

SUMMARY MINUTES - ADOPTED



Bicycling and Pedestrian Advisory Committee (BPAC)

Broward County Government Center, in person
1 University Drive, 2nd FL Hearing Room, Plantation, FL 33324
September 13, 2023, at 6:30 p.m.

Board Members Present

Steve Lim – District 1
Phillip Kim – District 9

Maximiliano Goldstein (Vice-chair) – District 5
Michael Kroll (Chair) – League of Women Voters

Board Members Absent

Fern Goodhart – District 4
Janet Arango – District 6

Charmie Pujalt– District 7

County Staff

Sara Forelle, Senior Planner, Urban Planning

Attendees

Carlos Cejas, Gannett Fleming, Inc.
Claudette De Los Santos, Bicycle and Pedestrian Coordinator, FDOT District 4
Kris McKirdy, Project Coordinator, FDOT District 4
Nelson Mora, Gannett Fleming, Inc.
Chris Wolf
Thomas and Anne Langer
Alejandro Munoz

I. CALL TO ORDER

Michael Kroll, Chair called the meeting to order at 6:42 PM.

II. ROLL CALL

The roll was called by staff. A quorum was present.

III. INTRODUCTION OF VISITORS

Claudette De Los Santos, the FDOT District 4 representative, introduced herself. Project presenters Kris McKirdy from FDOT District 4 and Carlos Cejas from Gannett Fleming, Inc., a consultant to FDOT District 4, introduced themselves.

IV. APPROVAL OF MINUTES – May 3, 2023

Chair Kroll requested questions or comments on the minutes. Upon a motion by Vice Chair Goldstein, seconded by Member Lim, the May 3, 2023 minutes were passed by a unanimous vote.

V. COMMENTS FROM CHAIR

None.

VI. NEW BUSINESS

1. PRESENTATION - FDOT Sunrise Blvd/US 1 Gateway project - Carlos Cejas, P.E. (Vice President), Nelson Mora, P.E. (Senior Project Manager), Gannett Fleming, Inc.

Kris McKirdy, the new project manager for FDOT introduced herself and Mr. Cejas. This is their second presentation before the BPAC. A second project workshop is planned on November 8 and 9, 2023 where they will share substantially the same content. Projects partners include the MPO, the City of Fort Lauderdale, and Broward County. This portion of the project concludes with the Location Design Concepts Acceptance (LDCA), followed by construction. Mr. Cejas reported that the first public workshop was well attended. In addition several workshops were held with area homeowners' associations.

The intersection project is intended to improve capacity and improve multimodal facilities. The location includes several high-crash segments, and the intersection is currently failing, primarily at the southbound left turns. The alternative designs will require additional rights-of-way in varying degrees. One of the nine alternatives is the "do nothing", or "no build" scenario.

The "do nothing" alternative is often equivalent to a 3R project (resurfacing, restoration and rehabilitation), which includes pavement resurfacing and minimal lane and sidewalk improvements within the existing right-of-way. For Alternative 1, the "do nothing" alternative considers lane width reduction to add bike lanes.

PD&E projects typically have a Transportation Systems Management and Operations (TSMO) option. This may include some widening and require minimal amounts of right-of-way (ROW), but is typically a low cost, low impact alternative. Alternative 2 includes a wider shared-use path and other multi-modal elements, improves the alignment of intersection movements, and makes it more compact and therefore easier for pedestrians to cross. It also requires a relatively small amount of right-of-way from the bank on the northeast corner of the intersection. Vice Chair Goldstein noted that the presenter previously stated that current crossing times were in the range of ten minutes and asked if the crossing times will be calculated for the alternatives. The presenter stated that the project team is making the calculations. The expectation is that for this design, one stage crossings would take around 30 seconds. The presenter also showed typical cross sections for each alternative.

Ms. Forelle asked if they received any comments on the landscaping at the intersection, since it is considered iconic. The presenter stated the feedback has been mixed. While most people can agree that they like the lush landscaping, the downside is the number of homeless people who camp and hide in the bushes. The alternative is to provide landscaping that can provide a certain level of transparency.

Alternative 3 is similar to the Alternative 2, but requires reconstructing all the lanes. This option requires a little more right-of-way, including from the residential towers in the northwest corner. Shared use paths are at least 12 feet, with the exception of the bridge and approaches to it, due to the significant constraints. The design team wants to

maximize improvements where possible, which may include either 4-foot bike lanes or wider sidewalks.

Alternative 4 is similar to 3 in that it tries to maximize storage for the left turns from the east bound to north bound direction adding a second light, but it did not significantly increase performance.

Alternative 5 includes an element similar to a diverging diamond intersection, which helps to reduce the number of vehicular crossing points. This alternative did not render significant capacity improvements.

Alternative 6 includes a roundabout and a flyover overpass for eastbound to north bound movement. It does not include signals for vehicles, but the design team is considering different types of flashing beacons or crossing signals for pedestrian safety, such as Rectangular Rapid Flashing Beacon (RRFB) and High Intensity Activated CrossWalk (HAWK) Beacon (aka Pedestrian Hybrid Beacon (PHB)). There would be three free-flow movements and three yield movements through the roundabout. There has been discussion about the how the fly-over ramp location might reduce access to the some of the properties due.

Alternative 7 includes a roundabout, but with a tunnel instead of an overpass. While residents seemed to prefer this out of the two roundabout options, the cost is much higher and yields the same results. This option could also be more susceptible to flooding, which would require additional mitigation measures.

Alternative 8 is a signalized at-grade T-intersection with a compressed overpass.

Alternative 9 is similar to 8 but includes a tunnel underpass in place of the overpass.

The following slide shows a comparison of the pros and cons of each alternative. This initial evaluation will be followed by a more detailed analysis that will be used to identify which three alternatives to workshop. The analysis matrix is based on factors such as traffic operation, pedestrian and bicycle safety and stress, and several types of impact and construction costs. It shows that Alternatives 2 and 3 worked the best overall. In further review, Alternative 6 is showing additional positives from the ones shown, so it may make the cut for top 3.

Evaluation Matrix

Criteria	Alternative 1 No-Build/No Action Signalized At-Grade T	Alternative 2 Transportation System Management and Operations (TSM&O) Signalized At-Grade T Expansion	Alternative 3 Eastbound Triple Left Signalized At-Grade T	Alternative 4 Eastbound Downstream Triple Left Signalized At-Grade T	Alternative 5 Eastbound Upstream Triple Left Signalized At-Grade T with SB/NB Crossover	Alternative 6 Multilane 3-Leg Roundabout with Eastbound Left Turn Compressed Flyover/Overpass (overhead vertical separation)	Alternative 7 Multilane 3-Leg Roundabout with Eastbound Left Turn Compressed Underpass (underground vertical separation)	Alternative 8 EB Single Left Signalized At-Grade T with EB Left Turn Compressed Flyover/Overpass (overhead vertical separation)	Alternative 9 EB Single Left Signalized At-Grade T with EB Left Turn Compressed Underpass (underground vertical separation)
Traffic Operations	■	●	●	●	●	■*	■*	●	●
Bike/Ped Safety and Access/Level of Stress	■	●	●	●	●	■	■	■	■
Utility Impacts	●	▲	▲	▲	▲	■	■	■	■
Access/Driveway/Minor Streets/Vehicular Flows	▲	●	●	●	■	■	■	■	■
Constructability/MOT	●	●	▲	▲	▲	■	■	■	■
Drainage	●	▲	▲	▲	▲	▲	■	▲	■
Historic/Community/Urban Design	▲	●	●	●	●	■	▲	■	▲
Construction Cost	●	●	●	▲	▲	■	■	■	■
Right-of-Way Impacts	●	▲	▲	▲	▲	■	■	▲	▲

* Alternative needs to include signalization for pedestrians and bicyclists.

● Positive ▲ Neutral ■ Negative




Figure 1 - Project evaluation matrix (source: FDOT presentation)

DISCUSSION

Member Goldstein recommended that anytime the shared-use path is 10 feet or greater, the separation between bicycle and pedestrian only paths be delineated. He also inquired if it is possible to shift the landscaping from the medians, which is essentially covering cars, to provide trees along the edges that would the share-use path. Carlos Cejas said there may be some room to take from one and add to the other. Member Goldstein also asked if the innermost lane could be narrowed to 10.5 feet? The presenter responded that while it is not preferred for a 35 mph target speed at the intersection, it can be done.

Member Kim asked about the timing of construction, which will be a few years into the future, since it still needs to be designed after the preferred alternative is selected and the Project Development and Environment (PD&E) stage is finalized.

Ms. Forelle stated that continuity is generally an issue with facilities. Since Sunrise Boulevard does not have bike lanes, she recommended adding mountable curbs/ramps at the limits of the shared used paths to facilitate the transition to existing facilities. She also mentioned the need for signage to ensure that the driver also understands that a bicyclist may be moving into the paved lane in front of the vehicle. This signage needs to be visible by the driver and complementary signage needs to be provided for the bicyclist. She questioned the use of a HAWK pedestrian crossing and commented that the RRFB she used in Orlando was insufficient to prompt vehicles to stop at the pedestrian crossing. She encouraged the presenters to continue striving to find safer solutions for the pedestrians. Member Lim commented on a similar experience with a newly installed HAWK on Pine Island Road near Commercial Drive and said that when he tried using it, no one stopped. Mr. Cejas commented that the HAWKs are more conspicuous than the RRFBs because of the mast arm and are recommended for locations with higher speeds

(above 35 mph). Member Goldstein inquired about elevated table crosswalks. The response was that they are recommended for lower speed streets (25 mph). He also commented that his experience with RRFBs in Atlanta was positive.

Additional discussion continued about maximizing landscaping and Mr. Cejas explained that once the alternative was selected, they would bring in a landscape architect to design the landscaped areas.

Chair Kroll asked if elevating pedestrian movements had been considered. Mr. Cejas responded that it was and that if done in the future, there would be enough room in the landscaped areas to provide the ramps. However, the problem with elevated crossings is that elevators may need to be installed and maintained. The design leaves room for incorporating elevated paths in the future.

Chair Kroll asked about future bike lanes on US 1. Mr. Cejas stated that US 1 north has space, and they may get added in a future project. Mr. Mora mentioned that there are plans to connect the shared-use path to new bike lanes on NE 13th Street. He also mentioned connecting to the bike route Victoria Park Road, west of the intersection. It's a low volume road with a sharrow. Ms. Forelle also recommended that the project team look for opportunities to potentially connect to the LauderTrail which is being proposed for funding.

VII. OLD BUSINESS

None.

VIII. AGENCY UPDATES

Claudette De Los Santos is working on updating the District's Bicycle and Pedestrian Master Plan and she is also on the Steering Committee for Broward County's Low Stress Network study. She reminded the members that [Mobility Week 2023](#) runs from October 27 through November 4. FDOT District 4 offices are hosting an OMD Expo event on November 1. Several of the District's partners, such as the SFRPA, Commuter Services, Palm Tran and some vendors are expected to attend. She will share updates with members through Ms. Forelle, who thanked Ms. De Los Santos with her help and support in inviting presenters to the BPAC.

IX. STAFF REPORT

Ms. Forelle shared the results of the first Annual BPAC Member Satisfaction Survey. Six out of seven members participated. Generally, perceptions regarding the quality and location of the meetings and the BPAC coordinator were good to excellent. Members were most satisfied with the presentations, followed by members sharing information, discussions and the goals workshop. Members were split on likelihood of recommending a friend or colleague to join the group, mostly because advocacy is limited and the lack of decision-making power. In reference to what the BPAC does, Ms. Forelle continued to encourage the members to share and discuss issues. If they feel strongly about a policy or position in particular, it can be forwarded to the Board of County Commissioners for consideration.

Future topics requested by members include:

- Implementation of more bike lanes, a few potholes to be fixed on A1A (need to get exact locations), more lights on route 84 east & west (Weston)

- Continued review of early stage FDOT and County design projects where BPAC can have input on the bike/ped issues.
- Before and after studies on new projects, including pedestrian crossing signals.
- Ways for the committee to speak to local elected officials, such as the county commissioners or municipal council members to discuss the potential benefits of improving the walking and cycling experience and ways they can go about it.
- Sending an official request to the state legislature to adopt legislation supporting bicycle and pedestrian infrastructure, such as allowing greater flexibility with funds received by the county for transportation to be used on non-car infrastructure.

Generally, recommendations to improve the meetings and participation covered the same topics: more engagement, presentations about new technologies that increase safety, and finding ways to have more influence with decision makers.

In reference to the comment about before and after studies, Ms. De Los Santos commented on the use of counters. She stated that counters were installed temporarily during a study, but with sufficient public support sometimes the counters become permanent. She mentioned an after study that was done for a project related to Tri-Rail in Boca Raton, FL and that she would be able to share a presentation with the BPAC at a future meeting.

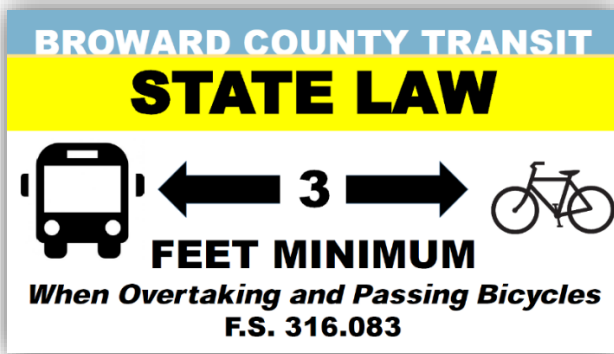
Ms. Forelle shared a draft of the Annual Report, 2023 and asked members to review and provide comments or recommendations in time to address before the next meeting. She also reminded the group about the 7th Annual BMSD Wellness Jamboree on Saturday, October 21, 2023. Paula Finlayson from Broward County Parks will be sharing a tent with Ms. Forelle to giveaway a few donated bicycles, safety helmets, safety information flyers and tips. BPAC members are invited to join. Member Goldstein made a motion to invite Ms. De Los Santos to present at a future meeting, seconded by Member Kim and unanimously adopted.

Ms. Forelle reminded everyone that October is International Walk to School month, also known as “Walktober”. This is also a time to promote walking and biking to school in groups.

X. PUBLIC COMMENT

Tom Langer introduced himself and stated that he wanted to talk about an issue related to vehicle-bicycle spacing on roadways. Mr. Langer spoke about incidents he has had while on his daily bicycle rides on A1A where County buses came very close to him. He tries to educate drivers and they are generally receptive, but not always. Frequently, they respond that they are unaware of the State Law that requires drivers to maintain a 3-foot clearance from bicyclists. It’s the vehicles responsibility to create that space.

Mr. Langer spoke about recently contacting the County to address a particular instance that occurred early August, where the driver responded in a particularly improper manner that showed a lack of concern. Mr. Langer alluded to a section in the 2022 BPAC Annual Report about a campaign started by Broward County Transit Division (BCT) to remind bus operators, per state law, of the safe passing distance when overtaking a bicyclist (see accompanying image below). Mr. Langer has been the victim in a couple of crashes while on his bicycle.



He is hoping that more people become educated about the law since he believes the majority are not aware of the clearance requirement. He also wants to see road signs posted and mentioned that they are being used in Boca Raton, FL. Below is a sample sign found online and one that is posted in Indian River County, FL.



(*Postscript:* Mr. Langer was contacted by the Broward County Transit Director who provided assurances that additional education will be provided to bus drivers to make them aware of the law.)

Alejandro Munoz, a resident of Broward County for over 20 years, spoke to the BPAC about often riding in Davie and Plantation and feeling as though the standards applied to bike lanes are insufficient. He thinks that having just some paint separating the bicyclist from vehicular traffic is what drives some bicyclists to use the sidewalks. He liked the project shared earlier during the meeting by FDOT with the shared-use path, because it provides separation and puts bicycles on a curb. He recommended it for other projects.

XI. COMMITTEE MEMBER UPDATES

- a. *Complete Streets Team Updates* – Member Goldstein shared information about the July 19, 2023 Complete Streets meeting. Two projects were featured. The Sawgrass Expressway Widening where they plan to redo various intersections and improve sidewalks, but no bicycle infrastructure is expected to be added since it is not a priority area for this mode. The second project is that the County is moving forward to with an intersection study in which 100 intersections would be studied for safety improvements. The ranking factors in car crashes and car capacity, among others. The design will also include other safety features, but that is not part of this project. He also spoke about an earlier meeting where Dixie Highway pedestrian

and bicycle improvements were featured, which he had reported on at the July BPAC meeting that lacked quorum. The County is involved in a Low Stress Multimodal Master Plan and recommended that BPAC members attend the next public meeting. If more than one BPAC member wants to attend, as long as comments are made as individuals and not in representation of the BPAC, they will be in compliance of the Sunshine Law. Ms. Forelle encouraged the members to fill out the Low Stress Multimodal Master Plan survey.

- b. *Committee Member Updates* – Member Lim noted seeing some sidewalk improvements from the County along Pine Island Road in the area of Sunrise Boulevard. Member Kim is interested in the improvements he is observing along University Drive.
- c. *BPAC Chair Comments* – Chair Kroll spoke about being glad to see that the consultants for FDOT from Gannet Fleming were doing a great job with proposing improvements to the US 1/Sunrise Boulevard Gateway intersection, including the wider shared-use path. He also encouraged everyone to take the Low Stress survey and share the link with friends. Ms. Forelle mentioned the link featured on the BPAC website.

XII. ADJOURN

By consensus, the meeting adjourned at approximately 8:30 p.m.

Next Meeting: Wednesday, November 8, 2023, at 6:30 PM

Transcript of meeting or recording available upon request. Contact Sara Forelle, Senior Planner, for additional information. Email: sforelle@broward.org or Phone: (954) 357-9785

Attachment A

Selected Slides from the Sunrise Blvd/A1A Gateway Project Presentation

PD & SERVICE BORSR-5/US-1ATSR-838/SUNRISE BOULEVARD

Data Collected to Analyze Multimodal Travel Operations



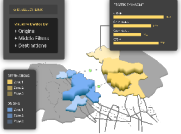
- 7
DAYS

7-Day Vehicle Classification Counts
(4 locations)
- 4
HOURS

4-hour Weekday TMCs and Queues (including pedestrians and cyclists)
at 8 signalized intersections; included weekday 4-hour AM and 4-hour PM peak periods, performed on two mid-week weekdays
- 3
HOURS

3-hour Saturday TMCs and Queues (including pedestrians and cyclists)
at 8 signalized intersections; included one midday Saturday peak period (noon to 3 PM)
- 2
HOURS

2-hour TMCs (including pedestrians and cyclists)
at 34 intersections and driveways between the 8 signalized intersections, performed on one mid-week weekday (2-hour AM peak period, 2-hour PM peak period) and one Saturday (2-hour midday peak period)






- 72
HOURS

72-hour (two weekdays and one Saturday) Vehicle Spot Speed Study
(3 locations)
- 📍

Origin/Destination data collection
(one month of Streetlight Data) for 3 O/D pair locations
- 📊

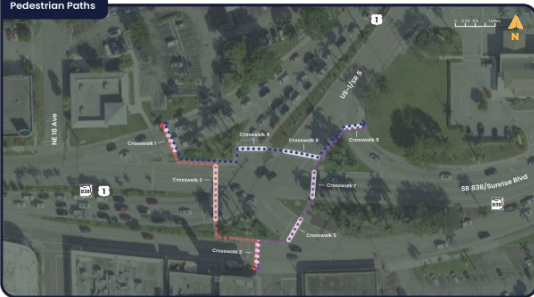
Travel Time and Delay data collection,
to be collected during 3 periods, including two mid-week weekday PM peak periods, and one Saturday midday peak period. Travel time data was collected along 6 routes


24

PD & SERVICE BORSR-5/US-1ATSR-838/SUNRISE BOULEVARD

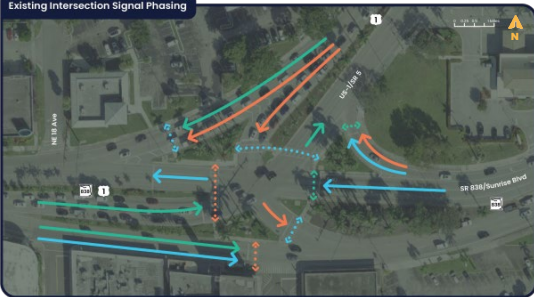
Existing Pedestrian Travel Operations

Multistage Crossings




LEGEND

- ↔ Pedestrian Path EW North - 4 Stages - 340 ft.
- ↔ Pedestrian Path NS East - 4 Stages - 292 ft.
- ↔ Pedestrian Path NS West - 3 Stages - 300 ft.
- Crosswalks



LEGEND

- Common Signal Phase 1
- Common Signal Phase 2
- Common Signal Phase 3
- Motorized Vehicle Movements
- ↔ Pedestrian Crossing Movements


26

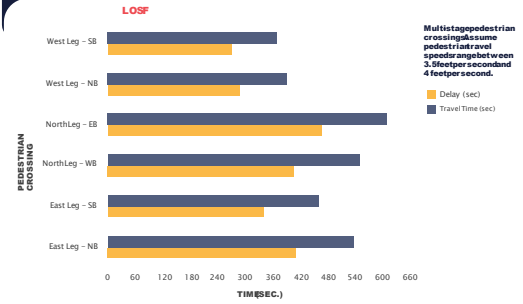
Existing Pedestrian Travel Operations



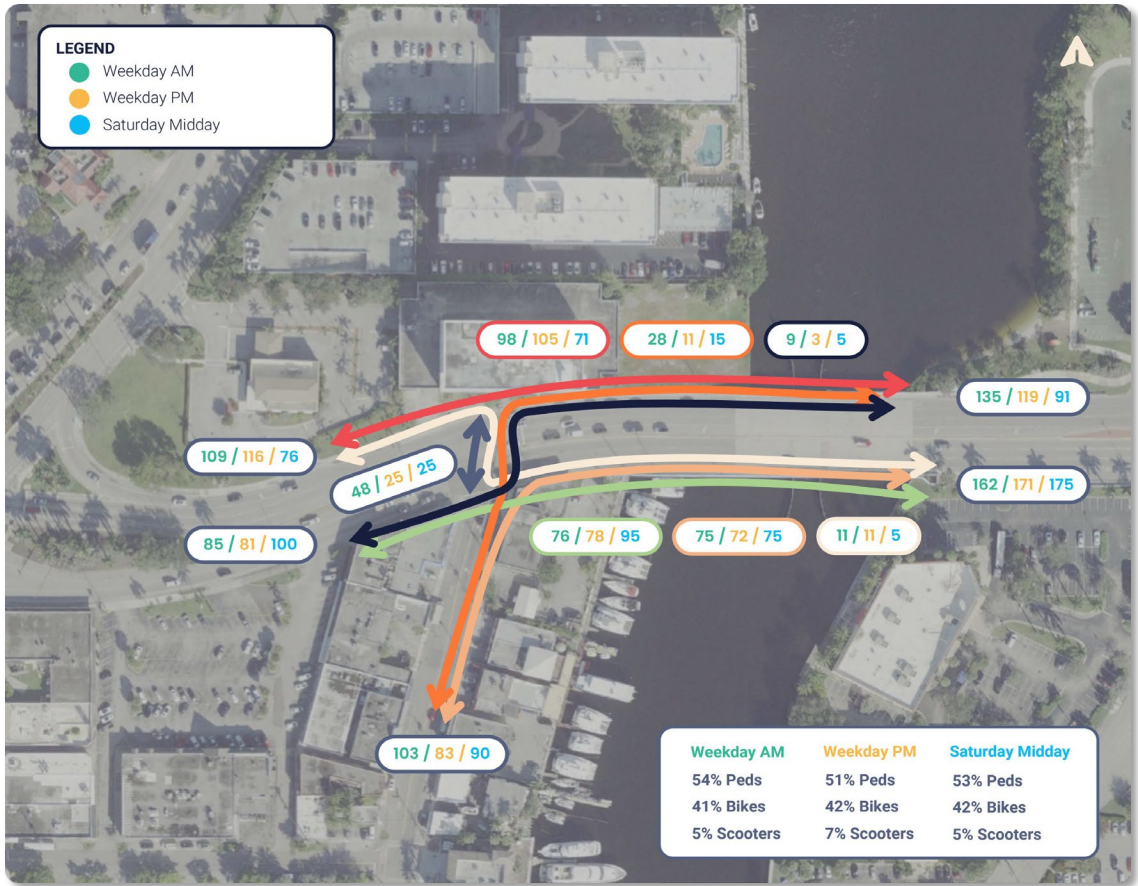
Non-Compliant and Unsafe Pedestrian Behavior (Simultaneous jay walking in opposite directions)



Existing Pedestrian Crossing Times for US 1 at Sunrise Blvd



Initial Measurements for Intersection Pedestrian Crossing Times and Delay For 6 Movements



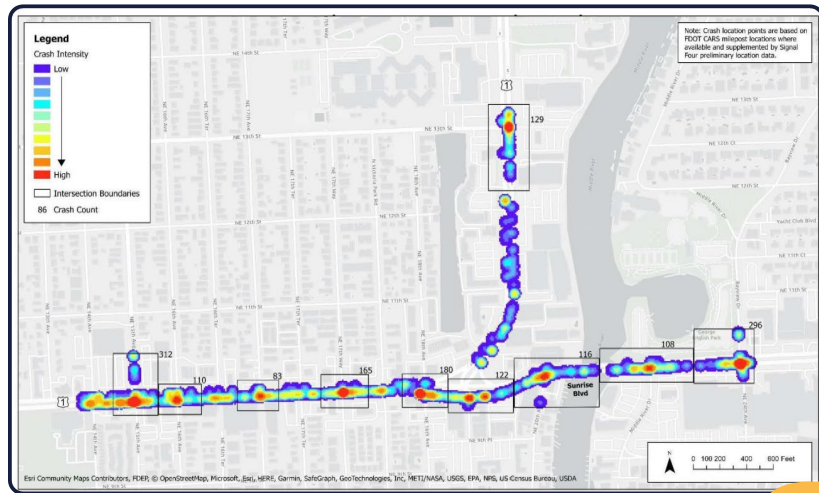
Existing Bicycle Network



Crash Hot Spot and Crash Counts 2015-2019

Crash data collected for last available 5 years.

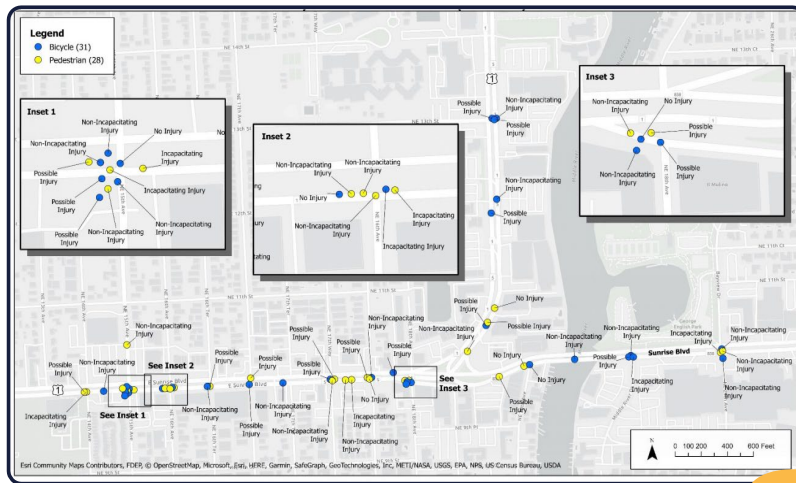
"Hot Spots" first identified to further analyze crash history at specific areas.



Pedestrian and Cyclist Crashes 2015-2019

31 crashes involving bicyclists within 5-year crash history.

28 crashes involving pedestrians within 5-year crash history.



Environmental Considerations

Sociocultural Effects

- Mobility
- Land Use
- Relocation Potential

Cultural Resources

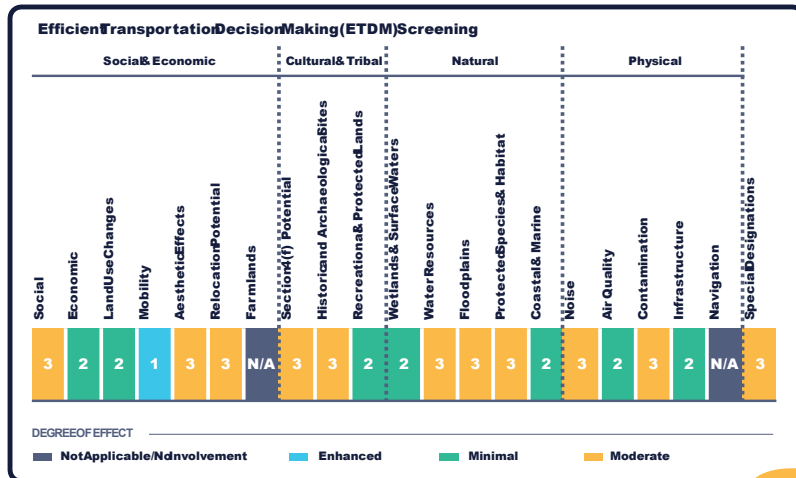
- Archaeological and Historic
- Recreational

Natural Resources

- Wetlands
- Wildlife and Habitat Permits

Physical Effects

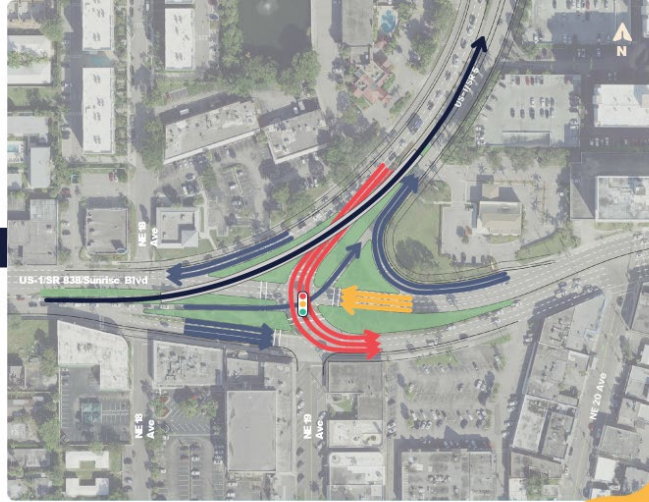
- Noise
- Air Quality
- Contamination



Concepts Under Consideration

1. EB Triple Left Signalized At-Grade T
2. EB Downstream Triple Left Signalized At-Grade T
3. EB Upstream Triple Left Signalized At-Grade T with SB/NB Crossover
4. EB Upstream Triple Left Signalized At-Grade T with SB Displaced Left
Similar to Concept 3
5. Multilane 3-Leg Roundabout with EB Left Turn Compressed Flyover/Overpass (overhead vertical separation)
6. Multilane 3-leg Roundabout with EB Left Turn Compressed Underpass (underground vertical separation)
7. **EB Single Left Signalized At-Grade T with EB Left Turn Compressed Flyover/Overpass (overhead vertical separation)**
8. EB Single Left Signalized At-Grade T with EB Left Turn Compressed Underpass (underground vertical separation)
9. Feasibility Study Multilane 3-Leg Roundabout with EB Left Turn Flyover
Significant adverse impacts along two legs, similar to Concept 5 and Concept 6 has fewer adverse impacts
10. Elevated EB and SB Left Turn T
Significant and widespread adverse impacts along three legs and not conducive for pedestrian and cyclist travel

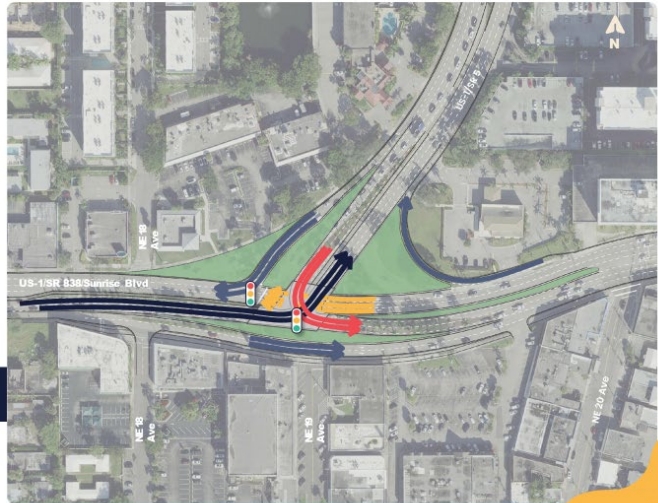
Note: All signalized intersection have SB Exclusive Triple Left Turns (TLTs), WB Exclusive Dual Right Turns (DRTs), and SB Exclusive Dual or Triple Right Turns (DRTs/TRTs).



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Potential Complementary Configurations at NE20th Avenue

1. Existing Full Median Opening T To Remain As Is (Left in, Left out, Right in, Right out),
2. Continuous Green Free Flow Westbound Through T (Left in, Left out, Right in, Right out),
3. Directional Median Opening T (Left in, Right in, Right out)
4. Closed Median Opening T (Right in, Right out)
5. New Eastbound Auxiliary Right Turn Lane



FDOT Website:

<https://www.fdot.gov/>

Project Website:

www.fdot.gov/projects/US1GatewayPDE



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