



City of Hollywood

Bicycle Mobility Plan



MAY 2021

Prepared for:



Prepared by:



Prepared for:



Prepared By:



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Introduction





The Bicycle Mobility Plan

The City of Hollywood's Bicycle Mobility Plan was developed in response to growing interest in identifying and prioritizing citywide bicycle mobility improvement projects to benefit residents and visitors of all ages and abilities.

Some of the goals encapsulated in this multifaceted plan include:

- 🚲 Identifying and prioritizing specific capital improvement recommendations for bicycle mobility projects throughout the City;
- 🚲 Advancing Complete Streets principles in key commercial corridors to enhance safety and convenience for bicyclists;
- 🚲 Maximizing funding opportunities available for urban mobility improvements to facilitate implementation of this plan.

This report summarizes the findings of a comprehensive review of existing conditions, planned and proposed opportunities, and feedback from key stakeholders. Ultimately, a list of capital improvement project recommendations is presented alongside an Implementation Plan and suggested next steps.

The Vision

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

Right Facility, Right Place

Not all bicycle facilities are perceived equally by bicycle riders and enthusiasts in terms of safety and comfort. In addition, existing conditions, including traffic volumes and posted speeds, often dictate the type of facility best suited for each roadway. Within a strategic network, decisions must be made to determine the right type of bicycle facility to be designated at each corridor with the goal of striving a balance between the needs and desires of the public and the feasibility of implementation. Educating the public on the different types of bicycle facilities and best practices for each is fundamental to the success of any bicycle mobility plan.

The following pages detail the types of bicycle facilities proposed by this plan for implementation throughout the City of Hollywood.

On-Roadway Facilities

Bicycle lanes are often found on the roadway, either sharing space with motor vehicles along travel lanes or on a portion of the street designated by striping, signage, and pavement markings for the preferential or exclusive use of bicyclists. Three types of on-roadway bicycle facilities are recommended in this plan:

- 🚲 Neighborhood Greenways
- 🚲 Buffered Bicycle Lanes
- 🚲 Conventional Bicycle Lanes

Separated Facilities

Bicycle lanes may also be designed with some degree of physical separation from motor vehicle lanes. Nationwide studies indicate that these type of facilities are the most attractive to less experienced riders and to potential users who are concerned about the safety risks of bicycling in urban settings. Types of separated bicycle facilities - also known as “Protected Lanes” - explored and recommended in this plan for implementation include:

- 🚲 Separated Bicycle Lanes
- 🚲 Raised Separated Bicycle Lanes
- 🚲 Multi-Purpose Paths

Recommendations presented in **Chapter 4** of this plan for bicycle lanes are focused on trips of approximately 3 miles or shorter that connect destinations throughout the city such as schools, parks, shopping and business districts and tourist destinations to maximize return on investment.



Bicyclists choose different facility types according to their comfort level

Source: Kimley-Horn





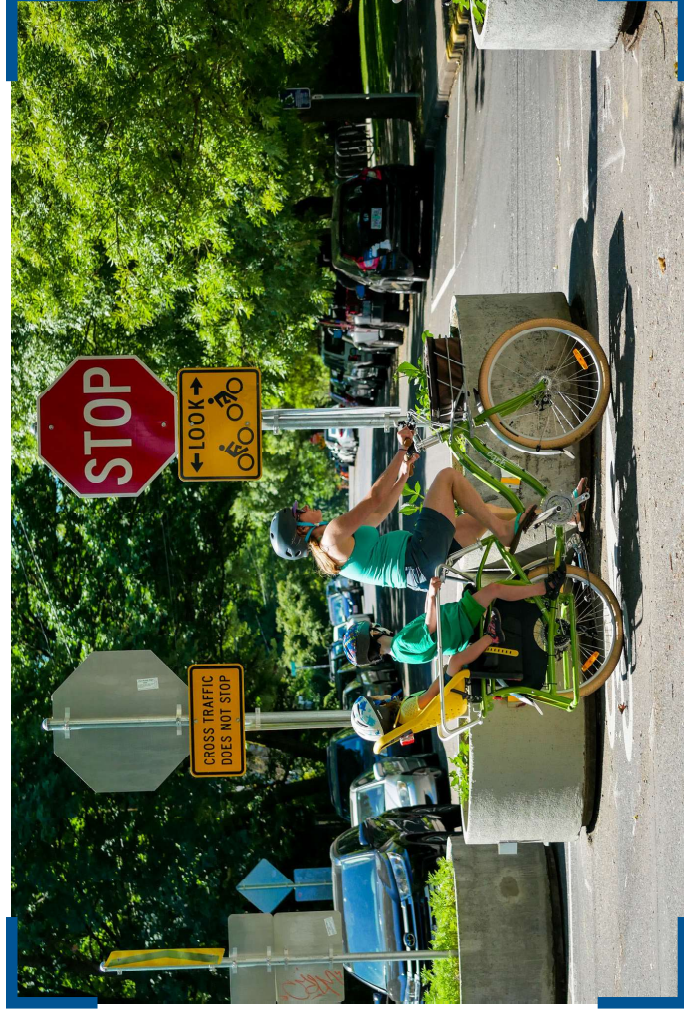
Source: Places for Bikes, Flickr

Neighborhood Greenways

Bicycling routes on local neighborhood streets tend to be perceived as safer and more pleasant than routes along busy major roads. As presented in this report, Neighborhood Greenways refer to such routes along residential streets with low volumes of car traffic and posted low speeds (preferably 25 mph or lower) where bicycles and pedestrians are given priority.

A wide range of infrastructure improvements and treatments are typically utilized to enhance conditions along routes identified as Neighborhood Greenways. Some of these street design elements include:

- 🚲 Green colored pavement markings denoting the roadway as a shared street;
- 🚲 Signage and wayfinding elements for bicyclists and drivers along the route;
- 🚲 Speed management techniques to reinforce the priority of bicycle travel along these corridors include posted speed signs of 25 mph or less, speed tables, stop signs for cross streets, and marked crosswalks, flashing beacons, or crossing signals at busy intersections.



Conventional Bicycle Lanes

Conventional Bicycle Lanes consist of a striped line at the edge of the vehicle lanes (shoulder) and is the most basic form of a dedicated bicycle facility. Green color pavement markings can be provided to enhance visibility of bicycle lanes.





Buffered Bicycle Lanes

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

Separated Bicycle Lanes

Also known as “Protected Bike Lanes” and “Cycle Tracks” these facilities are found on the roadway but offer a vertical barrier that physically separates the bicycle lane from the motor vehicle travel lane. As such, this type of bicycle infrastructure combines the convenience of an on-street facility with the enhanced safety feature of a separated path. Separation is typically achieved using raised medians, on-street parking, or flex posts.





Multi-Purpose Paths

Multi-purpose paths are dedicated off-roadway spaces where most forms of non-motorized transport share the same lane. Open space, landscaping, or some other form of barrier protect riders from the road.

Raised Separated Bicycle Lanes

Separated bicycle lanes may also be found off-roadway, raised at the sidewalk level. These facilities are similar to Multi-Purpose Paths, but provide a dedicated space for bicycle travel, reducing conflicts between pedestrians and bicyclists. Raised Separated Bicycle Lanes offer the greatest level of separation providing the greatest incentive to encourage bicycle riding among less confident bicyclists, reaching people who may be interested but concerned about safety issues.

Examples of this type of facility are shown to the left and on page 15.





2

Existing Transportation Studies and Plans



The Hollywood Bicycle Mobility Plan benefits from multiple multimodal transportation plans, studies, and projects that precede it. The review of this and other available local data builds the foundation necessary to identify potential candidate projects where bicycle network connectivity solutions can be applied. This review sets the baseline conditions of local and regional multimodal network connectivity in Hollywood.

The following documents were consulted to help establish the context for this Plan.

- 🚲 Hollywood Comprehensive Plan
- 🚲 MPO's Metropolitan Transportation Plan (MTP)
- 🚲 Transportation Improvement Program (TIP)
- 🚲 Unified Planning Work Program (UPWP)
- 🚲 Broward County Transit (BCT) Transit Development Plan (TDP)
- 🚲 Tri-Rail Coastal Link (TRCL)
- 🚲 American Community Survey (ACS) Journey-to-Work Data
- 🚲 National Household Travel Survey (NHTS)
- 🚲 Project for Public Spaces
- 🚲 NACTO Urban Bikeway Design Guide
- 🚲 Designing Walkable Urban Thoroughfares: A Context Sensitive Approach

Existing facilities, programmed and planned bicycle improvement projects, and existing network gaps are summarized in **Map 1** at the beginning of **Chapter 3**.

Hollywood Comprehensive Plan - Transportation Element (2008)

The City of Hollywood Comprehensive Plan serves as an expression of the community's vision to promote better health, safety, and welfare for future generations. The plan consists of a land use, transportation, housing, coastal, conservation, recreation and open space, utilities, intergovernmental coordination, capital improvements, and historic preservation elements to provide a framework for rational decision-making in all aspects. The Transportation, in specific, serves to plan for the City's multimodal transportation system. It includes an analysis of existing and projected needs, multimodal integration plan, and consistency with regional and state plans.

Availability of the bikeways network to serve existing land uses is defined in the plan by the functional area coverage for utilitarian bicycle trips, which is categorized as a two (2) mile radius from the point of trip origination. The availability of the bikeways network to serve existing land uses is limited. However, when combined with the transit functional area coverage, the reach of the bicycle network increases considerably. The link between the bicycle and transit networks is supported by bicycle storage racks on BCT and Tri-Rail vehicles, but the lack of bicycle facilities at terminals restricts the network. The Plan calls for the location of bicycle lockers at selected transit transfer stations or points, park-and-ride lots, and Tri-Rail stations.

During the development of the Comprehensive Plan, the bikeways network Level of Coverage (LOC) received a rating of "E", which means that less than 20 percent of the major public transit attractors were accessible through the bikeways network. A stated goal is to increase to the LOC "A" in the long-term.

Web link: <https://www.hollywoodfl.org/DocumentCenter/View/93/comprehensiveplan?bidId=>

THE CITY OF HOLLYWOOD COMPREHENSIVE PLAN



January 2008



Existing Roadway System

Map M-1



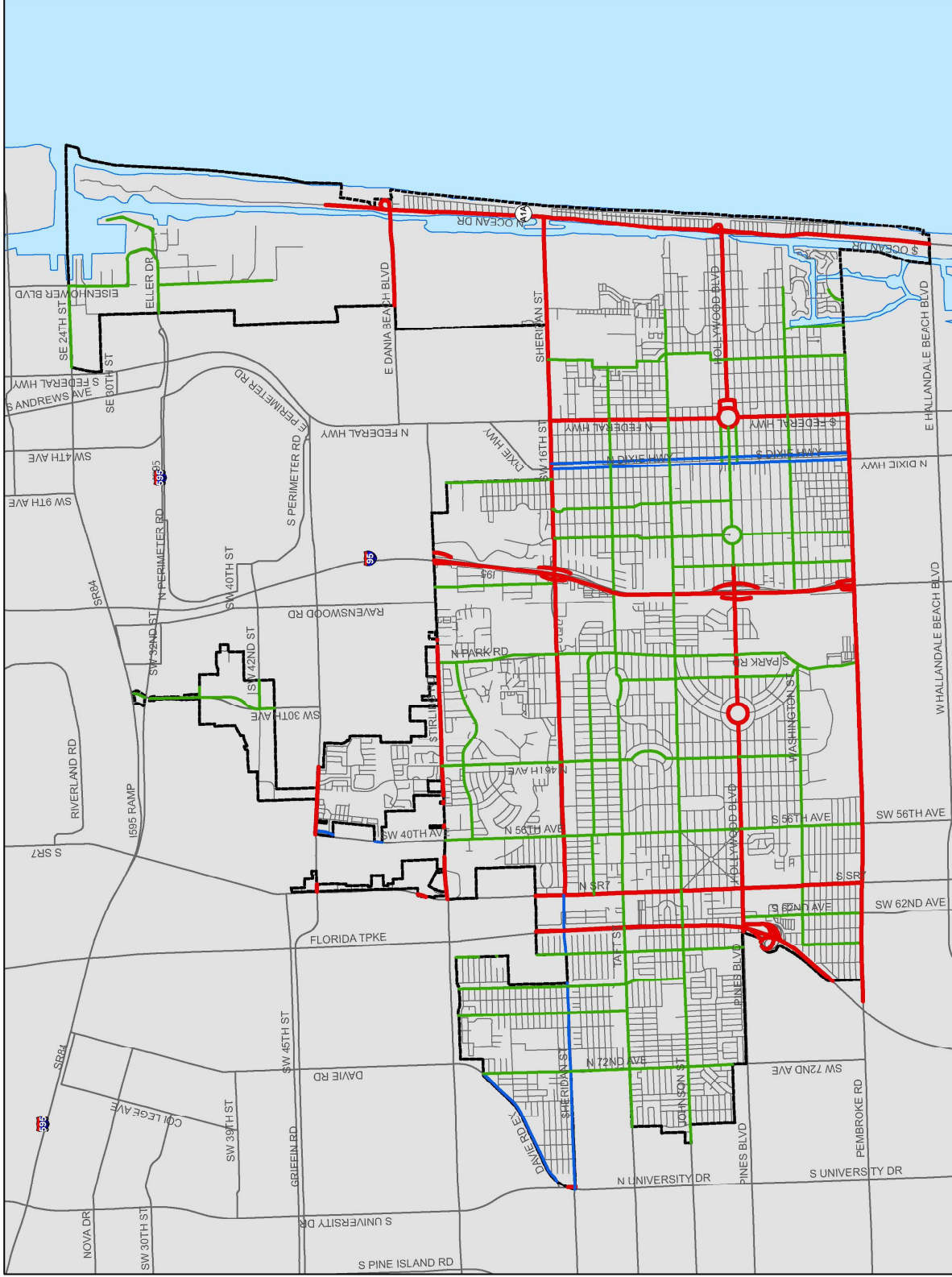
Printed July 27, 2007



Calvin, Giordano & Associates, Inc.



Produced and maintained by the CGA
Geographic Information Systems Services



Source: Existing Roadway System, City of Hollywood Comprehensive Plan

MPO's Metropolitan Transportation Plan (MTP)

"Commitment 2045"

The Broward Metropolitan Planning Organization (MPO) is responsible for setting policy on local transportation issues and deciding how to spend Federal and State funding on transportation projects in Broward County. The MPO's Metropolitan Transportation Plan (MTP) sets the long-range vision for the county and guides transportation investment in a 25-year horizon; the MTP is updated every five years. "Commitment 2045", the most recently adopted MTP, emphasizes the need for reliable transit, bicycle, pedestrian, freight, and roadway projects that promote economic strength and environmental conservation while improving quality of life.

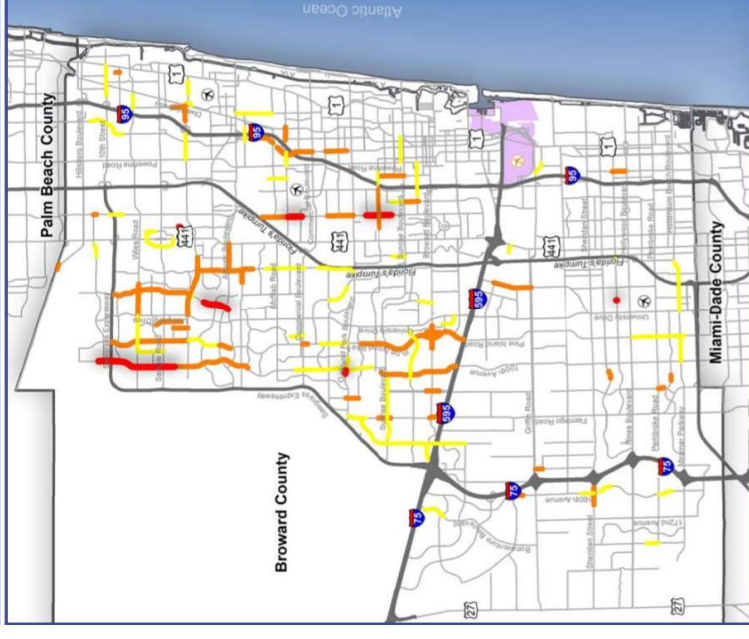
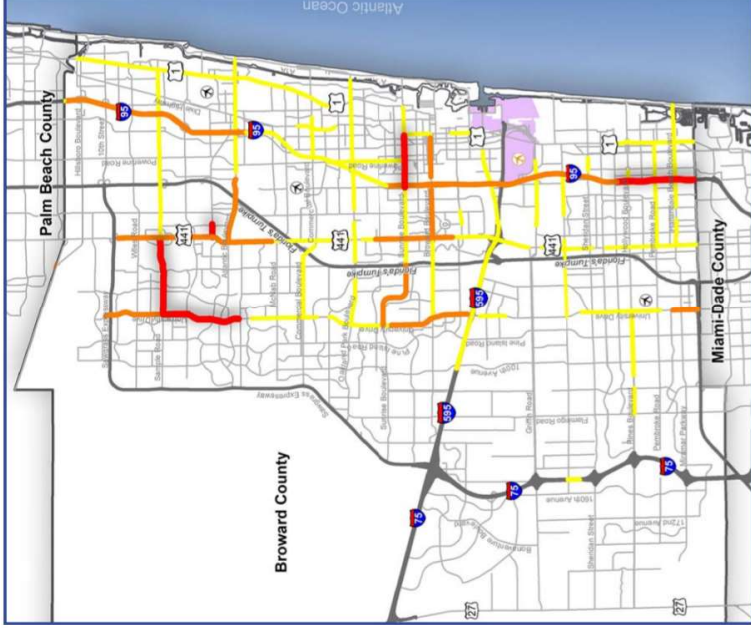
The MTP estimates between \$500-\$520 million in needs cost for bicycle and pedestrian improvements within the county. In addition, funding sources expected to be available between 2025 and 2045 are identified in the plan. Over \$173 million are allocated for Complete Streets and other Localized Initiatives Program (CSLIP), while more than \$234 million are expected to fund the Complete Streets Master Plan Program.

Multimodal safety is one of the guiding principles of the plan, as well as one of the criteria used to prioritize needs, as measured by safety improvements at identified pedestrian and bicycle crash hot spots and/or within key activity centers, as shown in the maps to the right.

Within the City of Hollywood, a project was identified for added bike lanes during the reconstruction of US-1 around Young Circle, including Tyler Street, Harrison Street, and 17th Avenue. The City is a sponsor of this projects, which has an estimated cost of \$41,528,800.

Weblink: https://www.browardmpo.org/images/WhatWeDo/2045_MTP/MTP_Final_Report_121219.pdf

*Source: Pedestrian and Bicyclist Crash Hotspots,
Broward MPO Metropolitan Transportation Plan*



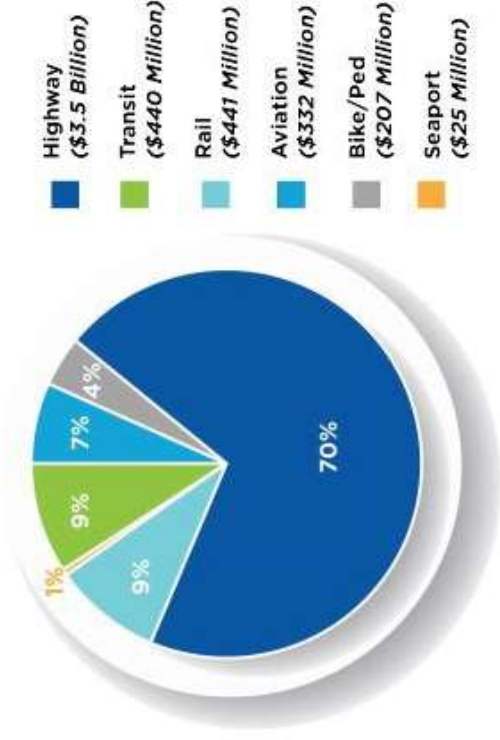
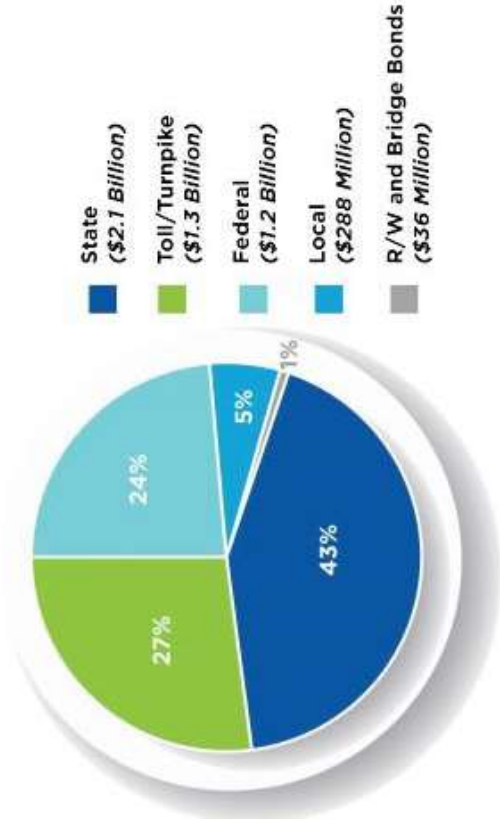
Transportation Improvement Program (TIP)

The Broward Metropolitan Planning Organization (MPO)'s Transportation Improvement Program (TIP) is a five-year program that prioritizes and documents the Federal, State, and local funding of transportation improvement projects the region expects to build over the next five years. The projects include reconstruction, maintenance, and operation of major highways, arterials, and intersections; maintenance and expansion of the public transit, aviation, and port systems; construction for bicycle paths, and improvements for pedestrians within the Broward region.

The TIP is a tool to advance projects from Long Range Transportation Plan (LRTP) to a short-range five-year program through the Multimodal Priorities List (MMPL). As shown in the graphics below the current TIP, which is funded through a combination of Federal, State, and local sources, allocates \$207 million to bike and pedestrian improvements through FY2021.

TIP projects with bicycle-related improvements within the City of Hollywood are shown in Chapter 3 on Map 1.

Web link: <http://broward.dtstiptool.com/MapView>



Source: Funding Summary by Source and Mode, Broward MPO Transportation Improvement Program 2021

Unified Planning Work Program (UPWP) 2020-2022

The Unified Planning Program (UPWP) contains the MPO's Strategic Business Plan activities, planning efforts and operating budget for a two-year period. It includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds.

Among other items, the 2020-2022 UPWP budgets for the following activities:

- ☞ Conduct safety studies in off-system roads to identify locations with high numbers of traffic crashes (including bike and pedestrian crashes) for safety improvements;
- ☞ Implement projects and policies identified in the MTP;
- ☞ Advance the recommendations of Climate Change/Resilience project efforts including transportation policy, planning and prioritization;
- ☞ Provide education opportunities and technical assistance to municipalities on implementing Complete Streets and provide Walking Audits, ADA Transition Plan support and training opportunities;
- ☞ Manage and implement the Complete Streets and other Localized Initiatives Program (CSLIP), including Safe Routes to Schools and Transportation Alternatives;
- ☞ Develop Tactical Urbanism Program to implement quick-build projects;
- ☞ Follow up on recommendations identified in the Bicycle & Pedestrian Safety Action Plan, including the development of a Vision Zero Action Plan to enhance safety.

Within the City of Hollywood, the UPWP also allocates funding to support the advancement into implementation of the recommendations from the Hollywood Boulevard / State Road 7 Mobility Hub Master Plan.



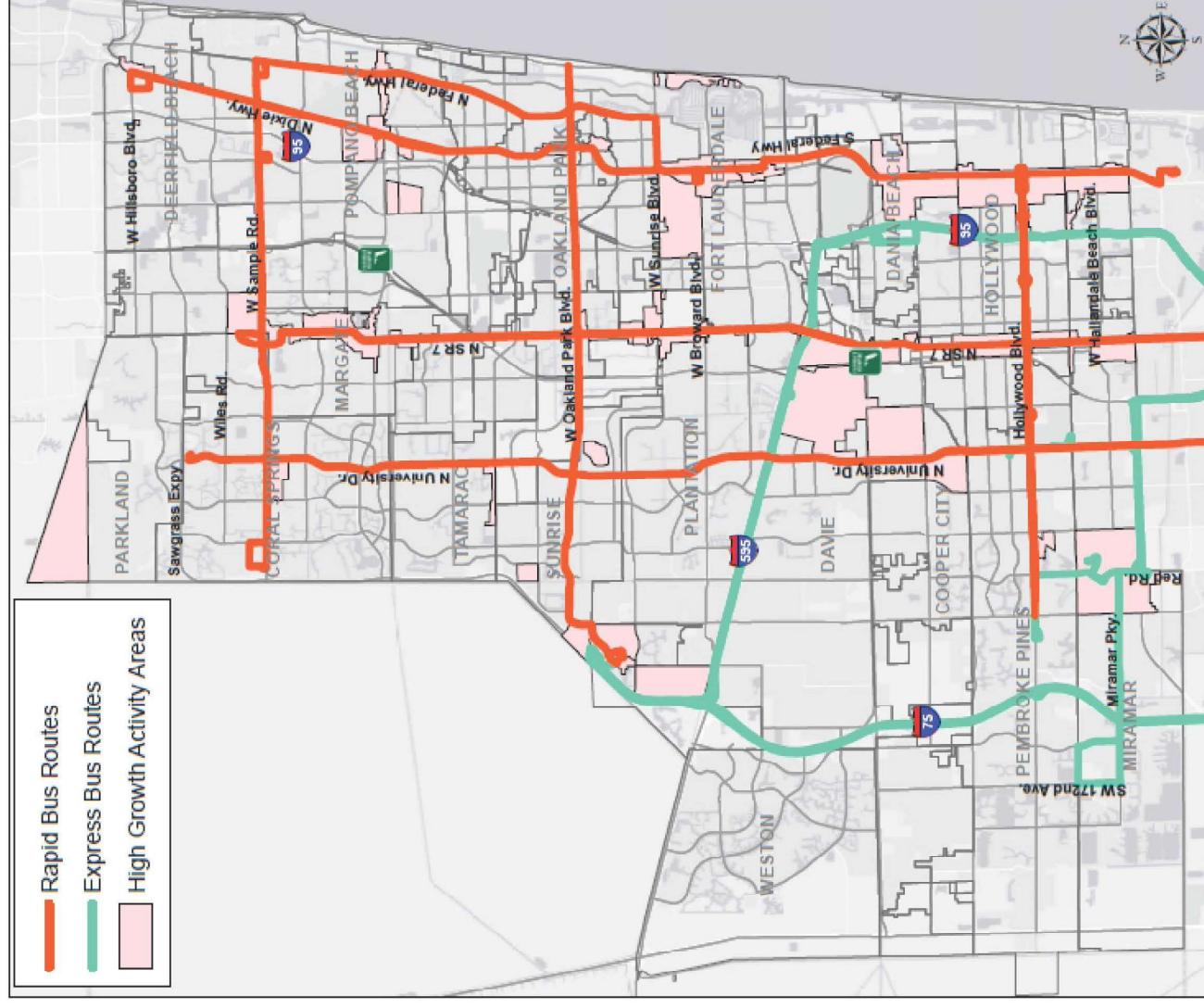
WebLink: <https://browardmpo.org/images/WhatWeDo/20200514-upwpreducedfilesize.pdf>

Broward County Transit (BCT) Transit Development Plan (TDP)

The Broward County Transit (BCT) 2019-2028 Transit Development Plan (TDP), known as “BCT Connected”, serves as the strategic guide for public transportation in Broward County over the next 10 years. Development of the TDP included a number of activities: documentation of study area conditions and demographic characteristics, evaluation of existing transit services in Broward County, market research and public involvement efforts, development of a situation appraisal and needs assessment, and preparation of a 10-year TDP document that provides guidance during the 10-year planning horizon. This document serves as the first annual progress report to BCT Connected and provides recommendations for subsequent years, including the tenth year (2029). The 2020-39 Service Plan also calls for a Bus Rapid Transit (BRT) System which would replace Breeze routes operating in the corridor; along which local fixed route services will continue.

This plan will aid in the advancement of the Hollywood Bicycle Mobility Plan through its regional transportation network and its practical strategies to increase ridership. Access to bicycle, pedestrian, transit facilities, and strategies to complete first- and last-mile connections are key elements for the Hollywood Bicycle Mobility Plan.

Web link: https://www.broward.org/BCT/Documents/BCT_2020-29-TDPAnnualUpdate.pdf

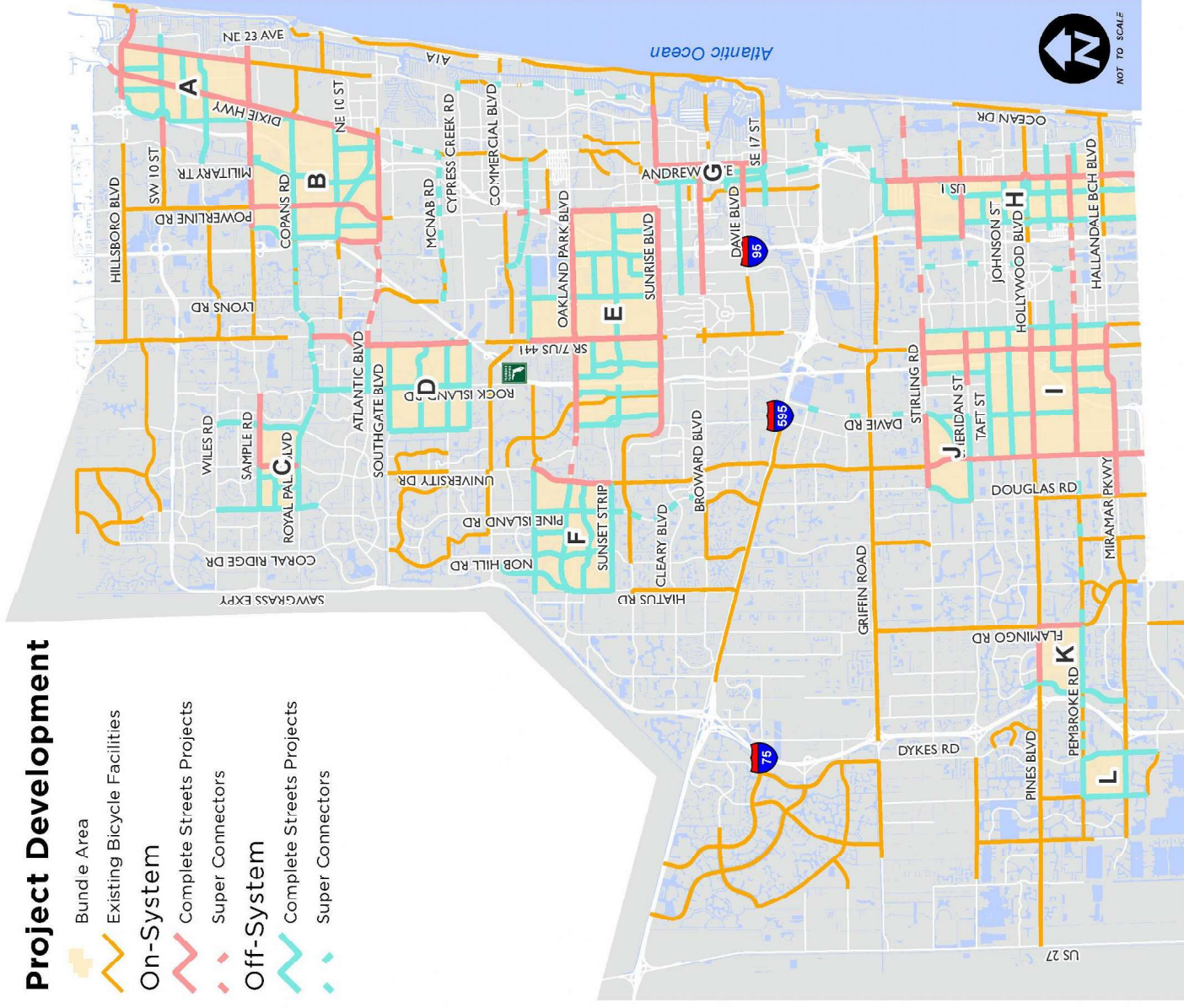


Source: Proposed 2020-2039 Bus Rapid Transit (BRT) System, Broward County Transit, Transit Development Plan



Project Development

-  Bundle Area
-  Existing Bicycle Facilities
- On-System**
-  Complete Streets Projects
-  Super Connectors
- Off-System**
-  Complete Streets Projects
-  Super Connectors



Source: Complete Streets Master Plan Corridors and Bundle Areas, Broward MPO

Broward MPO Complete Streets Initiative

Broward MPO Complete Streets Design Guidelines

Over the past decade, Broward County and its municipalities have made significant progress integrating Complete Streets strategies into the transportation planning and programming processes. The first set of **Complete Streets Design Guidelines** was endorsed by the Broward MPO in 2011, with \$15 million programmed into bicycle and pedestrian improvements in the TIP of the following year. By 2014, Broward County Board of County Commissioners adopted Complete Streets policies into the Broward County Comprehensive Plan. In 2019, the MPO adopted **Complete Streets Design Guidelines 2.0**, as an update to the 2011 report. These documents offer detailed guidance on street design principles to achieve a safer street network, including separated bicycle facilities, reduced lane widths, vertical and horizontal deflections, and traffic control elements among others.

Broward MPO Complete Streets Master Plan (CSMP)

In 2019, the Broward MPO Board adopted a Complete Streets Master Plan to guide future investment in Complete Streets improvements.

The Plan is based on data-driven technical analysis, applied criteria, and local partner government input. Most importantly, it incorporates community feedback gathered through a very successful public outreach campaign.

The Complete Streets Master Plan identifies bundle areas for project implementation based on demand for walking and biking and high concentration of vulnerable populations, and recommends a list of prioritized projects. As seen in the map to the left, three bundle areas fall within or partly within the City of Hollywood. The Complete Streets Master Plan will further the focus of the Bike Mobility Plan by prioritizing corridors with dedicated funding sources for enhanced bicycle mobility.

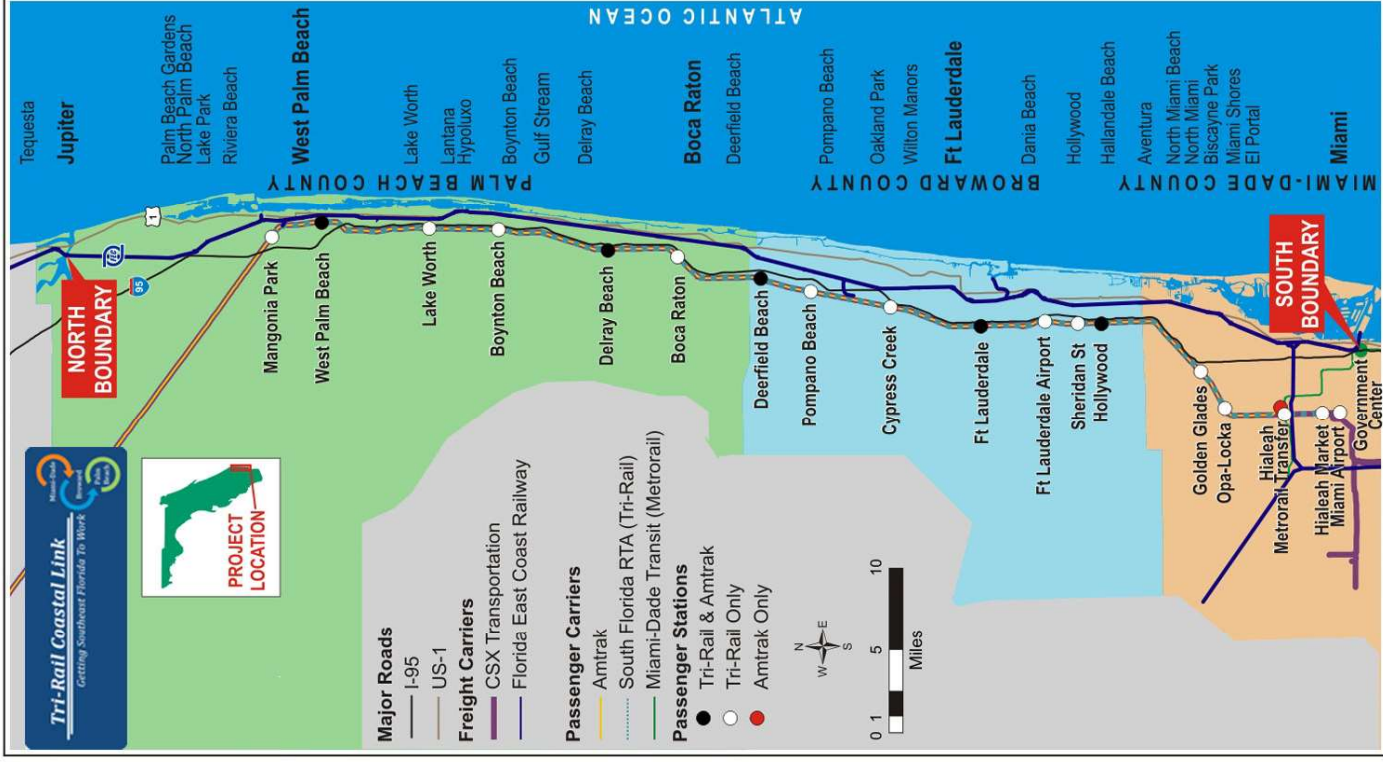


Tri-Rail Coastal Link (TRCL)

The Tri-Rail Coastal Link is a planned expansion of Tri-Rail services that proposes to reintroduce passenger service along an 85-mile stretch of the Florida East Coast (FEC) railway corridor. The plan seeks to connect multiple municipalities between Miami and Jupiter.

The diagram to the right illustrates existing services as well as proposed station spacing and jurisdictions found along the TRCL corridor.

The City of Hollywood has been identified as a potential location for a proposed TRCL station. This would enhance the accessibility of regional transit to the City, facilitating multimodal regional journeys. It is imperative to design a safe network of bicycle facilities to connect to the proposed station.



Source: Tri-Rail Coastal Link Plan, FDOT

American Community Survey (ACS) Journey-to-Work Data

The American Community Survey (ACS) is a national ongoing survey that provides U.S. demographic information on a yearly basis. It is a reliable source for detailed population and housing information. In addition, it provides estimates on travel patterns and behaviors including origin and destination commuting data and percentage of workers commuting by different modes of transportation. The ACS estimates that 0.9% of all commuting trips were completed by bicycle in Hollywood in 2017. Commuting data often helps policy makers and planners guide prioritization efforts for transportation infrastructure investments. The American Community Survey (ACS) Journey-to-Work Data will provide support in the planning process for travel time, means of transportation, vehicles availability, and expenses associated with the commute for the Hollywood Bicycle Mobility Plan.



POPULATION

151,056



MEDIAN HOUSEHOLD INCOME

\$51,917



POVERTY RATE

13.3%



BACHELOR'S DEGREE OR HIGHER

26.7%

National Household Travel Survey (NHTS)

Conducted by the Federal Highway Administration (FHWA), the National Household Travel Survey (NHTS) is the authoritative source on the travel behavior of the American public. It includes daily non-commercial travel by all modes, including characteristics of the people traveling, their household, and their vehicles. This source will provide useful travel behavior data to incorporate to the Hollywood Bicycle Mobility Plan to ensure transportation networks are accurately planned.

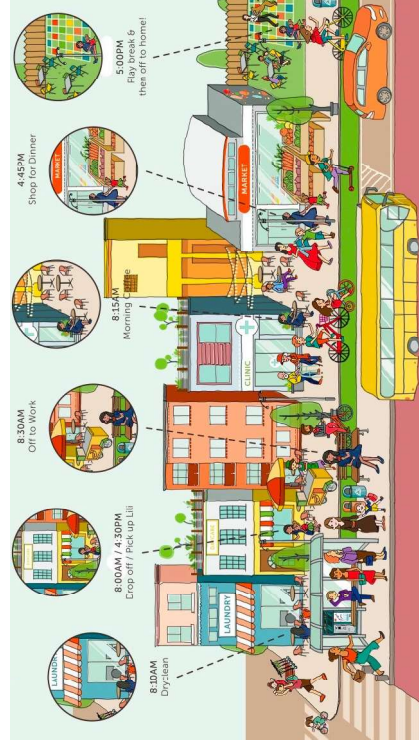
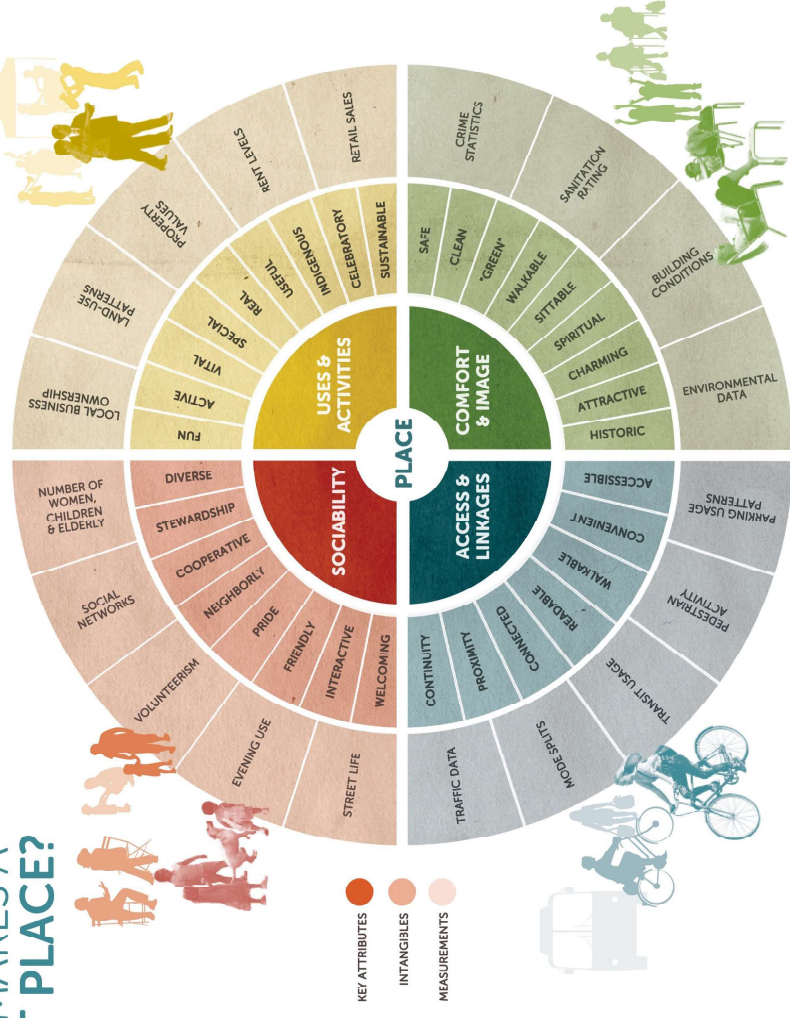
Project for Public Spaces

The Project for Public Spaces (PPS) is a non-profit planning, design, and educational organization that advocates for the creation of lively public spaces as a tool to build strong communities. It offers resources and case studies to advance the placemaking movement. The PPS have completed projects in more than 3,500 communities in over 50 countries and all 50 U.S. As such, it is a reliable source for best practices, information, and resources on placemaking. The initiative promotes great streets as the backbone of successful communities, redefining them as spaces that connect people to where they need to go, while enhancing and supporting the destinations they serve.

This initiative will serve as a useful tool for the Hollywood Bicycle Mobility Plan by analyzing conceptual plans, renderings that reveal what's possible, and programming ideas to activate the streets.

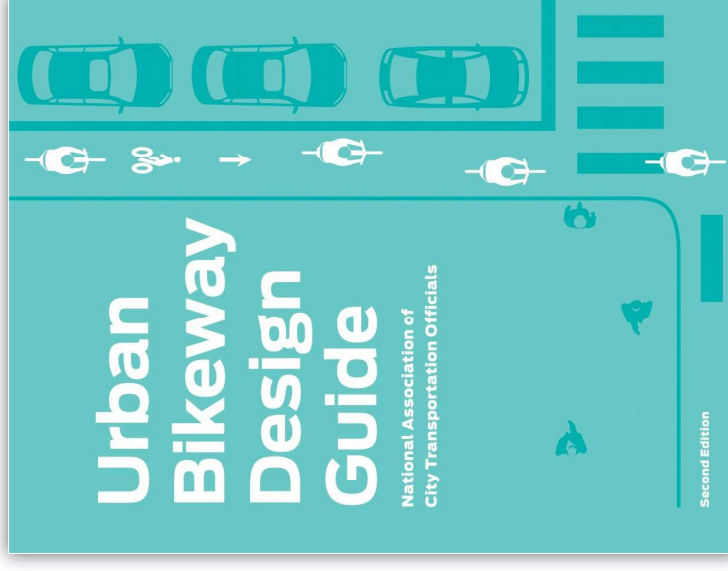
Weblink: <https://www.pps.org/about>

WHAT MAKES A GREAT PLACE?



NACTO Urban Bikeway Design Guide

The National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide provides resources and case studies showcasing state-of-the-practice solutions aimed at creating complete streets that are safe and enjoyable for bicyclists. This document will guide the Hollywood Bicycle Mobility Plan and its implementation, including guidance on best practices for separated bike lanes (also known as cycle tracks) as well as neighborhood greenways. Design standards and best practices for intersection treatments, bicycle signals, and bikeway signing and marking will be further analyzed.





Designing Walkable Urban Thoroughfares: A Context Sensitive Approach

This report was developed in response to interest for improving mobility choices and community character through walkable communities. It provides guidance to ensure the users, community and other key factors are considered when planning and designing walkable urban thoroughfares. The report also presents strategies for effective network planning for walkable areas and streetside design guidelines. General principles and considerations regarding bicycle lanes specifically cited.

This report will provide guidance for the Hollywood Bicycle Mobility Plan to accommodate all users and make decisions based on achieving system-wide transportation capacity using a multimodal network.

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Network Analysis

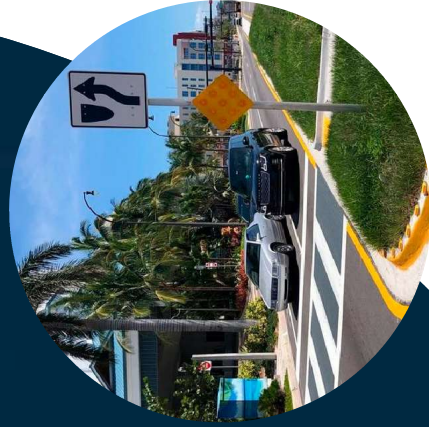


The City of Hollywood, which stretches for approximately 30 square miles off the eastern coast of South Florida, is home to roughly 151,000 people according to the latest estimates of the American Community Survey (ACS). Located between Fort Lauderdale and Miami, the City is also a popular destination for visitors from nearby cities and counties as well as numerous yearly tourists.



There is a strong foundation for bicycle mobility in Hollywood. 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 Boardwalk, that is a favorite destination for bicyclists of all levels.

This chapter provides an overview of existing conditions to facilitate bicycle travel within the City and a review of planned, proposed and programmed projects that form the foundation for emerging opportunities to develop a strategic bicycle network.



Existing Conditions

An inventory and analysis of existing multimodal transportation options was undertaken to evaluate current bicycling conditions and help determine the areas best suited for bicycle travel in Hollywood. Elements of this analysis included:

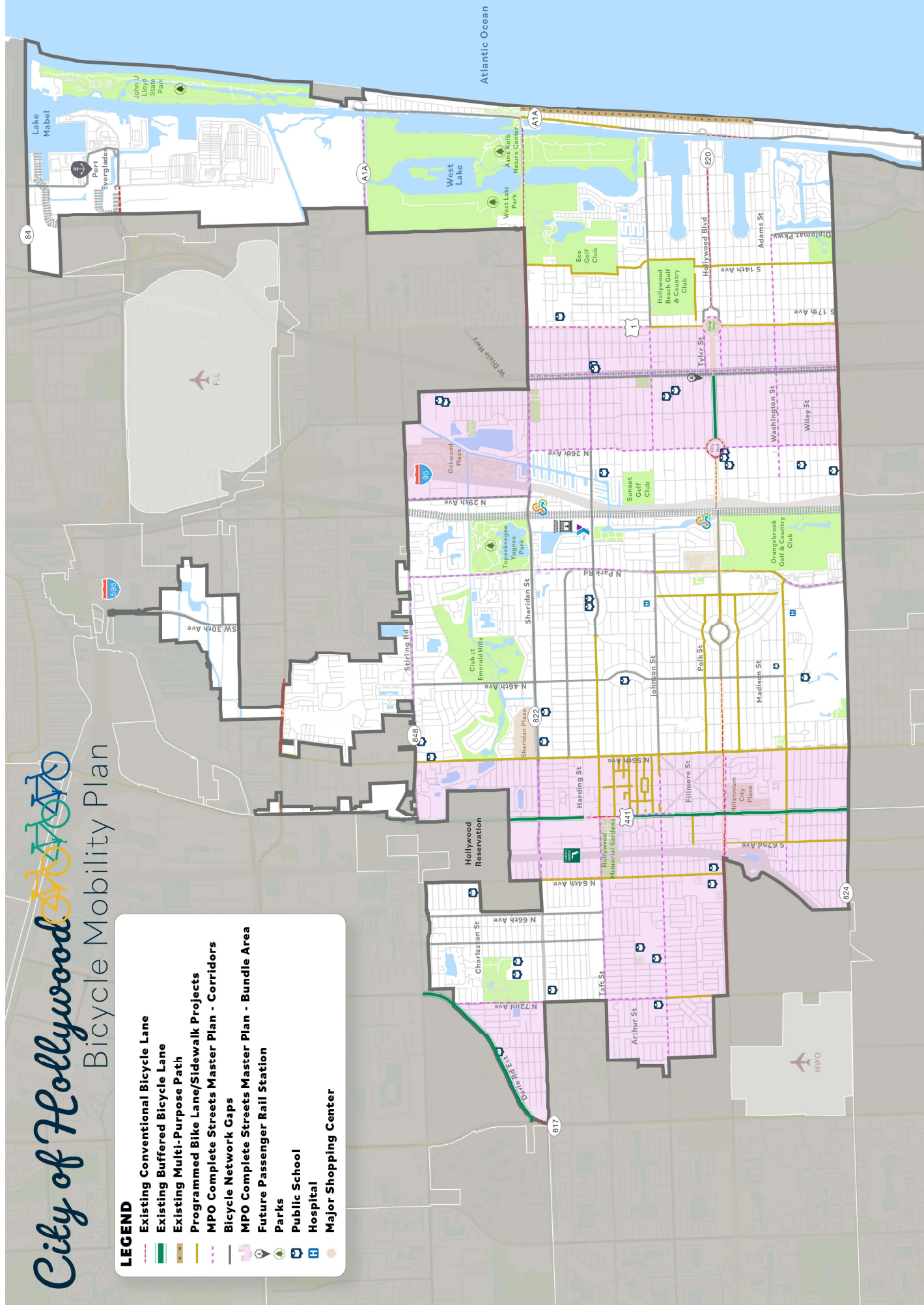
- 🚲 Inventory of existing bicycle facilities on major roadways
- 🚲 Network analysis to identify existing gaps and opportunities
- 🚲 Geospatial analysis and mapping of relevant transportation data and destinations, including:
 - » Transit routes, stops, and stations
 - » Sample transit ridership data
 - » Railroad crossings
 - » Annual average daily traffic (AADT) volumes
 - » Maximum speed limits
 - » Park-and-Ride lots
 - » Airports and seaports
 - » Location of signalized intersections
 - » Broward County Public Schools
 - » City parks and nearby county and state parks, and other open spaces
 - » Other notable destinations including City Hall, public libraries, universities, mobile homes, and commercial areas of interest

Map 1 provides a visualization of the data and findings summarized in this chapter, as well as programmed projects identified by the Literature Review in the previous chapter.

City of Hollywood

Bicycle Mobility Plan

- LEGEND**
- Existing Conventional Bicycle Lane
 - Existing Buffered Bicycle Lane
 - Existing Multi-Purpose Path
 - Programmed Bike Lane/Sidewalk Projects
 - MPO Complete Streets Master Plan - Corridors
 - Bicycle Network Gaps
 - MPO Complete Streets Master Plan - Bundle Area
 - Future Passenger Rail Station
 - Parks
 - Public School
 - Hospital
 - Major Shopping Center



Map 1. City of Hollywood - Existing/Planned Facilities and Network Gaps

Existing Bicycle Network

Within the City of Hollywood, the existing bicycle network currently consists of a variety of facilities including buffered and conventional bicycle lanes as well as sharrows. Designated facilities are mostly located along major roadways with Hollywood Boulevard providing east-west connectivity and SR-7/US-441 as the foundation for north-south bicycle travel in the City. **Map 1** outlines these facilities and highlights existing obstacles of the natural and built environment such as the Intracoastal Waterway and railroad crossings. Presently, the ability of the bicycle network to provide connectivity to key sites in and outside of the city is limited.

Hollywood Boardwalk

The Hollywood Beach Boardwalk is an oceanfront promenade that stretches nearly 2.5 miles in Hollywood Beach, running parallel to A1A between Jefferson Street to the south and Sherman Street to the north. The 30-foot-wide promenade is highly popular among bicyclists, walkers, and joggers alike. Outdoor cafes, retail establishments, hotels and residences fringe the Boardwalk to the west, while the eastern side features open access to Hollywood Beach. The Boardwalk, which is part of the Florida East Coast Greenway, was last updated in 2007 as part of a revitalization project of the Community Redevelopment Agency (CRA) Beach Master Plan.

City's Comprehensive Plan

The City of Hollywood Comprehensive Plan (2008) incorporates a Bicycle Suitability Analysis which displays bikeways (any road, path, or way which is open to bicycle travel and from which motor vehicles are excluded) and designated traffic interaction ratings. Bicycle routes are not designated by the plan. The plan does measure connectivity through a level of coverage (LOC) indicator ranging from A, the best level of coverage, to E, the worst, and measures the percentage of major public transit attractors that are accessible through the bikeways network. The Comprehensive Plan rated the bikeways network with a LOC of "E", which means that less than 20 percent of the major public transit attractors were accessible through the bikeways network. Public transit attractors include commercial, industrial, office, commercial recreation, educational, institutional, and transportation land uses.





City of Hollywood Comprehensive Plan

Existing Bicycle Suitability

Map M-7



Suitability

- Least amount of interaction with traffic
- Low - Moderate amount of interaction with traffic
- Moderate - High amount of interaction with traffic
- High to Extremely High interaction with traffic
- Extremely High interaction with traffic

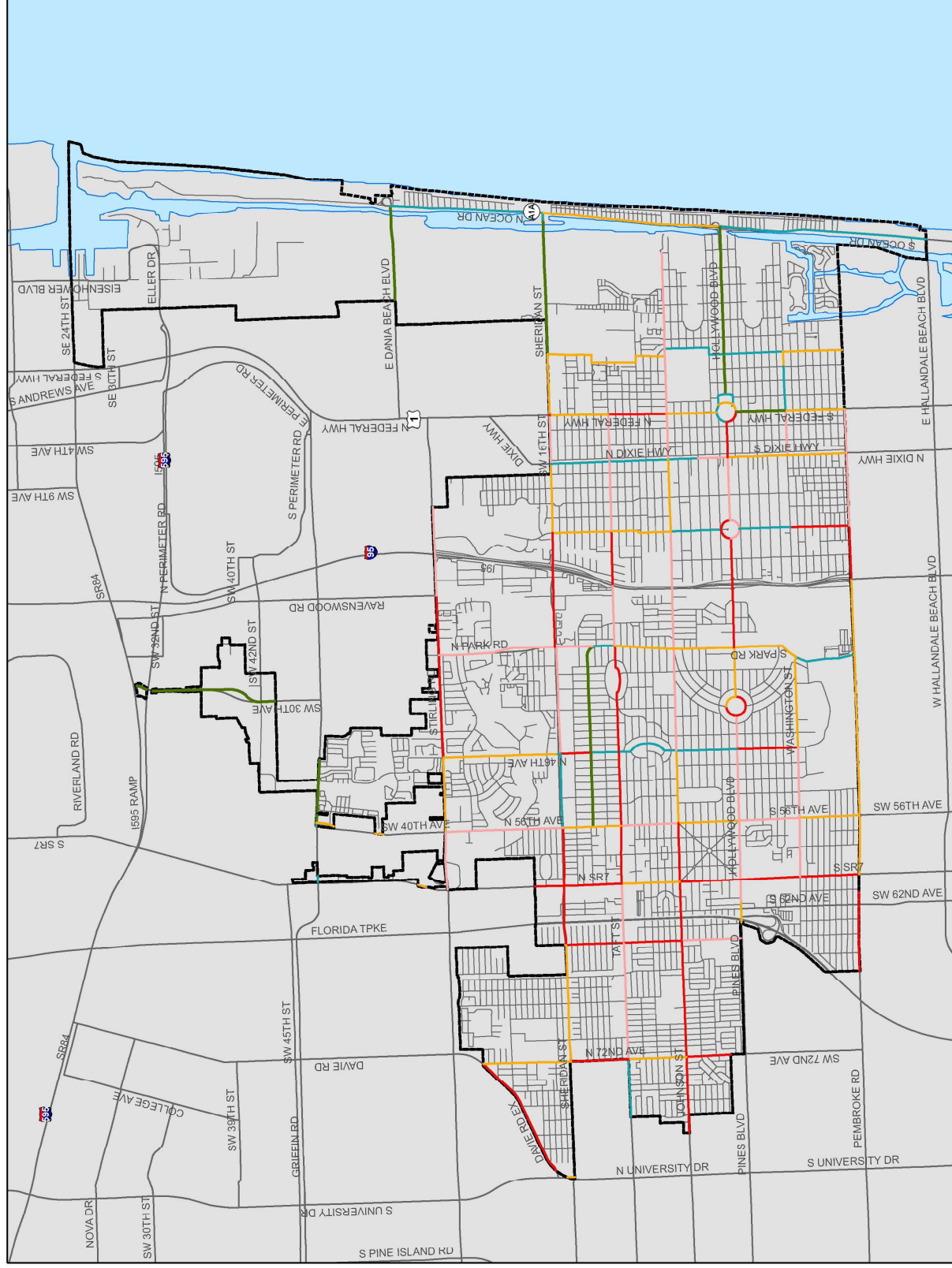
Printed July 27, 2007



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EXCEPTIONAL SOLUTIONS



Produced and maintained by the COA
Geographic Information Systems Services



Source: City of Hollywood Comprehensive Plan, 2008

Emerging Opportunities

The review of relevant plans and studies presented in Chapter 2 including the MTP, TIP, and CSMP revealed some emerging opportunities within the existing network to expand the number of mobility options throughout the city, particularly those that make bicycling and walking a more viable choice for residents of all ages and abilities. Furthermore, the geospatial analysis conducted revealed opportunity zones where the benefits of adding bicycle infrastructure could be maximized.

Potential Candidate Projects

Some of the planned and funded non-motorized transportation projects proposed by the LRTP, TIP, and Work Program, which could present opportunities for implementation of non-motorized network connectivity solutions are listed below and illustrated in **Map 1**.

Bike Lane- 56th Avenue

Bike lane projects supported and requested by the City and funded by Broward MPO. The bike lane projects are being constructed by FDOT. The City is responsible for any tree removal mitigation.

Bike Lane- 14th Avenue

Bike lane projects supported and requested by the City and funded by Broward County MPO. The bike lane projects are being constructed by FDOT. The City is responsible for any tree removal mitigation.

Bike Lane- Park Road

The bike lane projects are being constructed by FDOT. The City is responsible for any tree removal mitigation. This project includes improvements on several streets around Park Road. Milling and resurfacing of North Park Rd. from Johnson St. to Hollywood Blvd.

Bike Lane- Washington Street, 72nd Avenue

Bike lane projects supported and requested by the City and funded by Broward County MPO. The bike lane projects are being constructed by FDOT. The City is responsible for any tree removal mitigation. Design and Construction Management is assisting FDOT in the right-of-way Certification process by sending out Notices of Encroachment and preparing a Resolution certifying the right-of-way.

Broward MPO Hollywood Boulevard/SR-7 Mobility Hub Project

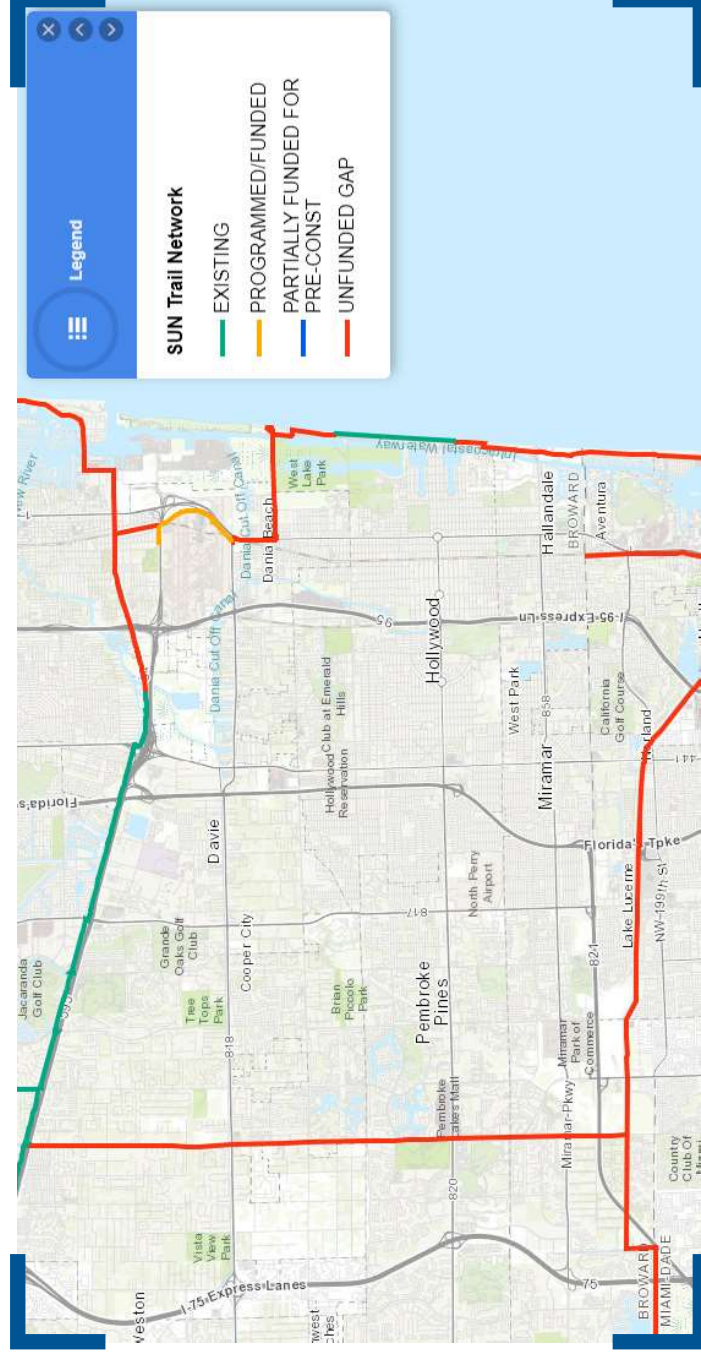
Local Agency agreement with Broward MPO to construct Mobility Hub Improvements following the receipt of a \$900,000 grant and additional City funds.

Complete Streets Master Plan (CSMP)

Bicycle facilities are a crucial part of Complete Streets, and as such the Hollywood Bicycle Mobility Plan supports Broward County's vision of Complete Streets. The strategic network developed and shown in **Chapter 4** builds upon the research and recommendations of the Broward Complete Streets Master Plan (CSMP), integrating as feasible bicycle facilities along Corridors and Bundle Areas identified by the CSMP and shown in **Map 1**. Sheridan Street, Johnson Street, Park Road, and 26th Avenue are example of CSMP corridors integrated into the recommendations of this plan for their significance connecting to commercial and employment centers in the City.

SUN Trail Network

The SUN Trail network is the statewide system of high-priority paved trail corridors for bicyclists and pedestrians. The Hollywood Beach Boardwalk constitutes the only existing segment of the SUN Trail Network within the City that is currently constructed. Unfunded gaps remain along the larger corridor, including segments on North Surf Road and South Surf Road. Adding bicycle facilities to these segments would greatly enhance north-south connectivity to the Boardwalk.

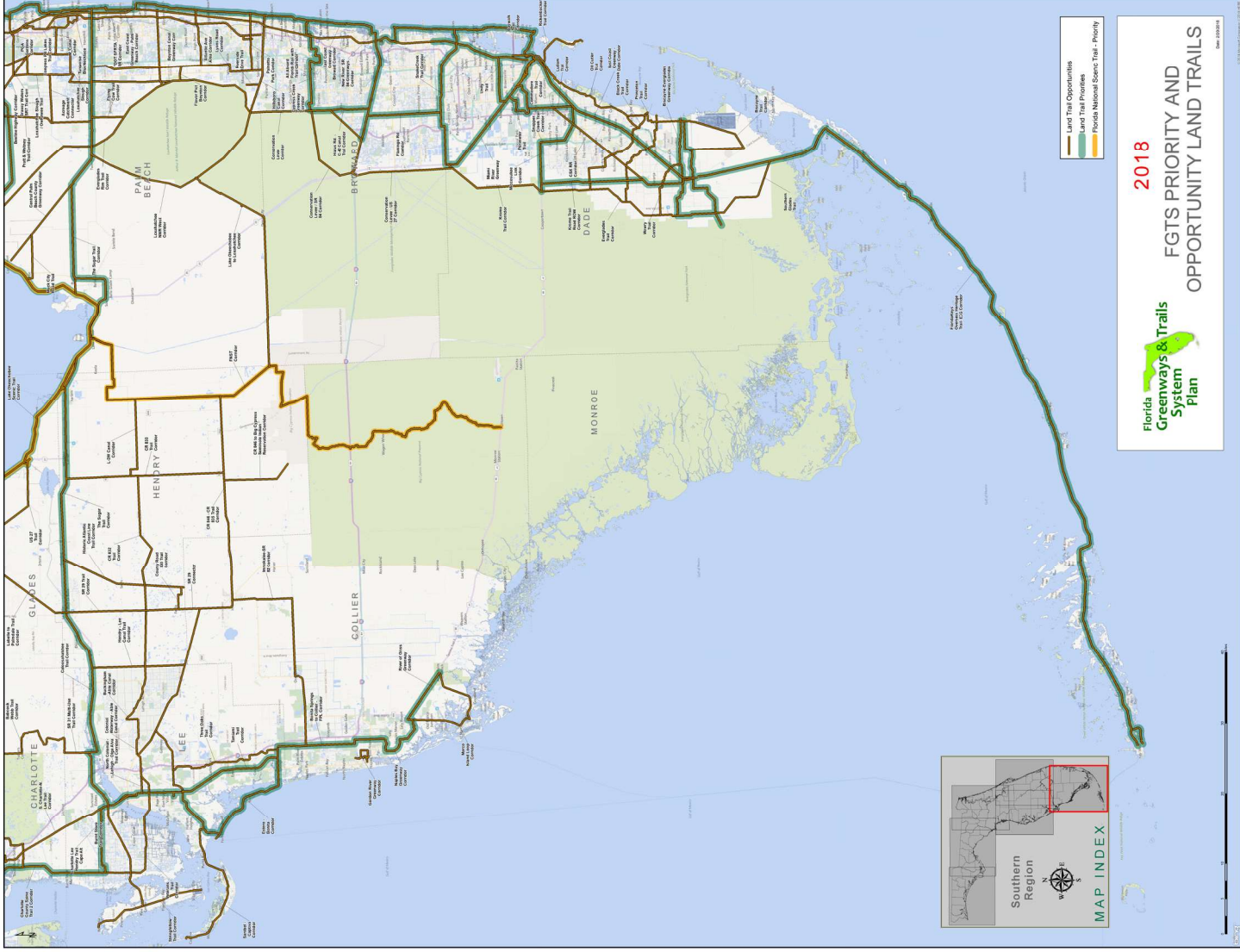


Source: City of Hollywood Excerpt of FDOT SUN Trail Program Interactive Map, 2021

Florida Greenways and Trails System (FGTS) Plan

The FGTS Plan establishes the vision for implementing a connected system of greenways and trails throughout the State of Florida. Many trails on this network are eligible for certain types of funding. The portion of the East Coast Greenway that transverses Hollywood is identified by the plan as a priority trail. In addition, the FGTS Plan identifies the FEC rail corridor as an opportunity trail, which is known locally as the Flagler Trail/Dixie Highway Greenway. Consistent with other local plans, the Bicycle Mobility Plan supports the implementation of the Flagler Trail along Dixie Highway and accompanying bicycle facilities on 21st Avenue.

Source: Florida Department
of Environmental Protection,
*Greenways and Trails System
Plan Southern Region, 2018*



Gap Analysis

Gaps in the network were identified through reviewing existing data sources, field reviews of existing conditions, and meetings with stakeholders and City staff knowledgeable of existing street conditions. The gap analysis enabled the project team to look for route alternatives based on where facilities do and do not exist, while also taking into consideration planned and programmed facilities. Major gaps in the network are shown in **Map 1**.

Connecting Destinations

Land Use Connection Opportunities

While most roadways would benefit from added bicycle infrastructure, for a realistic implementation certain corridors must be prioritized to form a strategic network. The Bicycle Mobility Plan emphasizes connections to schools, parks, transit routes, key commercial and employment centers and other recreational opportunities and points of interest such as the Hollywood Beach Boardwalk, Young Circle, the local YMCA, and the Yellow Green Farmers Market among other. In addition, through coordination with City staff, a series of historical sites were selected and incorporated into a recreational bike route as presented in **Chapter 4**.

Public Transit Connection Opportunities

This plan further recognizes integration with public transit facilities as a valuable first and last mile strategy to advance walkability and bikeability principles in the City. Multiple studies suggest that most people are only willing to walk for approximately half-mile to one mile to access transit facilities, depending on the transit mode. However, completing bicycle trips with a range of 2 to 3 miles tends to be a reasonable alternative for many people, thus significantly increasing the catchment area and potential market for transit services. Notable east-west transit corridors in the City include Hollywood Boulevard, Johnson Street, Sheridan Street and Pembroke Road. Corridors providing north-south connectivity include SR-7/US-441, US-1, S 26th Avenue and A1A. In addition to these corridors, South Florida Regional Transportation Authority (SFRTA) provides Tri-Rail service in the City with a station at Sheridan Street and another at Hollywood Boulevard along the CSX rail corridor. The FEC rail corridor - currently operated by Brightline - also transverses Hollywood.

 Add Your Ideas to the
 City of Hollywood
Bicycle Mobility Plan
 Visit www.hollywoodfl.org
 to provide your ideas and
 feedback on the types of
 projects and bicycle mobility
 amenities you would like to
 see in Hollywood.

Speak Up Broward @SpeakUp_Broward • Dec 16, 2023
Broward is developing a Bicycle Mobility Plan and wants YOUR input! November, you have the opportunity to give the City of Hollywood a voice on the types of projects you'd like to see as part of the plan. [Click here](#) to learn more.

Virtual Engagement

Welcome!

The City of Hollywood is developing a **Bicycle Mobility Plan** to identify and provide funding opportunities available for mobility improvements. The Plan is based upon the City's existing network of bicycle facilities to create a regionally connected network of facilities that provides mobility and recreation opportunities for the City's residents and visitors of all ages and abilities.

Be sure to visit the project summary page **Hollywood Bike Mobility Plan** for more information.

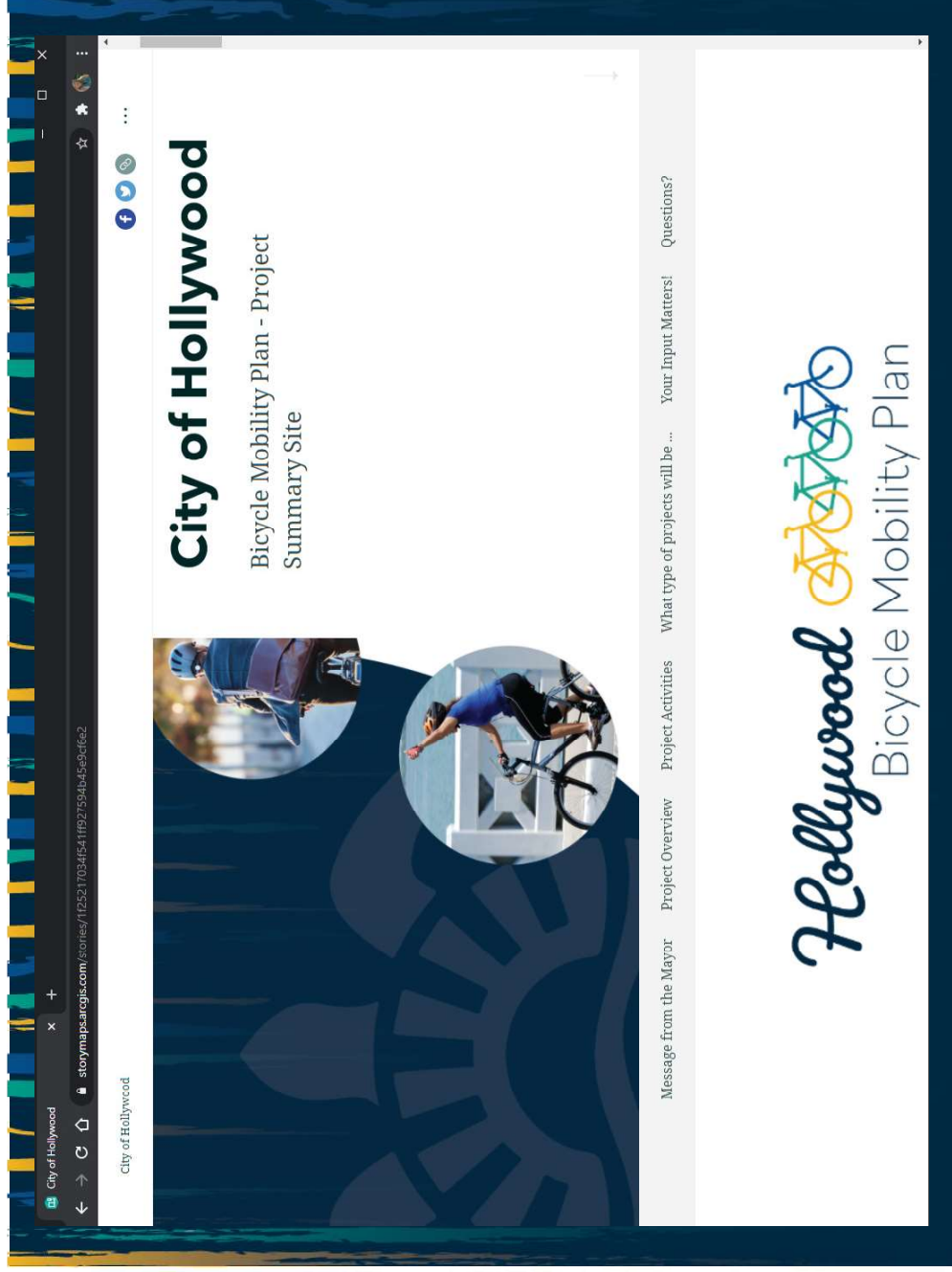
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- ## ArcGIS Web Application

Project Summary Site

A website was set up summarizing key aspects of the Bicycle Mobility Plan and was structured for users to view relevant materials about the project. The site served both as an outreach and educational tool that allowed residents to work directly with the project team by submitting comments and questions via email as well as adding location-specific comments and recommendations.

The site, which launched in September 2020, remained active throughout the development of the Bicycle Mobility Plan and was accessible through the link <http://hollywoodfl.org/BIKE>



MESSAGES FROM THE COMMUNITY

“Thanks for working on bike paths. We are avid bicyclists and use the roads daily. We find it quite difficult to ride around Hollywood safely. So glad you are working on bike lanes... this is the best news I have heard for a long time.”

City of Hollywood Bike Mobility Plan - Public Comment Map



About

Welcome!

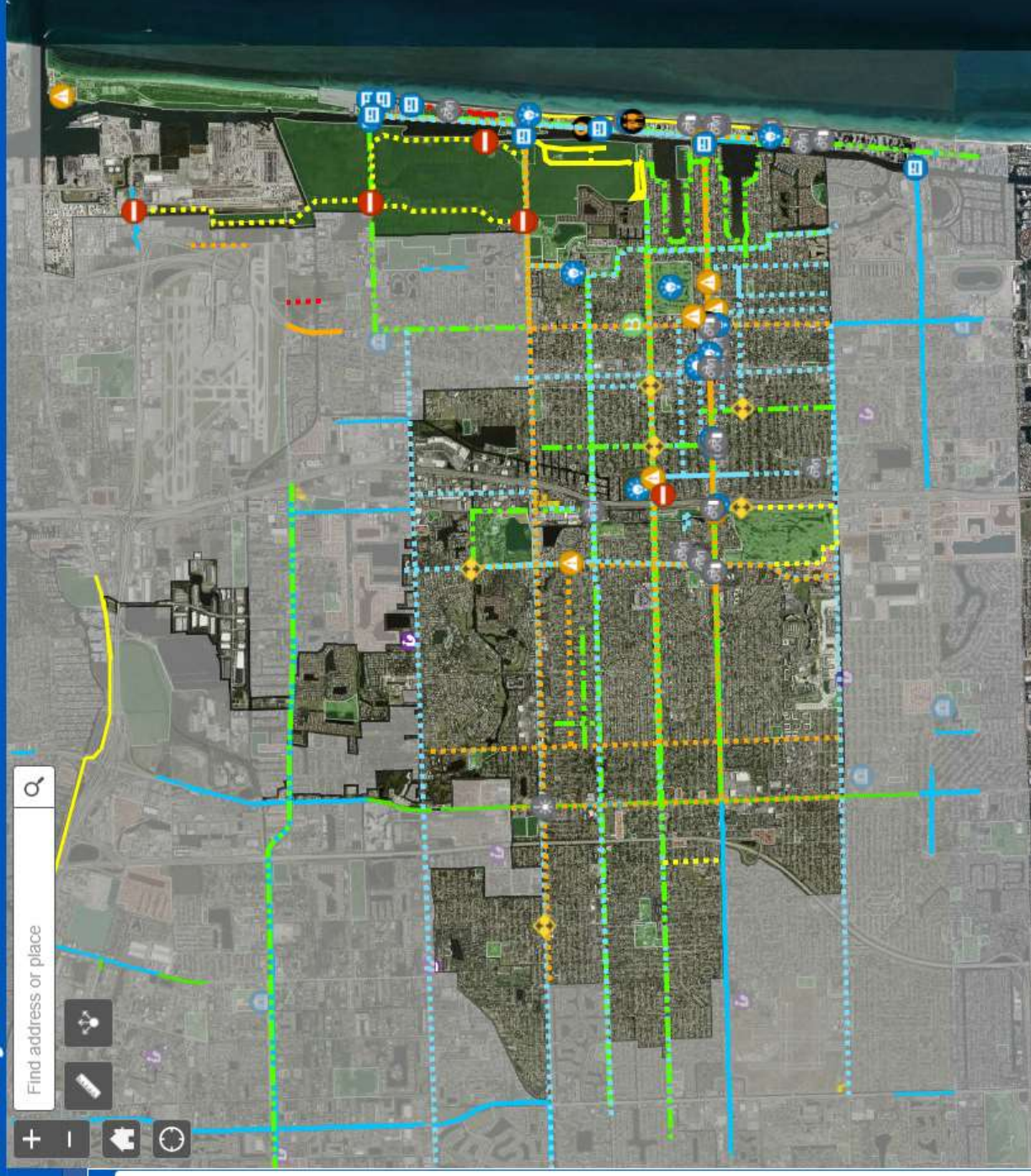
This site was developed as a way for the public to provide recommendations and feedback on the types of projects they would like to see included as part of the City's Bicycle Mobility Plan. The window to submit recommendations has closed but additional recommendations can still be submitted by sending an email to

bicyclemobility@hollywoodfl.org

Additional Information

What is a Complete Street? Click the link to learn more about the Broward Metropolitan Organization (BMO) Complete Streets initiatives.

[Broward MPO Complete Streets Initiatives](#)



Public Comments Map

An interactive, web-based map was developed and launched for residents to provide location-specific comments about their experience bicycling in Hollywood. This provided a unique opportunity for residents and visitors to take part in creating the draft bicycle mobility network. Users were able to use the online interactive map to identify corridors and spot locations that are difficult for bicycling, desired bicycle routes, and provide any other items for the City to consider related to bicycling such as bicycle parking needs. The interactive map was open for comments between September and November 2020. The responses received provided essential information which was utilized as the basis for the development of capital improvement recommendations and prioritization of corridors.

 **573** Unique users logged into the site

 **157** Individual comments left on the map

 **23** Emailed comments received from citizens

MESSAGES FROM THE COMMUNITY

“I’m an enthusiastic bike rider that usually ride with my kids all around the lakes, the beach and on A1A so i will suggest that more buffered green bike lanes would help drivers to recognize or prioritize space for cyclists.”

“Consider making it a goal for Hollywood to become a gold award city under the LAB’s Bicycle Friendly America program, this would push out the city of Hollywood and promote it as a bicycle minded community.”

“I really believe the city should be implementing more of the Separated Bike Lane type of bicycle roads. Specially on busy roads such as Hollywood Boulevard.”

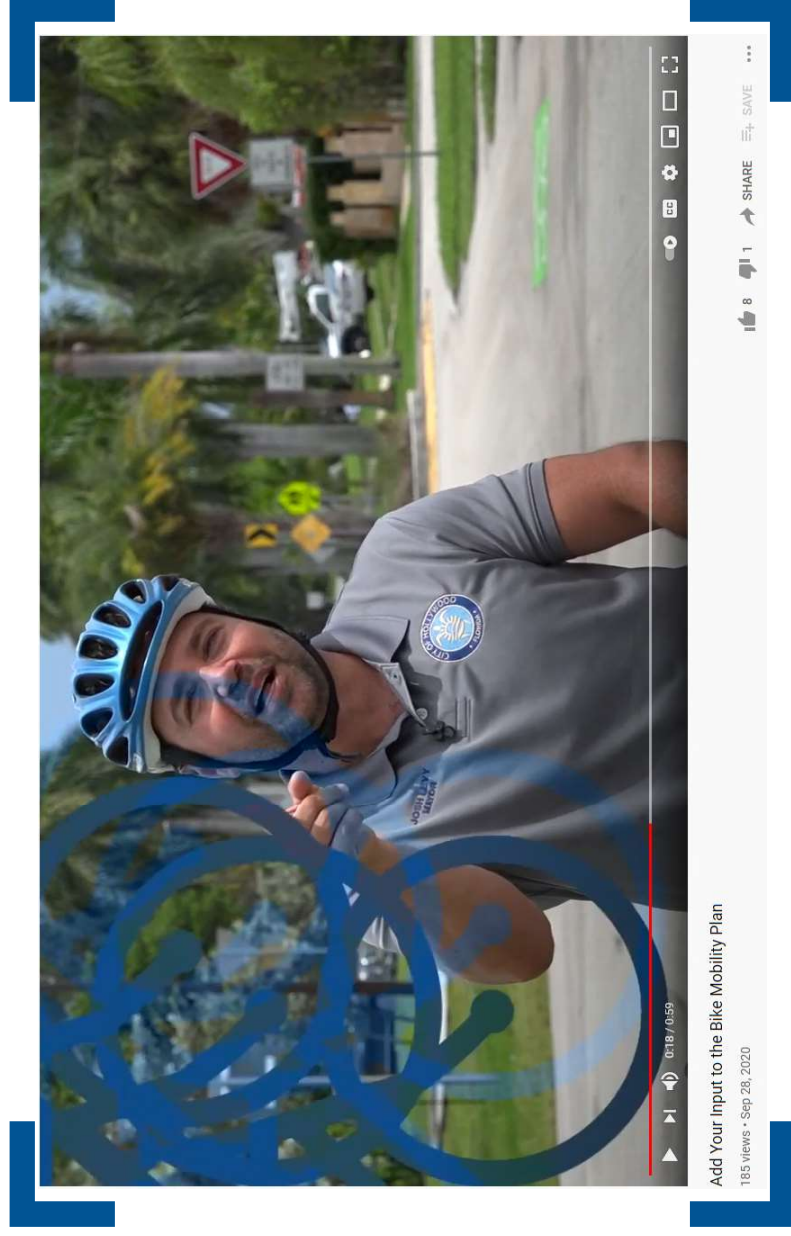
Multiple outlets were utilized to advertise the Project Site and Public Comments Map, among them:

- 🚲 Civic announcements on the City of Hollywood's website
- 🚲 A video was produced and published online using the City's YouTube platform encouraging residents to add their input into the Public Comment Map
- 🚲 Social Media and email blasts through the City's Twitter, Instagram and Facebook pages

The project team reviewed all comments received and incorporated solutions accordingly into the Bicycle Mobility Plan.

MESSAGES FROM THE COMMUNITY

***“The cycling community
-recreational to athlete-
is excited to see what is
happening in Hollywood.
Looking forward to seeing
how this progresses.”***



Weblink: <https://www.youtube.com/watch?v=da7uBzjm37s&feature=youtu.be>



MESSAGES FROM THE COMMUNITY

*“Many of us bicycle riders
and our kids would feel
safer riding in parks with
bike paths away from
traffic.”*

*“It is a great project,
improving bike lanes and
ease of biking is especially
important during these
Covid times, when
exercising is paramount.”*

...



City of Hollywood, FL
@cohgov

Add Your Input! Bicycle Mobility Plan

Calling all bicyclists! We want to hear from you on what bicycle improvements you would like to see in Hollywood. Use the easy interactive map to add your ideas. Learn more here: hollywoodfl.org/CivicAlerts.aspx



**Add Your Ideas to the
City of Hollywood
Bicycle Mobility Plan**

Visit www.hollywoodfl.org
to provide your ideas and
feedback on the types of
projects and bicycle mobility
amenities you would like to
see in Hollywood.

Speak Up Broward @SpeakUp_Broward · Dec 16, 2020

The @cohgov is developing a Bicycle Mobility Plan and wants YOUR input! Now through December, you have the opportunity to give the City of Hollywood feedback on the types of projects you'd like to see as part of the Plan. Comment at the link below: bit.ly/2EsAsde

4

Recommendations



The Bicycle Mobility Plan

A list of capital improvement recommendations (**Table 1 and Map 2**) were developed based on the analysis of existing conditions as well as the input received from the public in coordination with City staff. The list represents a coordinated set of bicycle transportation projects to address mobility concerns. Once built, these recommendations will form the basis of a strategic bicycle network for people of all ages and abilities to access all neighborhoods throughout the city easily and safely.

Preferred facility types were identified for each project recommendations. These recommendations were based on a suitability analysis that examined among other things speed limits, traffic volumes, right-of-way (ROW) constraints, and engineering feasibility of each facility type within the context of local conditions.

This chapter also provides illustrations of typical sections which may be used as guidance moving forward into implementation of the plan. Case studies are also discussed to demonstrate how the recommendations of this plan may be applied and adapted to respond to challenges and opportunities found at each specific location.

Table 1. Capital Improvement Recommendations

Facility Name	Project Limits	Facility Type
Pembroke Road	S 62nd Avenue to Flagler Trail	Bike Lane
Johnson Street	N 46th Avenue to N Dixie Highway	Bike Lane
N 64th Avenue	Hollywood Boulevard to Sheridan Street	Bike Lane
Stirling Road	FPL Trail at 56th Avenue to Flagler Trail	Bike Lane
Johnson Street	SR-7 to N 46th Avenue	Bike Lane
S 62nd Avenue	Pembroke Road to Cleveland Street	Bike Lane
Johnson Street	N 64th Avenue to SR-7	Bike Lane
N 72nd Avenue	Hollywood Boulevard to Taft Street	Bike Lane
Sheridan Street	N 66th Avenue to Sheridan East Trail	Buffered Bike Lane
Hollywood Boulevard	I-95 to City Hall Circle	Buffered Bike Lane
Washington Street	S 64th Avenue to S Park Road	Buffered Bike Lane
Dixie Highway/21st Avenue	Pembroke Road to Sheridan Street	Buffered Bike Lane
Hollywood Boulevard	SR-7/US 441 to 46th Avenue	Buffered Bike Lane
Hollywood Boulevard	46th Avenue to I-95	Buffered Bike Lane
N 56th Avenue	Hollywood Boulevard to Sheridan Street	Buffered Bike Lane
S 56th Avenue	Pembroke Road to Hollywood Boulevard	Buffered Bike Lane
35th Avenue	S Rainbow Drive to Johnson Street	Buffered Bike Lane
SR-A1A/S Ocean Drive	Hallandale Beach Boulevard to Hollywood Beach Boulevard	Multi Purpose Path
Young Circle	Young Circle	Multi Purpose Path
Taft Street	SR-7 to N Dixie Highway	Multi Purpose Path
Dixie Highway	Pembroke Road to Sheridan Street	Multi Purpose Path
Johnson Street	Western city limit to N 64th Avenue	Multi Purpose Path
S Surf Road	Iris Terrace to Jefferson Street	Multi Purpose Path
Harrison Street	Young Circle to Hollywood Boulevard	Multi Purpose Path
Tyler Street	Young Circle to Hollywood Boulevard	Multi Purpose Path
N 29th Avenue	Sheridan Street to Stirling Road	Multi Purpose Path

(Table 1 Continued)

Facility Name	Project Limits	Facility Type
Johnson Street	N 21st Avenue to N 14th Avenue	Multi Purpose Path
Sheridan Street	N 72nd Avenue to N 66th Avenue	Multi Purpose Path
Simms Street/N Surf Road	Broadwalk to SR-A1A	Multi Purpose Path
SW 35th Avenue	Stirling Road to Griffin Road	Multi Purpose Path
N 46th Avenue	Hollywood Boulevard to Stirling Road	Multi Purpose Path
SR-A1A	W Dixie Highway to N Ocean Drive	Multi Purpose Path
S 52nd Avenue	Pembroke Road to Polk Street	Multi Purpose Path
Hillcrest Drive	Park Road to Hollywood Boulevard	Multi Purpose Path
N 72nd Avenue	Sheridan Street to Taft Street	Multi Purpose Path
19th Avenue	Wiley Street to Sheridan Street	Neighborhood Greenway
28th Avenue	Pembroke Road to Johnson Street	Neighborhood Greenway
S 26th Avenue	Pembroke Road to Van Buren Street	Neighborhood Greenway
N 26th Avenue	Hollywood Boulevard to Sheridan Street	Neighborhood Greenway
Polk Street	N 21st Avenue to N 7th Avenue	Neighborhood Greenway
Liberia Loop	Liberia Neighborhood	Neighborhood Greenway
S 64th Avenue	Fletcher Street to Washington Street	Neighborhood Greenway
Van Buren Street	S 21st Avenue to east of S 8th Avenue	Neighborhood Greenway
N 7th Avenue/S 8th Avenue	Van Buren Street to Polk Street	Neighborhood Greenway
South Lake Loop	Hollywood Lakes	Neighborhood Greenway
Harding Street	Flagler Trail to 14th Avenue	Neighborhood Greenway
17th Avenue	Harrison Street to Tyler Street	Neighborhood Greenway
Arthur Street	SR-7/US-441 to N 30th Court	Neighborhood Greenway
S 17th Avenue	Moffett Street to Harrison Street	Neighborhood Greenway
Wiley Street	Poinciana Park to S 14th Avenue	Neighborhood Greenway
Mayo Street	SR-7 to N 52nd Avenue	Neighborhood Greenway
Washington Street	S 17th Avenue to Diplomat Parkway	Neighborhood Greenway

(Table 1 Continued)

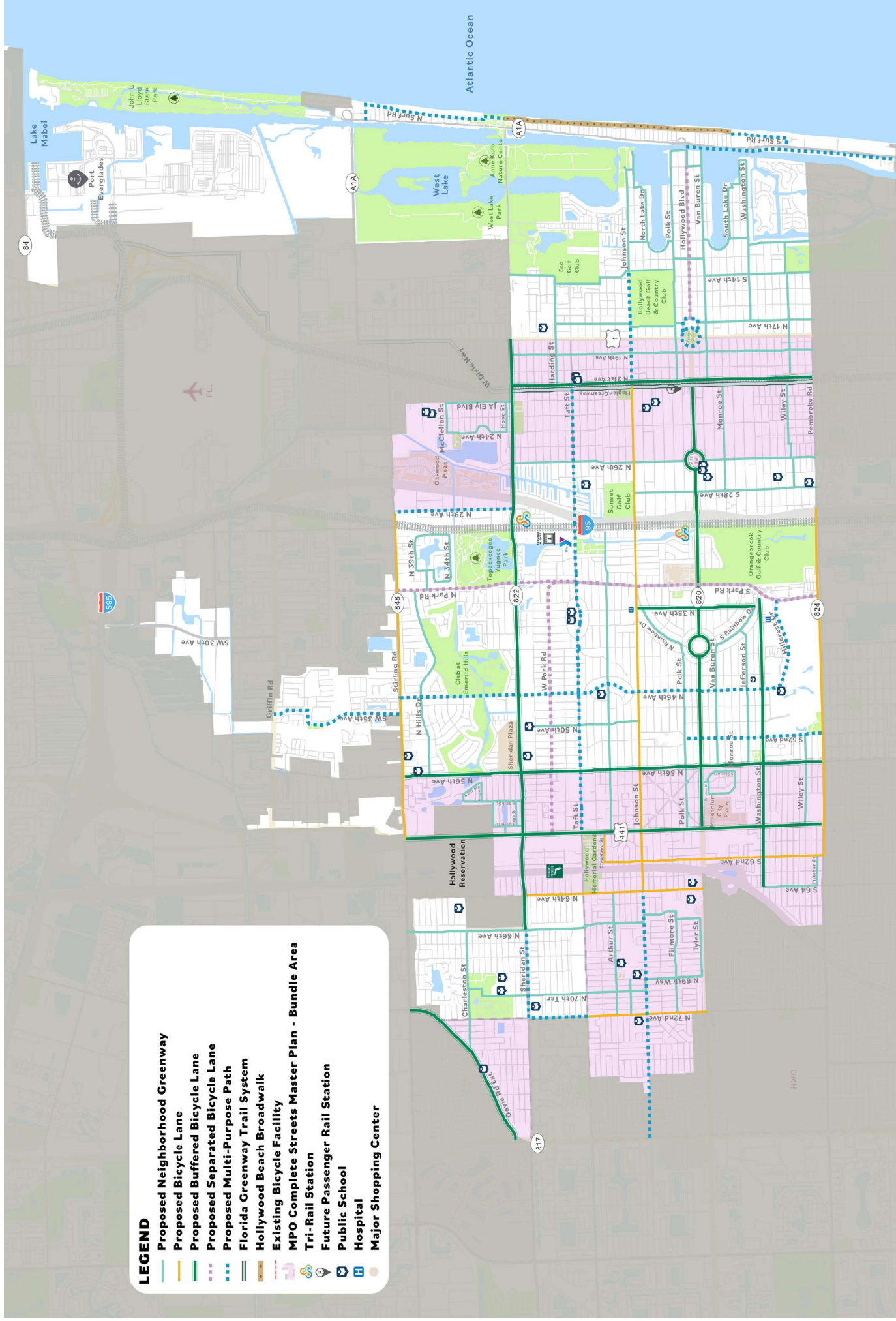
Facility Name	Project Limits	Facility Type
Fletcher Street	S 64th Avenue to S 62nd Avenue	Neighborhood Greenway
Monroe Street	S 28th Avenue to Flagler Trail	Neighborhood Greenway
N 17th Avenue	Tyler Street to Harding Street	Neighborhood Greenway
Arthur Street	N 72nd Avenue to N 64th Avenue	Neighborhood Greenway
N 14th Avenue	Polk Street to Sheridan Street	Neighborhood Greenway
Polk Street	US-441 to N Circle Drive	Neighborhood Greenway
S 13th Avenue	Van buren Street to Polk Street	Neighborhood Greenway
N 66th Avenue	Johnson Street to Sheridan Street	Neighborhood Greenway
Lawn Acres Loop	Lawn Acres Neighborhood	Neighborhood Greenway
Playland Loop	Playland Estates	Neighborhood Greenway
S 14th Avenue	Moffett Street to Van Buren Street	Neighborhood Greenway
Diplomat Parkway	Moffett Street to Van Buren Street	Neighborhood Greenway
Wiley Street	S 28th Avenue to Flagler Trail	Neighborhood Greenway
Tyler Street	NW 65th Terrace to N 69th Way	Neighborhood Greenway
N 70th Terrace	Sheridan Street to Johnson Street	Neighborhood Greenway
Jefferson Street	S 56th Avenue to S Highland Drive	Neighborhood Greenway
North Lake Drive	East of 12th Avenue	Neighborhood Greenway
S North Lake Drive//N 12th Avenue	Polk Street to Johnson Street	Neighborhood Greenway
N 65th Avenue	Fillmore Street to Johnson Street	Neighborhood Greenway
N 69th Way	Tyler Street to Johnson Street	Neighborhood Greenway
Van Buren Street	S 56th Avenue to S Circle Drive	Neighborhood Greenway
N 70th Terrace	Sheridan Street to Charleston Street	Neighborhood Greenway
Hayes Street	N 72nd Avenue to N 69th Way	Neighborhood Greenway
Fillmore Street	N 72nd Avenue to N 65th Avenue	Neighborhood Greenway
Hill Drive	FPL Trail/56th Avenue to Park Road	Neighborhood Greenway
Johnson Street	N 14th Avenue to Holland Park	Neighborhood Greenway

(Table 1 Continued)

Facility Name	Project Limits	Facility Type
N 8th Avenue	North Lake Drive to Johnson Street	Neighborhood Greenway
Charleston Street	Davie Road Extension to N 66th Avenue	Neighborhood Greenway
N 50th Avenue	Johnson Street to Thomas Street	Neighborhood Greenway
N Rainbow Drive	N Circle Drive to N 35th Avenue	Neighborhood Greenway
N 66th Avenue	SW 60th Street to Sheridan Street	Neighborhood Greenway
S Rainbow Drive	S Circle Drive to S 35th Avenue	Neighborhood Greenway
S Highland Court	S Highland Drive to S Rainbow Drive	Neighborhood Greenway
S Circle Drive	Van Buren Street to S Rainbow Drive	Neighborhood Greenway
Lakes of Emerald Hills Loop	Lakes of Emerald Hills Neighborhood	Neighborhood Greenway
N 65th Terrace	Fillmore Street to Tyler Street	Neighborhood Greenway
N Circle Drive	Polk Street to N Rainbow Drive	Neighborhood Greenway
Wiley Street	S 14th Avenue to Diplomat Parkway	Neighborhood Greenway
W Park Road	SR-7 to N Park Road	Raised Separated Bike Lane
N Park Road	Johnson Street to Taft Street	Raised Separated Bike Lane
N Park Road	Taft Street to Stirling Road	Raised Separated Bike Lane
Hollywood Boulevard	Young Circle to 8th Avenue	Separated Bike Lane
Park Road	Pembroke Road to Johnson Street	Separated Bike Lane

LEGEND

- Proposed Neighborhood Greenway
- Proposed Bicycle Lane
- Proposed Buffered Bicycle Lane
- Proposed Separated Bicycle Lane
- Proposed Multi-Purpose Path
- Florida Greenway Trail System
- Hollywood Beach Boardwalk
- Existing Bicycle Facility
- MPO Complete Streets Master Plan - Bundle Area
- Tri-Rail Station
- Future Passenger Rail Station
- Public School
- Hospital
- Major Shopping Center



Map 2. Strategic Bicycle Network

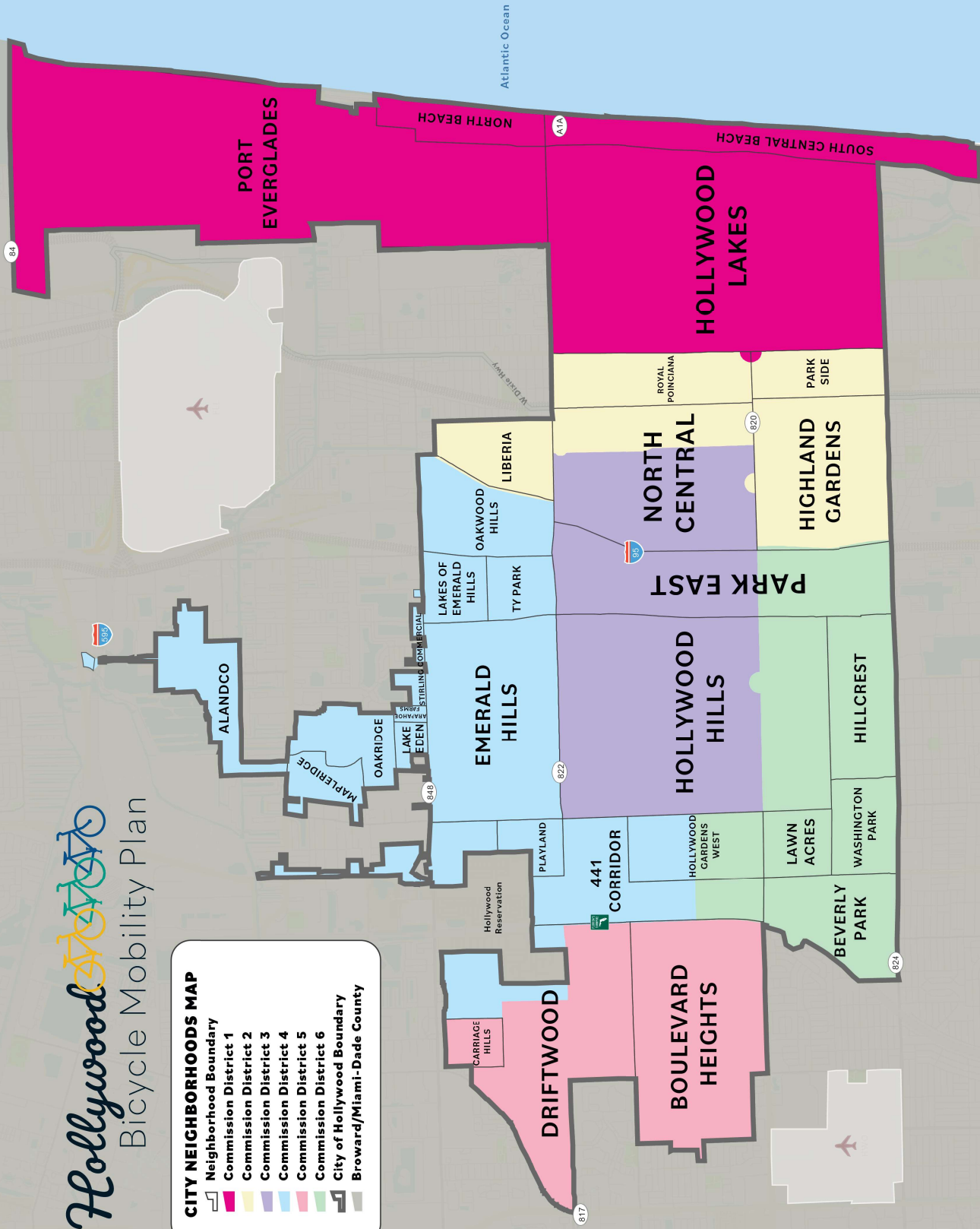


The City of Hollywood Neighborhood Routes

The recommendations presented in **Map 2** constitute a comprehensive bicycle network connecting all neighborhoods throughout Hollywood. In addition, some of these routes were strategically designed to create loops around the city's residential neighborhoods, thus providing residents with opportunities to cycle and get to know their communities safely. These neighborhood loops are detailed over the next few pages, starting with a map of the city's various neighborhoods and districts (**Map 3**), an overall map that highlights loops contained within the strategic network (**Map 4**), and individual maps highlighting specific routes (**Maps 5-23**). Smaller neighborhoods have routes that are combined with other adjacent neighborhoods to create more holistic routes. Gated neighborhoods and commercial areas are not included. The proposed routes will be finalized in the next phase of the project that includes design of the facilities through meetings with the neighborhoods, the public, and elected officials.

CITY NEIGHBORHOODS MAP

- Neighborhood Boundary
- Commission District 1
- Commission District 2
- Commission District 3
- Commission District 4
- Commission District 5
- Commission District 6
- City of Hollywood Boundary
- Broward/Miami-Dade County



Map 3. Neighborhoods and Districts