

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

Board Members Present

Chris Wolf – District 3
Maximiliano Goldstein (Vice Chair) – District 5
Janet Arango – District 6
Charmie Pujalt– District 7
Phillip Kim – District 9
Michael Kroll (Chair) – League of Cities

Board Members Absent

Steve Lim – District 1

County Staff

Sara Forelle, Senior Planner, BPAC Coordinator, Urban Planning
Paula Finlayson, Parks & Recreation
Josette Severyn, Mobility Project Coordinator, Mobility Advancement Program

Attendees

Claudette De Los Santos, FDOT District 4
Christina Fermin, Marlin Engineering
Jeff Weidner, Marlin Engineering
Sofia Thordin, Benesch for BCT
Sarah Clark, resident
Alejandro Munoz, resident
Matthew McIntosh, resident
Rachelle Solomon (via phone; in listen-only mode)

I. CALL TO ORDER

Michael Kroll, Chair called the meeting to order at 6:33 PM.

II. ROLL CALL

The roll was called by staff. A quorum was present. Member Wolf introduced himself as the newest member of the BPAC.

III. INTRODUCTION OF VISITORS

The presenters, staff and other attendees introduced themselves.

IV. APPROVAL OF MINUTES – September 13, 2023

Chair Kroll requested questions or comments on the minutes. Upon a motion by Vice Chair Goldstein, seconded by Member Kim, the September 13, 2023 minutes were approved by a unanimous vote.

V. NEW BUSINESS

1. PRESENTATION – Broward County Transit (BCT) Request for Feedback on the Transit Development Plan – *Sofia Thordin, Benesch*

Ms. Thordin from Benesch is assisting Broward County Transit (BCT) in seeking public input and feedback for the Transit Development Plan (TDP) update. The TDP is a ten-year plan that is updated every 5 years. It includes recommendations related to service, infrastructure, technology, plans and policies for all modes of public transportation. The final plan will be presented to the Board of County Commissioners on December 12, 2023. An on-board survey was conducted and over 3,800 responses were received. It was conducted during all weekdays and all operating times (4:30 am to 12:20 am) to capture as many types of riders as possible. Meetings were held with several focus groups and citizen organizations. BCT scored high in the “net promoter score”, a measure of satisfaction with the service.

DISCUSSION

- Vice-chair Goldstein asked if BCT is conducting another transit study to improve operations and connections. He stated that he is taking the bus more often and tried to take it to the Tri-Rail station. On his way to the stop, he noticed that the bus he was taking arrived early, but drove past the bus stop without stopping since riders were not waiting on the bench. The next bus was not expected for another hour. As a choice rider this does not work. Ms. Thordin responded that the PREMO plan considers increasing headways on primary corridors to make the service more accessible.
- A question was asked about what to plan’s resiliency goal means. Ms. Thordin stated that resiliency is about building a system that can respond to stressors like the ones we’ve been experiencing, not just to sea level rise.
- Comments and questions from the public:
 - *Does the rider have access to information about bus arrival time and does the driver know what time they need to at a certain stop?*
BCT Response: Ms. Thordin paraphrased the concern as “improve the information at the bus stops to aid riders but also on-time performance.” It also depends on whether the stop has a bus pullout. You can’t have a bus idling in a travel lane stopping traffic.
 - *Is there instant trip information on how long it would take from point to point?*
BCT Response: BCT limits stops on high traffic corridors to reduce the time it takes to get to destinations.
 - *On the bus tracker application, it’s easy to get confused since it is not clear on whether it is the bus number, the route, or the destination that needs to be used for tracking. It would be better to simplify for the user. Consider naming bus stops so that they are easier to find on a map, on the bus or in the tracker.*
 - *Has Transit considered devoting a traffic lane exclusively to bus service? This might help with the idling issue.*
BCT Response: Ms. Thordin explained that Transit has no control over the right-of-way, but that she is sure that this is being considered.

2. PRESENTATION – Broward Low Stress Multimodal Mobility Master Plan Updates – Jeff Weidner and Christina Fermin, Marlin Engineering

Ms. Fermin provided an overview of the project. The needs assessment is being finalized. Afterward, they will move forward with the feasibility analysis and the design manual. The Vision Statement is, “to create an inclusive low-stress multimodal transportation network for all ages and abilities in Broward County.” The goal is to enhance accessibility and mobility for all through opportunities. She shared a graphic of how connections can be enhanced within a square mile block surrounded by arterial collector roads. A major challenge is getting across arterials since they serve as barriers to safe and comfortable mobility. The foundational principles include: Comfort, Convenience, Safety, and Inclusiveness.

A low-stress network emphasizes reducing the impact from high-speed motorized vehicles, allowing for safe travel within and between neighborhoods and communities by people of all ages and abilities. Low-stress facilities are preferred by the majority of the population. Ms. Fermin shared several images of existing low-stress facilities in South Florida as well in other locations. She also shared images of fractured pavement, incomplete or narrow sidewalks next to speeding traffic, and obstructions due to utility poles. These conditions make bicycle travel very difficult. However, despite the conditions, bicyclists often prefer riding on the sidewalks instead of on-street bike lanes.

She explained that Level of Traffic Stress (LTS) is used to measure the level of stress a person might experience while using the transportation systems and available facilities (see slide image below). Pedestrians and bicyclists have separate scales. LTS levels range from 1 to 4 (5 for bicycles). LTS 1 provides the lowest level of stress and the most comfortable option for users of the facility. LTS 4 includes facilities that are difficult to use or traverse, uncomfortable, located along a high volume/high speed corridor, or where there is no special facility so the bicycle must travel with vehicular traffic.

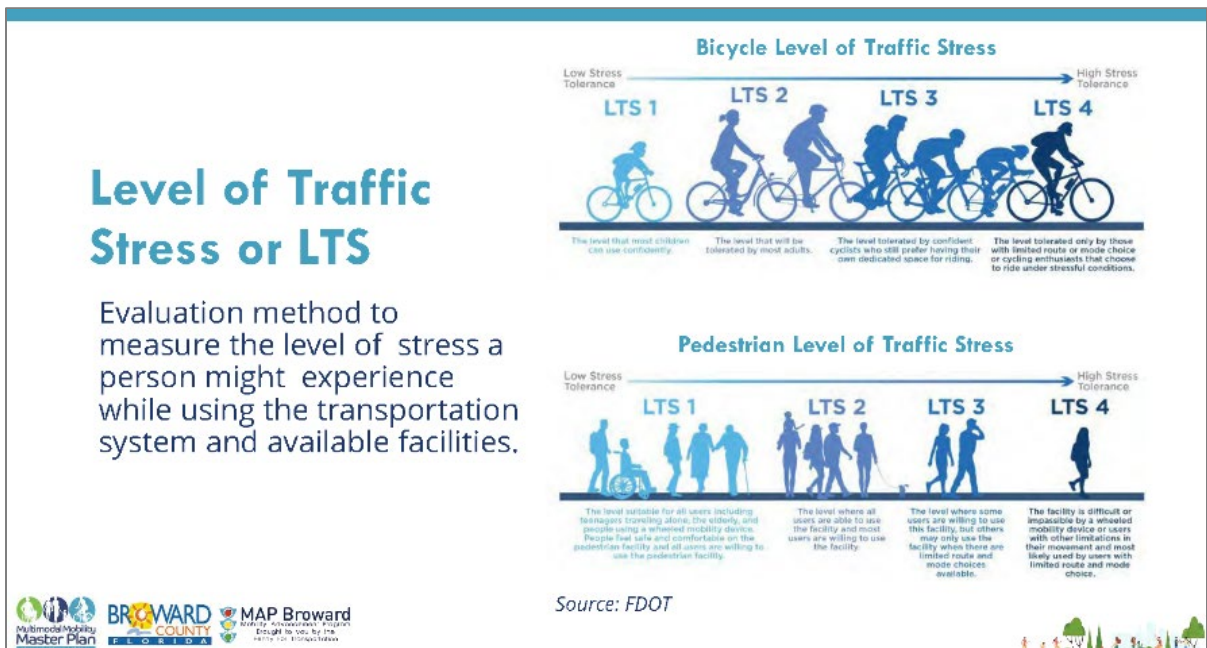


Figure 1 - Level of Traffic Stress explained.

Key findings of the study include the following, as shown in the graphic below:

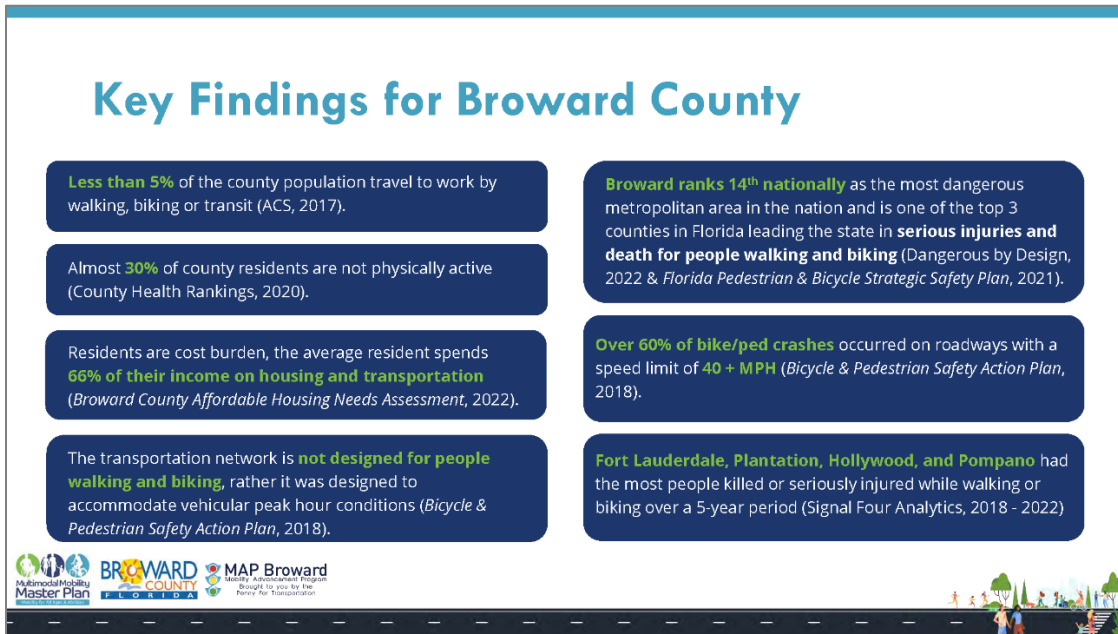


Figure 2 - Key Mobility Findings

Numerous comments were received through their outreach efforts. Many of them focused on the lack of or insufficiency in the quality of the facilities available, including better connectivity, a need for amenities such as trees and benches, safety, cross walks and separated facilities.

Just under 7% of the County includes people with disabilities who are under 65 years old. The over 65 years group includes “Baby Boomers” who comprise 18% of the population, are expected to represent over 25% of the population by 2030.

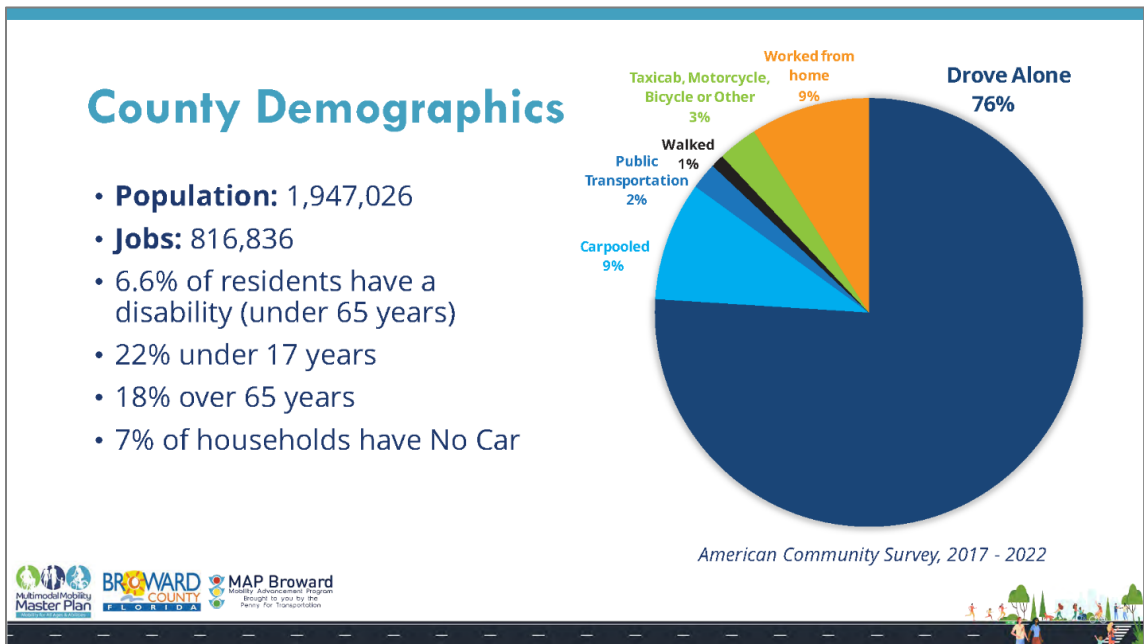


Figure 3 - County Demographics

National studies, and local and regional mobility plans were reviewed. The “heat” map of bicycle and pedestrian crashes, below, was also used to identify municipalities where the highest number of crashes occurred between 2018 and 2022. The SR 7/US 441 corridor stands out as a high transit corridor that is also high in crashes. In a separate injury heat map, Broward and Sunrise Boulevards have the highest level of fatalities and serious injuries.

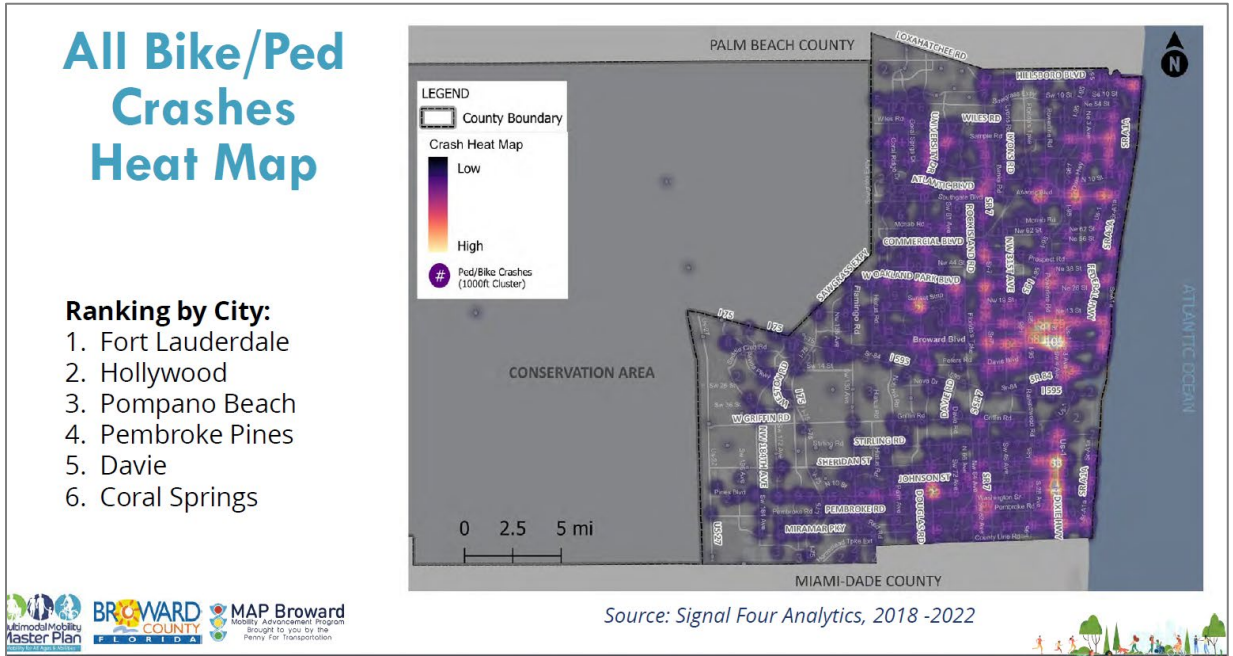
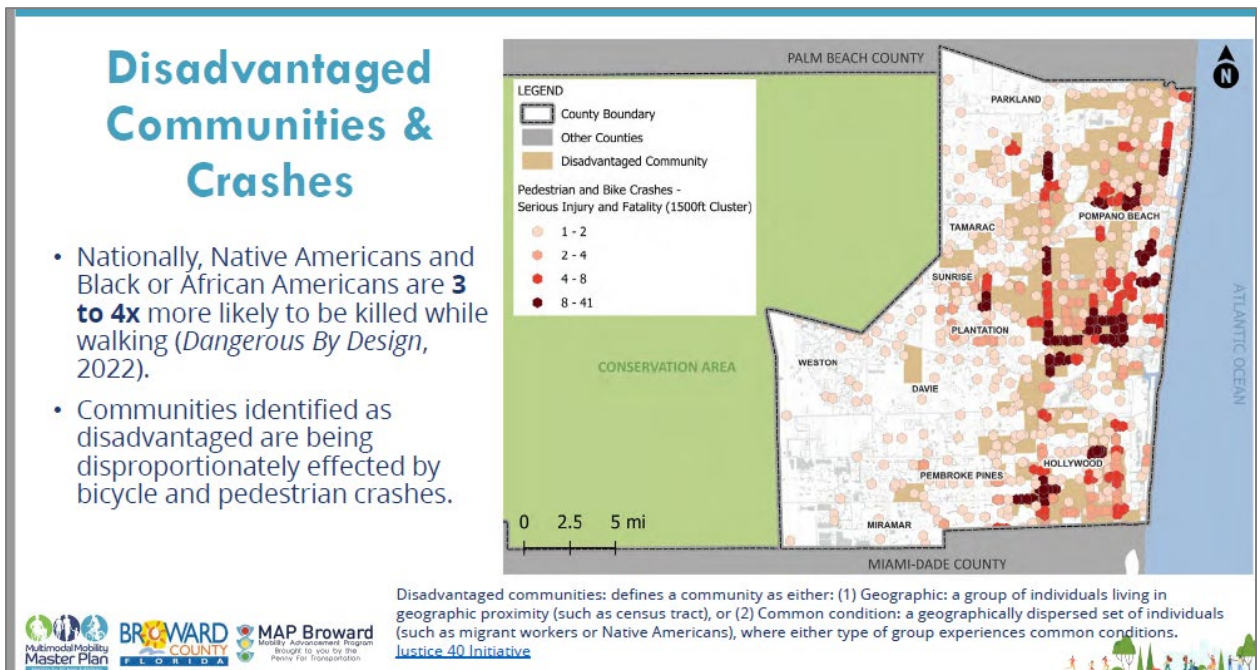


Figure 4 - Bike and Pedestrian Crashes Heat Map

The next slide depicts correlations between Disadvantaged Communities and number of crashes registered.



Below is a map depicting the Bicycle Level of Traffic Stress (BLTS) analysis, which shows that most facilities within the County are rated Level 4. Most pedestrian facilities fall under PLTS 2.

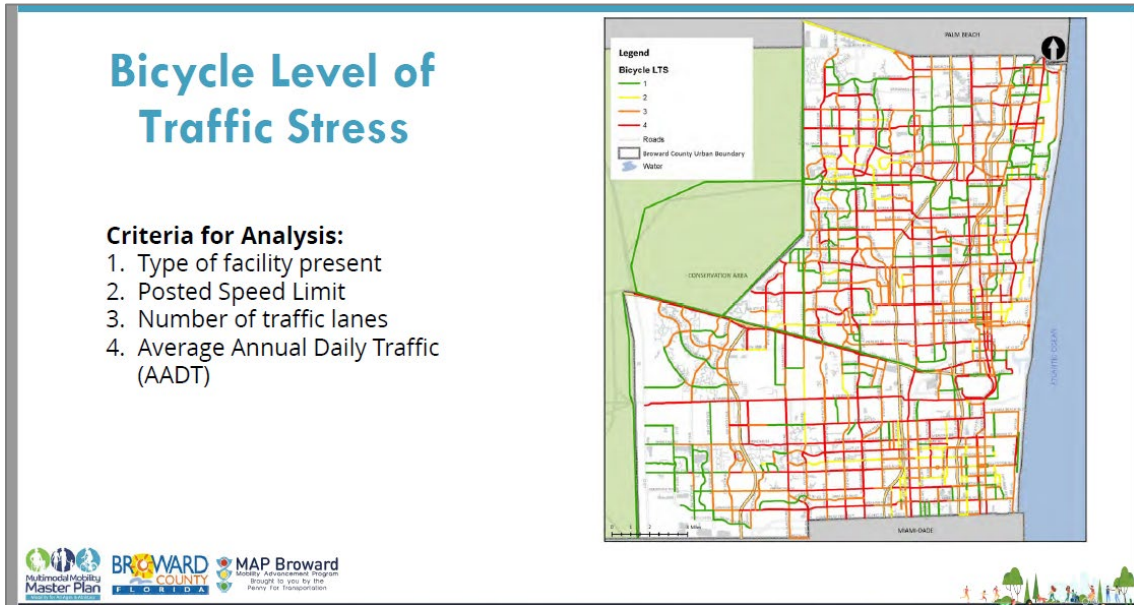


Figure 5 - Bicycle Level of Traffic Stress Map

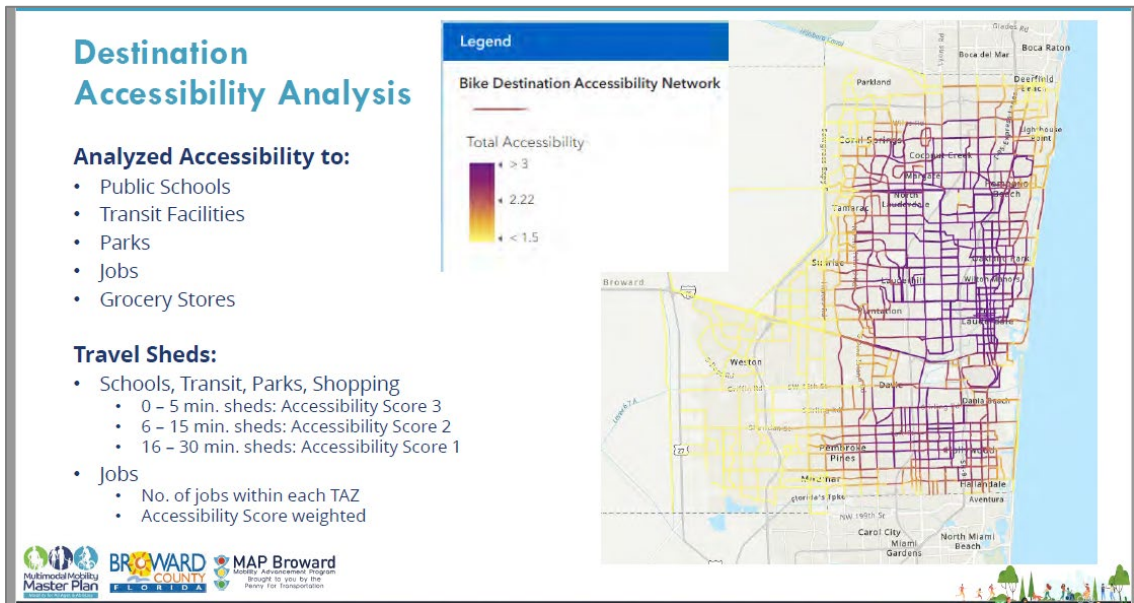


Figure 6 - Destination Accessibility Analysis

The next step of this process is to conduct a Needs Assessment, which will result in prioritization of cost feasible projects that will be recommended for inclusion in the long-range transportation plan (LRTP) and transportation improvement plan (TIP).

Another consultant, Fehrs and Peers, is helping analyze “destination accessibility” using public schools, transit facilities, parks, jobs and grocery stores. The map below shows greater accessibility in the central areas of the County, which decreases along the edges, particularly in the “cul-de-sac” and gated communities in the west.

The Accessibility Analysis and the Level of Traffic Stress Analysis Map will be used to identify gaps and opportunities. The “warm” colors show corridors with high bicycle and pedestrian levels of traffic stress, where red has the highest accessibility. The higher stress and higher accessibility corridors will be prioritized first. Generally, the desire is to improve the “red corridors” to increase the number of “green” corridors, while also enhancing existing “green” ones. The lower access corridors will be considered last in this effort. The map is available online.

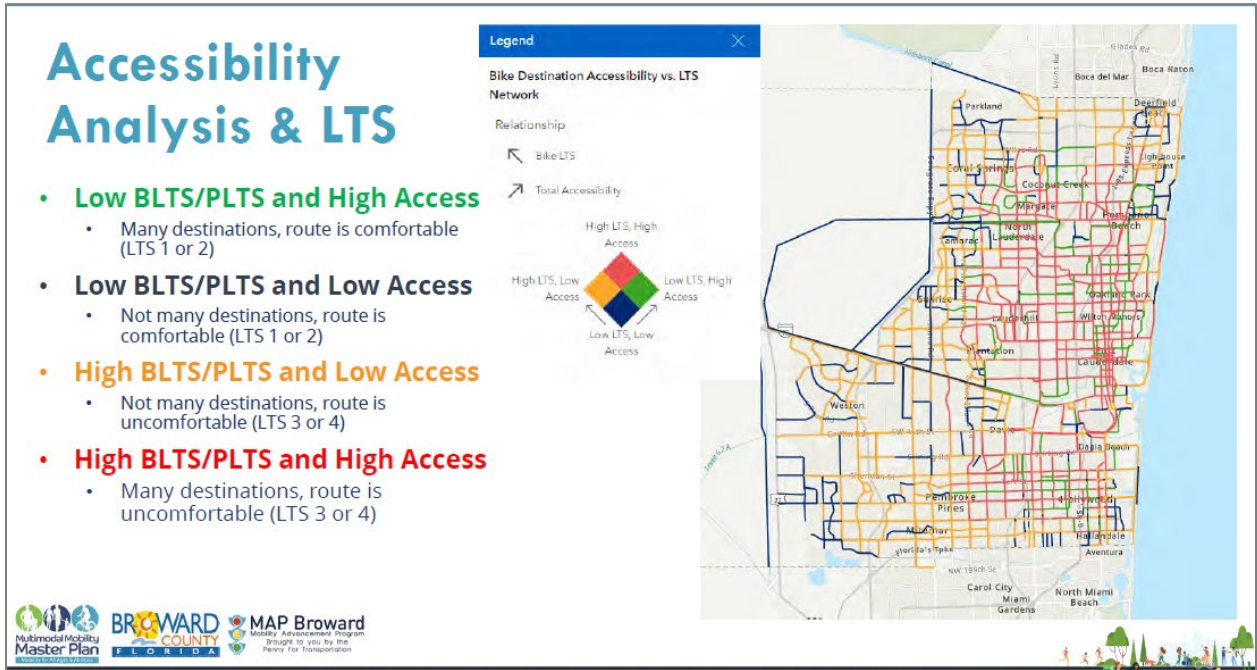


Figure 7 - Accessibility Analysis and LTS map.

The project consultants are completing the prioritization criteria which will apply to the higher-ranking corridors. The criteria include the following elements:



Figure 8 - Prioritization Criteria

Ms. Fermin encouraged everyone to take the survey, which was previously shared with BPAC members. They will also be posting a Crowd Source Map for the public to post

comments. The next public meeting is in early 2024. Finally, they are working on a Design Manual including best practices, branding, and a placemaking toolkit for municipalities.

DISCUSSION

- Ms. Forelle asked if smaller trails that are visible on Google Maps aerials are being incorporated into the facilities map. Ms. Fermin responded that one of their biggest challenges has been recording and mapping these types of trails, so it is not currently part of their scope. They are relying on facilities recorded by FDOT. The County does not maintain this type of inventory. Unfortunately, there is no repository where the cities can provide information about what they have on their maps. Creating a repository will very likely be among their recommendations.
- Member Wolf asked if there was any coordination with the FDOT to make the proposed improvements. Ms. Fermin responded that FDOT has several representatives that sit on their Steering Committee, including staff from the District's Safety, Mobility, and Planning offices. District 4 is also currently updating their own Master Plan. Recommendations will apply to County and State Roads. FDOT is already moving forward with improvements. Mr. Weidner noted that he attended the Complete Streets Team meeting earlier in the day and heard that there are State Road projects where the District is prioritizing sidewalk level shared paths over bike lanes in roads.
- Member Wolf asked if there are any considerations to adding facilities to improve the network in addition to just improving existing facilities. Ms. Fermin noted that only a handful of communities and neighborhoods (where accessibility is low) have frequent gaps in the sidewalks. There will be a recommendation for the County to work with those cities to fill the sidewalk gaps. The focus of this study is to improve accessibility to the five prioritized destinations listed (i.e., schools, transit, jobs) and make travel more comfortable. They will also look at opportunities to create facilities along canals, FPL easements, or other locations to help fill gaps or improve accessibility by decreasing distances.
- Ms. Forelle encouraged the consultants to add Safe Routes to School funding to the list of resources. Ms. Fermin stated that it is already being considered.
- Vice Chair Goldstein asked if the Design Manual would also include design tips for land use along sidewalks, in addition to focusing on pedestrian and bicycling facilities. Since transportation and land use go hand in hand, the consultants will include some recommendations that address moving away from the single-family monolithic zoning towards mixed use. They are looking at the right of way and how it can be allocated. A sketch design will be done for each of the top eight projects from the list.
- Vice Chair Goldstein mentioned a study that recommends minimum nine-foot sidewalks and that he is aware that the FDOT's context classification allows ten-foot-wide sidewalks. He encouraged the use of wider sidewalks for safety, convenience and to slow vehicular traffic, by reducing lane widths. Mr. Weidner added that BCT buses are 10 feet 9 inches wide, so the new typical sections will include 11 feet wide outer lanes to accommodate the buses. Vice Chair Goldstein said that in arterials with multiple lanes, the reductions add up. Mr. Weidner added that the Design Manual will include a "placemaking" toolkit that is being developed by the Curtis and Rogers group from Miami-Dade. It will include spaces that allow people to socialize along the trails, a concern that surfaced during the outreach.
- Chair Kroll asked if other multimodal vehicles were considered. The study is also focusing on personal conveyance devices, such as wheelchairs, scooters, unicycles. They seek to anticipate how to incorporate these new emerging micro-

mobility technologies since they are advancing exponentially. The presence of scooters is growing. Also, transit is an objective for better connectivity and accessibility. Dedicated bus lanes, while not part of this study, may be in the County's future. An important emphasis area in the scope is improving the level of stress that many transit-dependent users currently experience. Something that the consultant recommended in Miami Beach was sharing bus-only lanes with bikes, which is a more efficient use of these dedicated lanes and lessens the perception of empty lanes. Ms. Severyn mentioned that they will be including designs that reduce conflicts between bus riders and bicycles at the stops.

- Vice Chair Goldstein mentioned that he thought that several potential solutions to these challenges, including floating bus stops and central bus lanes are illegal in Florida. Ms. Severyn responded that rerouting bikes around bus stops does not necessarily create a "floating" bus stop. Also, they may use design to intentionally slow down bicycle speed near bus stops to increase awareness and reduce conflicts of people trying to board at or walk away from the stop.

3. REQUEST – for a letter of support for the Flamingo Road Greenway submittal for funding to the SUN Trail system.

Josette Severyn requested BPAC to submit a letter of support for a SUN Trail application for the Flamingo Road Greenway. The application is being submitted in December in partnership with the Highways and Bridges Maintenance Division. The shared-use trail will be located along the west side of the Snake Creek canal, from the southern county line to the New River Greenway. The application would fund the environmental studies needed, as well as design and construction. Separately, the County would fund the installation of trees and amenities. Maintenance would be the responsibility of the affected municipalities, including Miramar, Pembroke Pines, Southwest Ranches and Cooper City. Some agreements have already been signed. The right-of-way is mostly within County jurisdiction, but portions may be owned by the South Florida Water Management District. Additional information will be shared with the BPAC in the future. Upon a motion by Vice Chair Goldstein and seconded by Member Arango, the BPAC approved providing a letter of support by unanimous vote. Below is one of several typical sections shared with the BPAC members.

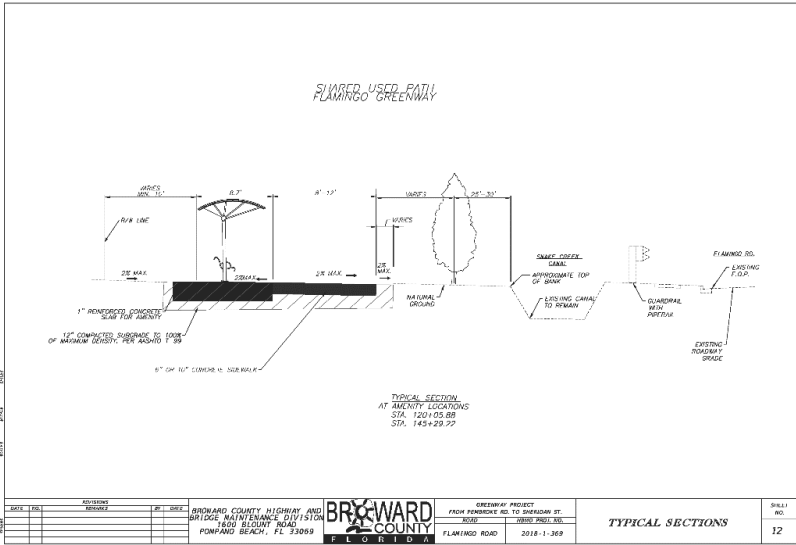


Figure 9 - Typical Section

4. MOTIONS – To accept annual report and,

- a. Submit to the County Administrator to share with the County Commission.**

Upon a motion by Vice Chair Goldstein, seconded by Member Arango, the motion passed by a unanimous vote.

- b. Publish the document on the BPAC website**

Upon a motion by Vice Chair Goldstein, seconded by Member Wolf, the motion passed by a unanimous vote.

5. MOTION – To approve the 2024 March Bicycle Month Proclamation and forward to the County Commission.

Upon a motion by Vice Chair Goldstein, seconded by Member Arango, the motion passed by a unanimous vote.

6. MOTION – To approve 2024 BPAC Meeting Schedule

Upon a motion by Member Wolf, seconded by Vice Chair Goldstein, the motion passed by a unanimous vote.

VI. OLD BUSINESS

None.

VII. AGENCY UPDATES

Claudette De Los Santos shared that District 4 is in the process of initiating the Bicycle Master Plan and she will share more information at the March BPAC meeting, including updates on counts. She also mentioned a training being conducted about bicycle and pedestrian design for several south Florida districts in Miami on December 12 – 13, 2023 at the Miami Transportation Planning Organization (TPO).

VIII. STAFF REPORT

Ms. Forelle shared highlights from the Broward Municipal Services District (BMSD) Wellness Jamboree that was held on October 20, 2023 at Delevoe Park. The BPAC had a booth that was staffed by Paula Finlayson. Chair Kroll and Member Wolf attended to assist with handing out bicycle helmets, raffling donated bicycles and sharing information on bicycle and pedestrian safety. Ms. Forelle distributed certificates of appreciation prepared by the event coordinator.

Member Wolf shared impressions and noted that the County Mayor and Commissioner McKinzie were also present. Chair Kroll also shared positive impressions about the public engagement. Ms. Forelle was unable to attend and thanked the members who attended.

Ms. Forelle shared copies of the draft “How to design pedestrian and bicycle friendly communities” brochure and asked the members to review and prepare comments for further discussion at the next BPAC meeting in January.

IX. PUBLIC COMMENT

None

X. COMMITTEE MEMBER UPDATES

- a. *Complete Streets Team Updates* – Member Goldstein shared information about Complete Streets Team (CST) meetings held in October and November. In particular, he highlighted learning about software that can track the paths of pedestrian and bicycle movements in an intersection using video or livestreams. Another project is the widening of the Turnpike and underpass improvements. The Laudertrail team provided a status update on the implementation of the adopted Master Plan. The November meeting held earlier today, included a presentation about NW 31st Avenue, where the bike lane is being replaced by a wider shared-use path at the level of the sidewalk. Ms. Severyn provided a presentation about the Flamingo Road SUN Trail application to the CST earlier that day as well.
- b. *Committee Member Updates* – Ms. Pujalt announced that she would be leaving the BPAC after serving almost four years and wished the board well. Ms. Forelle used the opportunity to invite members of the public to apply for any of the multiple position openings. Vice Chair Goldstein shared an announcement for an affordable housing workshop at the City of Plantation in December and the City is also undergoing an important code rewrite and invited attendees to attend the meetings.

XI. ADJOURN

Upon a motion by Vice Chair Goldstein, seconded by Member Wolf, the BPAC voted unanimously to adjourn at approximately 8:31 p.m.

Next Meeting: Wednesday, January 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