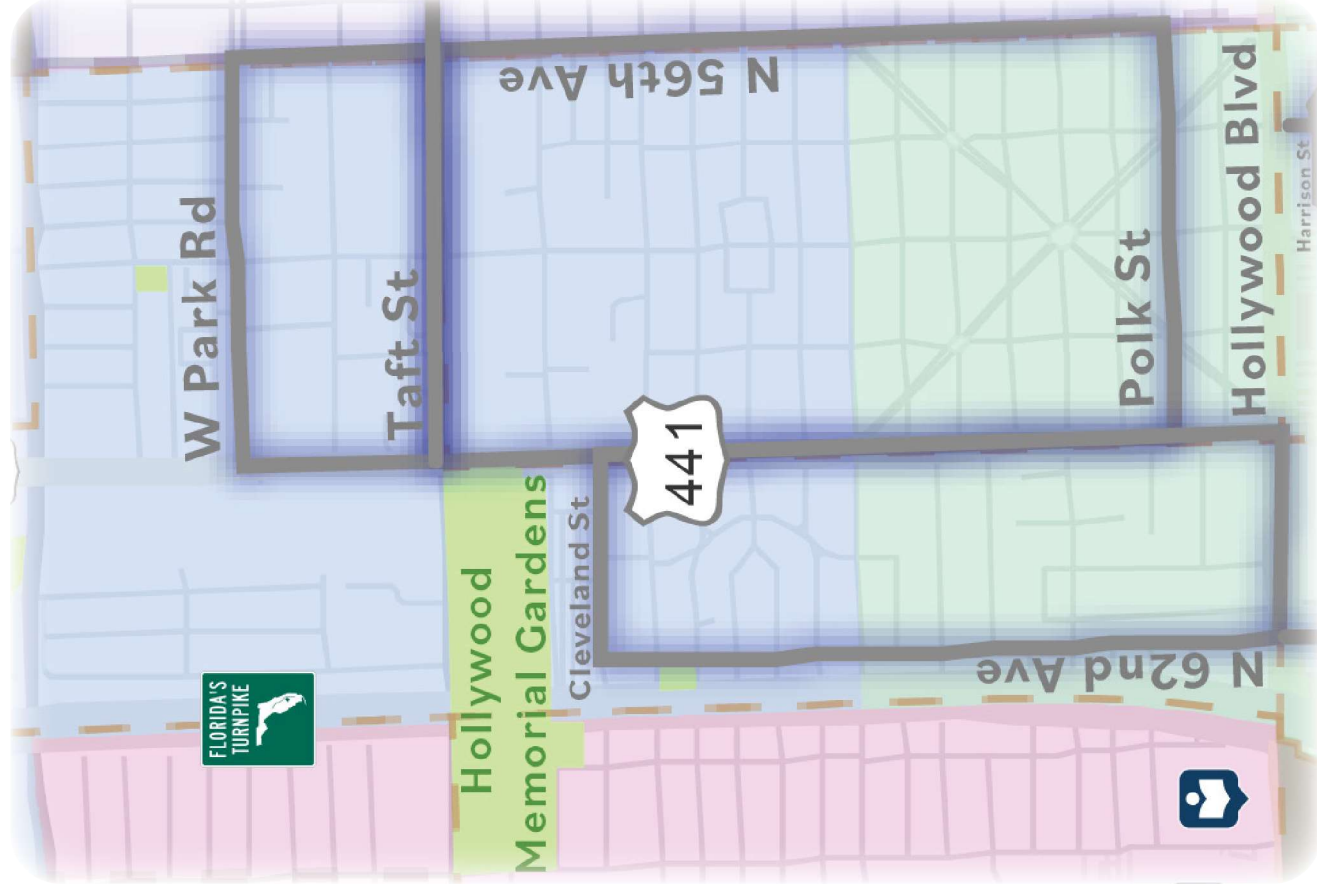
Map 19. Playland
Neighborhood Loop

Hollywood Gardens West and 441 Corridor

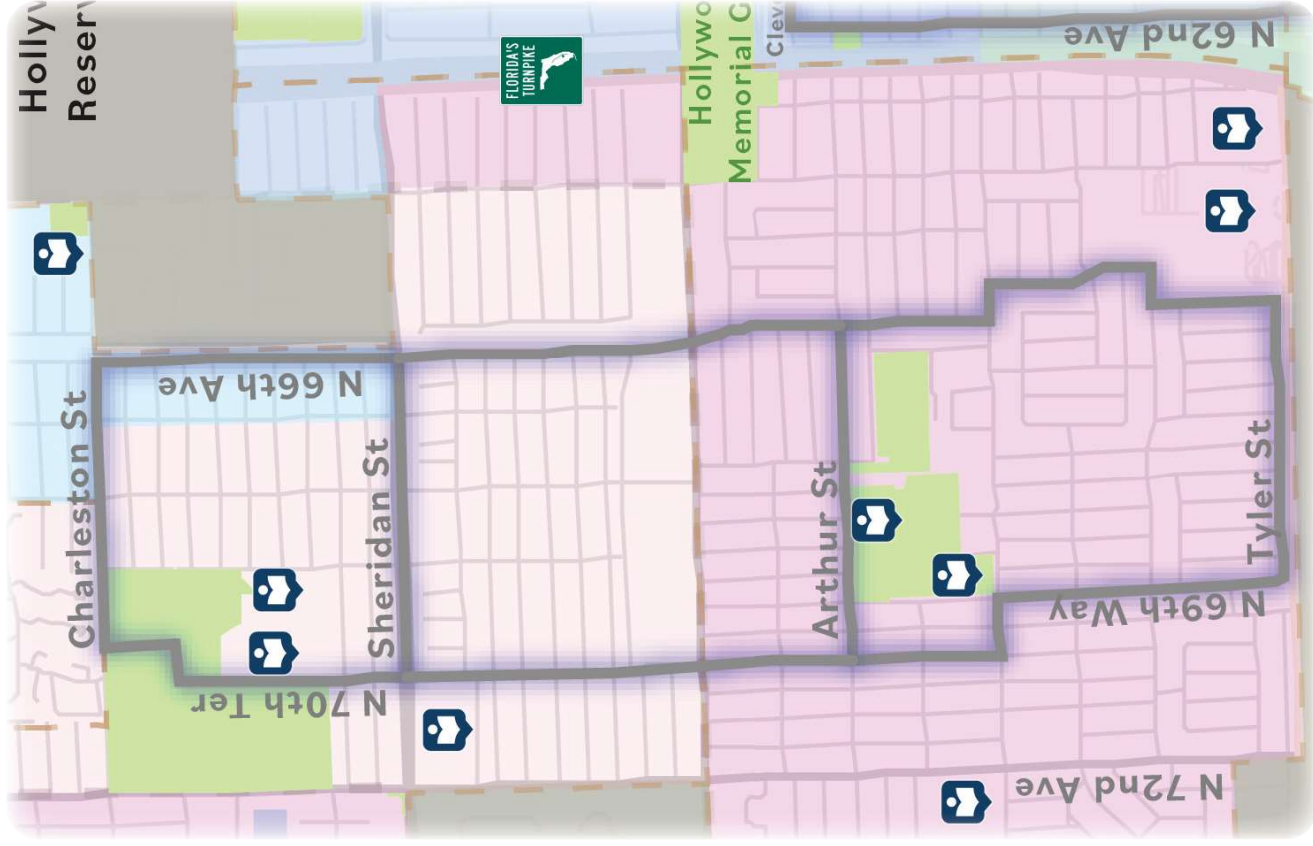
Commission Districts: 4 and 6

The Hollywood Gardens West Neighborhood Loop is proposed to utilize a raised separated bike facility on W Park Road (proposed), the two buffered bike lanes on N 56th Avenue (proposed) and SR-7/US-441 (existing), and a neighborhood greenway on Polk Street (proposed). The Taft Street crosstown route would also intersect this loop, further providing connectivity to East Hollywood.

The 441 corridor west of SR-7/US-441 is proposed to utilize the existing buffered bike lane on SR-7/US-441 and proposed bike lane on N 62nd Avenue. The corridor is near Hollywood Memorial Gardens and Carlton Montayne Park.



Map 20. Hollywood Gardens West and 441 Corridor Neighborhood Loops



Driftwood and Boulevard Heights

Commission Districts: 4 and 5

Neighborhood greenways are proposed on N 70th Terrace, N 66th Avenue, and Charleston Street, creating the basis for the Driftwood Neighborhood Loop. The existing multi-purpose path on Sheridan Street can be used by bicyclists to close this loop. Alternatively, N 70th Terrace and N 66th Avenue can be ridden south into the Boulevard Heights Neighborhood Loop. Proposed neighborhood greenways on Arthur Street and Tyler Street complete the loop around Boulevard Heights.

These two loops provide bicyclists with accessibility to several destinations, including the following schools: Driftwood Elementary and Middle Schools, Sheridan Park Elementary School, Apollo Middle School, and Hollywood Park Elementary School. Hollywood West Skate Park, Boulevard Heights Community Center, Driftwood Community Center, and West Hollywood Park are also destinations along these two loops.

Map 21. Driftwood and Boulevard Heights Neighborhood Loops

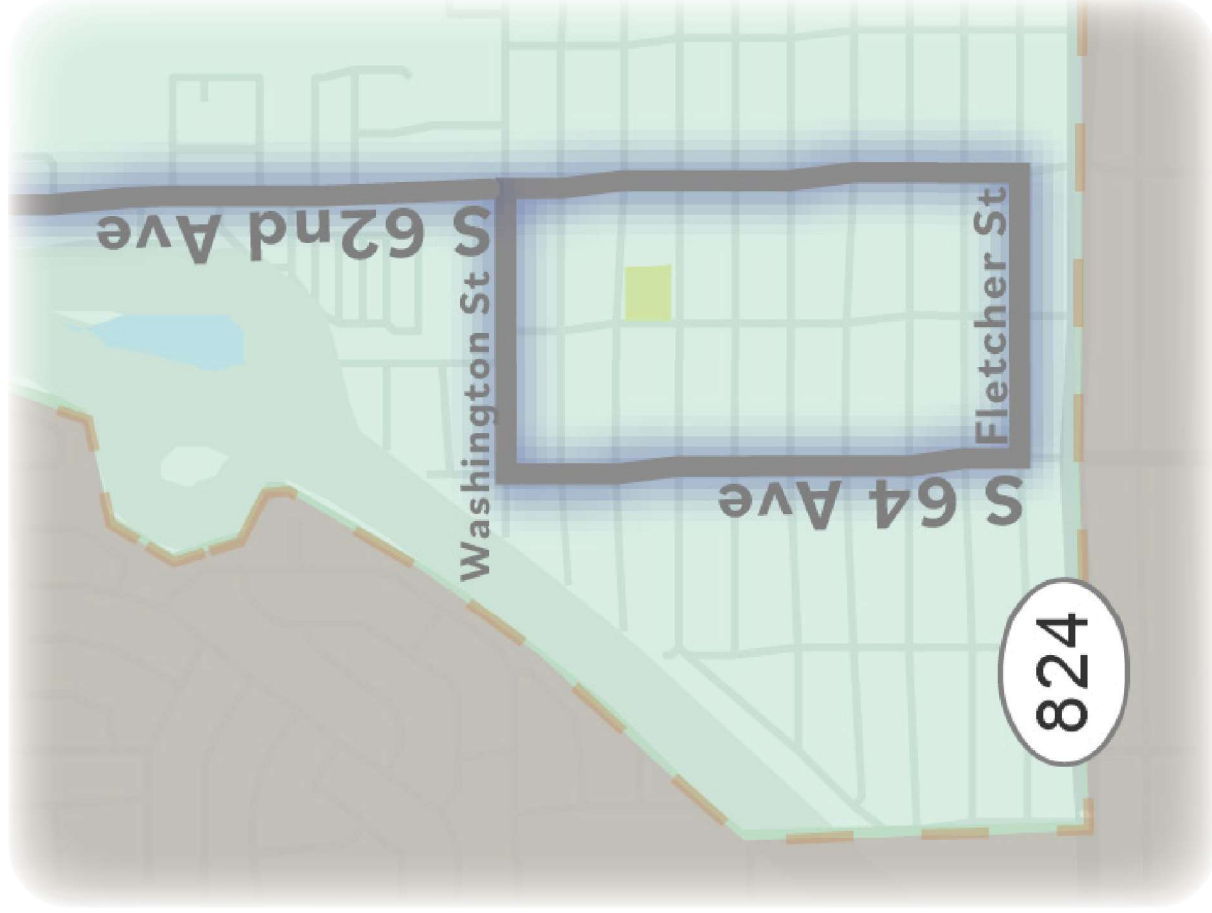
Lawn Acres and Washington Park **Commission District: 6**

The proposed Lawn Acres Neighborhood Loop consists of a series of neighborhood greenways along Harrison Street, S 57th Way, Monroe Street, and N 56th Terrace. The loop ultimately flows into Hollywood Boulevard, furthering access to multiple destinations across the city, including Millennium City Place.

The Washington Park Neighborhood Loop takes advantage of the existing multi-purpose paths on SR-7/US-441, as well as proposed buffered bike lanes on S 56th Avenue, bike lanes on Washington Street, and a neighborhood greenway on Wiley Street. This route provides access to a vast number of commercial sites in the area as well as Zinkil Park.



**Map 22. Lawn Acres and Washington Park
Neighborhood Loops**



Beverly Park

Commission District: 6

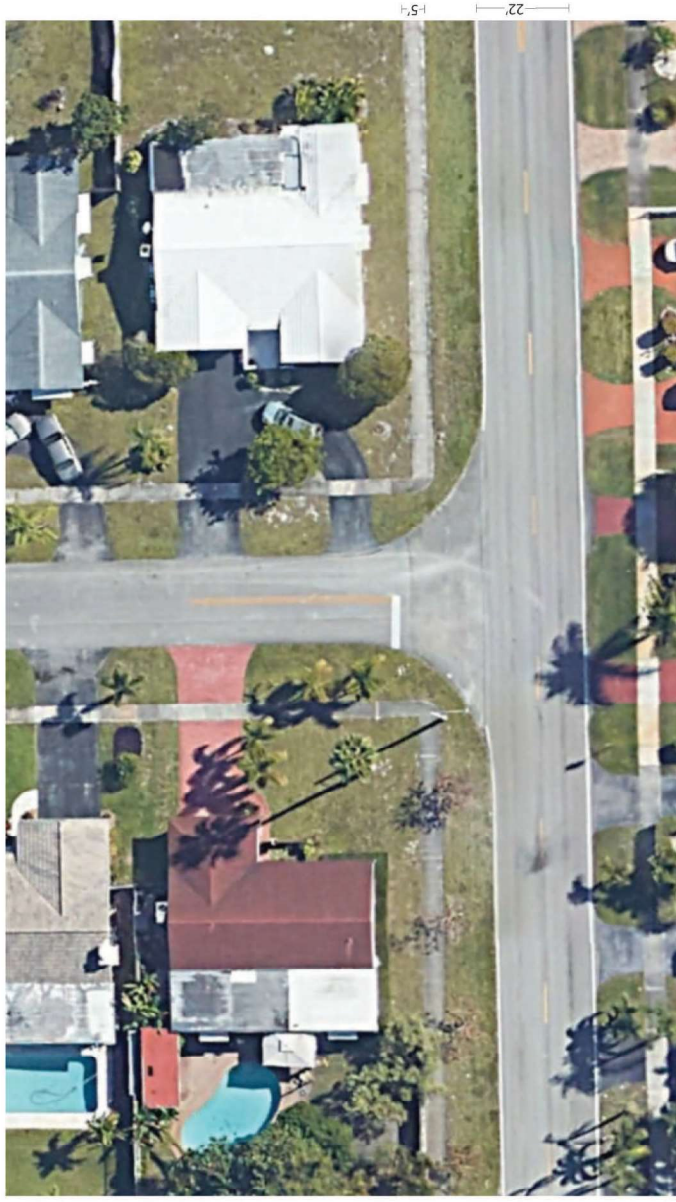
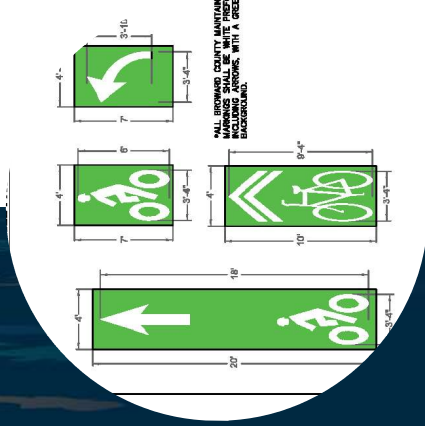
The proposed neighborhood greenways on Fletcher Street and S 64th Avenue, as well as the proposed bike lanes on Washington Street and S 62nd Avenue form the basis of the Beverly Park Neighborhood Loop. Destinations in the area include the Kay Gaither Community Center. S 62nd Avenue may also be ridden north to connect to the 441 Corridor Loop.

Map 23. Beverly Park Neighborhood Loop



Typical Sections

Typical sections were prepared to illustrate the type of improvements recommended according to the latest design standards for bicycle facilities. The City may use these renderings as guidance for bicycle facility design moving forward into the implementation of this plan. The selected locations are illustrative and intended to be representative of conditions found throughout different corridors citywide. The proposed improvements depict potential solutions to incorporate bicycle facilities into existing roadways. Additional street design elements may be needed at each specific location to achieve the desired vision, and should be evaluated on a case by case basis.



**Taft Street at N 51st Avenue
Existing/No-Build**



Proposed: Multi-Purpose Path

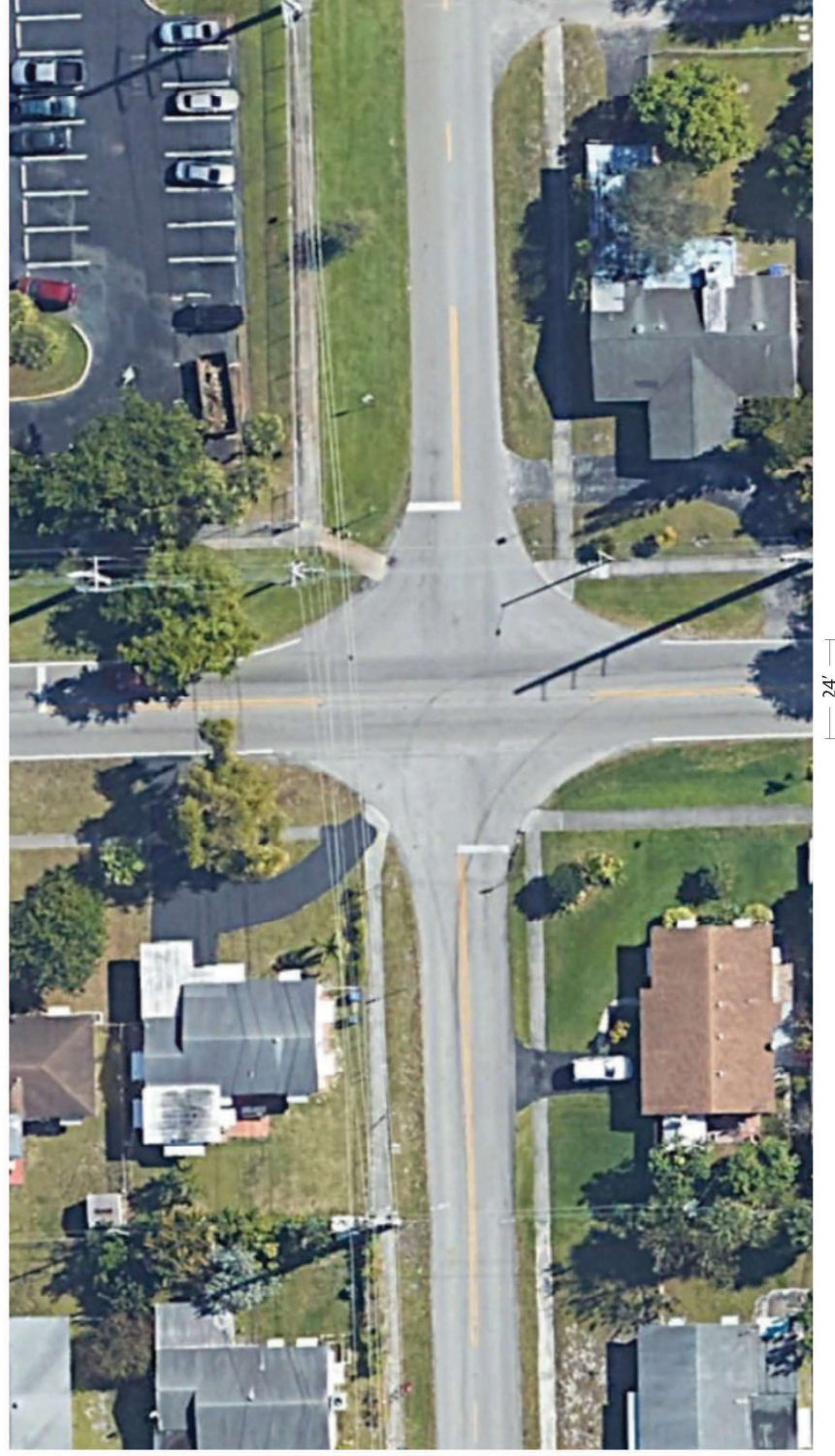
Example shown at Taft Street and N 51st Avenue

Multi-purpose paths are mainly recommended on roadways such as Taft Street and Park Road, which are significant for local circulation but have traffic volumes higher than those seen along Neighborhood Greenways, thus warranting separation from the motor vehicle travel lanes. Corridors were evaluated to identify available right-of-way. In some corridors, existing sidewalks may need to be widened or replaced to create the multi-purpose paths. Care should be exercised during the design and construction phases so that paths minimize impact to existing, healthy shade trees by meandering the alignment, narrowing the width, or utilizing pervious pavement surfaces in close proximity to trees.

Proposed: Buffered Bicycle Lane

Example shown at N 56th Avenue and Thomas Street

Buffered bicycle lanes are proposed along 56th Avenue, 35th Avenue, and on Hollywood Boulevard between SR-7/US-441 and the Flagler Greenway. These routes provide access to key commercial corridors in the City, and thus are expected to serve both utilitarian and recreational trips. A minimum 2-foot buffer should be provided at these locations to separate the bicycle lane from the motor vehicle travel lanes. Road diets may be considered as needed and appropriate to provide additional ROW to implement these type of facilities.



N 56th Avenue at Thomas Street Existing/No-Build

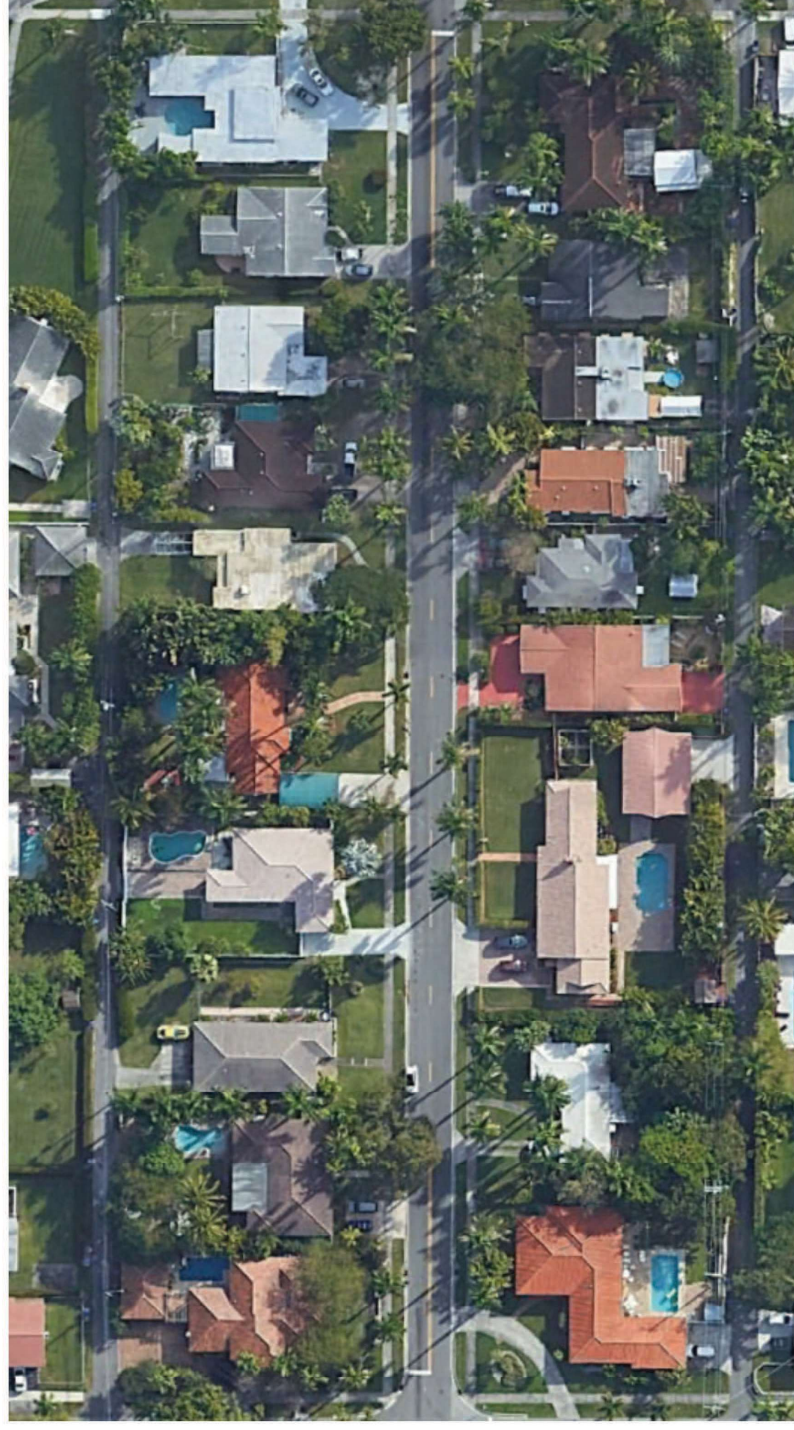


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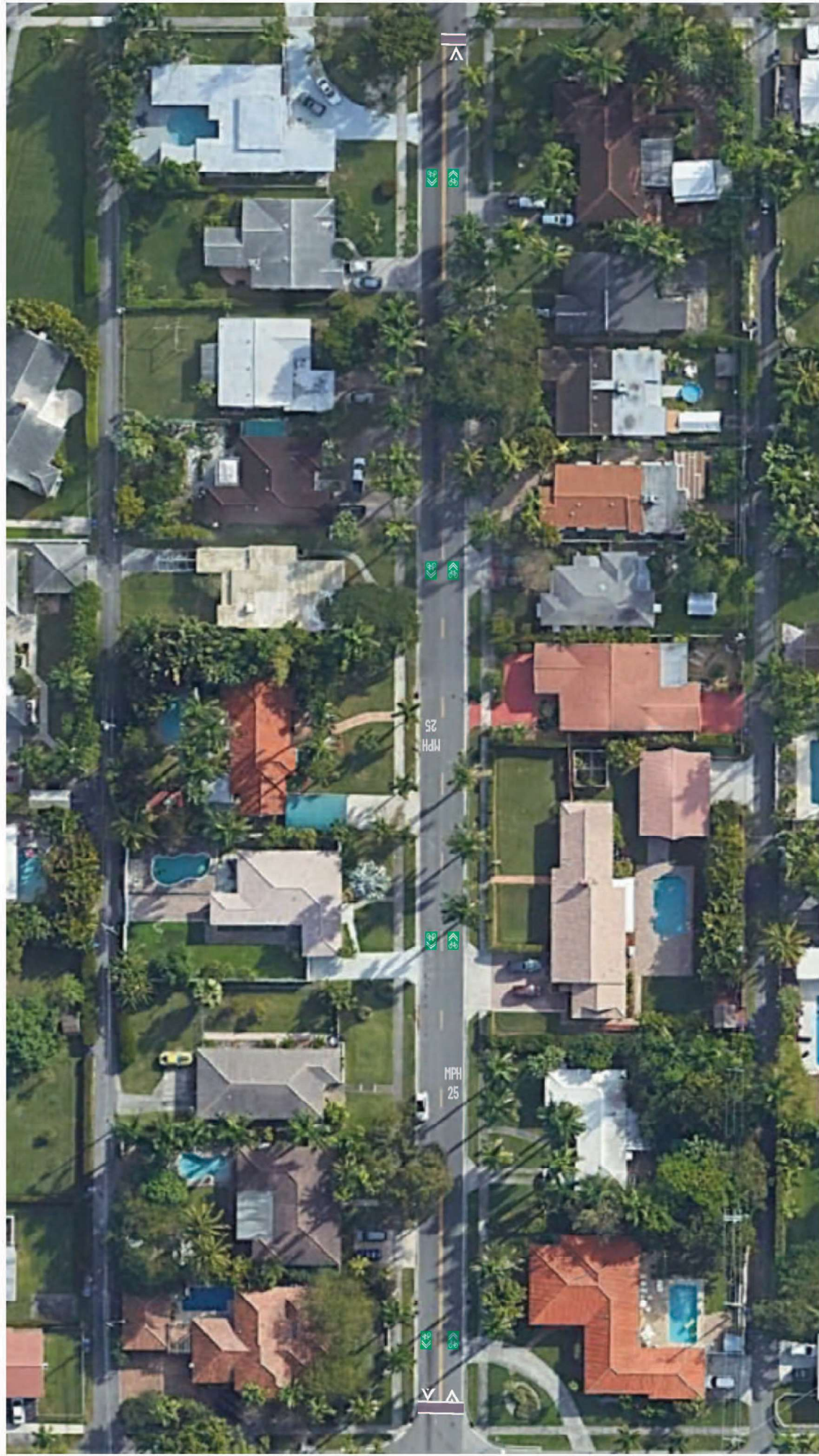
Proposed: Neighborhood Greenway

Example shown on Polk Street between N 13th Avenue and N 12th Avenue

Neighborhood Greenways are proposed exclusively along streets with relatively low traffic volumes and speeds, effectively creating a low stress bicycle network for travel within and across different neighborhoods in the City. Capital improvement recommendations for Neighborhood Greenway are located predominantly on streets with local jurisdiction. As noted in Chapter 1, there is a wide range of treatments that may be utilized to denote the priority of bicyclists along these routes, some of which are represented in an aerial visualization of Polk Street.



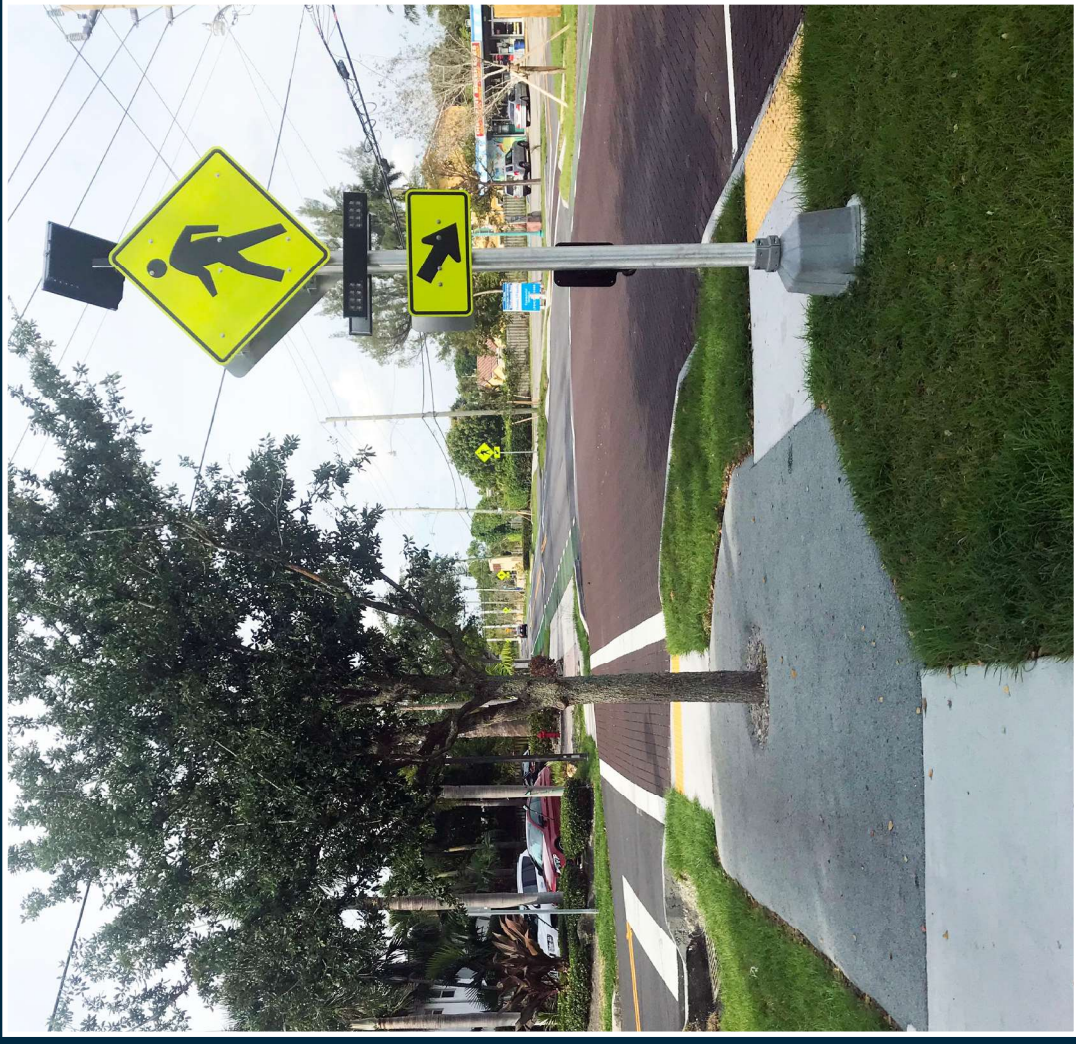
Polk Street between N 13th Avenue and N 12th Avenue Existing/No-Build

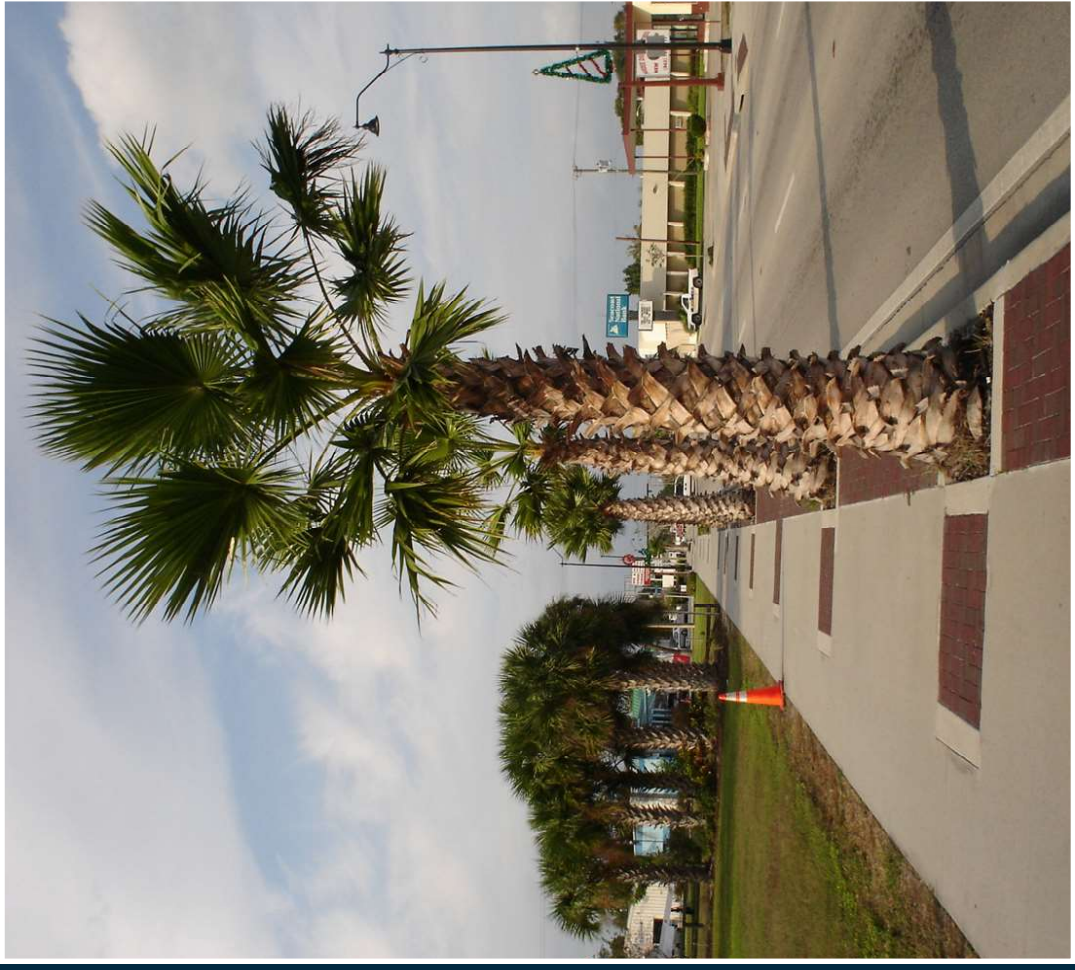
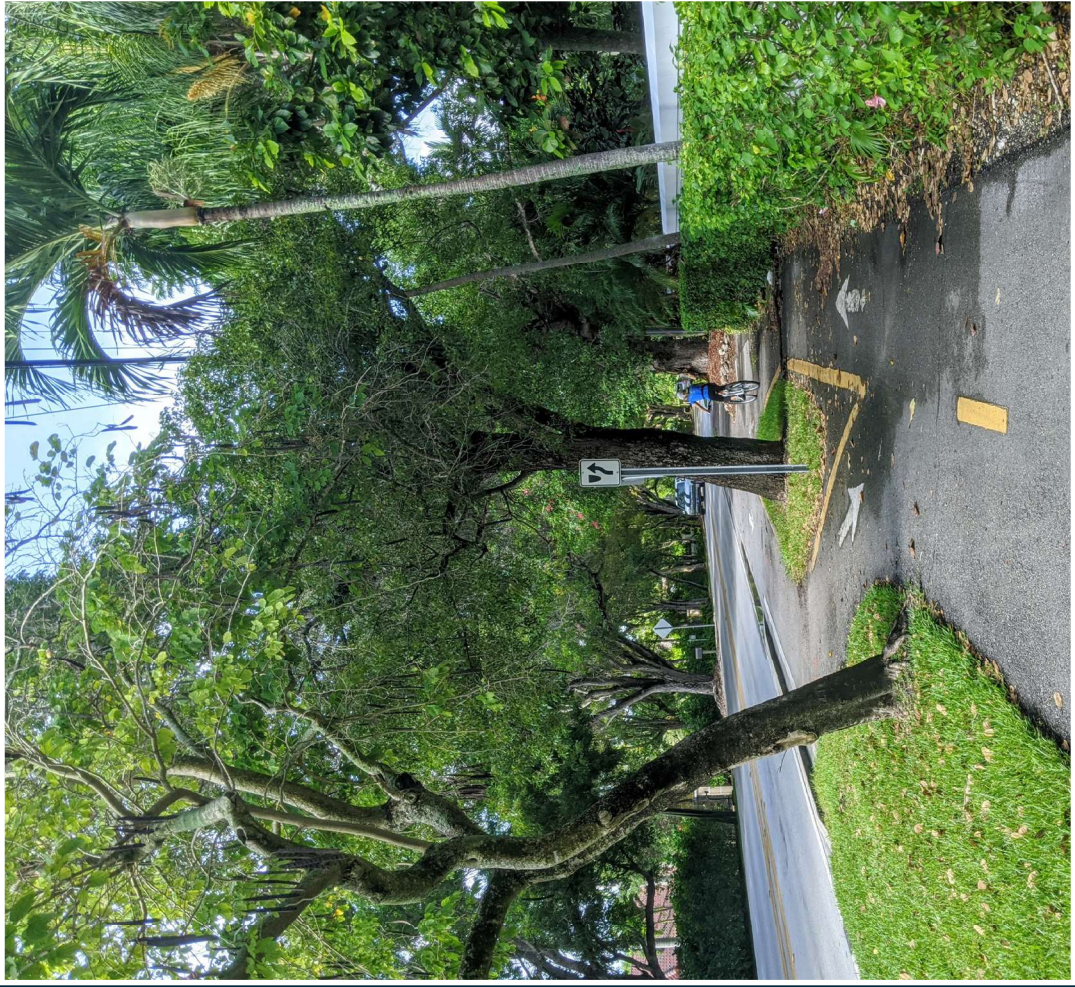


Planning For Trees

Street trees are an essential part of the city and provide a wide range of benefits for the proposed Hollywood bicycle network including protection from the elements, improved air quality, stormwater management, and added visual character. However, there are also challenges associated with the integration of street trees and mobility infrastructure, such as ROW constraints and conflicts.

Integration of bicycling infrastructure and natural vegetation may be achieved by allowing adequate space around the base of the tree, common strategies used include allowing for wider furnishing zones, adding tree basins, or bifurcating paths as they approach street trees.





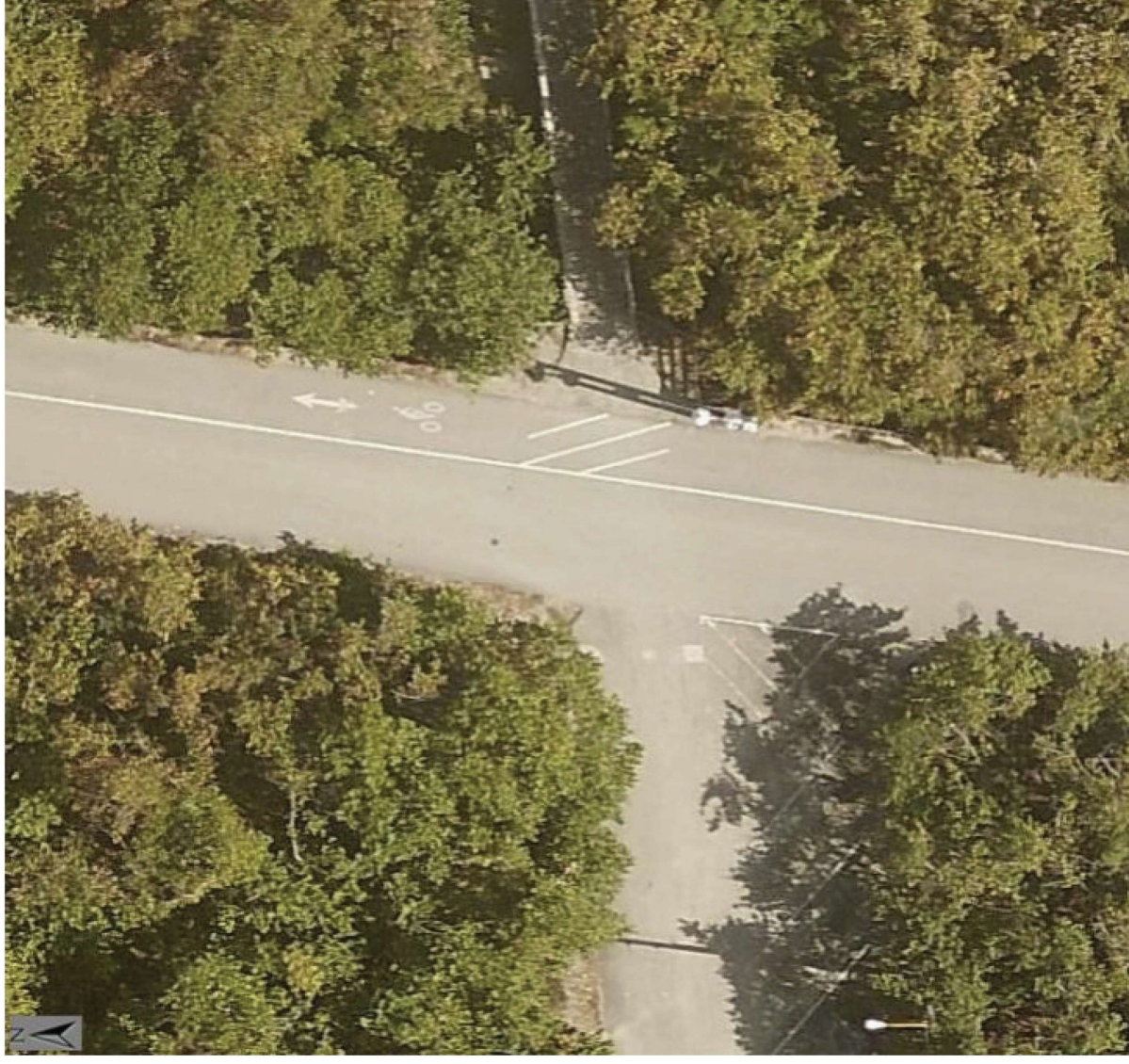
Case Studies

Multiple comments were received throughout the Public Outreach Campaign regarding safety and operational concerns on North and South Surf Road. The significance of these streets is amplified as they provide north and south connectivity to the Hollywood Broadwalk, making them popular routes among bicyclists and pedestrians in the City.

Specific recommendations were prepared to address these concerns, as presented in subsequent pages. These case studies are further intended to illustrate how the recommendations of this plan may be adapted to fit conditions specific to each corridor.

North Surf Road

The existing typical section on N Surf Road includes a 7-foot wide bicycle lane alongside a 14-foot wide north-bound travel lane. Three options for operational improvements are presented on pages 85-87, all of which propose narrowing the travel lane to provide additional space for bicyclists and pedestrians.



North Surf Road Existing/No-Build

Two-way conventional bike lane and one-way northbound car lane

North Surf Road

Option 1

Bi-directional buffered multipurpose path
and one-way northbound car lane



Option 1 proposes an 8-foot wide bi-directional multi-purpose path for pedestrians and bicyclists separated from the travel lane by a 3-foot buffer.

North Surf Road Option 2

Dedicated pedestrian space and northbound bike lane with sharrow in southbound one-way car lane

Option 2 proposes a 5-foot northbound conventional bicycle lane running alongside dedicated pedestrian space on the eastern side of the road. Southbound bicycle travel would share the travel lane with motor vehicles. Implementation of this option requires reversing traffic flow on N Surf Road, which is presently northbound.



North Surf Road Option 3

Shared pedestrian space in the one-way northbound lane and bi-directional buffered bicycle lanes



Option 3 proposes 8-foot bi-directional buffered bike lanes on the eastern side of N Surf Road separated by a 1-foot buffer from the shared pedestrian space in the 12-foot one-way northbound travel lane.

Using Mirrors for Enhanced Safety

In places where visibility presents operational concerns, such as Surf Road, the installation of convex mirrors at points of conflicts should be considered. Common visibility challenges exist at hidden driveways, roadways with sharp curves, and intersections with buildings very close to the street.

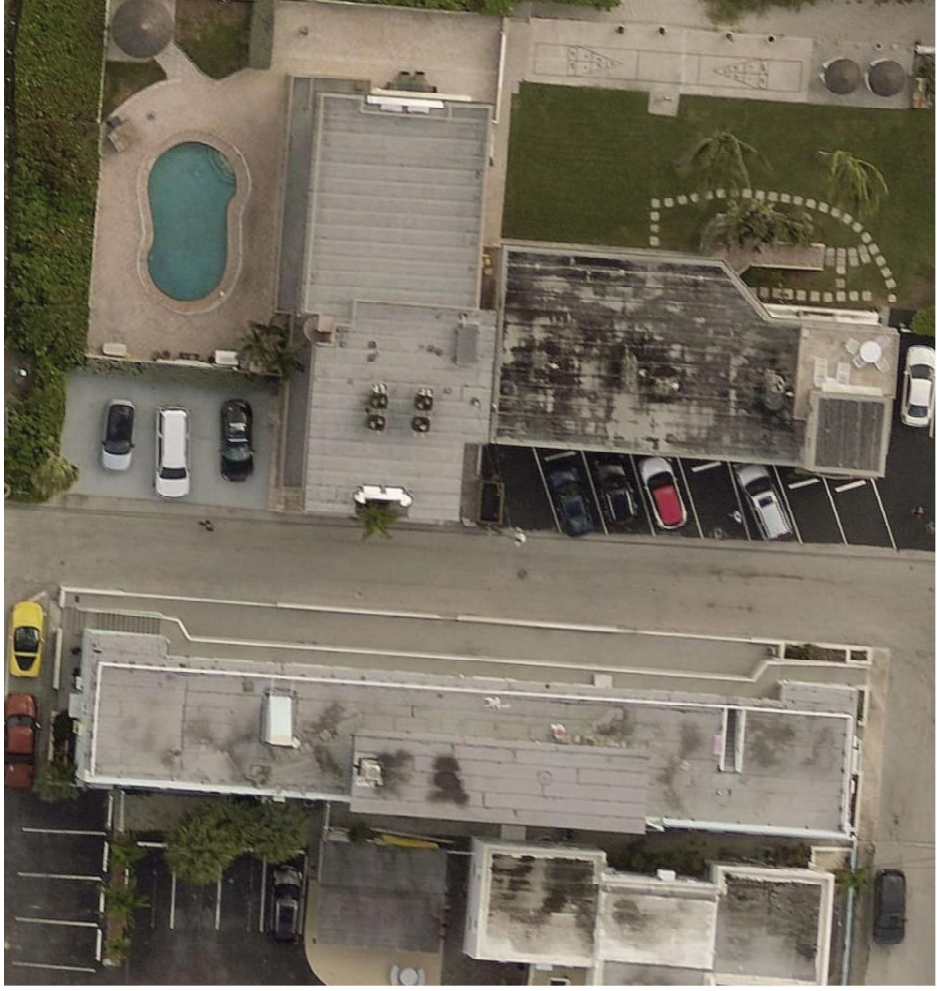


South Surf Road

The existing typical section on South Surf Road consists of an 18-foot wide travel lane which is shared between pedestrians, bicyclists, and motor vehicles alike.

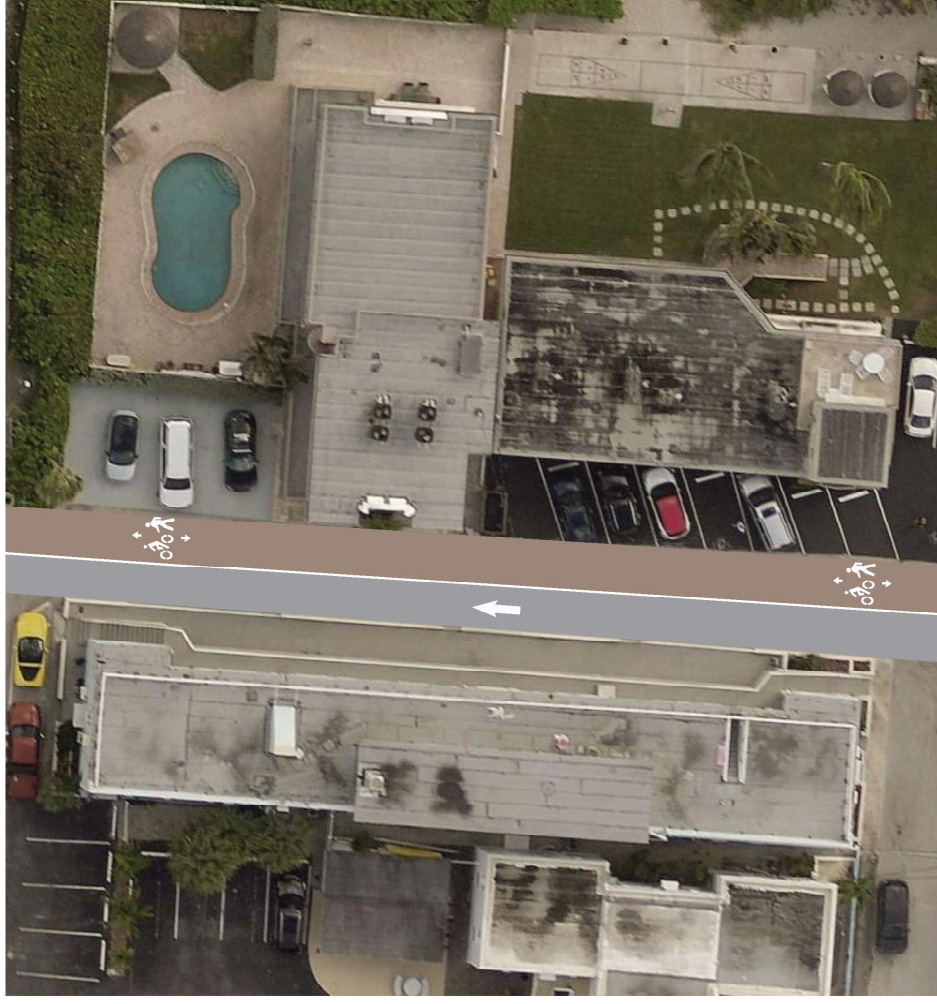
Three options were prepared presenting different operational improvements solution to enhance bicycle mobility and safety in this corridor.

- 🚲 Option 1 proposes a 9-foot wide bi-directional multi-purpose path alongside a 9-foot wide northbound car lane.
- 🚲 Option 2 proposes advisory bicycle lanes, which consist of a roadway striping configuration that provides for one-way motor vehicle and non-motorized traffic using a center lane and “advisory” or edge lanes on either side to allow passing. Under this alternative, pedestrian would share space with vehicles in the one-way northbound center lane.
- 🚲 Option 3 proposes dedicated space on the eastern side of the roadway, as well as shared space for bicyclists and motor vehicles. While bicyclists may travel in both directions, car traffic would remain one-way northbound.



South Surf Road Existing/No-Build

Shared space and one-way northbound car traffic

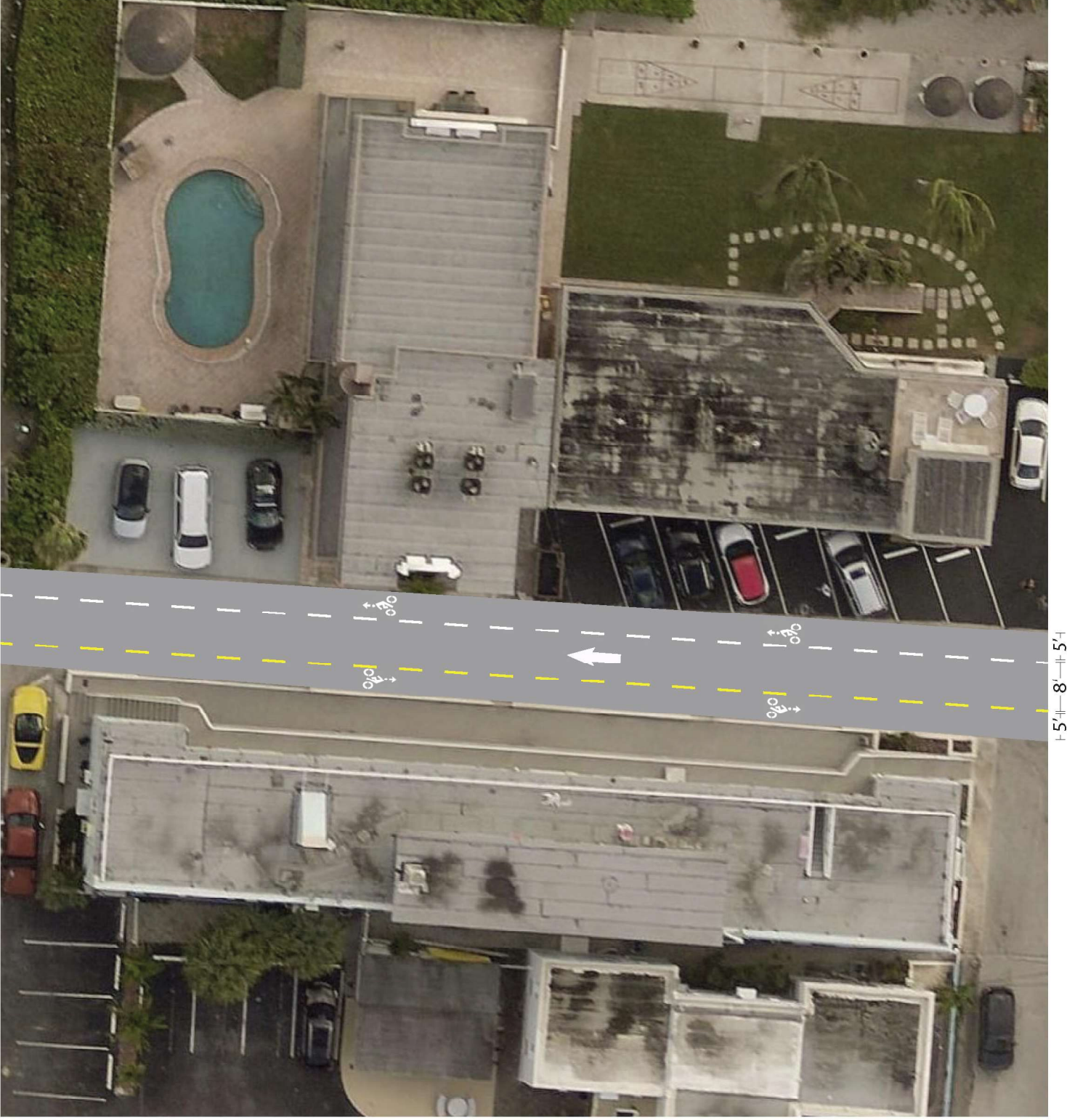


South Surf Road Option 1

Two-way people lane and one-way northbound car lane

South Surf Road Option 2

Advisory bike lanes and shared space for pedestrians in northbound one-way car lane

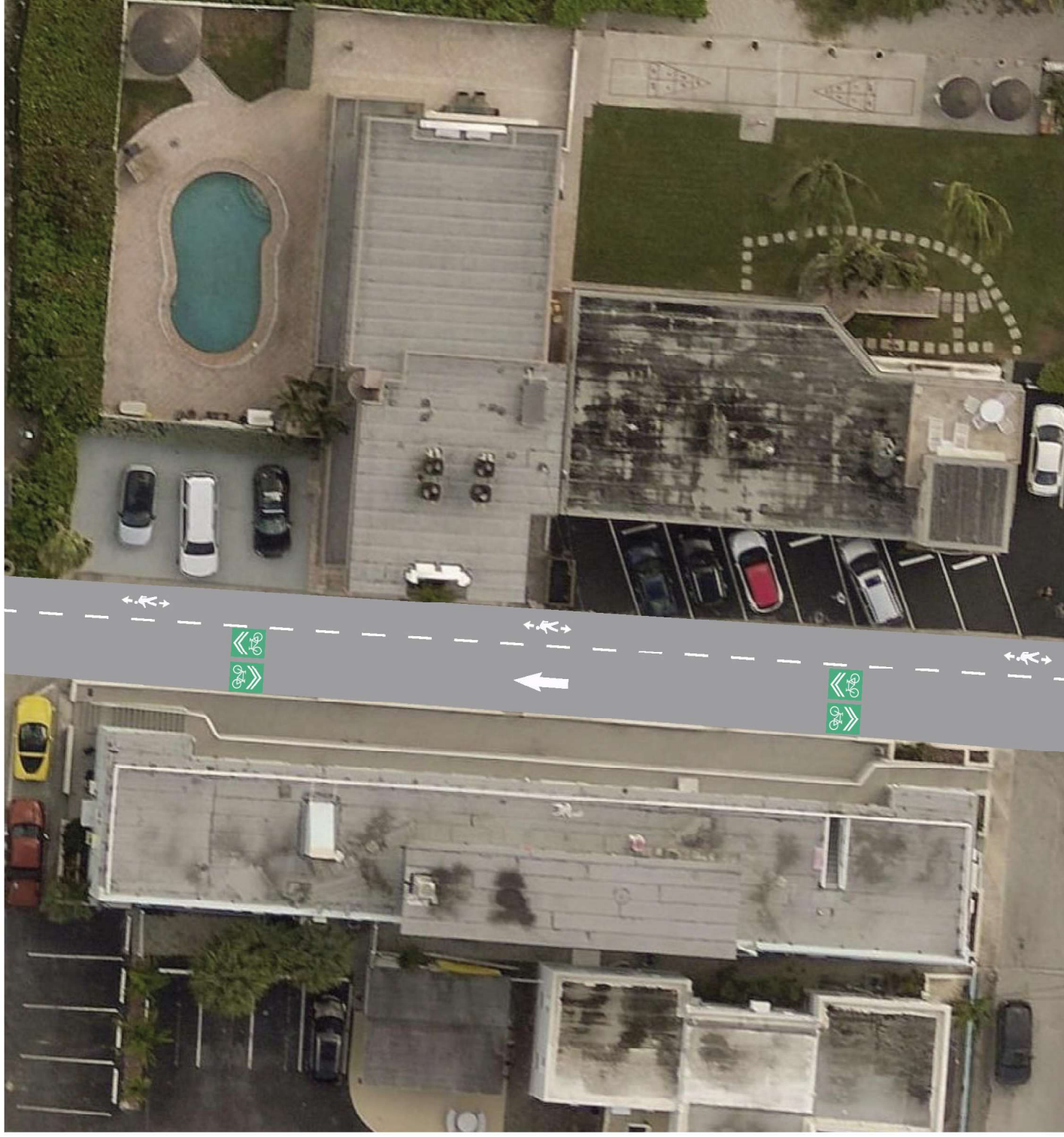


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South Surf Road

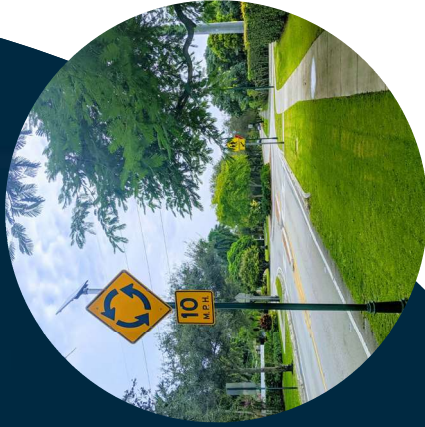
Option 3

Dedicated pedestrian space and sharrows in both directions of one-way northbound yield street



5

Implementation



Implementation Strategy

The Bicycle Mobility Plan recommends adding nearly 100 miles of designated bicycle facilities to the City of Hollywood. This chapter provides key information to assist the City in forming an implementation plan to build the proposed bicycle network.

Project Prioritization Process

Criteria was developed to prioritize the implementation of projects and applied to each capital improvement recommendation.

Potential Funding Sources

A summary of potential funding sources for the implementation of the Bicycle Mobility Plan, including Federal, State, and Local sources as well as alternative financing methods.

An Opinion of Probable Cost (OPC) was also developed as presented in **Appendix A** using industry standards and official guidance documentation to assist the City in the process of identifying funding opportunities for implementation of the Bicycle Mobility Plan. Estimated costs were derived using FDOT's Cost Per Mile Models for Long Range Estimating (LRE), as appropriate. In other instances, current 12-month average unit costs from FDOT's Pay Item Cost History for Market Area 12 (Broward County) were utilized to calculate composite estimated costs.

Next Steps

Guidance to assist the City as it moves into the implementation of the Bicycle Mobility Plan.



Project Prioritization

11 22 33 44 55

A prioritization process was developed for the list of capital improvement project recommendations by evaluating the projects based on pre-determined criteria related to the existing conditions on/hear each project corridor and feedback received when engaging the community. Prioritization of these projects is necessary to guide and facilitate the implementation of the strategic bicycle network, it also identifies the projects that are located in areas currently unsupportive of bicycling and needing upgrades. The evaluation was based on both quantitative and qualitative criteria with an associated point value as seen on **Table 2**. Projects receiving the highest point totals are considered highest priority and reflect need of improvement and resident input.

Coordination with the City's Public Utilities Department was needed to account for utility projects schedule considerations.

Table 2. Prioritization Criteria

Criteria	Measure	Data Source	Calculation	Maximum Points
Safety	Crash data	Signal Four Analytics, University of Florida	Number of pedestrian and bicycle crashes in the last five years (200-foot buffer)	20
Equity	Equity indicator scores	Broward MPO Transportation Planning Equity Assessment (2018)	Average equity indicator score calculated within a ¼ mile buffer	9
Population Density	High population density traffic analysis zones (TAZs)	Broward County TAZ Data (2015)	Highest density TAZ category within a ¼ mile buffer	10
Employment Density	High employment density traffic analysis zones (TAZs)	Broward County TAZ Data (2015)	Highest density TAZ category within a ¼ mile buffer	5
Connectivity	"Gap closure"	Hollywood Bicycle Mobility Plan Existing Conditions Inventory	Connections to bicycle facilities at project termini	10
Type	Route	Hollywood Bicycle Mobility Plan Recommended Projects	Project is part of an identified bike route	7
Destinations	Activity centers	Broward County Activity Centers GIS layer	Distance to an activity center	6
Destinations	Schools	Broward County Public Schools GIS layer	Distance to a public school	6
Public Engagement	Public comments	Online public comment map	Number of people supporting this street or segment	12
Utility Project Schedule Considerations	Utility projects	City of Hollywood Utilities Dept	Street with an upcoming utility project	5
MPO Complete Streets Master Plan	MPO corridors	Broward MPO, Complete Streets Master Plan	On a Complete Streets Master Plan corridor	5
Ease of Implementation	Striping and marking	Hollywood Bicycle Mobility Plan Recommended Projects	Project could be implemented with striping and marking	5

Top Priority Projects

Neighborhood Greenways

1. 19th Avenue from Wiley Street to Sheridan Street
2. 28th Avenue from Pembroke Road to Johnson Street
3. S 26th Avenue from Pembroke Road to Van Buren Street
4. N 26th Avenue from Hollywood Boulevard to Sheridan Street
5. Polk Street from N 21st Avenue to N 7th Avenue

Buffered Bike Lanes

1. Sheridan Street from N 66th Avenue to Sheridan East Trail
2. Hollywood Boulevard from SR-7/US 441 to City Hall Circle
3. Washington Street from S 64th Avenue to S Park Road
4. Dixie Highway/21st Avenue from Pembroke Road to Sheridan Street
5. 56th Avenue from Pembroke Road to Sheridan Street

Separated Bike Lanes

1. Hollywood Boulevard from Young Circle to 8th Avenue
2. Park Road from Pembroke Road to Stirling Street
3. W Park Road from SR-7 to N Park Road

Multi-Purpose Path

1. SR-A1A/S Ocean Drive from Hallandale Beach Boulevard to Hollywood Beach Boulevard
2. Young Circle
3. Taft Street from SR-7/US 441 to N Dixie Highway
4. Dixie Highway from Pembroke Road to Sheridan Street
5. Johnson Street from western city limit to N 64th Avenue

Conventional Bike Lanes

1. Pembroke Road from S 62nd Avenue to Flagler Trail
2. Johnson Street from N 46th Avenue to N Dixie Highway
3. N 64th Avenue from Hollywood Boulevard to Sheridan Street
4. Stirling Road from FPL Trail at 56th Avenue to Flagler Trail
5. Johnson Street from SR-7 to N 46th Avenue

Potential Funding Sources

An overview of funding opportunities is provided in this section to include various public and private sources. These identified funding sources can assist with the implementation of proposed capital improvement recommendations as presented in this report. Specifically, each funding program is summarized according to the Federal, State and local level. In addition, various alternative funding mechanisms are identified for consideration.

Federal Sources

The U.S Department of Transportation offers a number of formula and discretionary funding programs for multimodal infrastructure projects. Programs such as the Highway Safety Improvement Program (HSIP), the Surface Transportation Program (STP) and the Federal Lands Access Program can support funding for trails, walking and biking. Other grant opportunities are listed below.

Better Utilizing Investment to Leverage Development (BUILD) Grant Program

The BUILD Grant Program is a highly competitive USDOT program which supports capital cost investments in road, rail, transit, and port projects that have a significant local or regional impact. Eligible activities for project funding include planning, environmental analysis, feasibility studies as well as design. The primary selection criteria for project evaluation include safety, state of good repair, economic competitiveness, environmental sustainability, and quality of life. Secondary criteria that are considered involve an applicant's ability to demonstrate innovation strategies related to technology, financing and project delivery. The maximum award per project is \$25 million, which allows up to \$15 million in program funding for planning purposes. The total awarded amounts per state cannot exceed \$150 million. The FY 2021 omnibus spending bill provides significant funding at \$1 billion for the BUILD Grant program.

Recreational Trails Program (23 USC 206)

Provides funds to the States to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. Funds for this program are set aside from the Transportation Alternatives (TA) Program. Applications are only accepted during the annual submission period, which varies. The 2021-2022 application cycle was held February 1- March 1 2021.

Congestion Mitigation and Air Quality Improvement (CMAQ)

This program provides funds to state DOTs, MPOs and other sponsors to fund surface transportation projects and other related efforts that will contribute to air quality improvements in ozone, carbon monoxide and/or particulate matter, and provide congestion relief.

Community Development Block Grants (CDBG)

The CDBG entitlement program allocates annual grants to larger cities and urban counties to develop viable communities by providing decent housing, a suitable living environment, and opportunities to expand economic opportunities, principally for low- and moderate- income

persons. Bicycle and pedestrian facilities are eligible uses of this fund. States annually develop funding priorities and criteria for selecting projects.

Rivers, Trails, and Conservation Assistance Program (RTCA)

The Rivers, Trails, and Conservation Assistance Program is the community assistance arm of the National Park Service. RTCA provides technical assistance to communities in order to preserve open space and develop trails.

State Sources

The State of Florida provides funding programs for multimodal project improvements that enhance transit, bicycle and pedestrian access and connectivity.

Transportation Alternatives (TA) Program

The TA program is intended to fund small scale multimodal improvement projects to include bicycle and pedestrian facilities, recreational trails, and safe routes to schools. Eligible activities for funding are planning, design and construction of infrastructure related projects such as sidewalks, pedestrian and bicycle signals, traffic calming, lighting, and other safety related improvements. Projects are awarded based upon a competitive application process with funding amounts capped at \$1 million per project phase and application cycle. Applications for TA-eligible projects may be submitted on annual basis during the months of January and February. Contact the District 4 (Southeast Florida) FDOT office for specific information related to the application form.

Safe Routes to Schools

The State of Florida's Safe Routes to School program is designed to assist communities with addressing school transportation needs by encouraging more students to walk or bike to school. The program objective is to fund projects that advance planning, development, and implementation of projects that improve safety, reduce automotive traffic and improve air quality. In addition, the program seeks to address the safety needs of children already walking or biking to school. Since 2015, approximately \$7 million in project allocations is funded from FDOT annually according to the 2019 Florida Safe Routes to School Strategic Plan.

County Incentive Grant Program (CIGP)

The CIGP was created for the purpose of providing grants to counties, to improve a transportation facility including transit which is located on the State Highway System (SHS) or which relieves traffic congestion on the SHS. By statute, the program covers 50% of capital costs. Each eligible project must be consistent to the maximum extent feasible with the Florida Transportation Plan, Metropolitan TPO Plan, and applicable local government comprehensive plans. Counties seeking funding from the CIGP program must submit a separate application letter for each eligible project. Applications should be submitted to the District 4 (Southeast Florida) FDOT office. There are annual application cycles, with applications typically due Mid-to-Late March.

Shared-Use Non-motorized (SUN) Trail

There are four eligibility criteria a project must meet to receive consideration for SUN Trail funding. The project must be envisioned as a paved component of the FCTS Priority Land Trail Network, the project must be an MPO priority, a local entity must commit to operation and maintenance of the project, and the project must be consistent with the applicable comprehensive plan or the long-term management plan. FDOT must receive a complete “Request for Funding” for each eligible project proposed for SUN Trail Funding by the announced deadline. Proposals must be received through the Grant Application Process (GAP), found on this website- <http://www.flgap.com/>.

Local Sources

County and city specific funding sources may also be utilized to implement the Bicycle Mobility Plan. Some of these potential sources are summarized below.

Broward MPO Complete Streets Localized Initiatives Program (CSLIP)

CSLIP provides funding for small local capital transportation projects that will improve the safety and mobility for all transportation users in Broward County. The Broward Metropolitan Planning Organization anticipates an annual process for submission of applications, with applications typically due Mid-November. All applications must be fully scoped and “program ready” with a cost estimate prepared and signed by a Professional Engineer.

Resurfacing and Repaving

Local jurisdictions should take advantage of opportunities to add bicycle lanes and other markings upon resurfacing and repaving of local streets. While other lanes are re-stripped, the bike facilities can be painted as well. This requires close coordination with the Planning or Community Services Department and Public Works so that low cost bicycle upgrades are not left out of street maintenance projects.

New Construction

Future road widening and construction projects are one means of providing bike lanes and trails. Developers may also be required to dedicate land toward the widening of roadways in order to provide for enhanced bicycle mobility.

FDOT District Four Multimodal Scoping Checklist

Local jurisdictions should take advantage of opportunities to request added bicycle facilities on State Roads through FDOT District Four’s Multimodal Scoping Checklist process. As projects get programmed into FDOT Five Year Work Program, local jurisdictions may request multimodal improvements to be considered for implementation as the scope of work mix of each project allows. There is an annual revision cycle where projects included in the FDOT Five Year work program are considered for advancement or deferral. The annual revision is known as the Tentative Work Program (TWP).

Broward Surtax

Broward County voters approved a 30-year, one percent surtax for transportation in November 2018. Funds from this sales tax may be used in projects that address 5 goals: increased connectivity, relieve traffic congestion, improve transit service, enhance multimodal options, and demonstrated economic development and benefits. More than 1,100 projects were contained in the first cycle of the Transportation Surtax Plan including over 700 municipal-requested.

Impact Fees

Impact fees may be assessed on new development to pay for transportation projects. In addition, multimodal credits may be issued to developers that include on- or off-site bicycle improvements that will encourage residents to bicycle rather than drive. In-lieu parking fees may also be used to contribute to the construction of new or improved bicycle parking facilities. Local jurisdictions have the option to create their own mitigation requirements.

Alternative Financing

Developer Contributions

In-kind or monetary contributions from a developer to facilitate construction of a project that may result in a positive impact on property values. This is often negotiated to reflect the benefit the developer derives from a project. The project sponsors often request contributions early, allowing sponsors to better leverage other sources. These may be applied to fill the gaps in funding for both capital and operating costs.

Mobility Fees

Mobility fees are usually part of Mobility Plans introduced by local governments that seek to introduce flexibility into the planning process to address mobility as a whole instead of merely regulating capacity. Mobility fees are similar to the impact fees that many local governments currently levy on new developments. The striking difference between Impact and Mobility fees is that they are based on developments' multimodal impacts; therefore, revenue generated from Mobility fees can be broadly applied to implement multimodal projects including Complete Streets.

Adopt-a-Path Program/Naming Rights

Maintenance of bicycle facilities and recreational trails could be paid for from private funds in exchange for recognition, including recognition signs along the bikeway. A special account could be set up for donors to pay into and improve efficiency.

Next Steps

Programming and Policy Support

Extensive research and analysis of bicycling programs worldwide strongly suggest that although the provision of bicycling infrastructure is a crucial step to create a bike-friendly environment, often it is not sufficient on its own. Multi-component intervention packages -mixing complementary hard and soft measures- tend to have the highest rates of success. This section presents an overview of potential policy initiatives that may advance the multimodal transportation agenda in the City of Hollywood.

Planning for Support Facilities and Programs

Provision of support or **end-of-trip facilities** is an essential part of a bicycling network. Local governments should seek opportunities to include facilities such as secure bicycle parking, repair stations, bathrooms and water fountains within the implementation of the capital improvement recommendations set forth in this plan. Since the effectiveness of these strategies tend to increase at transit stops and stations, special consideration should be given to Tri-Rail stations and BCT transfer points. Strategies such as Increasing security for parked bicycles can also encourage bicycling as a first and last mile option for multimodal trips. **Bikeshare programs** have also been found to have long term impacts in travel patterns when placed near transit stations, mobility hubs, or by existing bicycle infrastructure.

Educational Programs

Bicycling is not a simple behavior that can be adopted on a once-and-for-all basis. The complexity of factors that can influence the amount of bicycling that an individual does can vary widely. Nonetheless, the literature suggests that educational campaigns and initiatives, such as providing adult bicycle training, can have a cultural impact in normalizing the activity and fostering best practices.

Educational programs are a commonly used tool to promote safer conditions for all roadway users, including bicyclists. While these programs are most effective when targeted to specific groups, it is important that the message be generalized to reach as many people as possible. This can often be achieved by engaging with stakeholders through community groups, business associations, homeowners associations, and health institutions.

School-based initiatives such as Safe Routes to Schools, bicycle proficiency programs, bicycling events, school travel planning, and information resources have also been found to be highly effective.

MESSAGES FROM THE COMMUNITY

“If we’re going to have a Bike Mobility Plan we need motorist education as well. Cycling Safety that includes motorist (and yes, cyclist) education needs to be part of this plan.”

Promotional Efforts

Marketing aimed at individuals can have a consistent and positive impact on bicycling behavior. Therefore, promoting the City's efforts to enhance bikeability is an important element of the implementation plan. Some strategies to be considered include:

- 🚲 Develop **signage and wayfinding system** with a strong brand identity specific to the Hollywood Bicycle Network
- 🚲 Route promotion marketing, highlighting themed routes such as the Historical Sites Route presented in **Chapter 4**
- 🚲 **Partner** with bike/walk and health coalitions and bike shops; reach workers through advocates and employers
- 🚲 **Mass or social media campaigns** and community-wide promotional activities have been found to positively contribute to increased bicycling rates, provided they are combined with improved infrastructure

Pilot Projects and Quick Build Programs

Adopting an open and iterative approach to bicycle planning can allow for rapid implementation, continuous feedback, and course correction along the way. Quick build programs, also known as tactical or “pop-up” urbanism, offer a unique opportunity to test improvements temporarily and generally at a low cost. Moreover, the data gathered during this testing period can help inform decision-making for long-term implementation. Often this approach also rallies community support since it gives people a chance to partake in the planning process before larger investments are programmed.

The challenges associated with the COVID-19 pandemic also represent an opportunity to further quick build and pilot programs as a response and recovery strategy. People-friendly streets are a proven best practice and the first-line mobility response for local agencies during the COVID-19 crisis. With transportation options reduced as traffic volumes and transit ridership rates decrease, uncrowded streets present a unique opportunity for the advancement of pedestrian and bicycle friendly projects that offer people a new way to interact with the public space to complete essential trips and healthy activities right now. This plan prioritizes projects on streets that provide access to hospitals and other

essential services, or that connect routes to parks and other open spaces with the intent of providing space for essential workers and others to bike safely while adhering to physical distance guidelines.

The Broward MPO has seized this opportunity to advance quick build programs throughout the county as part of their Complete Streets Initiative. Consideration of such programs and further inter-agency coordination are highly valuable implementation strategies.



A

Appendix A: Cost Estimates for Prioritized Projects

ID	Facility Name	Project Limits	Facility Type	Length (mi.)	Estimated Cost	Total Priority Score
1	19th Avenue	Wiley Street to Sheridan Street	Neighborhood Greenway	2.34	\$ 72,800.00	75
2	Pembroke Road	S 62nd Avenue to Flagler Trail	Bike Lane	2.81	\$ 1,795,300.00	74
3	Sheridan Street	N 66th Avenue to Sheridan East Trail	Buffered Bike Lane	4.83	\$ 2,708,700.00	71
4	SR-A1A/S Ocean Drive	Hallandale Beach Boulevard to Hollywood Beach Boulevard	Multi Purpose Path	1.83	\$ 693,700.00	68
5	28th Avenue	Pembroke Road to Johnson Street	Neighborhood Greenway	1.54	\$ 47,900.00	67
6	Young Circle	Young Circle	Multi Purpose Path	0.47	\$ 178,200.00	67
7	Taft Street	SR-7 to N Dixie Highway	Multi Purpose Path	3.66	\$ 1,387,400.00	65
8	Hollywood Boulevard	I-95 to City Hall Circle	Buffered Bike Lane	1.46	\$ 818,800.00	65
9	S 26th Avenue	Pembroke Road to Van Buren Street	Neighborhood Greenway	0.94	\$ 29,300.00	63
10	Johnson Street	N 46th Avenue to N Dixie Highway	Bike Lane	0.51	\$ 252,300.00	63
11	Washington Street	S 64th Avenue to S Park Road	Buffered Bike Lane	2.12	\$ 1,188,900.00	61
12	N 26th Avenue	Hollywood Boulevard to Sheridan Street	Neighborhood Greenway	1.45	\$ 45,100.00	60
13	Dixie Highway/21st Avenue	Pembroke Road to Sheridan Street	Buffered Bike Lane	2.54	\$ 1,424,500.00	60
14	Polk Street	N 21st Avenue to N 7th Avenue	Neighborhood Greenway	1.89	\$ 58,800.00	59
15	Hollywood Boulevard	SR-7/US 441 to 46th Avenue	Buffered Bike Lane	1.11	\$ 622,500.00	58
16	N 64th Avenue	Hollywood Boulevard to Sheridan Street	Bike Lane	1.51	\$ 746,800.00	58
17	Stirling Road	FPL Trail at 56th Avenue to Flagler Trail	Bike Lane	2.58	\$ 1,276,000.00	58
18	Hollywood Boulevard	46th Avenue to I-95	Buffered Bike Lane	1.96	\$ 1,099,200.00	57
19	Hollywood Boulevard	Young Circle to 8th Avenue	Separated Bike Lane	1.25	\$ 1,514,200.00	57
20	Liberta Loop	Liberta Neighborhood	Neighborhood Greenway	1.99	\$ 61,900.00	57
21	Dixie Highway	Pembroke Road to Sheridan Street	Multi Purpose Path	2.54	\$ 962,800.00	55
22	Johnson Street	Western city limit to N 64th Avenue	Multi Purpose Path	2.01	\$ 761,900.00	53
23	Park Road	Pembroke Road to Johnson Street	Separated Bike Lane	1.58	\$ 1,913,900.00	51
24	S Surf Road	Iris Terrace to Jefferson Street	Multi Purpose Path	0.54	\$ 204,700.00	51
25	N 56th Avenue	Hollywood Boulevard to Sheridan Street	Buffered Bike Lane	2.55	\$ 1,430,100.00	51
26	S 56th Avenue	Pembroke Road to Hollywood Boulevard	Buffered Bike Lane	1.05	\$ 588,900.00	51
27	Johnson Street	SR-7 to N 46th Avenue	Bike Lane	2.51	\$ 1,241,400.00	51
28	S 64th Avenue	Fletcher Street to Washington Street	Neighborhood Greenway	0.45	\$ 14,000.00	49
29	Van Buren Street	S 21st Avenue to east of S 8th Avenue	Neighborhood Greenway	1.88	\$ 58,500.00	48
30	S 62nd Avenue	Pembroke Road to Cleveland Street	Bike Lane	2.68	\$ 1,325,500.00	48
31	N 7th Avenue/S 8th Avenue	Van Buren Street to Polk Street	Neighborhood Greenway	0.39	\$ 12,200.00	47
32	Harrison Street	Young Circle to Hollywood Boulevard	Multi Purpose Path	0.16	\$ 60,700.00	47
33	Johnson Street	N 64th Avenue to SR-7	Bike Lane	1.12	\$ 554,000.00	45
34	Tyler Street	Young Circle to Hollywood Boulevard	Multi Purpose Path	0.17	\$ 64,500.00	45
35	South Lake Loop	Hollywood Lakes	Neighborhood Greenway	1.42	\$ 44,200.00	45
36	Harding Street	Flagler Trail to 14th Avenue	Neighborhood Greenway	0.86	\$ 26,800.00	44
37	17th Avenue	Harrison Street to Tyler Street	Neighborhood Greenway	0.15	\$ 4,700.00	44
38	N 29th Avenue	Sheridan Street to Stirling Road	Multi Purpose Path	1.01	\$ 382,900.00	44
39	Arthur Street	SR-7/US-441 to N 30th Court	Neighborhood Greenway	2.47	\$ 76,800.00	44

ID	Facility Name	Project Limits	Facility Type	Length (mi.)	Estimated Cost	Total Priority Score
40	S 17th Avenue	Moffett Street to Harrison Street	Neighborhood Greenway	0.96	\$ 29,900.00	43
41	Johnson Street	N 21st Avenue to N 14th Avenue	Multi Purpose Path	0.93	\$ 352,600.00	43
42	Sheridan Street	N 72nd Avenue to N 66th Avenue	Multi Purpose Path	0.73	\$ 276,800.00	43
43	Wiley Street	Poiciana Park to S 14th Avenue	Neighborhood Greenway	0.81	\$ 25,200.00	42
44	Mayo Street	SR-7 to N 52nd Avenue	Neighborhood Greenway	0.73	\$ 22,700.00	42
45	Washington Street	S 17th Avenue to Diplomat Parkway	Neighborhood Greenway	0.62	\$ 19,300.00	42
46	Fletcher Street	S 64th Avenue to S 62nd Avenue	Neighborhood Greenway	0.25	\$ 7,800.00	42
47	Monroe Street	S 28th Avenue to Flagler Trail	Neighborhood Greenway	0.86	\$ 26,800.00	40
48	N 72nd Avenue	Hollywood Boulevard to Taft Street	Bike Lane	1.01	\$ 499,600.00	39
49	N 17th Avenue	Tyler Street to Harding Street	Neighborhood Greenway	1.14	\$ 35,500.00	39
50	Arthur Street	N 72nd Avenue to N 64th Avenue	Neighborhood Greenway	1.00	\$ 31,100.00	39
51	N 14th Avenue	Polk Street to Sheridan Street	Neighborhood Greenway	1.52	\$ 47,300.00	37
52	Simms Street/N Surf Road	Broadwalk to SR-A1A	Multi Purpose Path	1.33	\$ 504,200.00	34
53	Polk Street	US-441 to N Circle Drive	Neighborhood Greenway	1.46	\$ 45,400.00	34
54	W Park Road	SR-7 to N Park Road	Raised Separated Bike Lane	2.09	\$ 792,300.00	33
55	S 13th Avenue	Van buren Street to Polk Street	Neighborhood Greenway	0.89	\$ 27,700.00	32
56	SW 35th Avenue	Stirling Road to Griffin Road	Multi Purpose Path	1.19	\$ 451,100.00	32
57	N 46th Avenue	Hollywood Boulevard to Stirling Road	Multi Purpose Path	2.58	\$ 978,000.00	31
58	N Park Road	Johnson Street to Taft Street	Raised Separated Bike Lane	0.51	\$ 166,700.00	31
59	N 66th Avenue	Johnson Street to Sheridan Street	Neighborhood Greenway	1.00	\$ 31,100.00	31
60	SR-A1A	W Dixie Highway to N Ocean Drive	Multi Purpose Path	1.83	\$ 693,700.00	31
61	Lawn Acres Loop	Lawn Acres Neighborhood	Neighborhood Greenway	0.79	\$ 24,600.00	31
62	Playland Loop	Playland Estates	Neighborhood Greenway	1.53	\$ 47,600.00	31
63	S 14th Avenue	Moffett Street to Van Buren Street	Neighborhood Greenway	0.89	\$ 27,700.00	30
64	N Park Road	Taft Street to Stirling Road	Raised Separated Bike Lane	1.52	\$ 496,600.00	30
65	Diplomat Parkway	Moffett Street to Van Buren Street	Neighborhood Greenway	1.03	\$ 32,100.00	29
66	Wiley Street	S 28th Avenue to Flagler Trail	Neighborhood Greenway	0.90	\$ 28,000.00	29
67	Tyler Street	NW 65th Terrace to N 69th Way	Neighborhood Greenway	0.47	\$ 14,700.00	29
68	52 Avenue	Pembroke Road to Polk Street	Multi Purpose Path	1.16	\$ 439,700.00	28
69	N 70th Terrace	Sheridan Street to Johnson Street	Neighborhood Greenway	1.00	\$ 31,100.00	28
70	Hillcrest Drive	Park Road to Hollywood Boulevard	Multi Purpose Path	1.43	\$ 542,100.00	27
71	N 72nd Avenue	Sheridan Street to Taft Street	Multi Purpose Path	0.50	\$ 189,600.00	27
72	Jefferson Street	S 56th Avenue to S Highland Drive	Neighborhood Greenway	1.06	\$ 33,000.00	26
73	North Lake Drive	East of 12th Avenue	Neighborhood Greenway	0.83	\$ 25,800.00	26

ID	Facility Name	Project Limits	Facility Type	Length (mi.)	Estimated Cost	Total Priority Score
74	S North Lake Drive/N 12th Avenue	Polk Street to Johnson Street	Neighborhood Greenway	0.47	\$ 14,700.00	25
75	N 65th Avenue	Fillmore Street to Johnson Street	Neighborhood Greenway	0.28	\$ 8,800.00	25
76	N 69th Way	Tyler Street to Johnson Street	Neighborhood Greenway	0.47	\$ 14,700.00	25
77	Van Buren Street	S 56th Avenue to S Circle Drive	Neighborhood Greenway	0.92	\$ 28,600.00	24
78	N 70th Terrace	Sheridan Street to Charleston Street	Neighborhood Greenway	0.57	\$ 17,800.00	24
79	Hayes Street	N 72nd Avenue to N 69th Way	Neighborhood Greenway	0.29	\$ 9,100.00	23
80	Fillmore Street	N 72nd Avenue to N 65th Avenue	Neighborhood Greenway	0.83	\$ 25,800.00	23
81	Hill Drive	FPL Trail/56th Avenue to Park Road	Neighborhood Greenway	1.59	\$ 49,500.00	21
82	Johnson Street	N 14th Avenue to Holland Park	Neighborhood Greenway	0.86	\$ 26,800.00	21
83	35th Avenue	S Rainbow Drive to Johnson Street	Buffered Bike Lane	1.00	\$ 560,900.00	20
84	N 8th Avenue	North Lake Drive to Johnson Street	Neighborhood Greenway	0.05	\$ 1,600.00	20
85	Charleston Street	Davie Road Extension to N 66th Avenue	Neighborhood Greenway	0.97	\$ 30,200.00	19
86	N 50th Avenue	Johnson Street to Thomas Street	Neighborhood Greenway	0.88	\$ 27,400.00	18
87	N Rainbow Drive	N Circle Drive to N 35th Avenue	Neighborhood Greenway	0.45	\$ 14,000.00	17
88	N 66th Avenue	SW 60th Street to Sheridan Street	Neighborhood Greenway	1.00	\$ 31,100.00	17
89	S Rainbow Drive	S Circle Drive to S 35th Avenue	Neighborhood Greenway	0.47	\$ 14,700.00	16
90	S Highland Court	S Highland Drive to S Rainbow Drive	Neighborhood Greenway	0.06	\$ 1,900.00	16
91	S Circle Drive	Van Buren Street to S Rainbow Drive	Neighborhood Greenway	0.07	\$ 2,200.00	15
92	Lakes of Emerald Hills Loop	Lakes of Emerald Hills Neighborhood	Neighborhood Greenway	1.30	\$ 40,500.00	13
93	N 65th Terrace	Fillmore Street to Tyler Street	Neighborhood Greenway	0.21	\$ 6,600.00	12
94	N Circle Drive	Polk Street to N Rainbow Drive	Neighborhood Greenway	0.09	\$ 2,800.00	10
95	Wiley Street	S 14th Avenue to Diplomat Parkway	Neighborhood Greenway	0.26	\$ 8,100.00	9
Total					\$ 33,686,000.00	

Note: Estimated costs were derived using FDOT's Cost Per Mile Models for Long Range Estimating as appropriate. In other instances, current 12-month average unit costs from FDOT's Pay Item Cost History for Market Area 12 (Broward County) were utilized to calculate composite costs.

B

Appendix B: Project Fact Sheet

City of Hollywood

Bicycle Mobility Plan

Project Overview

The City of Hollywood is preparing a citywide Bicycle Mobility Plan. The goal of the multi-faceted plan is to:

- Identify and prioritize specific bicycle mobility projects throughout the City;
- Advance Complete Streets principles in key commercial corridors to enhance safety and convenience for bicyclists;
- Maximize funding opportunities available for urban mobility improvements.

The City of Hollywood has a strong foundation for bicycle mobility. The City has a network of local streets that surround a vibrant, historic downtown, a successful Complete Streets project along Hollywood Boulevard in the expanded urban core, a Comprehensive Citywide Master Plan that supports bicycle mobility, and a world-famous oceanfront promenade, the Hollywood Beach Broadwalk, that is a favorite destination for bicyclists of all levels.

The City's Bicycle Mobility Plan will build on these strengths to create a connected network of safe bicycle facilities to provide mobility and recreation opportunities for both residents and visitors alike.

Activities



COMMUNITY ENGAGEMENT

Provide community input opportunities starting in August 2020.



CITY COMMISSION MEETINGS

Engage the City Commission throughout the plan, from vision to implementation.



EXISTING CONDITIONS INVENTORY

Conduct an inventory of existing multimodal transportation options within the City.



COST ESTIMATES & FUNDING

Prepare budget estimates to identify funding opportunities to projects.



PRIORITIZATION

Develop a prioritization process and apply it to the list of capital improvements.



RECOMMENDED PROJECTS

Adopt a strategic plan by March 2021 with a coordinated set of bicycle transportation project recommendations.



Types of Bicycle Facilities



MULTI-PURPOSE PATH

Dedicated spaces where most forms of non-motorized transport share the same lane. Open space or a physical barrier separate these paths from vehicular lanes.



SEPARATED BIKE LANE

Also known as "Protected Bike Lanes," separated bike lanes offer a vertical barrier that physically separates the bicycle lane from the motor vehicle travel lane. These facilities may be found on the roadway or raised at the sidewalk level.



BUFFERED BIKE LANE

Similar to conventional bike lanes, buffered bike lanes include a stripe or painted buffer that increases separation between bicyclists and motorists.



CONVENTIONAL BIKE LANE

Consists of a striped lane at the edge of the vehicle lanes and is the most basic form of a dedicated bicycle facility. Green color pavement markings can be provided to enhance bicycle lanes.

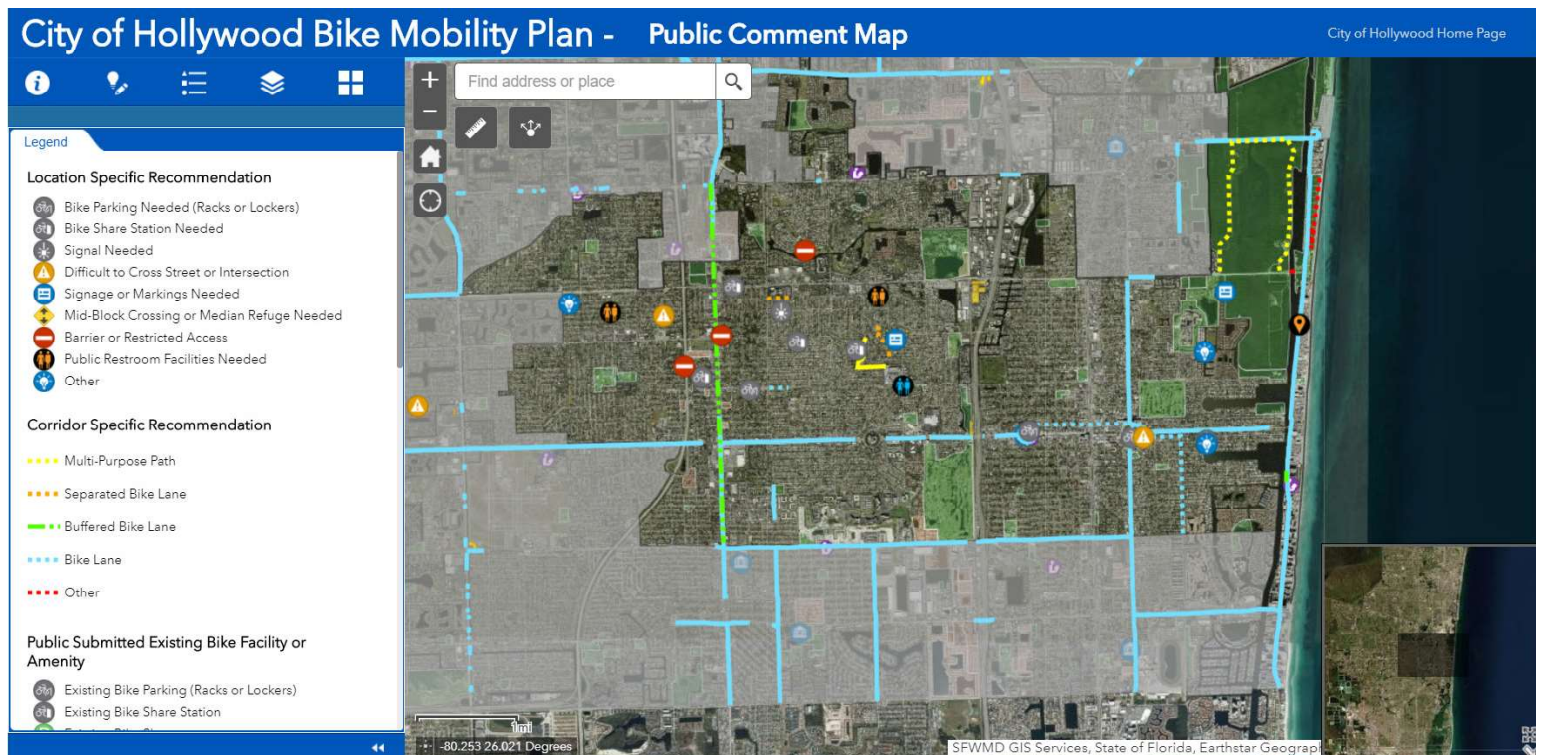


NEIGHBORHOOD GREENWAYS

Typically implemented on streets with low motorized traffic volumes and speeds. Street design elements such as signage, pavement markings, and speed management techniques reinforce the priority of bicycle travel along these corridors.

Your Input Matters!

An interactive Public Comment Map has been created to easily provide recommendations and feedback on the types of projects and bicycle mobility amenities you would like to see in the City of Hollywood. To provide your suggestions, simply select your type of recommendation and drop a pin in the location you would like to see improved.



Contact Us

**Click here or scan the QR Code to
access the Public Comment Map.**



For More Information,
please visit
www.HollywoodFl.org/Bike

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