

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
March 8, 2023 at 6:30 p.m.

Board Members Present

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

Maximiliano Goldstein (VC) – District 5
Charmie Pujalt – District 7
Phillip Kim – District 9

Board Members Absent

Janet Arango – District 6

County Staff

Sara Forelle, Senior Planner, Urban Planning

Attendees

Michael Melendez, FDOT District 4

I. CALL TO ORDER

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

II. ROLL CALL

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

III. INTRODUCTION OF VISITORS

Self-introductions were made by Michael Melendez, FDOT District 4 and Fazal Qureshi, Broward MPO.

IV. APPROVAL OF MINUTES – January 25, 2023

Chair Kroll asked for comments on the minutes. Upon a motion by Member Goldstein, seconded by Member Goodhart, the January 25, 2023 minutes were passed by a unanimous vote.

V. COMMENTS FROM CHAIR

None.

VI. NEW BUSINESS

1. PRESENTATION - Broward MPO's Complete Streets Initiative – Fazal Qureshi, Transportation Engineering Project Manager, Broward MPO.

Mr. Qureshi is part of the MPO's Complete Streets (CS) Initiative. Complete Streets policies were adopted into the 2035 Long-Range Transportation Plan in 2009. At this time, the Broward MPO shifted priorities and began dedicating more funding towards transit and bicycle and pedestrian mobility projects as a means for increasing safety and capacity on the roadways. The MPO's current CS efforts are focused on education and training, developing an implementation process, and establishing partnerships with jurisdictional owners to increase the number of projects that are approved and funded.

Mr. Qureshi also explained that education and training includes the Safe Streets Summit which has been held in the South Florida tri-county area since 2020. In addition to organizing walking audits on selected corridors, community engagement also includes various events like Let's Go Biking, since 2014, and it's walking counterpart since 2016. It's also very important to educate the elected officials, since they can reject a project because they often don't understand the benefits as compared to the impacts.

He also highlighted the Broward Complete Streets Master Plan which contains several types of countywide evaluations processes, including equity and demand considerations, to assist in the corridor prioritization. This has resulted in the identification of twelve (12) "Bundle Areas" where tight mobility networks and connectivity improvements can be established, particularly within and around activity centers. These centers are also connected with each other by "super connectors", which are often state facilities that have limited excess capacity and are built out within their right-of-way.

Mr. Qureshi shared pages from the master plan and design guidelines document, including images of completed projects. The MPO is involved in assisting local governments in achieving program ready status, which requires resolution of project right-of-way issues, and that local support be formalized by ordinance or similar instrument. These are some of the requirements for a project to be added to the fifth year of the 5-year priority funding list. Three (3) years prior to construction and one year prior to design, the MPO reaches out to the municipality and the community ensure the project is still being supported and determine if there have been any changes. Once constructed, they celebrate with ribbon cuttings.

After the facility is built, the performance monitoring process is initiated. Sometimes the MPO observes that the number of crashes increases, but the fatality rate is significantly reduced. These types of improvements are a balancing act: they benefit bike and pedestrian safety, but sometimes increase rear end collisions. Monitoring also includes review of traffic delays and bike and pedestrian counts.

Mr. Qureshi shared several projects at different stages of completion and spoke about multiple funding sources, including federal sources, TIGER grants, and local matches.

The MPO tries to distribute funds equitably. The MPO has identified 77 miles of bike lanes and sidewalks in the Complete Streets Master Plan that are proposed for funding in the next ten (10) years; this does not include all of the potential projects they found to be feasible. By the end of 20 years the region could have over 300 miles of ped/bike facilities completed.

Mr. Qureshi provided URL codes the BPAC could use to provide feedback on the two initiatives. One links to the 2050 Metropolitan Transportation Plan (MTP), scheduled to be adopted in November 2023. The other links to the Routeto2050.

The second initiative Mr. Qureshi spoke about is the Safe Streets for All (SS4A) grant that came out of the bi-partisan infrastructure law. The MPO, in partnership with Broward County, was awarded \$5M, which will be used to develop a regional Safety Action Plan. Additional funding for implementation may be available once the Action Plan has been adopted.

The presentation was followed by questions from the BPAC.

- *What is the role of the FDOT?* Previously the FDOT would help deliver the projects with MPO funding. However, more recently, many local governments have developed the expertise to deliver projects and are responsible for most “off-system” projects. On-system projects are still under the jurisdiction of the FDOT.
- *Who are the CS champions on the Board of County Commissioners?* Mr. Qureshi is aware of several supporters on the County Commission, in particular Commissioner Beam Furr. The MPO sees an understanding gap among residents and decisionmakers that they are working towards overcoming so that proposed projects are better supported through implementation.
- *Are the CS Design Guidelines used in a rating system for the prioritization of roadway projects and how much of these guidelines have been adopted? Are they being incorporated into the proposals?* For MPO funds, the design guidelines are used to identify what can be implemented in the project. Mr. Qureshi does not know if Broward County has adopted the guidelines, but are open to supporting these improvements. One example is a project on Copans Road, where MPO-funded and County-funded projects with similar features will be connecting to each other. County staff have also reached out to the MPO about how to apply CS guidelines to potential improvements on Sheridan Street. Both parties are focusing more on the 95% of users who seek lower stress facilities that are designed to be safe, secure and comfortable and provide greater separation from vehicular traffic.
- *What is the status of the move to levels-of-service standards that include all modes of transportation?* The MPO uses it as a tool, but the standard vehicle-based LOS still applies. The new Metropolitan Transportation Plan (MTP), proposed for adoption later this year, is moving away from the vehicle-based LOS standard because it does not work in congested areas. Also, having induced congestion slows cars down and makes traffic safer for bicyclists or scooter riders. Member Goldstein suggested that rather than having the name “multimodal” level of service, it should be called a “People” level of service.
- *Adding transit and bike lanes may decrease vehicle capacity on a roadway and have a greater than 3% “de minimis” impact on roadway capacity, but they can also move more people (using less space). Is the MPO trying to communicate to the County the tradeoffs of choosing one over the other?* The County has guidelines for lane repurposing, which prevents some lane repurposing projects. The regional model that measures future demand and capacity is sometimes off in terms of predicting traffic 35 years in advance. A lot of times, the model predicts more economic development and growth than actually happens. As part of Broward’s Premo Transit Plan, FDOT and BCT are looking at the possibility of installing “bus only” lanes on several corridors in the County. Several facilities are currently being built that will connect to other projects in the future. These projects may sometimes be viewed as an inconvenience and that they don’t make sense right now. However, current transportation system cannot accommodate the region’s rapid growth.

A discussion followed about how to address the impacts and needs of increasing population with limited resources. Controlling population growth is outside the MPO's jurisdiction; however, not only transportation infrastructure is being impacted, water and sewer are affected as well.

- *Will the MPO use the SS4A grant award to detect of pedestrians and bicycles at intersections?* Yes, detection technology has improved in the past five years. They are also looking at predictive ways to avoid crashes. Ms. Forelle reminded the BPAC of the presentation made by Scott Brunner on County efforts to install detection technology. She also clarified the difference between bicycle detection technology and providing lead or extra green time to allow bicycles to get through the turns at intersections. Mr. Qureshi praised Mr. Brunner as being a great partner in the County and his progressive views.
- *BPAC members inquired about a bridge that is being proposed by the City of Plantation over Broward Boulevard or University Drive.* An MPO project support team is assisting the city on this project. As part of the assistance, the City of Plantation had to develop a Mobility Plan with a list of projects. The City is seeking community support prior to seeking funds. Once an outside BRT lane is implemented, the City may get more traction with the bridge project. Several redevelopment projects in the area may also help support the concept.

2. DISCUSSION – Review proposed SMART goals for BPAC implementation and next steps.

Ms. Forelle reviewed previous steps, beginning with the Goals Workshop held in January. She then talked about the homework request to select a few goals and convert them to SMART goals. Several BPAC member responded, and the refined goals were emailed to the members for prioritization. Members were asked to select up to three top goals they would like to accomplish in the coming 12 months (July – July). This time frame aligns well with BPAC's annual report on accomplishments.

Ms. Forelle shared a Powerpoint slide containing the goals selected by three BPAC members and asked if they were ready to select, modify, or add to the goals listed. Ms. Forelle explained that the rest of the goals previously discussed, but not set forth as priorities, would be stored in the "Bike Rack" for future consideration. The prioritized short list of goals would comprise the "Bike Path" for the year. The SMART goals discussed were:

#1 Submit to the Board of County Commissioners by the end of 2024 a priority list of the top 10 policy proposals/best practices by local governments to increase the safety of cyclists and pedestrians and to encourage mode shift to walking, cycling, and public transit from private automobiles.

#2 Beginning December 2024 (and annually thereafter) submit formal policy, programs and budget recommendations in an annual report to the Broward Board of County Commissioners, MPO, planning and transportation departments, and other agencies, which will be developed by and working with state and local resources, and reviewing existing policy and statutes and suggested standards and best practices for infrastructure and public participation.

#3 Create priority map/list of priority corridors and neighborhoods. From BPAC to present to County Commission and Countywide Master Plan, e.g. multimodal low stress corridor plan

#4 Have a focus group presentation from and provide comments to the "Low Stress Multimodal Mobility Transportation Master Plan" team at the Initial, Draft

and Final Plan development phases.

#5 Review and provide input on bike/ped facilities to no less than 5 FDOT projects and 5 Broward County projects. Projects should be reviewed prior to the commencement of 60% plan preparation.

#7 Publish to the BPAC website an info piece for developers and architects with at least 10 best practices for incorporating and encouraging active travel in their development by the end of 2024.

#8 Communicate with at least 5 local bicycle clubs, with special emphasis on community and school clubs, by the end of 2024 to ask them to discuss their opinions in writing or in person at a BPAC meeting on the current and future state of walking and cycling in Broward County.

The following bullets reflect the discussion of the selected SMART goals:

- Member Goodhart recommended to begin addressing #7 by linking the website to the Complete Streets Design Guidelines 2.0, accompanied by a paragraph that references the document. Also add a link to the Counties Complete Streets website that already contains the reference.
- Chair Kroll asked if goal #1 was similar to #7. Member Goodhart discussed that this goal might be used to develop a list of the policies or best practices that the BPAC values, since she is under the impression that not all of the recommendations from the MPO are being fully embraced by the County Commission. Vice-chair Goldstein clarified his intent with the goal was that the BPAC would actually present policies to the Commission that the BPAC wants done. Vice-chair Goldstein added that it would be useful to have a handout of recommendations from the BPAC to share with others, for example with elected officials of a municipality.
- Vice-chair Goldstein recommended combining #8 and #6, below, since they are similar.
 - #6 Communicate with Principals, Parent-Teacher Associations, and/or individual teachers to encourage active commutes to school by organizing bike buses for at least 5 schools by the end of 2024.
- Member Goodhart requested clarification of goal #4. Ms. Forelle has been designated to participate on the Low Stress Plan's Internal Agency Steering Committee, but meetings have not yet been initiated. The BPAC discussed whether to wait until the Low Stress Plan project is initiated to figure out how to best participate. Ms. Forelle offered to share updates with the BPAC for additional consideration on how to proceed, which could constitute the first step to achieving goal #4, to which the BPAC agreed.
- Member Pujalt and Chair Kroll proposed to prioritize goals #1, #4 & #5 for this year.
- Vice-chair Goldstein asked to clarify how the goals would be implemented and whether the intent was for the members to participate only at the meetings or conduct outreach outside the meetings. Ms. Forelle clarified that it depends on how the implementation is designed and that it was up to the BPAC to make that determination. Member Goodhart recommended that since Vice-chair Goldstein seems interested in implementing #8, that he could design some materials that all of the members could access to share with their bicycle clubs or other interested parties.

- **MOTION** - Upon a motion by Member Pujalt, seconded by VC Goldstein, the BPAC unanimously approved to focus its activities on implementing goals 1, 4, and 5, and 6 and 8 combined.

Ms. Forelle requested the identification of champions that could help move the implementation of the prioritized goals forward. Vice-chair Goldstein offered to be a champion for goals 6 & 8. Ms. Forelle can implement 4 and 7 as discussed. Member Lim asked if goal 1 could be implemented by adopting one of the documents that was mentioned by Mr. Qureshi in his presentation. Member Goodhart clarified that the list of policy proposals could include design and recommendations for improved design could be brought before the County Commission.

As part of a lengthy discussion of policy vs. design standards, Member Goodhart recommended adding BPACs to the list of bicycle interest groups they would like to reach out to, for example City of Sunrise. Member Goodhart agreed to prepare an initial draft of goal #1 to share with the BPAC for further input and discussion.

Member Lim shared his concerns regarding the value of putting a list of policies together to share with the County Commission, since he is aware of some Commissioners being opposed to recommendations that have been presented to them. Ms. Forelle reminded the group that they are an advisory group to the Commission and that the Commission can decide whether or not to follow through with the recommendations.

Chair Kroll pointed out that they had heard earlier about complete streets designs not being part of the checklist used to decide whether or not a project moves forward. The BPAC discussed that they could recommend that a complete streets checklist be used, or at least considered, to decide if a project moves forward or not. They discussed using the product for advocacy and advising that while there are complete streets guidelines for the region and there appears to be an intent to apply them, they are not necessarily being used in project ranking or development. Ms. Forelle suggested that any thoughts on the matter could be forwarded to her for communication to Ms. Goodhart. Additional recommendations included:

- Include previous concerns and funding strategies discussed by the BPAC;
- Land use recommendations to support transit, biking and walking;
- Local governments should create local BPACs.

Ms. Forelle will draft a blurb about the approved and prioritized goals for the BPAC's consideration at the next meeting.

VII. OLD BUSINESS

None.

VIII. AGENCY UPDATES

Michael Melendez, representative for FDOT District 4, reminded everyone about March Bike Month. He also mentioned that District 4 is in the process of hiring a Bike/Ped Coordinator who will probably attend the next BPAC meeting.

IX. STAFF REPORT

Staff inquired again about the Proclamation. Ms. Forelle shared a flyer posted by Broward County Parks with the schedule of March – Bike Month activities. The BPAC website has links. Sunrise is also planning activities.

X. COMMITTEE MEMBER UPDATES

Vice-chair Goldstein said that the Complete Streets Committee has not met recently. He shared that Plantation is also hosting a family-focused bike ride through the city in March, that will have a police escort. He attended the Plantation complete streets meeting focused on improvements along University Drive, from Broward to Sunrise Boulevard. The city is proposing to use parallel access drives on the east side of the corridor, since they are within their jurisdiction and they do not have jurisdiction over University Drive. They are proposing a combination of protected bike lanes and sharrows. The residents in attendance were very supportive of protected bike lanes. He felt that few people knew about the meeting. He also shared that the Mayor of Plantation is a bike rider and big biking advocate. The next meeting in Plantation is about Cleary Boulevard and Nob Hill Road.

BPAC members shared stories about witnessing the aftermath of recent pedestrian fatalities, one of which occurred on University Drive, between Sunrise and Oakland Park Blvd.

MOTION – The BPAC also discussed moving the next scheduled meeting from May 10 to May 3, 2023. Following a motion to adjourn made by Member Goodhart, seconded by Member Pujalt, and unanimously approved, the meeting is being rescheduled. Chair Kroll will not be able to attend.

Ms. Forelle spoke about the completion of bicycle facility improvements along Weston Road from SR 84 south to Indian Trace. Chair Kroll inquired about the SR 84 improvements and mentioned that it appears that in some places the rumble strips on the edge of the pavement have not been removed. These strips are hazardous to bicycling.

Presentations at the next meeting may include an FDOT project, a BSO representative and/or potentially a review of Safe Streets Summit takeaways.

XI. PUBLIC COMMENT - No members from the public were present.

XII. ADJOURN

Following a motion to adjourn made by Member Goodhart, seconded by Member Pujalt, and unanimously approved, the meeting adjourned at approximately 8:32 p.m.

Next Meeting: Wednesday, May 3, 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