

# SUMMARY MINUTES



**Bicycling and Pedestrian Advisory Committee (BPAC)**  
**Broward County Government Center, Online and Phone via WebEx**  
**115 South Andrews Avenue, Fort Lauderdale, FL 33301**  
**March 10, 2021 6:30 p.m.**

## **Board Members Present**

Michael Kroll – League of Cities  
Hugh Chakler – District 8  
Fern Goodhart – District 4

Charmie Pujalt – District 7  
Steve Lim – District 1

## **Board Members Absent**

Jerry Layne, Vice Chair – District 3

Phillip Kim – District 9

## **County Staff**

Josette Sevryn, Senior Mobility Planner-  
Interim Staff Coordinator

Monique Davis, Administrative Coordinator

## **Attendees**

Dr. Barbara Shariieff- Special Proclamation  
Presentation conducted before Roll Call.

## **I. Call to Order**

The meeting was called to order at 6:35 PM

## **II. Roll Call**

The roll was called by Josette Sevryn. Quorum was met with two members absent.

## **III. Approval of Minutes**

November 18, 2020 minutes were approved. Motion moved by Hugh Chakler and seconded by Fern Goodhart.

Member Chakler requests to postpone approval of January 20, 2021 minutes to next meeting, May 12, 2021.

## **IV. Comments from Chair**

No new comments for updates.

## **New Business**

### **Safe System Approach to Pedestrian Bicycle Crashes in Lower-Income Areas**

Safe System overview was provided by Dr. Eric Dumbaugh. Safe System is an approach to achieve Vision Zero, the goal to achieve zero deaths and serious injuries. Safety is fundamentally about preventing death and injury. Death and injury are directly related to the amount of force a human body can tolerate in an impact. The Safe System Approach incorporates Safe Speeds, Safe Roadways, Safe People, Safe Vehicles, a more holistic approach to traffic safety.

FDOT Report BDV-27-977-17 Presentation Summary

The research study was focused on understanding the safety needs of lower-income population

in Broward and Palm Beach Counties with regard to relative risk, at-risk cohorts and environmental risk factors that lead to death and injuries among people walking and biking. Risks are not uniformly distributed amongst all populations. Low-income pedestrians are three times more likely to get hit or severely injured and bicyclists are about two times more likely to get hit or severely injured than in affluent areas.

Identified through police officer suspicion, drugs and alcohol are not identified as significant factors attributing to the occurrence of fatal and serious injuries among bicyclists and pedestrians in the study area

At risk pedestrian cohorts by time of day:

- Children, 14 and under, 6-9 AM and 3-9 PM (School Trips and Street Play)
- Adults, 25- 64, 3-9 PM (Evening Errands)
- Emerging Adulthood, 25- 34, 3 PM- 12 AM
- Active Older Adults, 70 and older, 9AM – 3 PM

At risk bicyclist cohorts by time of day:

- Children, 19 and under, 3-9PM (Afterschool Activities)
- Adults, 25- 64, 6 AM- 9 PM (Utilitarian Bicycling)

Intersections are complex, especially considering right and left turns. Intersections poorly configured for bicyclists and pedestrians are hazardous areas for people walking and bicycling, whereas mid-block crossings reduce the number of conflicts and reduce the complexity. It is unreasonable to expect a pedestrian to walk 5-minutes of out of direction travel to access a signalized intersection to cross the street and walk 5 minutes back towards their destination.

Strategies for addressing the safety needs of at-risk cohorts include: school-based safety education programs, location-based education and intervention programs, traffic enforcement during late afternoon and early evening to focus on safety, and creating a safety culture.

The following environmental risk factors were identified:

- land uses, such as supermarkets, restaurants (mostly fast food-related) and shopping centers, were found to have higher incidents of pedestrian and bicycle crashes;
- five-laned and greater streets were identified to have elevated bicycle and pedestrian crashes;
- raised medians had a positive impact on safety;
- intersections had greatest impact on ped bicycle crash reduction; and
- increased intersection density has a positive impact on connectivity and allows users to take different routes with lower exposure and risk factors.

Recommendations include addressing the production of environmental risk with: crash mitigation tactics by implementing refinements to Context Classification and Florida Design Manual based on uses, users and traffic counts; and crash prevention tactics to manage the activities of local governments for consistency, concurrency and access control.

*Questions (Q) and Answers (A)*

**Q:** If you were to make suggest to the County to develop actions in the near term, within this year, and long term, within 5-years, what would you recommend?

**A:** Partner with safety experts that do meaningful public engagement to work with communities and engagement firms to build knowledge and capacity. Local communities come up with great

solutions. For example, the Megaphone in Sistrunk and that movement grew organically.

Q: How do we address the land use challenge?

A: Broward County is built out. Targeting investments within the areas already for adaptive reuse. This may look like overlay districts, incentivize through permit acceleration. For redevelopment, safety impact fees.

Comment: Larry Wallace offers to assist with following up on his research project posting to the FDOT webpage.

Q: 70 plus pedestrian from 9PM-Midnight- did you have any knowledge about those cases?

A: No explanation available.

*Presentation slides available upon request- contact BPAC Staff Liaison.*

### **Hillsborough MPO**

Gena Torres, Executive Planner, with the Hillsborough MPO presented on safety and equity programming, foundational elements of Vision Zero, that the MPO has implemented. Vision Zero is the movement that enough is enough, we cannot accept that people are dying and suffering serious injuries on our streets. Deadly and serious injuries crashes are mostly preventable, and Hillsborough County has had some of the highest rates in the Country. Great work has been implemented with regard to complete streets, intersection lighting, mid-block crossings and trails program, but more needs to be done to see a decrease.

Vision Zero lessons learned have included: victim blaming is not helpful, storytelling is crucial, data-driven approach is needed, traffic violence is a public health crisis, reducing speeds is crucial, and zero is the right number. Hillsborough County focused on low-cost solutions in the following categories: consistent and fair (enforcement); paint saves lives (engineering pop up strategies); one message, many voices (education and encouragement); future is not like the past (evaluation).

A Speed Management Action Plan was developed to improve public health and safety by reducing deadly and serious injury crashes through improved safety experience for all roadway users; increased awareness of speeding dangers; institutionalized good practices; identified supportive policies, programs, and infrastructure; and obtained cooperation and support from stakeholders. Outreach was held among partners and stakeholders to discuss why speed management is important. Through this effort, Hillsborough MPO prioritized the top 20 High Injury Network corridors, developed metrics for prioritization, and developed a tool kit for treatments. Included in the tool kit is Hillsborough County's Aggressive Driving Crash Countermeasures by FDOT Contact Class, location and effects to best identify appropriate treatments.

Vision Zero is not achieved immediately and takes time to see results as efforts are put into place over time. Additional measures toward Vision Zero include land use and design, high visibility enforcement and public messaging.

Equity is a fundamental requirement of MPOs, but Hillsborough MPO took additional measures to address equity in their Non-Discrimination Plan. Reevaluating equity, Hillsborough MPO observed the spatial trends among minorities, low-income communities and persons with disabilities. They held virtual focus groups (5) for: Black/African American, Latinx/Hispanic, Low-Income, LGBTQ, and People with Disabilities. The focus groups conducted were intended to discuss solutions and identify key recommendations. Ms. Torres offered to return to the BPAC and present on further developments and efforts that the Hillsborough MPO are conducting.

*Questions (Q) and Answers (A)*

Comment: The presentation was inspiring and a request for a copy of the slides was made. Secretary Goodhart would like for the BPAC to find a way to work with our local MPO.

Q: For when you are trying to reduce speed limits, are you trying to narrow lanes?

A: The Hillsborough MPO was focused on people driving speeds that the roadways were designed/intended for. Narrowing lanes and access management are examples of those strategies. Mid-block crossings and crossings where people are getting hurt can help with slowing people down also. There are some cheaper solutions than totally redesigning the roads that can be looked at.

Comment: With lower traffic during the pandemic, it's been easy to find yourself driving faster than the speed limit.

Q: The Speed Management Tool Kit, has that been accepted by the County or cities?

A: It has been approved and it is our jobs now to get them to implement. The County and cities are supportive. FDOT is doing a paralleled effort for Speed Management as well.

### **Broward County Bicycle Detection Technology**

The County has a vehicle detection system that has the ability to differentiate bicyclists from pedestrians and vehicles, whether in the bike lane or not. Detection Zones must be drawn to identify locations the bicyclist is in. This allows the traffic engineer to accommodate phasing for the bicyclists.

The detection zones can identify different scenarios:

- bicycle approach in a green phase can allow for green extension of signal for bicyclist;
- bicycle approach in red phase will allow for green time extended to allow bicyclist to clear the intersection;
- bicyclist in a bike box can trigger green light and longer green time; and
- bicyclists in turn lane allows detection to trigger left turn and longer phase.

Thermal imaging detection has many benefits because its not impacted by dust or environmental elements. Bicycle detection can work with Bike Traffic Signal Indications and allow for signalization programmed phases such as leading bicycle interval. The City of Weston has had a pilot project using the Bike Traffic Signal Indications for two intersections with positive results.

*Questions (Q) and Answers (A)*

Q: This is wonderful, but most of the intersections do not turn green for me unless a car is present. What can be done for the intersections that cannot currently detect bicyclists or pedestrians?

A: *The response was inaudible. Larry Wallace encouraged Mr. Zhu to type a response to share or to coordinate with the BPAC staff liaison to provide a written response at a later date.*

Q: Josette, do you know if the visual detection is being implemented in the County.

A: There are challenges with visual detections especially when you consider bright lighting in the morning or late afternoon, adverse weather conditions, dust or landscaping obstructions can impact the detection.

Q: In the presentation the detection was always shown with a car present. Will it work if a car is not present?

A: Yes, it should detect a bicyclist when a car is not present.

## **V. Old Business**

No old business.

## **VI. Agency Updates**

Larry Wallace, FDOT, proposes a future meeting to review MPO Scheduling Report with Project Managers for the May agenda.

## **VII. Staff Report**

A safety analysis was conducted from 2016 to 2020. It was identified that approximately 12% of deadly and injury crashes are on County Roads. Pedestrian crashes had the highest frequency out of all crash types. District 9 and I has the most deadly and incapacitating injuries in the County.

With regards to enforcement, Broward Sheriff's Office (BSO) received a subcontract to conduct High Visibility Enforcement and communication with the goal of reducing traffic crashes resulting in serious or fatal injuries among bicyclist and pedestrians. The target roadways were provided as a table and in maps.

Feedback and comments from the BPAC members have been used to inform the BPAC agendas and pose some questions for the BPAC, including interests in social/engagement activities such as getting training in bicycle helmet fitting to benefit the community.

## **VIII. Committee Member Updates**

Secretary Goodhart commented that tonight's meeting has been one of the most informative meetings the BPAC has had and appreciates Ms. Severyn has truly listened and has worked to meet the needs of BPAC. The following questions were posed for future discussion/meetings:

- Can we have the BSO present to the BPAC in a future meeting?
- Can we hear from the MPO to see how they interface with the Broward County agencies and planning on bike/ped/safety projects and how it is tied into planning?
- Would it be possible to report the number of bicycle and pedestrian crashes during the last couple months and compared to the same months of 2019?
- Can you find out more about the Fort Lauderdale pedestrian crash?

Mr. Steve Lim stated an interest in having more information on some of the FDOT projects programmed that have bike/ped elements. Mr. Wallace advised Ms. Severyn to reach out to the FDOT Project Managers for project scope information or presentations.

Mr. Lim asked: Is there a summary of mileage for additional bike lanes programmed in the MPO Scheduling Report that can be provided? Mr. Wallace responded, no, there is no summary, but we can obtain more information next meeting.

## **IX. Public Comment**

No public comment.

*Reminder check your audio before the meeting.*

## **X. Adjourn**

**Motion:** Steve Lim moved to adjourn the meeting, seconded by Secretary Goodhart, unanimously approved.

The March 10, 2021 BPAC meeting concluded at 8:55 p.m. The next meeting is scheduled for 6:30pm on May 12, 2021.

**BPAC Priorities:** Encourage projects and enforcement efforts that prioritize pedestrian and bicycle safety. • Support timely and sustainable funding of bicycle and pedestrian infrastructure and amenities, including greenways and off-network paths. • Collaborate with public and private entities including, Broward MPO, FDOT, Broward County, and Broward municipalities to ensure Bicycle and Pedestrian projects, policy, and ordinances are implemented. • Promote bicycle and pedestrian focused outreach and events, especially those that underscore safety, funding, and education. • Endorse linkages for safe, comfortable, and convenient bicycle and pedestrian networks to seamlessly integrate with other transportation options.

*Disclosure: The above captioned minutes are transcribed in a summary format. To obtain a complete audio recording of the meeting, approved summary minutes, or any presentation or handout materials, submit a public records request through Planning and Development Management Division, 954-357-8695.*