

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 8, 2024, at 6:30 p.m.

Board Members Present

Steve Lim – District 1
Chris Wolf – District 3
George Palaidis – District 4
Janet Arango – District 6
Michael Kroll (Chair) – League of Cities

Board Members Absent

Maximiliano Goldstein (Vice Chair) – District 5
Phillip Kim – District 9

County Staff

Sara Forelle, Senior Planner, BPAC Coordinator, Urban Planning.

Attendees

None.

I. CALL TO ORDER

Michael Kroll, Chair called the meeting to order at 6:40 PM.

II. ROLL CALL

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

III. APPROVAL OF MINUTES – March 13, 2024

Chair Kroll requested questions or comments on the minutes. Upon a motion by Member Wolf, seconded by Member Palaidis, the March 13, 2024 minutes were approved by a unanimous vote.

IV. NEW BUSINESS

1. **DISCUSSION — BPAC Proposed Best Practices Brochure – *facilitated by Sara Forelle, AICP, BPAC Coordinator***

Ms. Forelle stated that creating the best practices brochure was a goal set by the BPAC in 2023. A draft version was previously shared. Ms. Forelle asked the BPAC two questions regarding each the two draft brochures.

a. Ms. Forelle asked if the BPAC agrees with the content and do they have preferences? The BPAC responded with the following statements and questions:

- Information in the second draft is fine, but it is text heavy.
- Use of the Dutch principles in the second version to organize the recommendations is preferred.
- The front panel but should include local statistics, not national, especially if they are significantly higher.
- A local versus national comparison might be beneficial. Ms. Forelle mentioned that she received data from the University of Florida that can be used to generate local pedestrian crash statistics.
- Dangerous by Design uses a good format to grab your attention on key points. Ms. Forelle said that the last publication was in 2022, and the Signal4 Analytics (UF) data is more recent, so she would try to replicate the desired format. [*Post script: a 2024 Dangerous by Design is available*].
- Could source links for data added to reduce the text? Ms. Forelle responded they would not be useful in a printed brochure.
- Can the brochure be posted online? Ms. Forelle offered to look into posting the brochure.
- Can a shorter URL, like a “bitly” link and QR Code for the BPAC webpage be included on the brochure. Ms. Forelle responded that she will find out.
- Consider adding information about e-bikes and scooters either in this publication or a separate one later, including how to dress to be more visible.
- Be consistent with County guidelines on Complete Streets.
- We want whoever reads this document to say “OK, in order to be safe, it really has to be a complete street because it considers all the all the modes of transportation that happen within the corridor.”
- Reduce the amount of text, particularly if the target audience is developers.
- Keep text at 5th grade comprehension level for all audiences; graphics help.
- Show how bad it is in Broward and say that we can do better.

b. Do you agree with the new outline?

Ms. Forelle stated the new draft is based on five Dutch categories of bicycle design principles: comfortable, direct, safe, attractive, and cohesive. Context was added in the second brochure to differentiate between urban and suburban contexts. The BPAC responded with the following statements and questions:

- Reduce the number of categories discussed to three – Safe, Comfortable and Direct. Remaining categories, such as speed, could be addressed under “Safe” and “Comfortable”, which could cover “Attractive.” Cohesiveness can also be addressed under one of the principles.
- “Context” can be addressed as different treatments to achieve Safe and Comfortable. For example, use a greenway parallel to Flamingo Road, but a wider sidewalk in Fort Lauderdale.

- Add “Rewards”. For example, when facilities are improved rewards may include grants or result in increased property values.
- Provide example images of complete streets to show how features may differ between contexts, such as a suburban corridor versus an urban corridor. Use a Great Streets image highlighting features.
- Focus on finding common ground.

The BPAC members made several recommendations regarding the type of images that could be shared to show how speed can be reduced through design. Ms. Forelle stated another draft will be provided over the summer for review for discussion at the September meeting.

2. PRESENTATION – Bicycle Helmet Fitting Mini-Workshop – Sara Forelle, AICP, BPAC Coordinator

Ms. Forelle recently completed an FDOT helmet fitting training. To introduce the topic, she presented general statistics as True or False questions. See a couple of slides below.

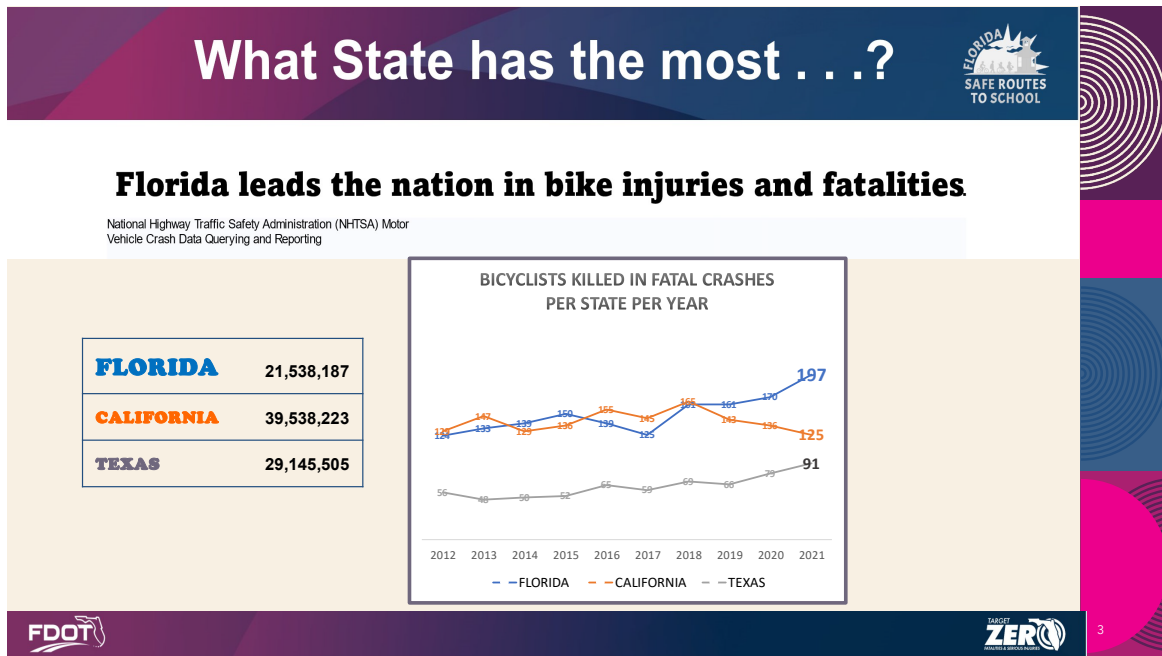


Figure 1 - Graphic comparing bike injuries and fatalities in three populous states - Florida, California and Texas.

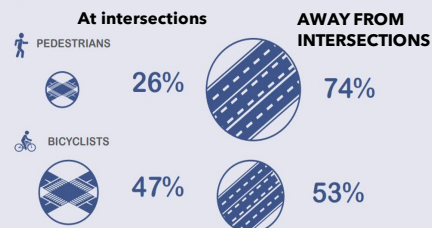
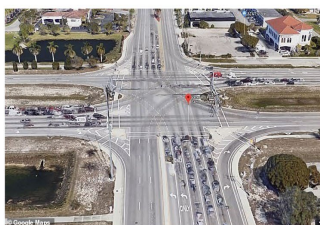
Myths about bike crashes



DISPELLING CRASH MYTHS

MYTH #1: CRASHES INVOLVING PEOPLE WALKING AND BIKING USUALLY OCCUR AT INTERSECTIONS.

Fact: The majority of pedestrian crashes are reported to occur away from intersections. In contrast, nearly half of bicycle crashes are reported to occur at intersections, where conflicts between turning vehicles and people biking are more common.⁴⁴



44 CAR System (2016-2020). Includes crashes on all public roadways.



9



5

Figure 2 - Pedestrian and bicycle crash statistics at intersection vs. away from intersections.

Ms. Forelle emphasized the importance of using helmets to save lives. She handed out helmets provided by the FDOT to all BPAC members and explained the process to properly fit a helmet for safety. Six steps are recommended: (1) proper sizing, (2) correct brow position, (3-5) strap adjustment (side, buckles and chin), and (6) final fitting check. Ms. Forelle performed a final fit check on the BPAC members. Below are images from the process and members with fitted helmets.

STEP 1
Size:
Measure your head to find your size. Try on several helmets in your size until one feels right. Now put the helmet level on your head and adjust the sizing pads or fitting until the helmet is snug.

STEP 2
Position:
The helmet should sit level on your head and low on your forehead—one or two finger-widths above your eyebrow.

STEP 3
Side Straps:
Adjust the slider on both straps to form a “V” shape under, and slightly in front of, the ears. Lock the slider if possible.

STEP 4
Buckles:
Center the left buckle under the chin. On most helmets, the straps can be pulled from the back of the helmet to lengthen or shorten the chin straps. This task is easier if you take the helmet off to make these adjustments.

STEP 5
Chin Strap:
Buckle your chin strap. Tighten the strap until it is snug, so that no more than one or two fingers fit under the strap.

STEP 6
Final Fitting:
A. Does your helmet fit right? Open your mouth wide...big yawn! The helmet should pull down on your head. If not, refer back to step 5 and tighten the chin strap.
B. Does your helmet rock back more than two fingers above the eyebrows? If so, unbuckle and shorten the front strap by moving the slider forward. Buckle and retighten the chin strap, and test again.
C. Does your helmet rock forward into your eyes? If so, unbuckle and tighten the back strap by moving the slider back toward the ear. Buckle and retighten the chin strap, and test again.
D. Roll the rubber band down to the buckle. All four straps must go through the rubber band and be close to the buckle to prevent the buckle from slipping.

Figure 3 - Steps in the helmet fitting process.



Figure 4 - Members Arango, Kroll, Wolf, Lim, and Palaidis with fitted helmets.

V. OLD BUSINESS

None.

VI. AGENCY UPDATES

Claudette De Los Santos announced that Michael Melendez, consultant to FDOT, would attend the next several meeting in her stead. She spoke briefly about two FDOT projects that are priorities, including a bicycle/pedestrian master plan and a study along US1 from Broward Boulevard to Sunrise Boulevard. Ms. Forelle offered to forward future information and event invitations to the BPAC members and recommended attending the walking audit. She will post the meeting online to meet the Sunshine requirements.

VII. STAFF REPORT

None

VIII. PUBLIC COMMENT

None

IX. COMMITTEE MEMBER UPDATES

- a. *Complete Streets Team Updates* – None
- b. *Committee Member Updates* – None

X. ADJOURN

Upon a motion by Member Wolf, seconded by Member Palaidis, the BPAC voted unanimously to adjourn at approximately 8:15 p.m.

Next Meeting: Wednesday, July 10, 2024, 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