

# SUMMARY MINUTES - ADOPTED



## Bicycling and Pedestrian Advisory Committee (BPAC)

Broward County Government Center, in person  
1 University Drive, 2<sup>nd</sup> FL Hearing Room, Plantation, FL 33324  
July 10, 2024, at 6:30 p.m.

### Board Members Present

Steve Lim – District 1  
Chris Wolf – District 3  
Maximiliano Goldstein (Vice Chair) – District 5  
Phillip Kim – District 9  
Michael Kroll (Chair) – League of Cities

### Board Members Absent

George Palaidis – District 4  
Janet Arango – District 6

### 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 6:32 PM.

### II. ROLL CALL

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

### III. APPROVAL OF MINUTES – May 8, 2024

Chair Kroll requested questions or comments on the minutes. Upon a motion by Vice Chair Goldstein, seconded by member Wolf, the May 8, 2024 minutes were approved by a unanimous vote.

### IV. NEW BUSINESS

#### 1. DISCUSSION — BPAC Sunset Review Process – *Marty Cassini, Director, Broward Office of Intergovernmental Affairs*

Mr. Cassini provided an overview of the roles of County Advisory Boards and their members. Members are provided with a Member Handbook that outlines rights and responsibilities when they first join a board. Member profiles should be kept up to date and they can be edited using a webpage link. Mr. Cassini also recapped Sunshine law

requirements, including avoiding speaking with each other about BPAC related topics outside of publicly noticed meetings. A new Commissioner in District 7, Alexander Davis, will replace Commissioner Ryan in November. Currently there are no members from District 7 and Commissioner Davis may appoint a new member.

The slide below covers attendance and excused absences. The last two conditions were recently added.

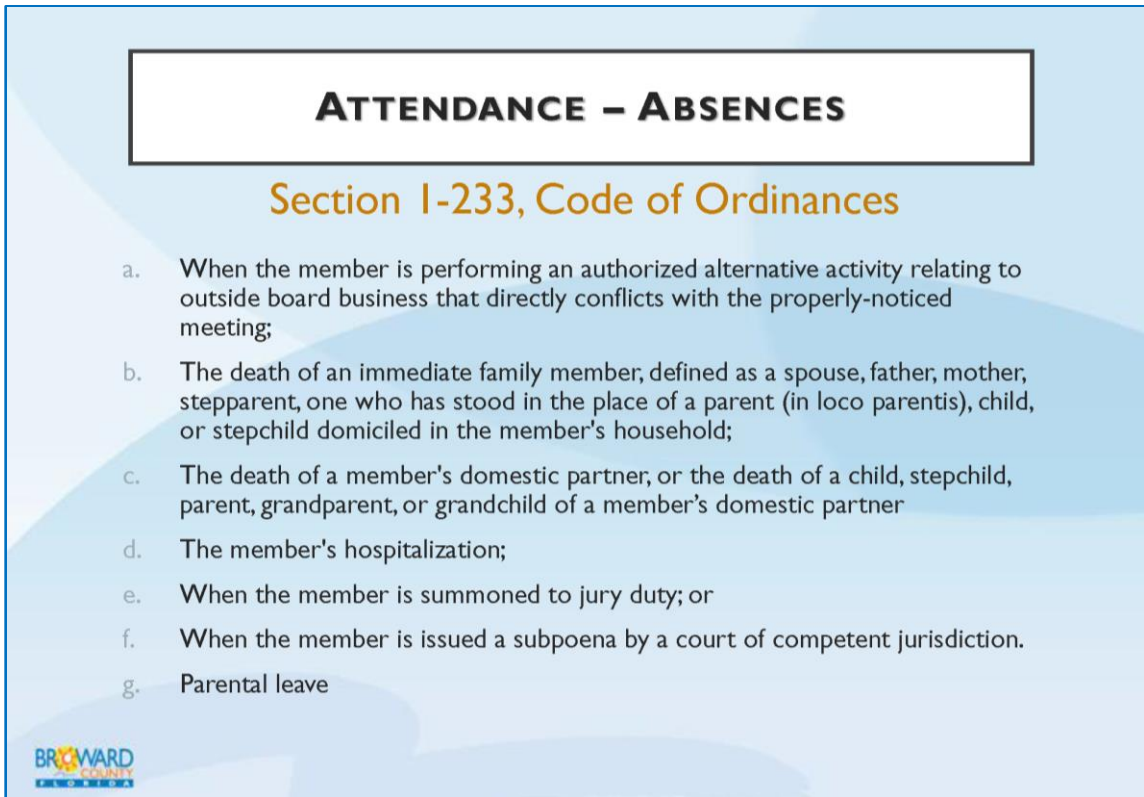


Figure 1 - Presentation slide listing types of excused absences.

Mr. Cassini addressed the Sunset Review of the BPAC. Every four years each Advisory Board that is not created by the Charter undergoes a process called Sunset Review.

The review is intended to ensure that an advisory board is functioning properly and is meeting the intended purpose. The process essentially ensures that it's still worth the time and effort it takes to have Members meet, give input, and provide advice to the Board of County Commissioners.

## What is Sunset Review?

Section 2.09(F) County Charter and Section 1-245 Broward County Code:

- Every four (4) years, the County Commission shall determine, by resolution, that the applicable Board, Committee, Authority, or Agency is needed to serve the public interest, and the cost of its existence to the citizens and taxpayers is justified.
- The Broward County Board of County Commissioners finds it to be in the public interest to systematically and periodically review the need for and the benefits derived from regulatory, adjustment and advisory boards, development authorities, redevelopment authorities, and agencies which have been created under authority of the Charter.



Figure 2 - Presentation Slide outlining the Sunset Review code requirements in Section 2.09(F) County Charter and Section 1-245 Broward County Code.

Mr. Cassini explained that is the sunset review process provides an opportunity to review the BPAC's enacting legislation. During the previous Sunset Review, a second representative to be nominated by the League of Cities was added to the BPAC members. Sunset review entails the following steps:

- 1) Gather feedback from Board Coordinators and Members through online portals.
- 2) Meet with the Board Coordinator, the Chair, and the assigned Attorney to discuss feedback and suggest changes to the present to the BPAC.
- 3) Meeting with BPAC to discuss suggested changes, if any.
- 4) BPAC votes to submit changes to the IABS. Possible outcomes:
  - a. Sunset the board.
  - b. Retain the board with no changes.
  - c. Retain the board with changes.

Proposed changes to the advisory board are forwarded as recommendations to the Board of County Commissioners through the County Administrator. It is a multi-step process that includes public hearings. Mr. Cassini asked how the BPAC would like to proceed.

### DISCUSSION

A member asked about how BPAC recommendations were brought to the attention of the County Commission. Mr. Cassini responded that it would be through a memorandum composed by the BPAC and transmitted through the Urban Planning Division to the County Commission. He also encouraged members to speak with their District Commissioner about any issues of concern. Ms. Forelle reminded the BPAC that t

presentations are provided from project managers so the members may provide comments directly to the agency representatives for consideration.

**ACTION**

A MOTION was made by Vice Chair Goldstein and seconded by *to retain the BPAC without any changes*, and passed unanimously by the members present.

**2. PRESENTATION — Safe Streets for All (SS4) – James Cromar and Fazal Qureshi, Broward Metropolitan Planning Organization (BMPO)**

A \$5M federal Safe Streets for All (SS4) grant to the region is being administered by the Broward MPO (BMPO). The County is a partner and provided a \$1.25M local match, which includes in-kind services from three current projects, including:

- The County-wide Multimodal Master Plan (Low Stress Network)
- Near Miss Technology Study
- Intersection Improvement Study

The mission of the project is to create a data-driven, action-oriented plan to reduce severe injuries and traffic fatalities to zero in Broward County. Below is a slide summarizing traffic death and injury statistics between 2018 – 2022, and economic costs to society.



Figure 3 - Presentation slide with Broward County traffic death and injury statistics.

Mr. Cromar explained that safety considerations have shifted from the traditional approach that accepts traffic deaths as inevitable, to the Vision Zero approach that views traffic deaths as preventable. Below is a slide comparing the two approaches. The main points of Vision Zero are that traffic deaths are preventable and human failing should be integrated into the approach. The desire is to prevent fatal and severe crashes.

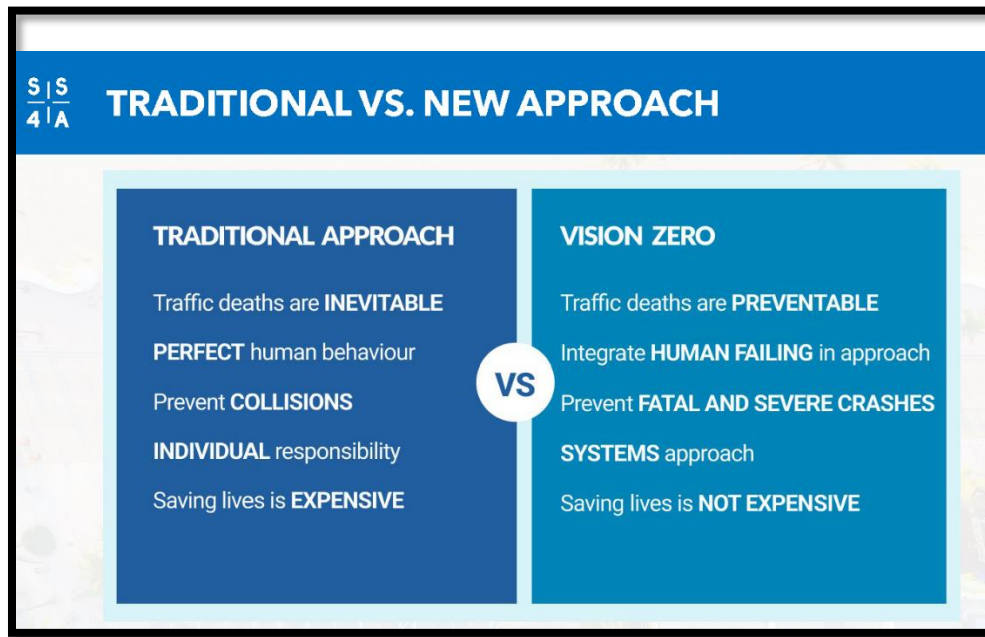


Figure 4 - Traditional vs. new Vision Zero Approach

The project relies on the input and guidance of an Oversight Committee and a Technical Working Group. The three-step process includes the following:

1. Create an **ACTION PLAN** with defined goals to improve safety for all roadway users, including vulnerable users (pedestrians, bicyclists, public transportation users, micromobility and other non-motor vehicle users).
2. Identify projects and prepare them for funding and implementation.
3. Identify policies and programs to increase roadway safety and prevent deaths.

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## BSAP 29 DELIVERABLES

1	Project Management Plan/Schedule/QAQC Plan	15	School Zone/Stop Safety Policy & Strategy Plan
2	Data Analysis Report (Draft/Final)	16	Complete Streets Network Prioritized Project Plan
3	Electronic Data Inventory	17	Quick-Build/Demonstration Recommendation Plan
4	Existing Conditions Report (Draft/Final)	18	Prioritized Project Listing w/ Methodology (Draft/Final)
5	High Injury Network and High-Risk Network Maps & Methodology (Draft/Final)	19	1,000 Little Things Program
6	Committee Meeting Agendas, Presentations, & Minutes	20	Concept Plans for Priority Corridors with Cost Estimates
7	Broward Safety Action Plan with defined goal	21	Public Participation Plan (Draft/Final)
8	Complete Streets and Safety for All Policy, Countermeasure Plan, and Projects	22	Assessment of Public Participation Plan (Draft/Final)
9	Safe Speeds Strategy and Countermeasures Policy & Plan	23	Broward Safety Action Plan (BSAP) Goals
10	Technology Deployment for All Roadway Users Plan	24	BSAP Existing Policy Review & Policy Recommendations (Draft/Final)
11	Mid-Block Crossing Policy, Countermeasures & Plan	25	Equity Analysis & Assessment (Draft/Final)
12	Lighting Safety Action Plan	26	Guidelines & Standards (Draft/Final)
13	Neighborhood Speed Reduction & Reckless Driving Plan	27	BSAP Website
14	Railroad Safety Strategy & Countermeasures Plan	28	Progress Reporting Document/Report Card (Draft/Final)
		29	Resolution of Support from PARTNERS

Figure 5 - Image with list of 29 deliverables for the Broward Safety Action Plan (BSAP). Source: BMPO.

The slide above lists 29 deliverables the project will produce.

The presenters gave BPAC members an interactive pop quiz to gain perspective how Broward County compares in traffic deaths with other countries. They also compared the cost of property damage crashes with fatal and serious injury crashes. While property damage crashes are significantly higher in number than fatal and serious injury crashes, the economic cost of death or serious injury crashes is substantially higher than property damage crashes.

The Killed and Seriously Injured (KSI) Network analysis and the project selection have three major inputs: location of deaths and injuries, factors that increase crash risk, and socio-economic factors. The BMPO analyzed a High Injury Network (HIN), which overlaps with many state and County roads, as well as some local ones (slide below).

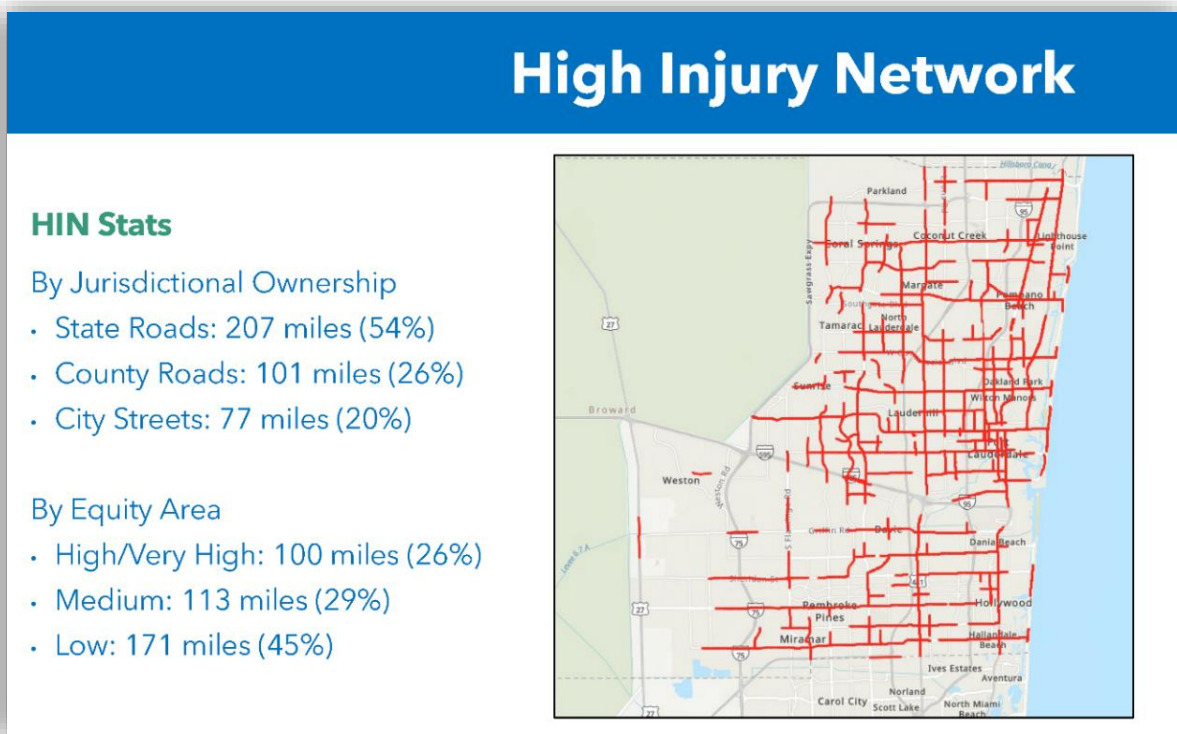


Figure 6 - Slide with High Injury Network (HIN). Broward MPO .

To provide a more comprehensive picture of where the issues are located and how to address them, they also mapped a High Risk Network (HRN) which considers factors like lane configuration and number, and traffic flow. This combination provides a good starting place to proactively address existing and potential danger zones. The slide below shows the factors used to map the High Risk Network (HRN).

# High Risk Network (HRN)

Contextual Factor	Share of Centerline Miles	Share of KSI Crashes	Representative Ratio	Relative Representative Ratio	Max Points for Contextual Factor
<b>Number of Lanes</b>	3 lanes or less	89%	20%	0.23	1
	4-5 lanes	7%	27%	4.06	18
	6+ lanes	4%	53%	11.92	53
<b>Posted Speed (MPH)</b>	25 or less	82%	11%	0.13	1
	30 - 40	10%	30%	3.11	4
	40 - 50	7%	57%	7.80	8
	55+	1%	2%	1.72	2
<b>Functional Classification</b>	Principal Arterial	5%	52%	10.25	77
	Minor Arterial	5%	25%	5.00	38
	Major Collector	5%	10%	1.87	14
	Minor Collector	2%	2%	1.23	10
	Local	83%	11%	0.13	1
<b>Equity Area</b>	High/Very High	9%	28%	3.12	6
	Medium	19%	27%	1.43	3
	Low	72%	45%	0.62	1

Figure 7 - Image of slide with High Risk Network indicators. Broward MPO.

The third input in the analysis are socio-economic indicators that might explain crash data. These factors will also be considered during project prioritization and design. The slide below shows individual indicator maps such as age groups, poverty, and people with disabilities, among others.

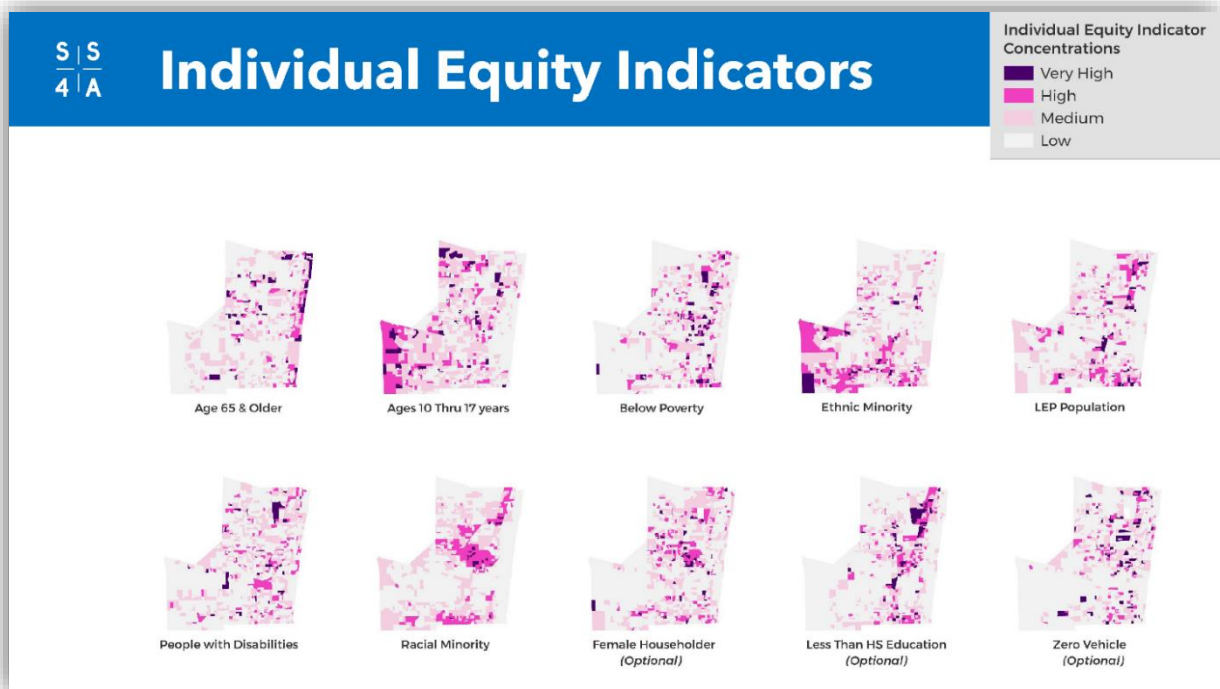


Figure 8 - Image of slide with mapping of Equity factors indicators. Broward MPO.

# SS4A The Top 11!

PROPOSED PRIORITY CORRIDORS

NO	ID	CORRIDOR	BEGIN PROJECT	END PROJECT	LENGTH (MI)	KSI (2018-2022)	OWNER	MUNICIPALITY	EQUITY	Posted Speed	AADT (2023)	# Lanes	Context
1	225	US441/SR 7	Sunrise Blvd	Davie Blvd	2.17	76	State	Plantation	Very High	40	35,440	6	C4
2	211-215	NW 31st Avenue	NW 8th Place	McNab Road	5.28	71	County	BMSD/Fort Lauderdale/Lauderdale Lakes	Low- Very High	45	24,500-32,500	6	C4,C3R
3	209	NW 6th Street/Sistrunk Blvd	East of NW 27th Avenue	N Andrews Avenue	2.00	36	City	Fort Lauderdale	High	30	10,600	3,4	C4
4	270	Broward Blvd (SR842)	I-95	Nugent Ave	1.40	36	State	Fort Lauderdale	High	40	63,500	6	C4
5	263	West Broward Boulevard	Central Park Drive	University Dr	1.14	34	County	Plantation	Low	45	27,000	6	C4
6	128	Royal Palm Blvd	Riverside Drive	E of NW 70th Ln	1.19	22	City	Margate	Low	35	27,500	4	C4
7	169	Rock Island Road	Royal Palm Boulevard	Southgate Boulevard	1.74	32	City	Margate	Medium	45	25,000	4	C3R
8	216	NW 19th Street	NW 43rd Terrace	NW 31st Ave	1.31	16	County	Lauderdale Lakes	High	35	19,700	4	C4
9	302	Stirling Road	SW 12th Ave	US 1	0.51	11	State	Dania Beach	Medium	45	19,700	6	C4
10	75	Taft Street	NW 70th Terrace	NW 64th Avenue	0.80	7	City	Hollywood	High	35	15,700	4	C4
11	121	SW 10th Street	I-95	FL 811	0.88	4	City	Deerfield Beach	Medium	35	32,500	6	C3R

Total: 23.70 416.00

36

Figure 9 - Slide listing top 11 priority projects that will be recommended for implementation. Broward MPO.

The presenters shared the top 11 priority projects out of 30 that were recommended after several rounds of consultation with partner agencies, the oversight board members, and local jurisdictions. More detailed analysis will be conducted in these corridors, including speed analysis (spatial and time of day) and shared with the public for additional input. Safety concept designs for the priority corridors will be shared at the end of 2024. The project will be finalized in the summer of 2025 when the Safety Action Plan will include cost estimates and potential funding sources. The Plan is scheduled to be considered for adoption by the BMPO Board and the Board of County Commissioners in June 2025. Mr. Cromar suggested that BPAC members attend future meetings to provide individual input. Mr. Cromar said they would like to return to the BPAC with the proposed plan to get some support before moving forward with adoption.

## DISCUSSION

Vice Chair Goldstein participates in the BMPO's SS4A Oversight Committee and the Citizen Advisory Committee and had previously seen this presentation. He shared that he was not surprised with the crash frequency on certain types of six (6) lane roadways. However, not all six (6) lane roads have the same level of crashes as others.

Vice Chair Goldstein recommended the BPAC use the MPO calendar to view recordings from previous board and committee meetings. The presenters also encouraged the attendees to forward questions to them through the SS4A.com website portal.

Vice Chair Goldstein asked if it would be difficult to retrofit the safety concepts into State roads and would that require approval from Tallahassee. Mr. Cromar explained that there are State standards, but that the BMPO has been working with FDOT District 4 on several projects. A recent one is the portion of US 1 between Broward and Sunrise



boulevards. The speed is too high for the context classification of urban (C-4). The state is contemplating changes to help lower the speed and improve safe crossings. Other state corridors being looked at include SR 7, Stirling Road and Broward Boulevard east of I-95 approaching the railway, where the context is much more urban. The question with urban contexts is whether the roads should be more free flowing or should traffic be slowed. He also noted that four of the ten worst corridors, include the four legs of Oakland Park and SR 7 ; concepts being studied include the center lane overpass.

Target Zero declares that serious injuries and fatalities are unacceptable. However, the approach is not specifically funded and the Department's processes do not always line up with the approach. The BMPO hopes that the outcomes of the SS4A planning process will help shift the mindset of a lot of practitioners with whom they are working. This is why outreach to different types of organizations is so important and why they are investing so much time in this process. The goal is to develop a framework for future projects that is embraced by all of the partners. If local governments also embrace the framework, projects can be funded locally while seeking federal funding, which may take longer to access. The project will receive support from the fact that it is listed as a priority in the plan. The BMPO has reached out to several cities, many of which have shown a great deal of support.

Chair Kroll asked if the projects in the plan already have federal funding. The presenters responded that they would be seeking federal funding, but it could come in many forms, including grants. And the funding could be combined with state, regional and local funding sources as well.

Mr. Qureshi also alluded to the adoption of an injury/fatality reduction goal as part of this process. Miami has adopted a target zero goal of 2045. BMPO is working with other SS4A recipients around the state, including Sarasota, Jacksonville, several in Palm Beach, and Metroplan Orlando to share insights and coordinate resources.

## **V. OLD BUSINESS**

None.

## **VI. AGENCY UPDATES**

Michael Melendez, consultant to FDOT, will be attending the next few BPAC meetings in place of Ms. De Los Santos. He mentioned that the FDOT kicked off the 2018 bike-ped master plan update and a consultant has been selected. He expects someone will reach out to BPAC to present. to the plan includes all of District 4 and they will identify implementable projects in each county.

Mr. Melendez spoke about the Department's non-motorized traffic monitoring program and devices. As mentioned previously, there is a permanent counter on the New River Greenway and another pair on east and west bound Sunrise that use a combination of cameras and infrared cameras, to detect non-motorized movements, along with algorithms that will be used to classify them. They have enough data now to cover periods of time. Data can be viewed or requested, just type in FDOT's non-motorized detection program and interactive map. There is a process for requesting additional sites. It requires going through an evaluation period and entering into an interlocal agreement with the Department to deploy a permanent counting station. The sensitivity of the sensors allows distinguishing between pedestrians and bicycles or scooters.

He spoke about a recent trip with a local contingent that traveled to the Netherlands to learn about how bicycle facilities are being implemented and mentioned that they are not afraid to tear out facilities that do not work well. The contingent included designers, engineers, and local elected officials who will hopefully bring back some advocacy on the legislative level. For example, he is hearing that the Department is pushing for protected intersections at some locations.

## VII. STAFF REPORT

Ms. Forelle reminded everyone that July is National Parks and Recreation month and encouraged members to visit local and regional parks, many of which have bicycle riding facilities.

## VIII. PUBLIC COMMENT

None

## IX. COMMITTEE MEMBER UPDATES

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

Vice Chair Goldstein shared his experience with the US1 walking audit conducted by FDOT, BMPO, Broward County and the City of Fort Lauderdale in July 2024. The project begins at Broward Boulevard and ends at Sunrise Boulevard. This roadway was designed for 40 mph or more. They are proposing to redesign the roadway to reduce the speed to 30-35 mph by using elements such as street trees, diverters, and mid-block crossings. This section of US 1 has a higher frequency of pedestrians and people crossing the highway at unmarked intersections. Vice Chair Goldstein mentioned an upcoming townhall being held by BMPO to talk about the 2050 plan. He encouraged other members to attend to ensure that better accessibility is provided to transit, including better bike paths. Finally, Vice Chair Goldstein shared information about the South Florida Water Management District and YouTube videos about stormwater management and water quality.

## X. ADJOURN

Prior to adjourning, BPAC members discussed potential topics for future meetings. They suggested requesting someone from FDOT to speak about the A1A project and requesting a presentation from the MAP surtax program to speak about any changes made since greenways may now be funded through the program.

Upon a motion by Vice Chair Goldstein, seconded by Member Wolf, the BPAC voted unanimously to adjourn at approximately 8:22 p.m.

***Next Meeting: Wednesday, September 11, 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*