

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
May 12, 2021 6:30 p.m.

Board Members Present

Michael Kroll – League of Cities
Hugh Chakler – District 8
Fern Goodhart – District 4
Jerry Layne, Vice Chair – District 3

Charmie Pujalt – District 7
Steve Lim – District 1
Phillip Kim – District 9

Board Members Absent

County Staff

Josette Severyn, Senior Mobility Planner-
Interim Staff Coordinator

Monique Davis, Administrative Coordinator

Attendees

Tom Heist

I. Call to Order

The meeting was called to order at 6:40 PM.

II. Roll Call

The roll was called by Josette Severyn. Quorum was met with no members absent.

Approval of Minutes

The January 20 and March 10, 2021 minutes were approved with revisions. Motion moved by Fern Goodhart and seconded by Hugh Chakler.

III. Comments from Chair

No new comments for updates.

New Business

Doris Span and Vision Zero

Ms. Doris Span opened with the history and mission of the Don't Forget Willie Foundation, which was formed about 4 years after her husband's death crossing Commercial Blvd in 2018. The foundation is in remembrance of Willie and advocates for pedestrian safety.

The foundation is committed to education and advocacy for pedestrian safety, social justice, and widow's empowerment. Ms. Span is promoting communities to have sensible and safe access to bus stops, road signaling, markings and signage, and infrastructure. Ms. Span calls for the need to have appropriate pedestrian facilities and street lighting at bus stops, as well safe placement of bus stops.

Ms. Span makes a call to action for wider and better sidewalks for shared use citing sidewalks are not wide enough to safely share among bicyclists and pedestrians. People biking use the sidewalk due to

conflicts with cars and for safety reasons. Ms. Span cites concerns with the safety of transit facilities placement and crossings. People walking are no match for a moving car.

Ms. Span speaks about how traffic deaths and life changing injury crashes for people walking and biking are not just statistics, they are people- family members, coworkers, and friends-and serves as a reminder to humanize the occurrence of vulnerable roadway user crashes. The Don't Forget Willie Foundations aims to memorialize the victims of roadway violence and share their stories.

The City of Tamarac passed a Vision Zero Resolution, February 24, 2021, with a goal of eliminating deadly and serious traffic crashes by 2040. Based on the Safe Street Summit, call to Action to adopt a Vision Zero Action Plan, Ms. Span encourages the County to adopt Vision Zero and coordinate with the City of Tamarac on their Vision Zero Action Plan.

Ms. Span identified the following request for next steps: BPAC recommendation to County Commissioners to adopt a Vision Zero resolution, update the complete streets policies and guidelines with the safe system approach; Contact the US DOT Transportation Secretary, Pete Buttigieg, about your comments on the proposed Manual on Uniform Traffic Control Devices (MUTCD); and have more discussion about Vision Zero.

Comment

Secretary Goodhart requests that a Vision Zero and Safe System Approach Resolution is added as a discussion item in the next BPAC meeting.

Sabine Delouche, American Heart Association

Ms. Delouche gave a presentation introducing her role at the American Heart Association, the mission of the organization, and provide an overview of the intersection of health, transportation, and equity.

The organization advocates for a sustainable change in communities by assessing community needs and identifying solutions that can support and improve health. The American Heart Association 2024 Impact Goal is to be champions for health equity. Health equity refers to ensuring everyone, regardless of race, income or other demographics, have access to healthcare, health services, and the ability to make the healthy choice the easier choice.

Ms. Delouche spoke about social and environmental factors representing 40% of health and well-being outcomes. These social and environmental factors include transportation barriers and the ability to access safe and equitable transportation options which have a great impact on health and the quality of people's lives and the quality of air they breathe. Complete Streets and connectivity are fundamental to healthy communities and health equity, especially among vulnerable and disproportionately affected populations.

American Heart Association is partnering with Smart Growth America to support communities provide resources to implement and update their Complete Streets policies to improve health, equity, and lead to sustainable change.

Comments

No comments for Ms. Delouche.

FDOT Project Updates

FM 441360.1, A1A Mobility Improvements

The project is in Hillsboro Beach from Hillsboro Inlet Bridge to 3rd Street along A1A. The project includes the installation of continuous bike lanes with undivided 12-foot travel lanes, sidewalk on the west side of the road, and various mid-block crossing enhancements.

See Exhibit A for presentation.

Comments

Chair Michael Kroll inquired about reducing the travel lanes to 11 feet to allow for five-foot bike lanes. Based on Florida Design Manual and the Town of Hillsboro Beach, for 35-mph undivided roadway the 12-foot travel lanes are recommended and preferred. For a section, from Opal Towers Condo to SE 10th Street, based on the available right-of-way, the travel lanes were reduced to 11 feet to accommodate the four-foot bike lanes.

Vice Chair Hugh Chakler inquired about whether the speed limit changes between the 11-foot travel lanes and the 12-foot travel lanes, and whether a study conducted to measure bicycle use along the corridor. The Project Manager (PM) identified that the speed limit does not change. Vice Chair Chakler encouraged the PM to re-consider 11-foot travel lanes to permit five-foot bike lanes from the Hillsboro Inlet to the Opal Towers Condominiums.

Secretary Goodhart states that safe bicycling infrastructure might attract more bicyclist and inquired about project costs, funding mechanism, and design elements that would better distinguish the bicycle infrastructure. The project cost is 6 million dollars using state funds, and the designers will investigate opportunities for design.

Member Steve Lim commented on the appeal of the continuous, unobstructed bike lanes.

Member Layne was also interested in having the bike lane better distinguished but requested the PM to consider the impact of the method that is used so that it does not unintentionally pose hazards to cyclists.

FM 431756-1, University Drive

The project limits are from South of NW 40th Street/ Cardinal Road to South of the Sawgrass Expressway along University Drive. The project will have 11-foot travel lanes, seven-foot buffered bike lanes and six-foot sidewalks. The bicycle infrastructure is intended to have green dashed paint for conflict areas and green bike lanes. Pedestrian infrastructure will be updated at various locations, and transit infrastructure enhancements are also included in the project scope.

See Exhibit A for presentation.

Comments

Chair Michael Kroll inquired about bicycle sensor detection at signals and how bus-bike conflicts will be mitigated through design. The PM will check for current standards for the bike sensor detection and whether it could be part of the scope. Currently as designed, the bus would have to stop in the bike lane.

Secretary Goodhart inquired about pedestrian infrastructure in proximity to bus stops to promote safety. There are 11 bus stops within the project limits and are stated to be placed appropriately for

access. Transit connections and transfer and crossing infrastructure are available at the bus transfer station north of Westview. There are no plans for mid-block crossings within the project limits.

Evhen Kyj, FM 439990-1, City of Oakland Park

The project consists of approximately six- miles of sidewalk and ADA improvements in the neighborhood bound by E Oakland Park Blvd, N Andrews Ave, N Dixie Hwy, and NE 38th St in the City of Oakland Park. The project is collaborative effort between FDOT, Broward MPO, and the City of Oakland Park. The Construction Cost Estimate is \$2 Million with an anticipated completion of Fall 2023.

See Exhibit A for presentation.

Comments

Chair Kroll inquired about whether the sidewalks would have connections to transit stops. The sidewalks are along residential streets so they do not have a direct connection to transit but would enhance connectivity to corridors that have transit service.

Secretary Goodhart provided positive feedback and appreciation that the design has considered potential obstructions along sidewalks and inquired about whether landscaping is included in the scope. Landscaping is not part of the scope.

FM 429576.2-9, SR-7/US-441

The SR-7/US-441 Corridor Study consists of eight projects with the intent to enhance safety and mobility for transit passengers, bicyclists and pedestrians along the corridor. The study identified short-term, mid-term, and long-term improvements. Improvements include infrastructure and connectivity from neighborhoods, crossings improvements, and overall infrastructure improvements for safe mobility and transit accessibility.

See Exhibit A for presentation.

Comments

Chair Kroll inquired about whether the improvements are anticipated to increase transit ridership along the corridor, and whether bus-bike conflicts and mitigation efforts to minimize conflict were part of the study. The overall intent of the project was to improve safety and access to transit facilities, so the greatest impact would be to safety and improved accessibility to transit for transit users. The bus-bike conflicts on SR-7/US-441 were not specifically part of the scope of the study, however improving safety of bicyclists on facilities with connectivity to SR-7/US-441 and minimizing conflict with transit was addressed.

Secretary Goodhart inquired about using signalization (e.g., Leading Pedestrian Interval) as a method to improve safety and conditions of bicyclists and pedestrians at the Southgate intersection. Prohibiting right turns on red when the walk phase is active is a method being considered. A Leading Pedestrian Interval is a possible implementation improvement that can be programmed.

General Public Comment: Mr. Tom Heist complimented the roundabout as part of the SR-7/US-441 project and inquired about whether this was an application and priority that would be used for other signalized intersection as the bicycle network is expanded. FDOT PM, Mr. Lopes responds to clarify that the roundabout is located on Kimberly Blvd.

FM 436196.1, SW 40TH AVENUE;

From Stirling Rd to Griffin Road in Dania Beach, the project is approximately 1.1 miles. This is a Broward MPO mobility project that the FDOT is doing on behalf of Broward County and the City of Dania Beach. The project entails milling and surfacing and widening the roadway to accommodate a bike lane and sidewalk and restriping. There will be corrections on pavement cross slopes and minor drainage improvements. The proposed configuration has two 11' lanes, 5' bike lanes, and continuous sidewalk on both sides of the street. Design is completed and the open bid is scheduled for May 26, 2021 with a construction start date of Fall 2021. The estimated cost of construction is \$3.4 million.

See Exhibit A for presentation.

FM 441578.1, SW 64TH AVE.

From SW 35th Street to Pembroke Road in City of Miramar, the project is approximately 1.142 miles. The project will consist of milling, resurfacing and overbuild of the existing pavement with signing and pavement marking updates. An eight-foot sidewalk will be constructed along the Northbound side of the roadway and a six-foot sidewalk along the Southbound side of the roadway. The project scope will address drainage with installation of French drains, regrading swales, and relocation of any drainage structures. The estimated construction start date is Summer 2022 with an estimated completion by Summer 2023. The project is estimated to cost \$2.13 Million.

See Exhibit A for presentation.

FM 435808.5, SR-9/I-95 MOBILITY;

This project consists of multiple locations including, Cypress Creek Road from Powerline Road to the SFRTA Railroad tracks with improvements on N Andrews Way and NW 59th Court.

- The Cypress Creek Road portion will include a resurfacing and minor widening with the addition of ten-foot shared use paths on the Eastbound and Westbound sides of the roadway and landscaping. The shared use paths will be separated from the roadway with a two to ten-foot buffer.
- On N Andrews Way, there will be a resurfacing with new sidewalk on both sides (Five and six-foot sidewalks) of the street and a Tri-Rail entry pylon.
- On NW 59th Court, the project mix will include resurfacing with new curb and gutter, a ten-foot shared use path on the south side, a five-foot sidewalk on the north side, and Tri-Rail entry pylon.

This project is currently in design and is estimated to complete design by Fall 2022. The estimated construction start date is Spring 2024 with an estimated construction cost of \$4.8 million.

See Exhibit A for presentation.

Comments for FM 436196.1, SW 40TH AVENUE; FM 441578.1, SW 64TH AVE.; FM 435808.5, SR-9/I-95 MOBILITY

Chair Michael Kroll inquired about the presence of bike lanes in the Miramar Project.

Carlos Benavides responded, after coordination with the city, there were going to be too many impacts to bike lanes to include bike lanes within the scope. Instead, the sidewalk will be eight-foot wide to compensate for the lack of bike lanes and serve as a limited constraint shared use path.

Member Hugh Chakler expressed concerns with regards to saving trees over saving lives in the Miramar project. Member Chakler wants to speak with the City of Miramar to see what make sense. Member Chakler also expressed concerns on the lack of bike lanes on Andrews Way.

Kenzot Jasmin responded with the process of coordination and involvement the City of Miramar and Broward MPO had in the project and all parties agreed on the final decision. The project is still in the design phase and there is still time to go back to the MPO and city to have further discussion.

Member Chakler asked how to ensure his comments could be shared with the Broward MPO and City for the project. Ms. Josette Severyn requested of the BPAC to send their additional comments directly to her to share the aggregated comments on behalf of the BPAC to the FDOT PM.

With regard to N Andrew Way, the dead-end road, does not have a bike lane; however, Andrews Avenue will have bike lanes added as a separate project, and any bike lanes added to N Andrews Way in this project would provide a connection into the Tri-Rail Station from Andrews Avenue.

FM 439991.1-2, SR-5/US-1/FEDERAL

US-1/SR-5 from SR 824/ Pembroke Road to Johnson Street and from Johnson Street to SR-822/ Sheridan Street, the project is a combined 2.62 miles excluding Young Circle. These projects extend the length of the Hollywood municipal boundaries from the Hallandale-Hollywood municipal boundary to the Hollywood-Dania Beach municipal Boundary, the result of two Complete Streets and Localized Initiatives Program (CSLIP) applications submitted by the City of Hollywood. The proposed improvements for the projects include the following: resurfacing; install four-foot bike lanes with green dashed conflict zones; upgrade signing and pavement markings; upgrade pedestrian signals; install new stamped asphalt crosswalks, install concrete pavers sidewalks (Monroe Street to Young Circle and Young Circle to Fillmore Street); update lighting with LED fixtures; install new pedestrian LED light posts; improve lighting at Harrison Street and Tyler Street; and install tree grates. The estimated construction start date is Summer 2022 with an estimated completion by Winter 2023, and an estimated construction cost of \$7.7 million.

See Exhibit A for presentation.

Comments

Chair Michael Kroll inquired about the CSLIP acronym. The Complete Streets and Localized Initiatives Program (CSLIP) is a Broward MPO program.

Chair Michael Kroll identified the unprotected four-foot bike lanes and 7.5-foot sidewalks and inquired about whether the city had a greater desire to improve the pedestrian realm in the area rather than the bicycle realm.

The city does have a desire to maximize pedestrian activity throughout the corridor and preserve the pedestrian realm, including maintaining sufficient conditions for the trees, lighting infrastructure and other infrastructure. Changing the existing configuration to accommodate a wider bicycle facility would impact the pedestrian realm and would require moving the curb, gutter and drainage infrastructure.

As a member of the public in attendance, Mr. Tom Heist inquired about the opportunity for painted intersections and artistic design of crosswalks/intersections along the project corridor to designate a highly pedestrian corridor, introduce traffic calming, and provide a cultural aspect to the roadway.

High emphasis crosswalks with stamped asphalt will be installed so vehicles can see the difference in the roadway surface and highlights the pedestrian crossing realm. A painted intersection, however, is not within the scope.

IV. Old Business

No old business.

V. Agency Updates

No further updates from FDOT.

VI. Staff Report

A staff report will be provided next meeting.

VII. Committee Member Updates

Chair Michael Kroll brought up Secretary Fern Goodhart's desire to prepare a resolution based on Ms. Doris Span's presentation. Chair Kroll suggests a motion to allow the Chair work with the BPAC staff coordinator to prepare a draft resolution to disseminate to BPAC members for review in the next scheduled meeting.

Secretary Fern Goodhart wants to further discuss membership, bus stop accessibility safety, cities with Vision Zero and complete street policies, and BPAC supported protected bike lane design standards in the July meeting. A greater discussion is needed to discuss bicycle facility design with a unified voice.

Vice Chair Chakler is concerned about the meeting lengths for the past two meetings. Chair Kroll stated the intent to catch up with the FDOT projects has produced longer meetings and it's not the desire to have long meetings for all meetings.

Vice Chair Chakler brought up the roadway improvement button on the website, and future programmed projects for connectivity to the Sunset Strip bike lanes. Ms. Severyn stated the button should already be present on the website and confirmed the location on website. As it relates to bike lane connectivity to Sunset Strip from Sunrise Blvd, there are currently no projects programmed within the area that would provide bike lane connectivity to Sunset Strip along Sunrise Blvd. When a project comes up in the MPO Scheduling Report related to Sunrise Blvd and Sunset Strip it will be brought to the attention of the BPAC for review and public comment. Vice Chair Chakler brought up Griffin Road debris in bike lanes and requested the area cleaned up. Mr. Stuart Robertson stated he could submit the maintenance request for Griffin Road. Additional, Vice Chair Chakler brought up the Hillsborough County TPO high injury network, top 20 corridors, inquired about the ability to advance similar efforts here in Broward County.

VIII. Public Comment

No additional public comment.

IX. Adjourn

Motion: Secretary Goodhart moved to adjourn the meeting, seconded by Member Charmie Pujalt, unanimously approved.

The March 10, 2021 BPAC meeting concluded at 9:20 p.m. The next meeting is scheduled for 6:30pm on July 14, 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.

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