

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
September 1, 2021 6:30 p.m.

Board Members Present

Michael Kroll – League of Cities
Hugh Chakler – District 8
Fern Goodhart – District 4

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

Mirsa Castro

Rachele Solomon

I. Call to Order

The meeting was called to order at 6:30 PM.

II. Roll Call

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

Approval of Minutes

Vice Chair Hugh Chakler requested minutes be sent out following meetings rather than before the next scheduled meeting. Additionally, Vice Chair Chakler inquired about next steps to obtain bike lanes along Sunrise Blvd to have connectivity to Sunset Strip. Ms. Severyn stated the next steps are to continue coordination with Larry Wallace and monitor the MPO Scheduling Report for a future bike lane project on Sunrise Blvd. Once a project is programmed, the BPAC can request a presentation and provide formal comments.

The May 12, 2021 minutes were approved with revisions. Motion moved by Member Charmie Pujalt and seconded by Vice Chair Hugh Chakler.

III. Comments from Chair

Announcement: Member Jerry Layne has resigned from serving on the BPAC.

Due to our previous meeting being cancelled, the Chair Kroll proposes tonight's schedule to have the final FDOT workshop presentations followed by a review of the draft safety resolution. Next meeting, we will have a one-hour ethics training scheduled and revisit the safety resolution for next steps. Moving forward, we'll plan on discussing goals and work to develop a unified voice as the BPAC to provide input on projects in the future.

New Business

FDOT Project Updates

FM 438118-1, Bayview Drive

The Bayview Drive Roadway Improvement Project extends from E Commercial Blvd to E Sunrise Blvd. The project mix includes installation of continuous five-foot sidewalk, bike lanes (NE 26 St to NE 25 Place), raised intersections (NE 14 St, NE 18 St, NE 27 St, NE 40 St), roundabouts (NE 37 Dr and NE 47 St) and mid-block crossings (S of NE 12 St, S of NE 15 St, S of NE 27 St). Crosswalk markings will be added to the following signalized locations: S of NE 19 St and S of NE 45 St. The intersection at NE 28 Ave will have median separator and modifications to the intersection to create safer traffic conditions, and the pedestrian crossing distance at NE 13 Ct will be reduced. Minor drainage modifications to impacted locations will occur. The final project design will be completed in September 2021. Construction is scheduled to start in Summer 2022 with an anticipated completion date of Fall 2023.

Comments

Member Pujalt inquired about the project schedule. Ms. Jeanelia Liu stated the project should take just over a year for completion.

Secretary Fern Goodhart inquired about raised intersections and bike lane treatment through the intersection, bike lane warning signage for pedestrians crossing the bike lane at NE 28th St, and painted buffer or double line to demarcate the bike lanes. Ms. Liu thanked Secretary Goodhart for her comments, and they would be taken under consideration.

Brad Salisbury commented on the raised intersections and the thought process they had for having the bike lanes raised with the raised intersection on the Old Dixie Hwy Project, which was referenced in Ms. Liu's presentation. There were two main reasons: 1) For pedestrians crossing the raised intersection, they wanted the pavement for the pedestrian crossing to be level and continuous throughout the intersection instead of varying the grades. 2) The difference in the drop off between the car and bike could be significant and was a safety concern brought up in the design phase of that project. Ms. Liu mentioned that there could also be drainage implications too.

Chair Michael Kroll inquired about sharrows in the roundabout, and traffic control devices and signage placed at the mid-block crossings. Ms. Liu stated the sharrows will not be within the roundabout, but the roundabout would have a shared lane condition similar to a sharrow. The final design can be shared when completed. The mid-block will not have additional signage. The project does not currently warrant installation of Rapid Rectangular Flashing Beacons (RRFB), which is required when using Federal Highway Administration (FHWA) funds. The mid-block crossings will be at-grade.

Member Lim inquired about signage that states stop for pedestrian in crosswalk. Ms. Liu stated it was not within the current scope. Ms. Severyn made mention that it's possible to provide the City of Fort Lauderdale with the request to consider for later implementation.

Public comment by Mirsa Castro. Ms. Castro inquired about how she can obtain the slides from the presentations and requested May Use Full Lane Signs along the corridor. Ms. Severyn stated the slides will be shared on the BPAC website.

FM 439995-1, Holmberg Rd

The Holmberg Road project extends between Heron Bay Blvd and Pine Island Rd/ Coral Spring Dr. The project includes milling and resurfacing the existing pavement, installation of bike lanes in each direction, construction of a new right turn lane into Marjory Stoneman Douglass, upgrading Pine Island pedestrian signals, upgrading signing and pavement markings and drainage improvements to impacted areas. The project length is 0.519 miles. The project design is scheduled to be complete by November 2021 with construction starting Summer 2022 and an estimated completion date of Fall 2022.

Comments

Secretary Goodhart shared she is looking forward to riding in the new bike lanes in about a year from now.

Chair Kroll inquired about whether there is an existing bike lane at the western extent of the project that continues through the roundabout. Mr. Salisbury explained there is no existing bicycle facility west of the roundabout. For bicyclist headed westbound, bicyclists will need to merge with traffic on the approach to the roundabout and go through the roundabout in a shared condition. West of the roundabout will be a shared condition since there is not existing bicycle facility.

Chair Kroll inquired about signage or markings to communicate that the bike lane ends, and a shared condition has begun prior to the roundabout. Mr. Salisbury stated that they will reference local standards for roundabout treatments for markings or signage on the approach to the roundabout, however, to avoid confusion sharrows are not placed within a roundabout itself.

Chair Kroll mentioned in instances where a bicycle facility ends, he has observed the bicycle facility has provided an option to stay in the travel lane or access the pedestrian facility. Mr. Salisbury mentioned that bicycle ramps were considered in the process, however, the full roundabout configuration was not within the scope of the project so they wouldn't be able to provide a bike ramp condition for all the legs of the roundabout. Secretary Goodhart requested that the bicycle ramp be part of the project design even if it is only for one leg of the roundabout.

Chair Kroll inquired about whether the concrete median at the driveway into Westglades Middle School is an existing condition. Mr. Salisbury confirmed that it is an existing condition.

Chair Kroll requested clarification of the green areas in the plans, which Mr. Salisbury confirmed as sod replacement areas. Chair Kroll shared he likes the buffered bicycle lanes on the east end of the project limits and inquired whether that condition could be continued throughout the project limits. Mr. Salisbury confirmed that due to right of way limitations and school property lines, a buffered bicycle lane was not feasible throughout the project limits.

IV. Old Business

Discussion was brought forward for the safety and equity draft resolution. Ms. Severyn reviewed the goals of the latest Florida Strategic Highway Safety Plan, examples of existing Vision Zero commitments in Florida, and reviewed the draft resolution with the Board. Ms. Severyn will share the draft for further comment and review in the following BPAC meeting scheduled in November.

Secretary Goodhart shared her initial comments, 1) request to add in the proportion of deaths and injuries by mode in addition to the totals, 2) add in enforcement 3) regular reporting of deaths and injuries for transparency purposes (e.g., County Commission, press release, newspaper).

Public Comment: Ms. Mirsa Castro would like to see enforcement engaged and uniformly enforce bicycle and pedestrian safety laws (e.g., 3-foot passing requirement, aggressive driving). Ms. Castro would also like to see more education and initiatives with regard to bicycle and pedestrian traffic regulations for both law enforcement officers and the public. Ms. Castro also requested the installation of May Use Full Lane Signage everywhere appropriate.

V. Agency Updates

No further updates from FDOT.

VI. Staff Report

Ms. Severyn, Interim Staff Coordinator, requested feedback from the Board to identify direction of the BPAC for 2022.

Secretary Goodhart commented that the FDOT workshop presentations have been very useful and requested more information on standard designs and practices for bicycle and pedestrian facilities to better inform them.

Ms. Severyn shared the FDOT Context Classification document and FDOT Florida's Complete Streets Approach Explorer Tool, an interactive web-page to visualize existing conditions, current standards, and additional examples of implementations by context classification. For more information, please visit: https://experience.arcgis.com/experience/f0123d7bb9dd4b96a36c5d7951b75193/page/page_43/.

For more information about context classifications, please visit:

https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/roadway/completestreets/files/fdot-context-classification.pdf?sfvrsn=12be90da_4.

Ms. Goodhart expressed safety concerns with regard to the installations of lamppost that have impacted sightlines among bicyclist and pedestrians for a project on NW 136th Street and SR-84, which will include a roadway widening scope.

Chair Kroll requested to receive the FDOT presentations earlier in the design process (e.g., 60% design presentation) to allow for comment and updates.

Member Pujalt brought up obstructions in the bike lanes on Las Olas or the Riverwalk, (e.g., City fleet vehicles, mail and delivery vehicles, rideshare, passenger drop off) and described a need for more enforcement to ensure safety and a clear path.

Chair Kroll requested a presentation from Broward Sherriff's Office for bicycle and pedestrian initiatives. He inquired about a comparative analysis to look at enforcement. For example, how many vehicular citations are provided annually to enforce pedestrian and bicycling regulations that are in place for pedestrian and bicyclist safety. Member Pujalt supports the request.

VII. Committee Member Updates

Member Pujalt brought up Stranahan High School in the Riverside neighborhood in Fort Lauderdale has a lack of bicycle lanes and sidewalk facilities, which presents safety concerns. Member Pujalt specifically brings up a safety concern for SW 15th Avenue, a location heavily traversed by students and a relatively busy traffic area, and the lack of a safe connection to the school. Member Pujalt identifies an area of bicycle and pedestrian gaps and an overall need for safe infrastructure and connectivity.

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 September 1, 2021 BPAC meeting concluded at 7:50 p.m. The next meeting is scheduled for 6:30pm on November 10, 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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