

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
May 11, 2022 at 6:30 p.m.

Board Members Present

Michael Kroll – League of Cities (Chair)
Steve Lim – District 1
Fern Goodhart – District 4

Hugh Chakler – District 8 (Vice Chair)
Phillip Kim – District 9

Board Members Absent

Charmie Pujalt – District 7

County Staff

Sara Forelle, Senior Planner
Nichole Kalil, Municipal Surtax Administration (MAP)
Josette Severyn, MAP

Monique Davis, Administrative Coordinator
Scot Brunner, Traffic Engineering

Attendees

None.

I. CALL TO ORDER

The meeting was called to order at 6:32 PM.

II. ROLL CALL

The roll was called by staff. Quorum was met with members that were present.

III. APPROVAL OF MINUTES

Chair Michael Kroll asked for comments on the minutes. Fern Goodhart suggested attaching the March 2022 Proclamation and the letter she submitted to the Sun-Sentinel editor to the minutes. Hugh Chakler requested two minor edits. Upon a motion by Ms. Goodhart, seconded by Mr. Chakler, the January 12, 2022 minutes were passed by a unanimous vote, inclusive of the requested revisions.

IV. COMMENTS FROM CHAIR

Chair Kroll welcomed committee members and staff back to in-person meetings.

V. NEW BUSINESS

1. INTRODUCTION of new BPAC County Coordinator

Chair Kroll initiated the introduction. Sara Forelle introduced herself and provided a brief summary of her background in planning.

2. PRESENTATION of MAP/Surtax Program by the MAP Municipal Surtax Administration.

Nichole Kalil from the Mobility Advancement Program (MAP) provided a status of the programs, including an overview of projects and the online Broward Project [Dashboard Tool](#). Over 740 projects are being implemented, such as adding fiber optics to improve mobility and safety at lighted intersections. Ms. Kalil provided links to the MAP webpages, contacts for additional information, and social media information.

Josette Severyn discussed how MAP addresses planning for greenways. Scott Brunner stepped out of the hearing room during Ms. Severyn's presentation for procedural reasons related to the contracting status of the project. Ms. Severyn explained that the County's Greenway Master Plan is being re-envisioned and re-framed as a "Low Stress Multimodal Mobility Transportation Master Plan". It will take into account previous input from the Bicycle and Pedestrian Advisory Committee. The Plan will be based on a context sensitive approach, which selects the right facilities for the right place, while designing for safety, comfort, and continuous connectivity.

The \$480,520 plan is funded through the constitutional gas tax, not surtax funding. The plan is expected to take about 14 months to complete. Key deliverables include a county-wide master plan, a prioritized cost-feasible project list, and a design manual. The projects included in the plan may be funded through MAP or other sources. Broward County is currently soliciting consultants to prepare the plan.

Member Goodhart recommended that the Design Manual be used to review projects seeking MPO funds. Chair Kroll asked why surtax funding wasn't being used for this project. The MAP team responded that some bicycle and pedestrian projects are ineligible for surtax funding if they are not part of a roadway project. The MAP dashboard includes projects that have multiple funding sources. The MAP Team's attorney opined that some projects are not eligible for the surtax program based on State Statutes. The MAP Oversight Board recommendations are limited to eligible projects. Board members should contact MAP with additional questions or concerns about funding.

3. PRESENTATION about Broward County Bike Lane Design Standards.

Scott Brunner, Broward Traffic Engineering Division Director, presented slides about current bicycle projects, some of which have been in process for many years. Initiatives include:

- applying green colored bicycle lane markings,
- developing standards,
- utilizing advanced detection, advanced intersection sensors, and "near miss" technology

Green markings are not approved under the national standards and need separate approval from the Department of Transportation. Approval is anticipated as part of the new Manual on Uniform Traffic Control Devices, which is expected to be available in a couple of years. In the absence of standards, there is guidance available from the Federal Highway Administration (FHWA). Broward County has been authorized

to use them since 2013 and has a four-page policy document that can be found on the website ([TED Tech Policy Memo TPM-18-001](#)).

Broward County maintains interlocal agreements with most of the municipalities to maintain the traffic lights. Municipalities that choose to adopt continuous green painted bicycle lanes need to agree to maintain them. The green lanes are much more expensive than lanes with limited green markings. The green paint is thicker, more slippery, and usually lasts only 18 – 24 months. An epoxy paint compound was commonly used on DOT roads, but it binds to the asphalt and damages it as it wears away.

Broward County uses a continuous green thermoplastic marking, which also binds to the asphalt, but does not do as much damage. The best and most expensive green marking is the continuous green colored asphalt; however, it tends to be duller and provide less contrast.

The standards documents for bike lane markings are found at these links: [Traffic Engineering Standards](#); [Bicycle Pavement Marking Details](#)).

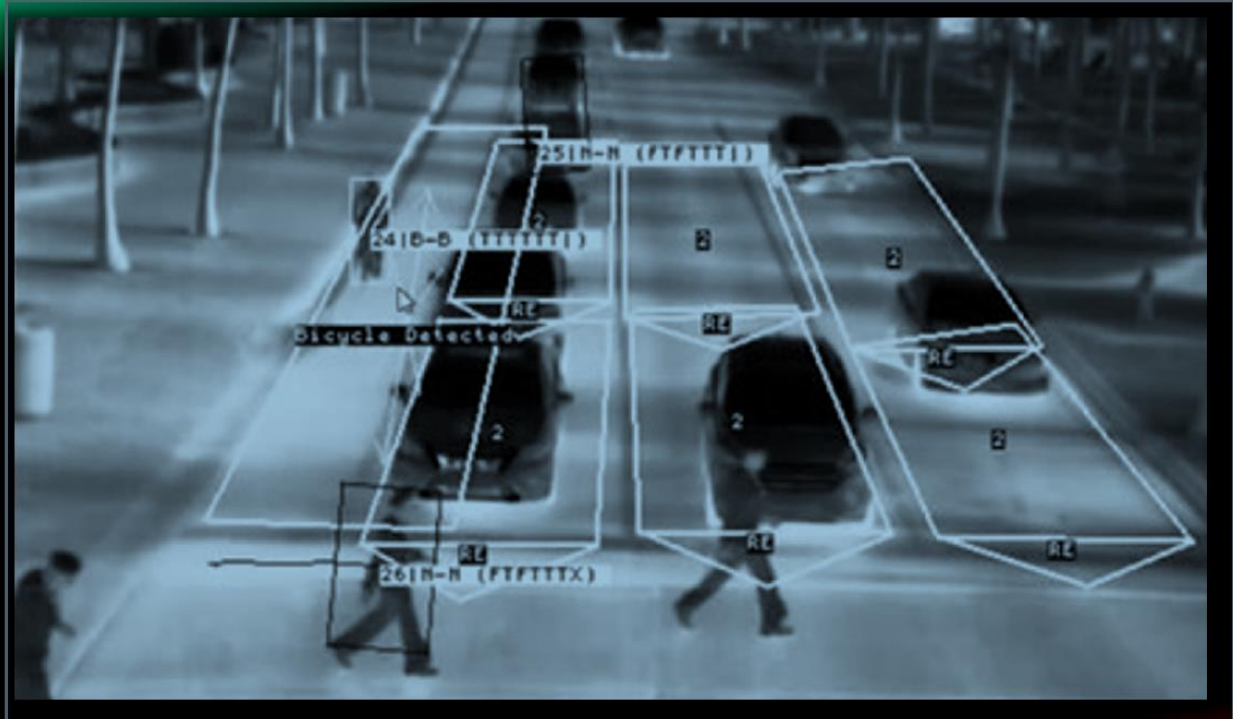
Mr. Brunner showed several bike lane configurations used at different types of intersections. The members provided recommendations at specific sites to improve bike-car crossovers at intersections. One example cited is the bike-car crossover on the north side of the intersection of Flamingo Road and SR 84.

The BPAC also discussed the effectiveness of post-delineators, which often end up in the path of bikes when knocked down by cars. Hard physical separators can help under some contexts. Mr. Brunner mentioned the need for adequate door-buffers between on-street parking and bike lanes. Buffer zones are also used where they can be accommodated along other lanes. Buffer zones may be wider as design speed of the adjacent vehicle lanes increases.

Mr. Brunner presented slides on the differential bike detection program. Detectors are being installed on every traffic signal during the replacement process. Mr. Brunner noted that detection technology is improving. The technology installed in the past detects an object, but cannot distinguish between a bike, a person or a beach ball. The new technology detects a bike is in the “zone,” even in mixed traffic. It also distinguishes a bicycle from a motorcycle. Member Goodhart asked if the new technology will help lights turn green even if it’s just a bike at the intersection and no other vehicle. The BPAC discussed how well detection is operating and used the intersections between Sunrise Lakes Manor/29th Manor and Hiatus Road and Sunrise Lakes and Nob Hill Road as examples. Lone bikes are not being detected and bikers are forced to cross on red. Members are encouraged to submit names of the intersections so Mr. Brunner can follow up.

Mr. Brunner explained how the technology can be used to “extend the green” left-turn light so that bicyclists have sufficient time to complete the turn. The County is currently extending the minimum light cycle to at least 15 seconds to provide enough time for turns from side streets. “Bike signals”, however, are currently under review by the DOT since under rainy conditions, the green for bikes could look like a regular light. The new sensing, plus extended green technology detects the bikes in the “turn zone” and begins tracking the cyclist.

The new equipment is installed in 10 intersections. However, bicycle signals have not yet been installed to go with the equipment.



Trafisense2 technology (Teledyne FLIR):



Mr. Brunner shared the list which include:

1. Sunrise Blvd and Bayview Drive
2. Las Olas Blvd and SR-A1A
3. Commercial Blvd and SR-A1A
4. Wilton Drive and 21st Ct.

Other potential advanced intersection sensor deployments include:

1. Sheridan St and SR-A1A
2. Halladale Beach Blvd and SR-A1A
3. Flagler Dr. and Andrews Ave, Oakland Park Blvd and Commercial Blvd (continuous bike lanes)
4. Andres Ave at various locations in the City of Oakland Park.

Programming the zones to detect bikes needs to be done. Mr. Chakler mentioned the intersection at Flamingo Road and Pines Blvd. Mr. Brunner noted that the plan is to deploy this equipment to all intersections. Where possible, bicycle signals with separate bike phases will be installed, depending on community support. The system will extend the green time for bike crossings. The equipment has been installed on A1A and Las Olas Boulevard and at Commercial Boulevard as pilot projects.

Programming is expected to be complete by Memorial Day.

The BPAC discussed types of cameras used, the challenges of continuously changing technology, proprietary issues, and levels of detection and tracking, including vehicle type detection. Some software track vehicles (including bikes) and designate tracking identification numbers. The fiber optics enhancements provided through the penny surtax will support the amount of data that will be transmitted by the software and cameras. Broward County will apply the technology at 10 selected intersections using existing equipment that will be adapted with new software and 6-8 new intersections with new equipment. It takes approximately 2-3 weeks to install, program, and spot check at each intersection.

Mr. Brunner offered to provide an update about system performance at the next meeting. He will also talk about the “near miss” technology that monitors intersections with fish-eye cameras. This technology produces heat maps that show where people almost collide. Broward County is working with the University of Florida at Gainesville, where this technology has already been deployed. The new technology will also help with traffic counts and could include cyclists and pedestrians. Member Goodhart cautioned that a low count doesn’t mean that there is no demand, rather that people are making different choices.

- 4. DISCUSSION of Membership status** – Ms. Forelle stated six of the ten BPAC member positions are filled. The process of filling vacancies requires interested parties to contact the County. Ms. Forelle recommended that members reach out to people they know might be interested have them contact her for assistance. The process requires completing a form online and contacting the District Commissioner to request the appointment.

The BPAC members must be appointed by a sitting Commissioner. After being sworn in, the incoming District Commissioner has 6 months to re-appoint a sitting BPAC member. Two BPAC members are in the re-appointment process. Member Goodhart noted that if two members are not reappointed by July 13, the BPAC will not have a quorum.

VI. OLD BUSINESS

Members discussed that they have requested updates on several topics that are outstanding. Member Chakler mentioned the need to keep track of requests. Outstanding items include how to serve the underserved populations, issues at the intersection of Sunset Strip and Sunrise Boulevard, and the Dashboard proposed by Ms. Goodhart. Chair Kroll said that the intersection project was a DOT project and that until there is a proposed project, the County does not have jurisdiction over that roadway. Ms. Forelle offered to provide some updates during the Staff Report.

VII. AGENCY UPDATES

Ms. Forelle stated that Larry Wallace, FDOT representative, was invited but unable to attend. Ms. Forelle is coordinating with Mr. Wallace on BPAC requests, including the ability to review proposed projects.

VIII. STAFF REPORT

- 1. Bike & Ped Dashboard** – Ms. Forelle explained that the proposed bicycle and

pedestrian dashboard requires data that the County does not gather. Ms. Forelle stated that the BPAC website can include links to other websites that include the data. She will email the list to the BPAC members, so they can make recommendations. Member Goodhart commented that they are looking for a spreadsheet that tracks accidents, including those that appear in the newspaper. The spreadsheet should include whether there is a police report, whether a ticket was written, and if there are any trainings for the police officers. The BPAC wants to know the outcome, if there was any accountability, and what agency needs to be contacted.

Ms. Forelle responded that if the BPAC members provide the details from the articles, she can add them to the tracking table. She also mentioned that years ago, when she contacted the police the department to ask how they track accident information, she was told that the officers report a general location and general information about the accident. Traffic counts are done on a project-by-project basis and there is no consistency in the data. Member Goodhart suggested that the BPAC members could divide up the work and do the follow up on the accidents to do the tracking. Member Goodhart also voiced her concern over the impact of her participation on the BPAC on change and maintaining a tracking mechanism will help hold the BPAC accountable for their role.

2. Website - Ms. Forelle explained how the website could be enhanced to provide the public with more information about biking and pedestrian opportunities and policy. Member Goodhart suggested that it would be a good idea to provide a list of bicycle clubs.
3. Events – Ms. Forelle stated there is a health jamboree being planned in the Broward Municipal Services District in October. She suggested that members attend the event and provide information about bike safety and other related topics. Used, refurbished bikes are regularly given out at this event. Ms. Forelle suggested that BPAC members could provide a bike/ped survey at the event.
4. Park Fee Waivers – This item was not discussed.
5. Topic for Next Meeting - Ms. Forelle asked for discussion topics for the next meeting, such having Scott Brunner provide a follow-up and discussing participation at the health jamboree. Member Goodhart said she would like to continue on the BPAC and see how it works out. Chair Kroll requested that the agenda for the next meeting focus on a few issues, but not too many. Chair Kroll asked the members to send Ms. Forelle a list of the issues they would like to follow up on.

IX. COMMITTEE MEMBER UPDATES

Members discussed reducing the number of items on the agenda and maintaining the length of the meetings to a maximum of 75 minutes, to the extent possible. They want to focus on one project at a time. They complimented Mr. Brunner on his presentation as an example of what they would want to see in the future.

Mr. Chakler said that he is more interested in how they can fix things. He requested that Mr. Brunner be asked to provide a quick update at the next meeting and present the project on University Drive that Ms. Forelle described. Member Lim requested to receive materials on the project in advance so that they can be better prepared. Mr. Kim made a motion to limit the length of the meeting to 75 minutes, seconded by Member Lim. The motion passed by a majority vote;

Ms. Goodhart abstained. Ms. Goodhart and Mr. Chakler mentioned that they will not be available to attend the meeting scheduled for July 13. Members asked if they can call in, if there is a quorum present. If both members are out, there might not be a quorum. There is a possibility that the next meeting could be a workshop, if there are no action items. Ms. Forelle will find out if it's possible.

X. PUBLIC COMMENT

No members from the public were present.

XI. ADJOURN

Motion to adjourn made by Fern Goodhart, seconded by Hugh Chakler, and unanimously approved, the meeting adjourned at approximately 8:55 p.m.

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