

# 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  
May 3, 2023 at 6:30 p.m.

### Board Members Present

Steve Lim – District 1  
Fern Goodhart – District 4  
Maximiliano Goldstein (Vice-chair) – District 5  
Janet Arango – District 6

### Board Members Absent

Michael Kroll (Chair) – League of Women Voters  
Phillip Kim – District 9  
Charmie Pujalt – District 7

### County Staff

Sara Forelle, Senior Planner, Urban Planning  
Jennifer Brown, County Attorneys Office

### Attendees

Michael Melendez, FDOT District 4  
Carlos Cejas, Gannett Fleming  
Nelson Mora, Gannett Fleming  
Norelys Nodal, Gannett Fleming

### I. CALL TO ORDER

Maximiliano Goldstein called the meeting to order at 6:34 PM.

### II. ROLL CALL

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

### III. INTRODUCTION OF VISITORS

Norelys Nodal, Nelson Mora, and Carlos Cejas from Gannett Fleming, Inc., a consultant to FDOT District 4, introduced themselves. Michael Melendez, the FDOT District 4 representative, introduced himself.

### IV. APPROVAL OF MINUTES – March 8, 2023

Mr. Goldstein asked if there were any questions or comments on the minutes. Fern Goodhart complimented Sara Forelle on the clarity and conciseness of the minutes. Upon a motion by Ms. Goodhart, seconded by Philip Lim, the March 8, 2023 minutes were passed by a unanimous vote.

### V. COMMENTS FROM CHAIR

None.

## VI. NEW BUSINESS

### 1. PRESENTATION - FDOT Sunrise Blvd/US 1 Gateway project - Carlos Cejas, P.E. (Vice President), Nelson Mora, P.E. (Senior Project Manager), Gannett Fleming, Inc.

Mr. Cejas explained that the project is at the early stage of a Planning Development and Environment (PD&E) study. At this stage, the Department conducts preliminary hearings and reviews environmental issues. Adham Naiem is the FDOT District 4 Project Manager. Ms. Forelle stated that Mr. Naiem is out of town and the consultant is presenting to the BPAC. The study's focus is the eastern intersection between US 1 and Sunrise Boulevard, near the Gateway shopping plaza.

Mr. Cejas introduced the project and covered the following topics:

- Purpose & need
- Existing conditions
- Concepts under construction
- Evaluation of concepts under construction
- Next steps

Various slides presented are attached. The project's focus is moving traffic through the channelized intersection, as well as bicycles and pedestrians. A lot of growth is occurring near the intersection. System linkages and safety are priorities. Availability of rights-of-way (ROW) may affect what kind of facilities can be provided and whether ROW needs to be acquired. Existing conditions include poor lighting and difficult crossings. Various types of data were collected and analyzed, such as vehicle classification, origin/destination, and queues.

Crossing the intersection is a lengthy, multi-stage process. Mr. Cejas noted the bicycle network is incomplete and comprised of on street facilities with standard or substandard lanes or sharrows. It is expected that bicycle lanes will be added to the within the ROW. The project design is expected to improve crash hotspots. Mr. Cejas recognized that the number of fatal crashes is fairly high.

Others factors being considered are existing landscaping, ongoing redevelopment, and historic resources.

The presentation included ten (10) "concepts under construction". The various concepts included a roundabout, flyovers, and underpasses. Bike/ped movements will be added to the graphics once alternatives are shortlisted. Design considerations include queuing capacity for turning traffic and avoiding excessive traffic backups. The challenge of flyovers is impacts on bicycle and pedestrian movements.

Concepts for the NE 20<sup>th</sup> Avenue signalized intersection were presented. Changes to this intersection could benefit the main intersection. Several alternative designs were shared. Ms. Goodhart asked if bike/ped triggered signals could be installed and the response was that they can, but it would require a traffic signal warrant study.

Next steps involve reviewing public and stakeholder comments, holding a workshop on June 20 or 21, and formulating alternatives for evaluation. Additional public outreach will be conducted when evaluating the alternatives. Ms. Forelle invited the project team to present updates to the BPAC. The study is planned for completion by the end of 2024. Attachment A includes selected images from this presentation.

Ms. Goodhart asked about the composition of workshop attendees. Mr. Cejas stated they were mostly residents, include many who walk to the beach and some drivers. He was unsure if any businesses were represented.

Ms. Goodhart asked about the costs of the project. Prior costs for the improvements were in the range of \$15M. If the at-grade solutions are viable, Mr. Cejas believes they can stay within range. However, construction has not been funded yet and will likely happen toward the end of the planning and design process.

Ms. Forelle noted that the bridge on the east side of the project and the NE 20<sup>th</sup> Avenue intersection have flooded in the past and asked if will be raised as part of this project. Mr. Cejas responded that it may be part of the design if warranted by FDOT criteria.

Mr. Lim asked if roadway lighting will be provided for bicyclists or pedestrians. Mr. Cejas stated that lighting will meet FDOT standards and guidance. More intense lighting (higher footcandles) will be provided at crossings along with high-emphasis markings; white LED lights are now standard. Ms. Goodhart urged the consultant to ensure that streetlamp columns not be installed in the middle of bicycle and pedestrian paths/sidewalks.

Ms. Forelle asked how the Multimodal Scoping Checklist (MMS) comments are used by the project. Mr. Cejas stated they are used to develop the project scope. The consultant recommended that Ms. Forelle resubmit her comments in writing to FDOT, before the end of the PD&E process, in the appropriate format, so that they can be included in the outreach document.

Ms. Forelle commented about the importance of carrying the design of bike/ped facilities through the intersection, not just to the edge. She also commented about considering pedestrian's crossing habits (ex. jay walking) in the design and the need to take a closer look at frequent mid-block crossing locations to determine solutions. The consultant recommended that she also put those comments in writing to the FDOT. Mr. Lim mentioned that he liked the analysis of pedestrian crossing times because it shows that it takes a long time to get across the intersection and how it contrasts with the image of two people "jaywalking" in different directions at a mid-block location.

Ms. Arango asked whether raised separators (such as "armadillos) would be used. The consultant asked whether the BPAC prefers an on-street bike lane (potentially with a buffer) or a 10-12 foot shared use path? Ms. Arango stated that the path might not work for the cycling groups. Vice Chair Goldstein asked if they were aware of shared use paths that were built by the County that separate pedestrians and bicyclists. The consultant has heard from peloton riders that they prefer not having bike lanes, because they can occupy the full lane with several riders.

Ms. Forelle pointed to data that might help distinguish which type of riders are more prevalent, groups or individuals, and this might be helpful in the development of solutions. Ms. Goodhart stated that if the peloton riders are going to take the lane anyways, there is no harm in providing the shared path facility for other types of users. Ms. Forelle reminded the group that residential uses continue to be added to the area and that the mix of uses invites more local mobility. Ms. Goodhart confirmed that the time of day for the bicycle counts included early morning riders. The consultant said that designs will include shared use paths that are a minimum of 12 feet wide and that the crosswalks will incorporate separate crossing areas for bikes and pedestrians. Ms. Goodhart restated the need for

signals that are triggered by bicycles. Ms. Forelle spoke about the pilot program, deployed by the County in several intersections around the beach area, with extended green lights on left turns when bicycles are detected.

Vice-chair Goldstein noted what constitutes a delay failure for vehicles and how that standard is very different for pedestrian crossings. He also asked about the width of the lanes, which will be 11 feet on the outside lane and possibly 10 feet on the inside lanes, depending on FDOT's support for the narrower lanes given the urban context. Vice-chair Goldstein asked incorporating BCT's Premo Plan into the Gateway planning process, including a BRT lane in that corridor. A BRT lane would be compatible with the ROW plans, even with the shared use path, which would provide sufficient room for bus shelters. Right now there are no bus shelters because there isn't sufficient space. The consultant team anticipates greater coordination now that Premo is being implemented.

Vice-chair Goldstein asked about roundabouts and mentioned that there is a project to convert one of the roundabouts in Hollywood, Florida into multiple smaller ones. The consultant responded that the facility in Hollywood is too big to be considered a "roundabout" and has multiple lanes. Given the size and ROW available, it is easier to break it up into several smaller roundabouts. In addition, standards require pedestrian crossings to be signalized at multi-lane roundabouts. Bikes and peds do not do well in multi-lane roundabouts.

When asked about midblock crossings, the consultant said that they are considering two, east and west of the major intersection, and possibly north of the intersection on US 1.

The BPAC discussed how to provide comments to the consultants. Ms. Brown recommended providing comments in the manner described in the Federal Register for the project, which is to email the project manager directly. The members requested that Ms. Forelle forward draft summary comments on this portion of the meeting to them along with the contact information for project manager Adham Naiem at FDOT District 4.

The BPAC also requested Ms. Forelle to ask the consultants to return to a future BPAC meeting to present the concepts that include the proposed designs of the bike/ped facilities in the Gateway project.

## **2. MOTION – Approve 2023-24 BPAC Goals for publishing on the website.**

Upon a motion by Ms. Goodhart, seconded by Ms. Arango, the BPAC approved publishing the 2023-24 BPAC goals on the website.

## **3. DISCUSSION – Review proposed SMART goals for BPAC implementation and next steps.**

Ms. Forelle shared some guidelines regarding BPAC member outreach and County Attorney Jennifer Brown was present to respond to questions. Members discussed scenarios and acknowledged their role as advisory to the County Commission.

## **VII. OLD BUSINESS**

None.

## **VIII. AGENCY UPDATES**

Michael Melendez, representative for FDOT District 4, mentioned they have hired a Bike/Ped Coordinator who will probably attend the next BPAC meeting. Mr. Melendez offered to assist with the transition to the BPAC. Mr. Melendez shared information about a Bike/Ped Master Plan that District 4 published in 2018 and offered to forward a digital copy. He also mentioned that there appears to be interest in conducting an update. The plan applies to roads within the Department's jurisdiction which includes some collectors and arterials, and state and interstate highways. The group discussed advantages to updating the document given the shift in focus to Target Zero at the state and regional level, and how that is having positive impact on how ped/bike facilities are prioritized and incorporated into projects. A discussion ensued about developing a network of alternative paths to the large collectors and arterials that are designed primarily for moving motorized vehicles.

Mr. Melendez also mentioned the installation of some counters for non-motorized vehicles along existing paths in FDOT District 4. Some are overhead camera based and others are loops on the ground. When both are present, it can pick up bicyclists and pedestrians. Mobile loaner counters can be deployed and provide pre- and post-construction monitoring for alternate mobility projects. Counts are being saved in a statewide repository of data. The following link has more information on the subject: <https://www.fdot.gov/statistics/trafficdata/florida-non-motorized-traffic-monitoring>

## **IX. STAFF REPORT**

The presentation about the Overview of Annual MPO Safe Streets and Last Mile Workshops was postponed to a future meeting.

Ms. Forelle shared a list of best management practices (BMPs) that the BPAC members had submitted to her as part of the BPAC Goals 2023-2025 implementation for revisions and additions to discuss at the July BPAC meeting. Mr. Lim suggested that the statements include key words and content that might make it interesting to more people, not just the BPAC members. Ms. Forelle asked the BPAC members to prioritize the topics by what they think is important to developers and elected officials; things that they can incorporate into their projects. Ms. Goodhart recommended organizing the recommendations by the type of target audience. Mr. Lim compared it with scores that are being used like Walkscore and Transitscore, to develop an improvements rating. He also recommended an introduction that would help sell the concepts.

## **X. COMMITTEE MEMBER UPDATES**

Vice-chair Goldstein shared information about the Dixie Highway Corridor South project that was discussed during a Complete Streets Team meeting. Commuter rail is being planned for the center of the corridor. The design is not complete, so there was a lot of discussion about dimensions and location of facilities, and some issues with delays at intersections. The bike/ped facilities will be grade separated from the vehicular right of way and be shared, but separated for bicyclists and pedestrians. Everyone was very supportive of the lane repurposing in each direction, including Broward County Transit and the cities of Hollywood and Hallandale.

Vice-chair Goldstein volunteered to champion the BPAC goal that includes outreach to schools and promoting bike buses. He reached out to the City of Plantation's Mayor and Council members, as well the city's Education Advisory Board to get support for the bike buses. With this support he plans on reaching out to some schools in Plantation to find volunteers, including through PTAs. Ms. Goodhart suggested that volunteer parents pick out the routes since they will be the ones coordinating with the children and their parents on who will participate. He also provided information about the BPAC activities and meetings. Ms. Brown mentioned that May is Bike to School Month. Ms. Forelle suggested to search for materials from other organizations that can be

used as handouts. Vice-chair Goldstein wants to distribute information during the summer and plan towards beginning with one or two pilots October.

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

**XII. ADJOURN**

Upon a motion by Ms. Goodhart, seconded by Ms. Arango, and unanimously approved, the meeting adjourned at approximately 8:53 p.m.

***Next Meeting: Wednesday, July 12, 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](mailto:sforelle@broward.org) or Phone: (954) 357-9785*

# Attachment A

## Selected Slides from the Sunrise Blvd/A1A Gateway Project Presentation

PD & SERVICE BORSR-5/US-1ATSR-838/SUNRISE BOULEVARD

### Data Collected to Analyze Multimodal Travel Operations

- 7 Days**  
**7-Day Vehicle Classification Counts**  
(4 locations)
- 4 Hours**  
**4-hour Weekday TMCs and Queues (including pedestrians and cyclists)**  
at 8 signalized intersections; included weekday 4-hour AM and 4-hour PM peak periods, performed on two mid-week weekdays
- 3 Hours**  
**3-hour Saturday TMCs and Queues (including pedestrians and cyclists)**  
at 8 signalized intersections; included one midday Saturday peak period (noon to 3 PM)
- 2 Hours**  
**2-hour TMCs (including pedestrians and cyclists)**  
at 34 intersections and driveways between the 8 signalized intersections, performed on one mid-week weekday (2-hour AM peak period, 2-hour PM peak period) and one Saturday (2-hour midday peak period)

- 72 Hours**  
**72-hour (two weekdays and one Saturday) Vehicle Spot Speed Study**  
(3 locations)
- Origin/Destination data collection**  
(one month of Streetlight Data) for 3 O/D pair locations
- Travel Time and Delay data collection,**  
to be collected during 3 periods, including two mid-week weekday PM peak periods, and one Saturday midday peak period. Travel time data was collected along 6 routes

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PD & SERVICE BORSR-5/US-1ATSR-838/SUNRISE BOULEVARD

### Existing Pedestrian Travel Operations

#### Multistage Crossings

**LEGEND**

- ◀-▶ Pedestrian Path EW North - 4 Stages - 340 ft.
- ◀-▶ Pedestrian Path NS East - 4 Stages - 292 ft.
- ◀-▶ Pedestrian Path NS West - 3 Stages - 300 ft.
- ▭ Crosswalks

**LEGEND**

- █ Common Signal Phase 1
- █ Common Signal Phase 2
- █ Common Signal Phase 3
- Motorized Vehicle Movements
- ◀-▶ Pedestrian Crossing Movements

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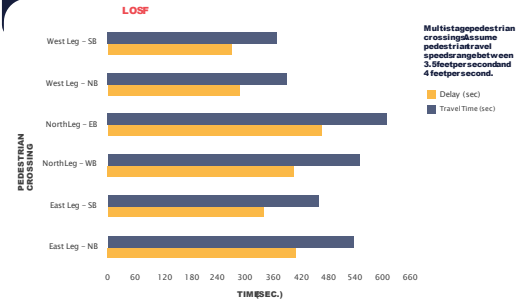
## Existing Pedestrian Travel Operations



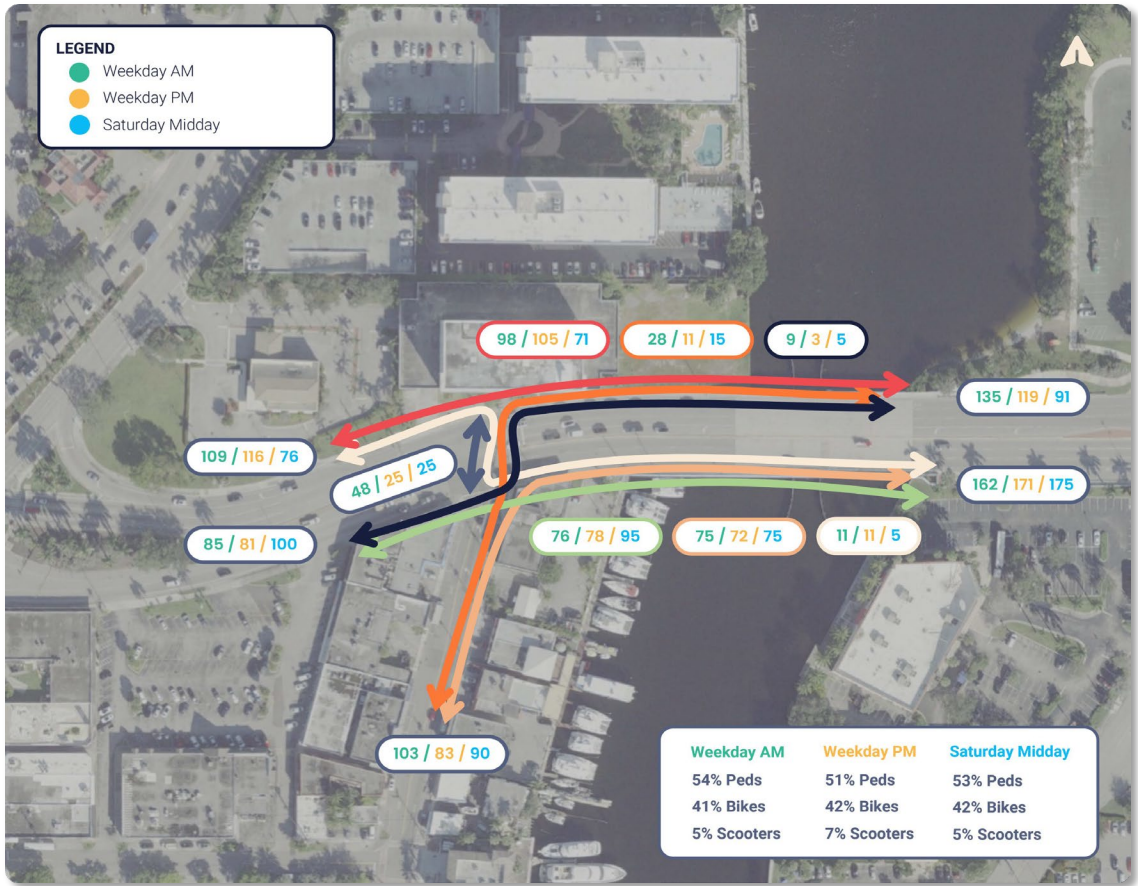
Non-Compliant and Unsafe Pedestrian Behavior (Simultaneous jay walking in opposite directions)



### Existing Pedestrian Crossing Times for US1 at Sunrise Blvd



Initial Measurements for Intersection Pedestrian Crossing Times and Delay For 6 Movements





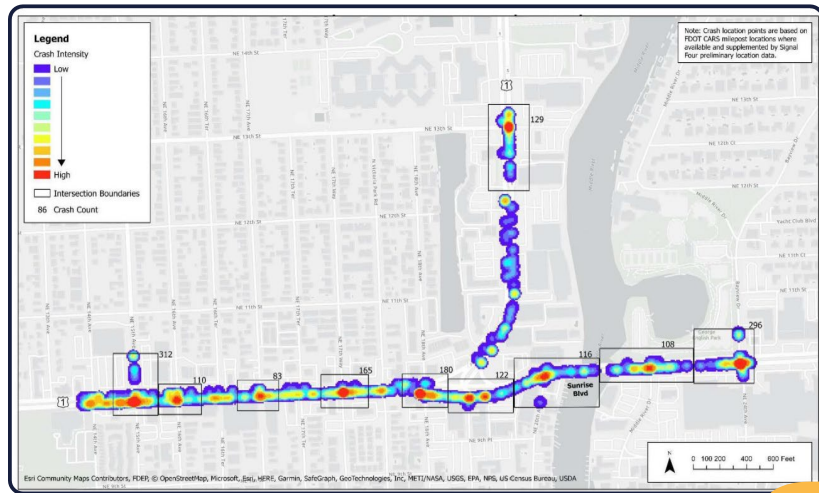
## Existing Bicyclis Network



## Crash Hot Spot and Crash Counts 2015-2019

Crash data collected for last available 5 years.

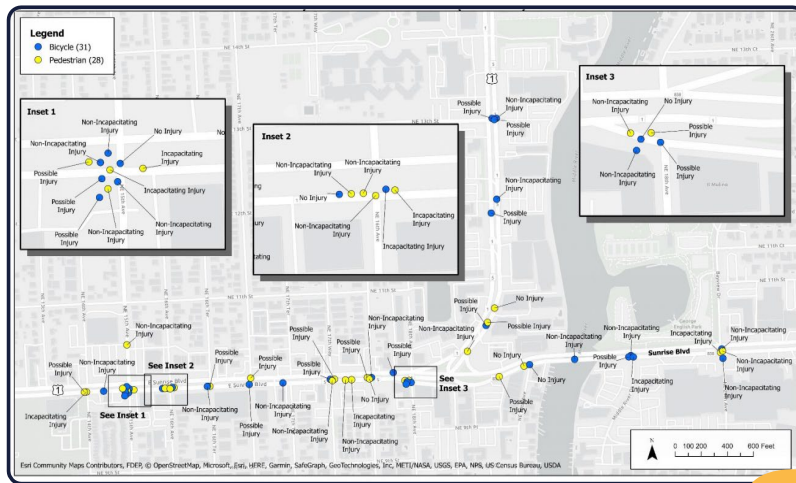
"Hot Spots" first identified to further analyze crash history at specific areas.



## Pedestrian and Cyclist Crashes 2015-2019

**31 crashes** involving bicyclists within 5-year crash history.

**28 crashes** involving pedestrians within 5-year crash history.



## Environmental Considerations

### Sociocultural Effects

- Mobility
- Land Use
- Relocation Potential

### Cultural Resources

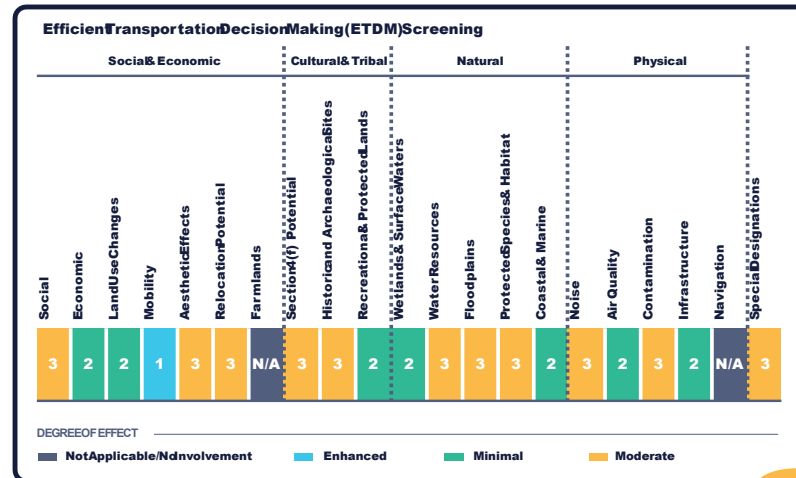
- Archaeological and Historic
- Recreational

### Natural Resources

- Wetlands
- Wildlife and Habitat Permits

### Physical Effects

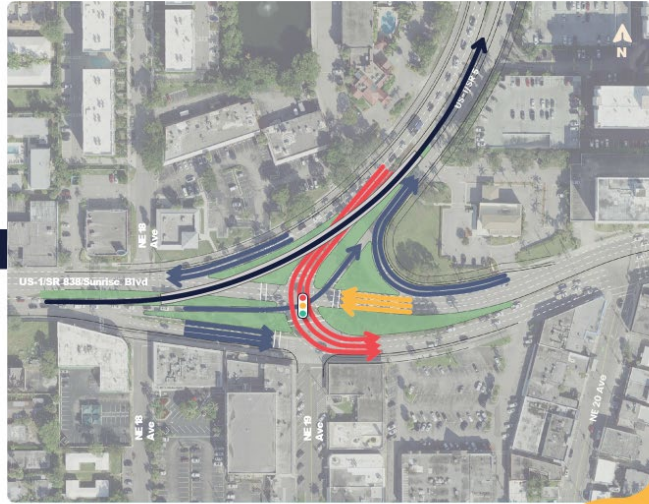
- Noise
- Air Quality
- Contamination



## Concepts Under Consideration

1. EB Triple Left Signalized At-Grade T
2. EB Downstream Triple Left Signalized At-Grade T
3. EB Upstream Triple Left Signalized At-Grade T with SB/NB Crossover
4. EB Upstream Triple Left Signalized At-Grade T with SB Displaced Left  
*Similar to Concept 3*
5. Multilane 3-Leg Roundabout with EB Left Turn Compressed Flyover/Overpass (overhead vertical separation)
6. Multilane 3-leg Roundabout with EB Left Turn Compressed Underpass (underground vertical separation)
7. EB Single Left Signalized At-Grade T with EB Left Turn Compressed Flyover/Overpass (overhead vertical separation)
8. EB Single Left Signalized At-Grade T with EB Left Turn Compressed Underpass (underground vertical separation)
9. Feasibility Study Multilane 3-Leg Roundabout with EB Left Turn Flyover  
*Significant adverse impacts along two legs, similar to Concept 5 and Concept 6 has fewer adverse impacts*
10. Elevated EB and SB Left Turn T  
*Significant and widespread adverse impacts along three legs and not conducive for pedestrian and cyclist travel*

Note: All signalized intersection have SB Exclusive Triple Left Turns (TLTs), WB Exclusive Dual Right Turns (DRTs), and SB Exclusive Dual or Triple Right Turns (DRTs/TRTs).



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## Potential Complementary Configurations at NE 20<sup>th</sup> Avenue

1. Existing Full Median Opening T To Remain As Is (Left in, Left out, Right in, Right out),
2. Continuous Green Free Flow Westbound Through T (Left in, Left out, Right in, Right out),
3. Directional Median **Opening T** (Left in, Right in, Right out)
4. Closed Median Opening T (Right in, Right out)
5. New Eastbound Auxiliary Right Turn Lane



**FDOT Website:**

<https://www.fl.gov/>

**Project Website:**

[www.fl.gov/projects/US1GatewayPDE](http://www.fl.gov/projects/US1GatewayPDE)



**Adham Naiem, PE, PMP**  
**Project Manager – Roadway Design Section 6**

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**Project Website:** [www.fl.gov/projects/US1GatewayPDE](http://www.fl.gov/projects/US1GatewayPDE)