

SUMMARY MINUTES - DRAFT



Bicycling and Pedestrian Advisory Committee (BPAC)

Broward County Government Center, in person
1 University Drive, 2nd FL Hearing Room, Plantation, FL 33324
March 12, 2025, at 6:30 p.m.

Board Members Present

Steve Lim – District 1
Chris Wolf – District 3
George Palaidis – District 4
Maximiliano Goldstein (Vice Chair) – District 5
RaShana Dabney-Donovan – District 9
Michael Kroll (Chair) – League of Cities

Board Members Absent

Lynne Kunins – District 2
Janet Arango – District 6

County Staff

Sara Forelle, Senior Planner, BPAC Coordinator, Urban Planning Division.

Attendees

Michael Melendez, FDOT District 4
Corinn Beem, Kimley-Horn, consultant to FDOT District 4
Jeresun Atkin, Kimley-Horn, consultant to FDOT District 4
Stewart Robertson, Kimley-Horn, consultant to FDOT District 4
Karen Friedman, Broward MPO
Leandra McGregor, resident
Joe Winn, resident

I. CALL TO ORDER

Michael Kroll, Chair called the meeting to order at 6:38 PM.

II. ROLL CALL

The roll was called by staff. A quorum was present. Attendees introduced themselves.

III. APPROVAL OF MINUTES – September 11, 2024

Chair Kroll requested, but did not receive any comments on the minutes. Upon a motion by Vice Chair Maximiliano Goldstein, seconded by Chris Wolf, the minutes of January 8, 2025, were unanimously approved.

Introduction: Broward MPO

WHO IS THE BROWARD METROPOLITAN PLANNING ORGANIZATION?

The Broward Metropolitan Planning Organization (MPO) is a dynamic public agency whose main job is to plan and coordinate transportation projects and programs in Broward County. Think of it like a group of people comprised of your elected officials, and the local community who come together to figure out the best ways to improve how people and goods move safely around your region. This could include improving roads, planning new transit routes, setting up bike lanes, adding sidewalks, improving access to ports and airports, or managing traffic. The Broward MPO helps to ensure that any money spent on transportation in Broward County is used efficiently and effectively.

They also collaborate with the public and other stakeholders to make sure the decisions they make are in line with what the community wants and needs.

WHAT'S IN IT FOR YOU?

An efficient, well planned, and funded transportation system makes a Better Broward for you, your family, friends, and colleagues. Whether you live, work, or play in Broward, the MPO plays a critical role in improving the quality of life within a community.

BE PART OF BROWARD'S FUTURE & GET INVOLVED

Ask questions and send us your comments by visiting our website BrowardMPO.org or by emailing us at info@browardmop.org.

- Broward MPO's **City Services** team offers technical assistance directly to local governments to develop Transportation Plans.
 - ✓ Establishing planning goals
 - ✓ Evaluating options
 - ✓ Developing project planning concepts
 - ✓ Preparation of planning-level cost estimates.
 - ✓ Assessing needs
 - ✓ Engaging with stakeholders
- Since January September 2024, Broward MPO has been providing technical assistance to the **City of Lauderhill** with the development of a **Transportation Master Plan (TMP)**.
- Broward MPO Project Manager is Karen Friedman

Halloween Safety Day - 10/25/2024

Safety Audit of NW 19 St - 9/26/2024

Figure 3: Introduction: Broward MPO - Slide 3

Ms. Friedman explained that the MPO is centered on safety and eliminating crashes that result in serious injuries and fatalities. The MPO also is responsible for long-term regional transportation planning and bringing federal dollars to the County.

About three years ago the MPO started a program to assist local governments in developing actionable Transportation Master Plans (TMPs). Ms. Friedman has been the Project Manager on three (3) plans that have been completed so far, including for the cities of Plantation, Wilton Manors, and Lauderhill.

Lauderhill Transportation Master Plan: The Basics....

What is the goal of the Lauderhill Transportation Master Plan (“TMP”)?

The TMP will identify transportation facilities that improve safety, comfort, and convenience for pedestrians, bicyclists, transit riders, and automobile users. The TMP is not intended to manage traffic congestion.

What type of recommendations will the Plan have?

The Plan’s recommendations will be based on best practices and *may* include wide sidewalks or shared-use paths, dedicated bicycle facilities, improved crosswalks, roundabouts, landscaped medians, bus shelters, street lighting, intersection safety features, and other speed management and safety countermeasures.

When will the Plan be complete?

The Plan should be completed by December 2025

Where will the projects be located?

The Plan will identify recommendations for six (6) roadways in the City. The roadways will be selected by City Staff and can include roadways owned by the state, county, or city, including neighborhood roads.

MPO
Metropolitan Planning Organization

BrowardMPO.org

Figure 4: Lauderhill Transportation Master Plan: The Basics - Slide 4

The goal of the Lauderhill TMP is to help identify transportation facilities and improve safety, comfort, and convenience for roadway users. Ms. Friedman clarified the plan's goal is not to reduce traffic congestion, but it is a consideration. A major impact of traffic congestion is crashes. Recommendations for safety and traffic management improvements are expected to also have a positive impact on traffic congestion.

Ms. Friedman is working closely with the City of Lauderhill to ensure the plan is completed by December 2025. Due to limited time and resources, recommendations are provided for six critical roadways.

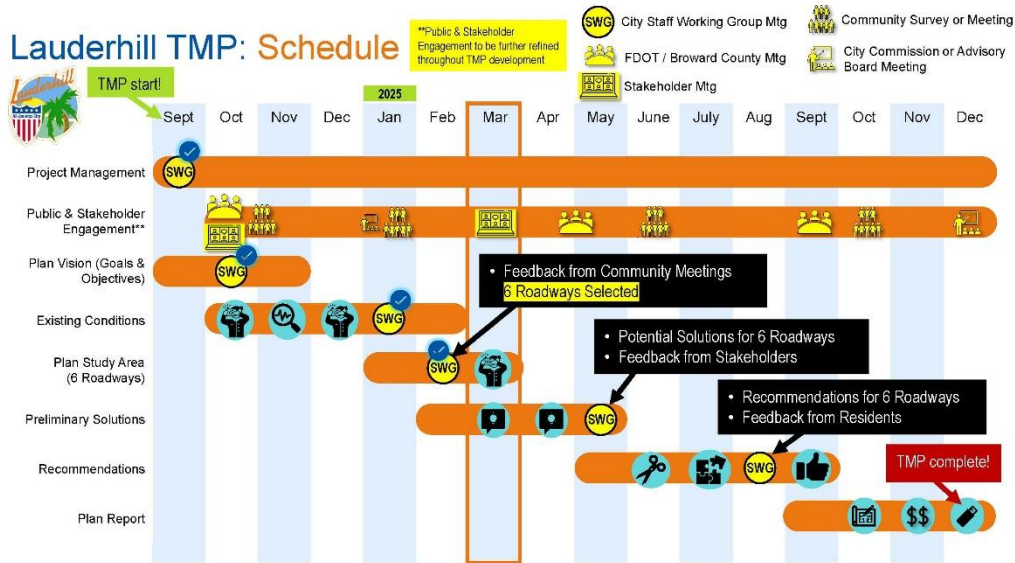


Figure 5: Schedule – Slide 5

Ms. Friedman presented the schedule that outlines technical assistance offered by the MPO. It includes project management and a report that incorporates public and stakeholder engagement, plan vision, existing conditions, and preliminary solutions and recommendations. The planning process is expected to take about 16 to 18 months.

Lauderhill TMP: Vision - Rooted in the Values of Family



Figure 6: Vision - Rooted in the Values of Family – Slide 6

The City of Lauderhill's Strategic Plan identifies the vision as being *Rooted in the Values of Family*. For the TMP, the vision focuses on design of transportation facilities that accommodate the needs of Lauderhill's residents of all ages. The intent is to use the

transportation system to strengthen Lauderhill's sense of Community and develop a transportation system that is aligned with Lauderhill's Values.

Lauderhill TMP: Survey Monkey

- From 10/15/2024 to 1/15/2025
 - Original deadline of 12/15/2024 was extended one month
- Ten questions
 - Q1 and Q2 were informational
 - Q3, Q4, and Q5 gauged current travel behaviors
 - Q6, Q7, Q8, and Q9 ranked concerns and priorities
 - Q10 was general comment
- 324 Responses
- 133 General Comments

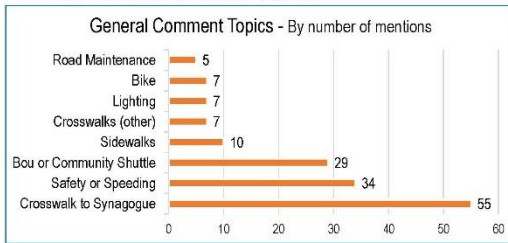
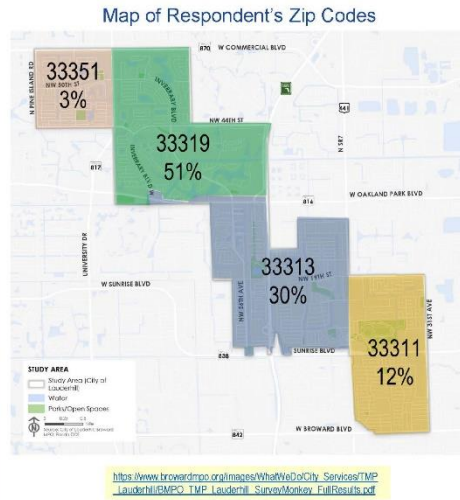


Figure 7: Survey Monkey - Slide 7

As part of project outreach, a brief 10-question survey was available for three (3) months using Survey Monkey. The City received 324 responses and 133 general comments.

Lauderhill TMP: SurveyMonkey – Highlights

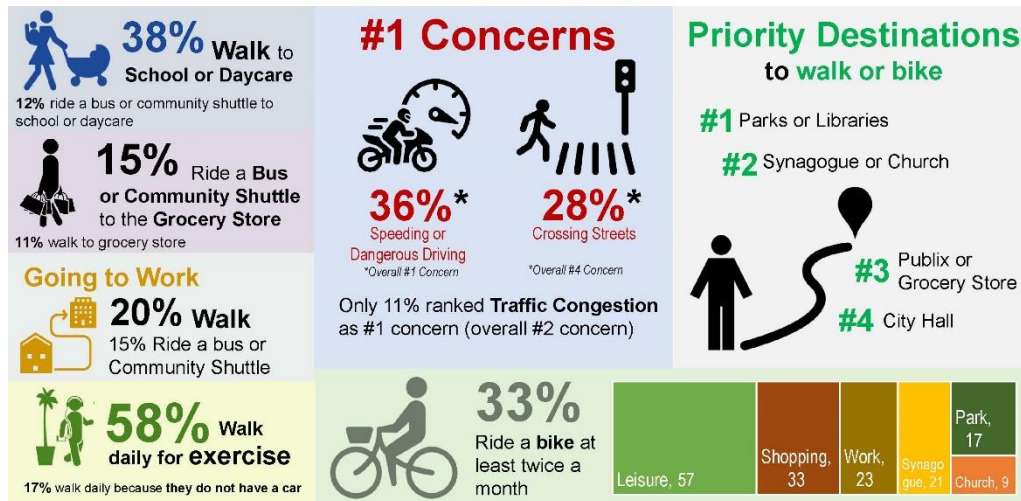


Figure 8: SurveyMonkey – Highlights - Slide 8

Survey responses were organized by topic and location, based on how and where people travel. Highlights include that 38% of respondents walk to school or daycare and 20% walk or ride a bus to work. The number one concern was speeding followed by dangerous street crossings. Traffic congestion concerns were identified in 11% of the responses.

Lauderhill TMP: Survey Monkey - Top 5 Priority Roadways

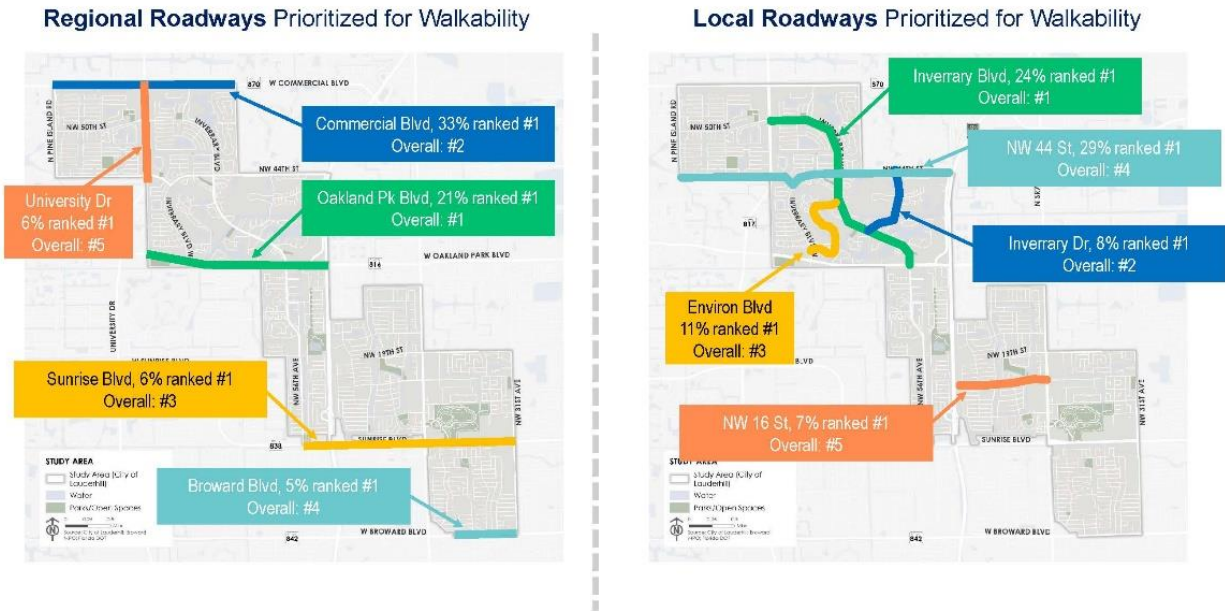


Figure 9: Survey Monkey - Top 5 Priority Roadways

The survey results were considered to select the top ten priority roadways for enhancing walkability, which include both regional and local roadways.

Regional Roadways

1. Oakland Park Boulevard, 21% - Overall #1
2. Commercial Boulevard, 33% - Overall #2
3. Sunrise Boulevard, 6% - Overall #3
4. Broward Boulevard, 5% - Overall #4
5. University Drive, 6% - Overall #5

Local Roadways

6. Inverrary Boulevard, 24% - Overall #1
7. Inverrary Drive, 8% - Overall #2
8. Environ Boulevard, 11% - Overall #3
9. NW 44th Street, 29% - Overall #4
10. NW 16th Street, 7% - Overall #5

Lauderhill TMP: Public Engagement – Community Meetings

COMMUNITY MEETINGS

Join us to share your suggestions for Lauderhill's Transportation and Parks & Recreation Master Plans.

- Jan 9 | 7pm | West Ken Lark Park
- Jan 14 | 6pm | Veteran's Park
- Jan 28 | 6pm | Lauderhill City Hall




Figure 10: Public Engagement - Community Meetings Slide 10

Several community meetings were co-hosted with neighborhood associations. The outreach meetings were well attended and additional feedback was attained.

Lauderhill TMP: Citywide Existing Conditions

<p>1. Demographics</p> <ul style="list-style-type: none"> • Demographics that inform transportation usage / needs Special Populations • Existing and Future Land Use Maps • Map of Destinations • Updated map of programmed studies and projects • Replica data – travel trends <p>2. Roadways</p> <ul style="list-style-type: none"> • Roadway network by roadway designation • Posted Speed Limits • Speed Studies • School Zone Speed Studies • Traffic Volumes • Context Classification (FDOT) • Traffic / Intersection Control devices • Traffic Calming 	<p>3. Biking in Lauderhill</p> <ul style="list-style-type: none"> • Network • Level of Traffic Stress map series • Comfortable Bike Access map series • Biking in Lauderhill observations <p>4. Walking in Lauderhill</p> <ul style="list-style-type: none"> • Network • Level of Traffic Stress map series • Comfortable Walk Access map series • Walking in Lauderhill observations <p>5. Transit in Lauderhill</p> <ul style="list-style-type: none"> • Network • Community Shuttle Map • PREMO Map 	<p>6. Safety Trends</p> <ul style="list-style-type: none"> • Crashes Map • Injury Crash Trends series • Crashes involving people walking and Biking • Ped & Bike Injury Crash Trends <p>7. Conclusions</p> <ul style="list-style-type: none"> • High Stress Roads and Intersections • Lack of Citywide Walking and Biking Corridors • Challenging Transit Access • Neighborhood Gaps • Summary of Opportunities
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https://www.browardmpo.org/images/WhatWeDo/City_Services/TMP_Lauderhill/SWG_Mtg_3_Presentation.pdf

BrowardMPO.org

Figure 11: Citywide Existing Conditions - Slide 11

Seven existing citywide conditions are considered: demographics, roadways, biking, walking, transit, safety trends, and conclusions.

The concludes thatthe following conditions need to be addressed:

- High stress roads and intersections;
- Lack of citywide walking and biking corridors;
- Challenging transit access; and,
- Neighborhood gaps.
-

Lauderhill TMP: Plan Study Area

The Plan Study Area are the six roadways that will have transportation projects identified in the TMP (including concepts, scopes-of-work, and planning-level cost estimates).

The Lauderhill TMP Plan Study Area is comprised of six roadways, primarily city-owned, that are considered critical for multimodal improvements. The transportation projects will improve roadway safety and citywide connectivity, consistent with best practices and the TMP Vision.

The Plan Study Area roadways are shown on this map. *The roadway number is not intended to indicate priority.*

Plan Study Area Roadway	
1	NW 82 Av: Commercial Blvd to NW 44 St
2	NW 44 St: University Dr to Rock Island Rd
3	Inverrary Blvd: University Dr to Oakland Park Blvd
4	NW 56 Av: Oakland Park Blvd to Sunrise Blvd
5	NW 19 St to County Regional Park
6	Sunrise Blvd: US 441 to NW 31 Av

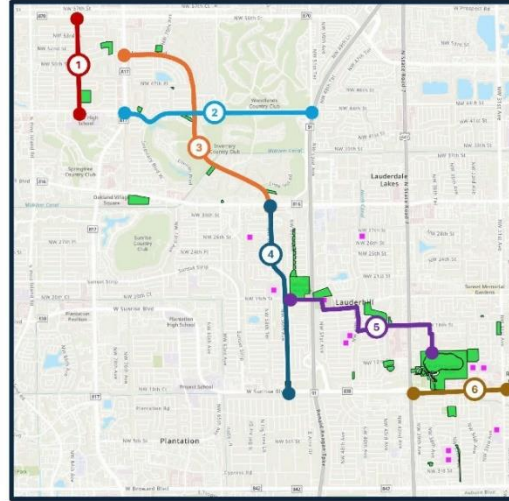


Figure 12: Plan Study Area - Slide 12

The following roadway segments were selected for inclusion in the Plan's Study Area, shown in the map slide above:

1. NW 82nd Avenue: Commercial Boulevard to NW 44th Street;
2. NW 44th Street: University Drive to Rock Island Road;
3. Inverrary Boulevard: University Drive to Oakland Park Boulevard;
4. NW 56th Avenue: Oakland Park Boulevard to Sunrise Boulevard;
5. NW 19th Street to County Regional Park; and,
6. Sunrise Boulevard: US 441 to NW 31st Avenue.

Lauderhill TMP: Next Steps

1. Field Audits for Plan Study Area roadways (revisit the 6 roadways to observe facility conditions, plus pedestrian and driver behaviors)
2. Additional Data Collection for Plan Study Area roadways (5-year review of injury crashes (trends for each roadway such as crash type, time of day, weather conditions, identify hot spots, etc...))
 - Update Existing Conditions Map Series
3. **Identify Potential Solutions for Plan Study Area**
4. Meetings with Stakeholders:
 - FDOT
 - Broward County
 - Broward Schools Planning Staff
 - City of Sunrise
 - City of Tamarac

Thank you....

Karen Friedman, Senior Planner / TMP Project Manager
FriedmanK@BrowardMPO.org



Figure 13: Next Steps - Slide 13

Next steps include collecting additional data from more detailed field observations and the review of 5-year injury crash trends for the six selected roadways. Most importantly, potential solutions will be identified and additional stakeholder meetings will be conducted.

Lauderhill TMP: Rooted in the Values of Family



Figure 14: Rooted in the Values of Family - Slide 14

DISCUSSION

A BPAC member asked how the process is initiated and funded; how the technical assistance is provided; how cities can become involved; and whether other communities will get a chance? Additionally, they asked how the MPO is going to ensure that these projects are carried out as proposed.

Ms. Friedman explained the transportation master plan program is funded by the Unified Planning Work Program (UPWP), a two-year budget required for federal funding. For Wilton Manors and Lauderhill, the MPO used Kittleson & Associates as consultants. Kimley-Horn and TYLin are consultants who have also provided support to the MPO during these planning processes.

Project implementation is the responsibility of the city. However, the MPO will work with city staff to identify whether projects will be city-funded or funded by external partners. Once the funding source is identified, MPO staff can determine the strategic guidance that will be provided. Funding is prioritized for locations where crashes that result in fatal and serious injuries are occurring.

A BPAC member asked why Sunrise Boulevard is in Lauderhill's plan when the city includes a small section and if Lauderhill would need to partner with a neighboring city to plan a two- or three-mile project. Ms. Friedman responded that the decision to add Sunrise Boulevard is because this roadway is on the Killed or Serious Injury (KSI) network, roads with high incidence of crashes resulting in deaths or serious injuries. This is a significant issue for the City since they would like to improve the quality of life. Also, the Swap Shop

property has plans for redevelopment, a project that would also help the City achieve their goals and vision.

A member asked if stray shopping carts were considered in the plan. People without vehicles often use them and then leave them anywhere. Ms. Friedman responded that stray shopping carts are not part of the focus.

Ms. Forelle noted that Ms. Friedman may have a greater voice within the community and asked if she could potentially share concerns about the need to improve the access between streets and buildings. Ms. Forelle pointed out the need for improvements at the intersection of Sunrise Boulevard and NW 31st Avenue. Ms. Friedman stated that the Broward Safety Action Plan (BSAP) has considered this intersection, and also the intersection of NW 31st Avenue and NW 19th Street.

Ms. Friedman was asked about the kind of data the MPO was collecting and if they were conducting counts in those corridors. She responded that the data collected does not include pedestrian counts because of their limited budget. However, if certain recommendations require pedestrian counts, they could be included in next steps. The data collected mostly focuses on safety, which includes crashes involving pedestrians and bicyclists, as well as vehicular crashes involving fatalities and serious injuries.

Lastly, Ms. Friedman was asked how close the survey responses are to representing the average pedestrian or bicyclist. Ms. Friedman explained that the survey is not statistically valid, but it does provide the opportunity to make improvements that align with the community's priorities.

2. PRESENTATION – Pedestrian and Bicycle Master Plan- *Michael Melendez, Florida Department of Transportation (FDOT) District 4 & Corinn Beem, consultant to FDOT District 4*



Figure 15: Pedestrian and Bicycle Master Plan - Title Slide

Michael Melendez, District 4 Office of Modal Development, the target date for completion of the 2018 Pedestrian and Bicycle Master Plan is late summer of 2025.



Figure 16: DOT Compass- Slide 2

Mr. Melendez stated the FDOT Compass is a strategic framework that guides everything the Department is doing to create a safe, efficient, and connected transportation network. The compass also embodies innovation, collaboration, and accountability to ensure the Department is seeking to meet the needs of its residents, businesses, and visitors for both today and the future.

Figure 17: 2055 Florida Transportation Plan- Slide 3

Mr. Melendez introduced Ms. Corinn Beem, who has been working closely on this plan. Ms. Beem stated the 2055 Florida Transportation Plan (FTP) is a statewide plan that will guide and frame Florida's transportation future. Ms. Beem also shared that the project is set to be adopted in November 2025, and everyone is welcome to provide feedback.

Project Overview

Purpose

Update the 2018 District Four Pedestrian and Bicycle Master Plan

Outcomes

- Develop context-specific project recommendations for pedestrian and bicycle improvements on the State Highway System (SHS)
 - Sidewalks
 - Crossings
 - Bicycle Facilities
 - Shared Use Paths
 - Alternative Bicycle Routes



Figure 18: Project Overview- Slide 4

Updates to the 2018 District 4 Pedestrian and Bicycle Master Plan consist of developing context-specific project recommendations for pedestrian and bicycle improvements on the State Highway System (SHS), including: sidewalks, crossings, bicycle facilities, shared-use paths, and alternative bicycle routes.

Florida's Complete Streets – A 360° Approach

A context-sensitive approach for planning, designing, and implementing Complete Streets in Florida.



Figure 19: Florida's Complete Streets- Slide 5

Previously, FDOT developed a context-sensitive approach to planning, designing, and implementing complete streets in Florida. The approach links land use and transportation

to ensure improvements are appropriate for pedestrians and other users to navigate comfortably within each context.

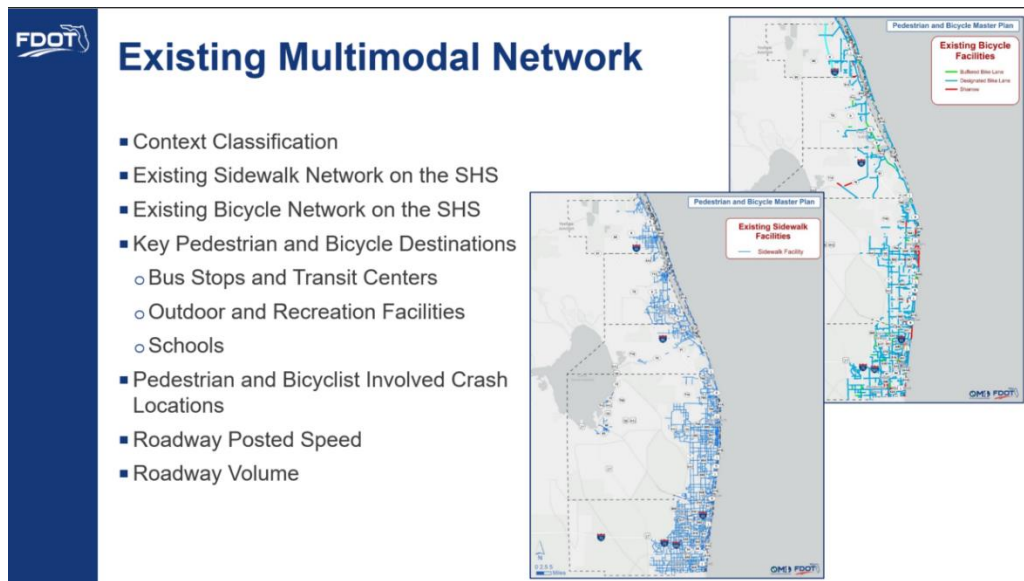


Figure 20: Existing Multimodal Network- Slide 6

The FDOT is looking at the location of existing networks, such as bicycle and pedestrian infrastructure, across the FDOT districts. They are also looking into the locations of existing key pedestrian and bicycle destinations and facilities, like transit, parks, and schools. At the same time, they are looking at the roadway inventory and different characteristics, such as roadway volume and speed.

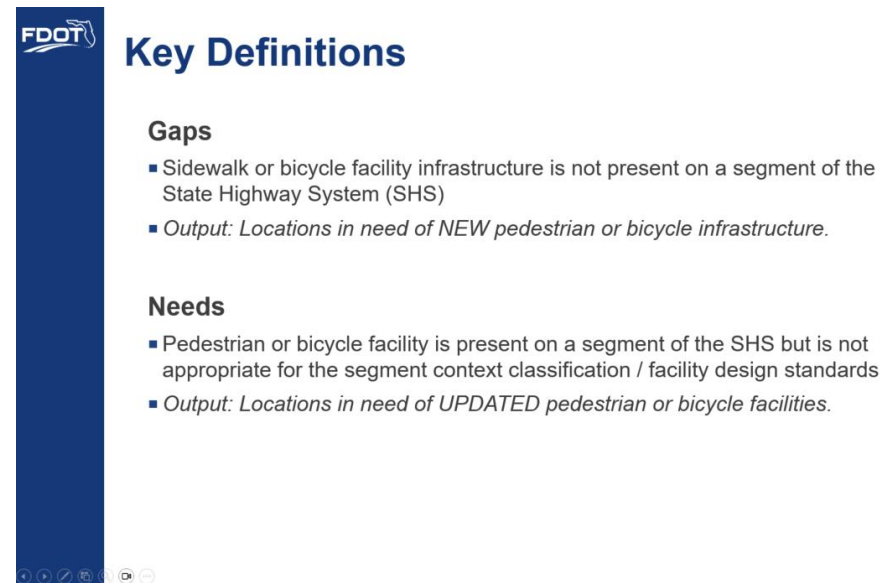


Figure 21: Key Definitions- Slide 7

The existing the network is being used to identify two crucial issues for the master plan: gaps and needs.

Gaps- include sidewalks or bicycle facility infrastructure that is not present on a segment of the State Highway System (SHS).

Needs- include pedestrian or bicycle facility infrastructure that is present on a segment of the SHS, but is not appropriate for the segment context classification/ facility design standards.

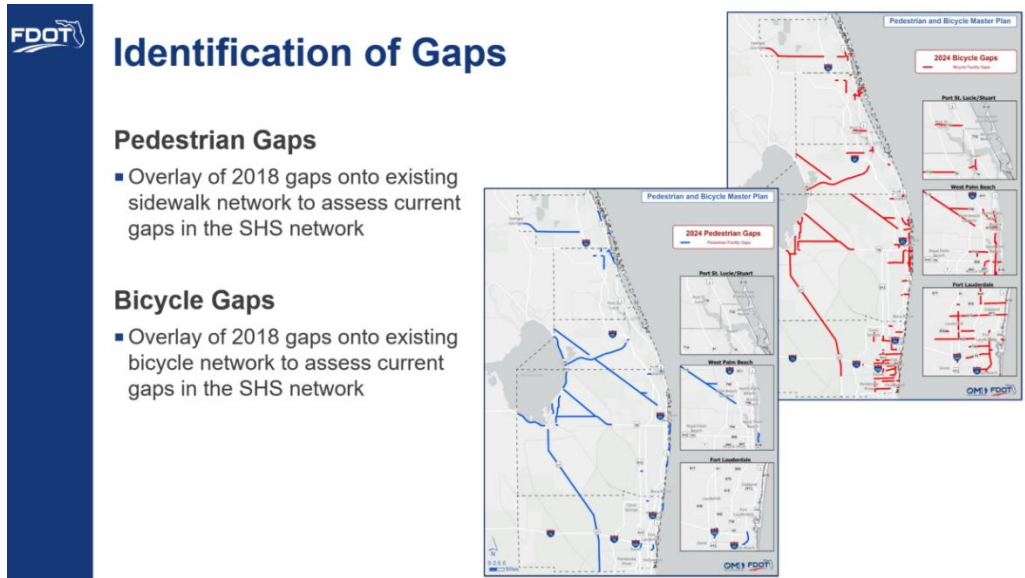


Figure 22: Identification of Gaps- Slide 8

Gaps are being identified for the pedestrian and bicycle facilities across the five (5) counties in FDOT District 4.

Pedestrian Gaps- Overlay of 2018 gaps onto the existing sidewalk network to assess current gaps in the SHS network.

Bicycle Gaps- Overlay of 2018 gaps onto existing bicycle network to assess current gaps in the State Highway System (SHS) network.

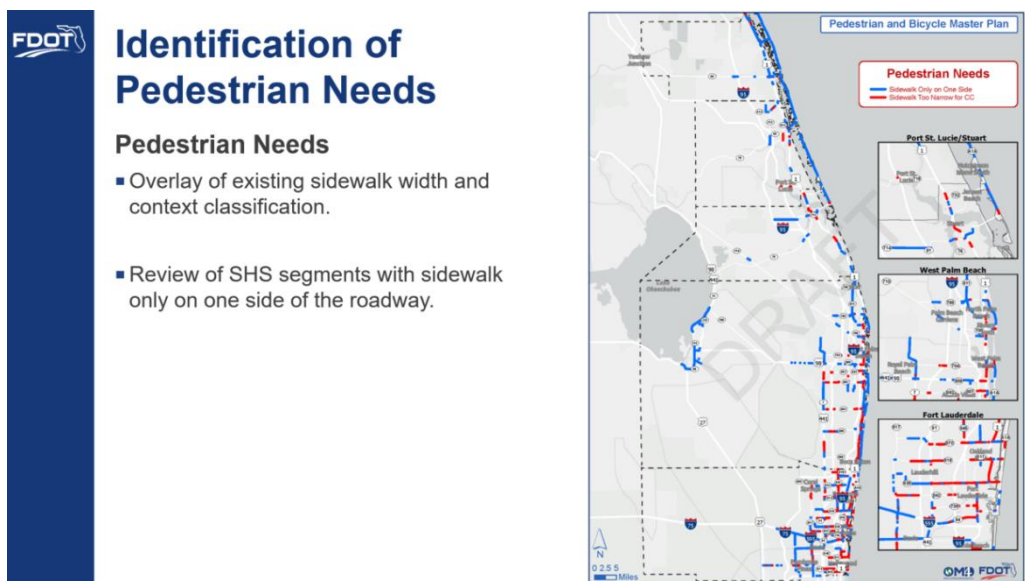


Figure 23: Identification Pedestrian Needs- Slide 9

Pedestrian needs are being identified to potentially improve or enhance facilities by:

- Overlaying existing sidewalk width and context classification.
- Reviewing SHS segments with sidewalks present on only one side of the roadway.

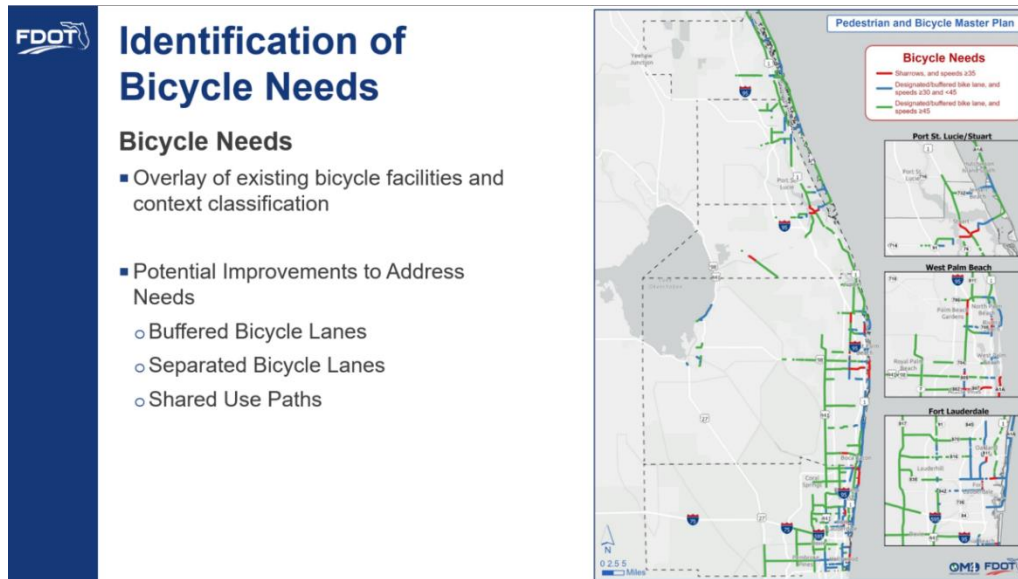


Figure 24: Identification of Bicycle Needs- Slide 10

Another step includes reviewing existing facilities to assess if they are appropriate for the context classification and speed limit. This will allow staff to propose potential improvements to address needs such as buffered bicycle lanes, separated bicycle lanes, and shared use paths.

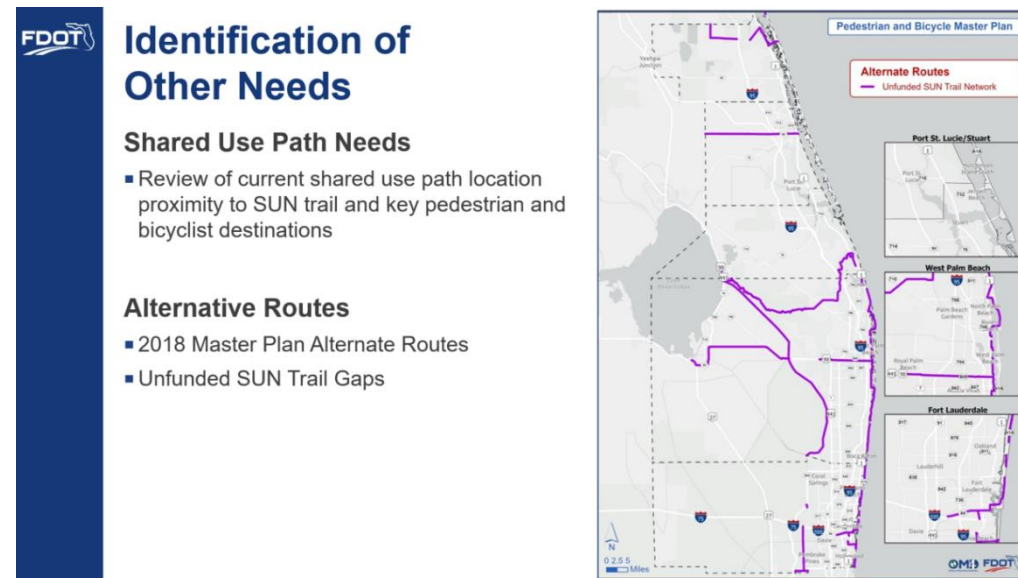


Figure 25: Identification of Other Needs- Slide 11

Some considerations for shared-use paths are associated with SUNTrail routes, key pedestrian and bicyclist destinations. The 2018 Master Plan identified four to five

alternate routes that need reevaluation to identify alternative route options across the District.

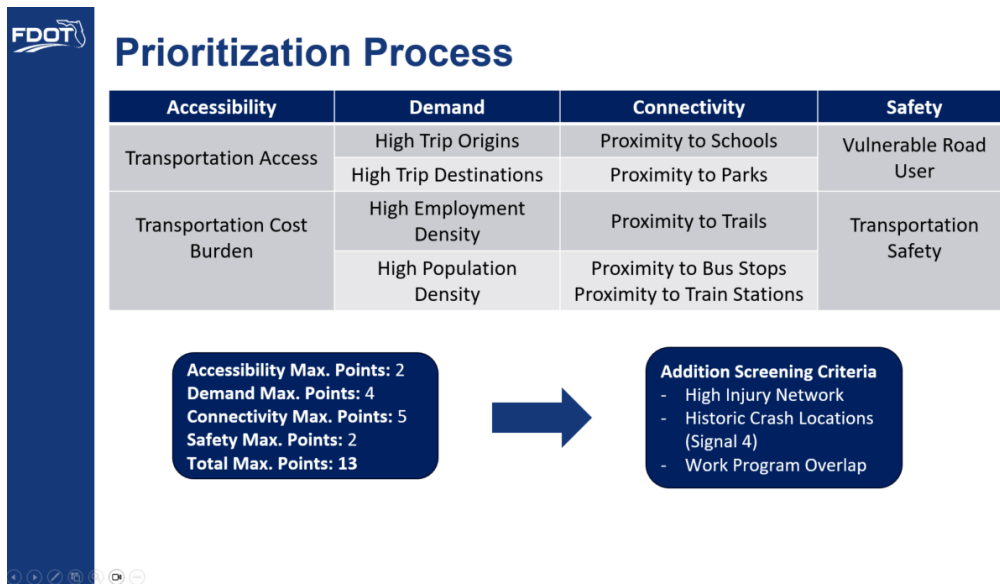


Figure 26: Prioritization Process- Slide 12

The prioritization process considers accessibility, demand, connectivity, and safety. Scores help prioritize locations. Tiers range from 1 to 4 based on a sum of 0 to 13 points, as follows:

- Tier 1: scored between 9 - 13 points
- Tier 2: scored between 6 - 9 points
- Tier 3: scored between 3 - 6 points
- Tier 4: scored between 0 – 3 points.

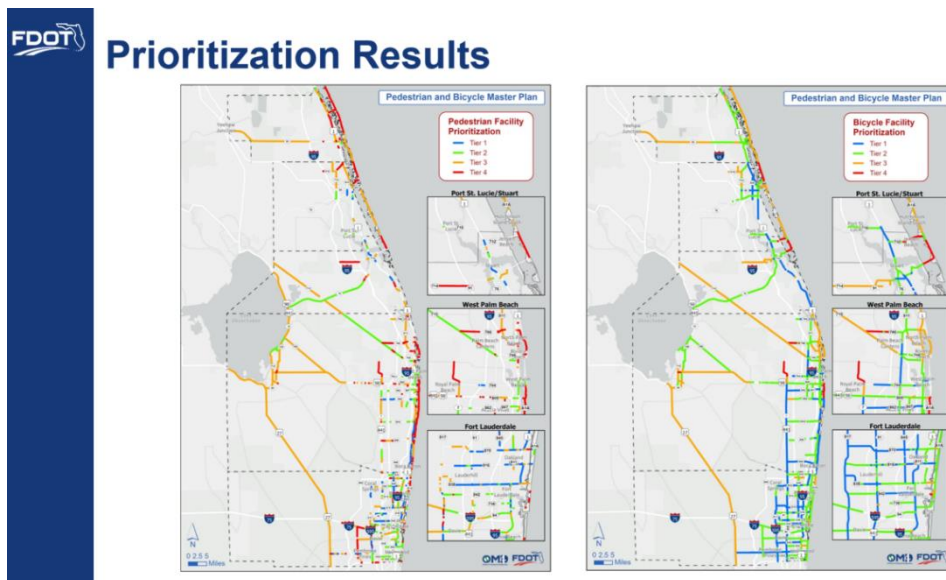


Figure 27: Prioritization Results- Slide 13

Districtwide prioritization results for pedestrian and bicycle facilities are shown on the map above.



Key Corridor Locations – Broward

- **A. University Dr from State Rd 84 to 5th Street**
 - Shared Use Path
- **B. Sample Rd from Florida's Turnpike to Andrews Ave Ext**
 - Shared Use Path
- **C. Powerline Rd from Villa Portofino Cir to SW 15th St**
 - Shared Use Path
- **D. Pines Blvd from 118th Ave to 98th Ave**
 - Shared Use Path
- **E. Hollywood Blvd from SR 7 to 31st Ave**
 - Separated Bike Lane; Widen Sidewalk



Figure 28: Key Corridor Locations- Broward- Slide 14

Mr. Melendez identified five (5) key corridor locations within Broward County determined by historical crash patterns and a recommended facility type:

- University Drive from State Road 84 to 5th Street - Shared Use Path
- Sample Road from Florida's Turnpike to Andrews Avenue Extension - Shared Use Path
- Powerline Road from Villa Portofino Circle to Southwest 15th Street - Shared Use Path
- Pines Boulevard from 118th Avenue to 98th Avenue - Share Use Path
- Hollywood Boulevard from State Road 7 to 31st Avenue - Separated Bike Lane; Widen Sidewalk



Next Steps

- Identify Top 2 Locations in Each County
 - Planning Level Cost Estimates
 - Planning Level Concepts
- Finalize Master Plan Update



Figure 29: Next Steps- Slide 15

Ms. Beem stated that from the top five locations, the top two locations will be identified to develop planning level cost estimates and preliminary planning levels concepts.

Contact Us

Throughout the project, questions or comments can be submitted via email or phone.

Michael Melendez, P.E.
Office of Modal Development



Michael.Melendez@dot.state.fl.us



(954) 777-7898



Figure 30: Final Slide

DISCUSSION

BPAC members showed great interest in the presentation and asked several questions, bulleted below with the responses:

- Will these projects be implemented by the Department? Mr. Melendez stated it is not solely by the Department. The plan can be used as a reference document to identify projects that could complement any project. Using different avenues from the Department, they can get these projects funded.
- What does “separated planes” mean? Mr. Melendez answered that bike lanes would be protected with vertical or horizontal separators.
- Was the recently updated Speed Management Section (Section 202) of the Florida Design Manual included in the transportation plan? Mr. Melendez stated that the Department will consider the current updates to the Design Manual.
- Will the Broward Safety Action Plan team and the Department’s Transportation Master Plan team be working together and will the plans overlap? Mr. Melendez responded that they are not working together, but certain aspects tend to overlap, like accessibility or connectivity. The plans are parallel to each other, but are not meant to have the same output.
- Why were the prioritized projects evenly distributed throughout the five District counties, instead of based on individual merit? It seems that regardless of location there may be a greater need for some of them in comparison to others. Mr. Melendez stated the District needs to respond to its constituency and while there may be projects that appear to have greater need, each county has its own network needs. Was the distribution a decision of the District or based on a particular request? Mr. Melendez responded that it came from the District.

- Ms. Forelle asked if the Department could share a more detailed plan in order to be able to provide comments. She asked the FDOT to consider providing designs or concepts. Mr. Melendez that when more content has been developed they could share the document to elicit input from the BPAC. Ms. Forelle offered to distribute any drafts and compile comments from the BPAC members. It would be interesting to also receive a list or table of minimum standards by context classification as a starting point for the conversation, to be used as a reference. This would be helpful in understanding what they see as gaps in the system.
- Is the context classification being applied just in Florida? Do the counties and cities support its application? Mr. Robertson explained that the FDOT context classification system (CCS) was developed based on a land use and development context classification that had previously been developed by others to address built environment contexts. The FDOT was the first state department to adopt this approach where CCS is used by roadway designers to understand the context of where the roadway is located and how to respond to the surrounding uses. There is an associated design table that shows the different widths standards, and acceleration and deceleration lengths that should be provided. District Four's complete streets team evaluates state highway system road sections to apply a context that can be used by the designers to identify standards for proposed improvements. The associated tables can be found online. The updates to the Greenbook provide the designer with additional options to consider in the design process.

V. OLD BUSINESS

None.

VI. AGENCY UPDATES

None.

VII. STAFF REPORT

Florida celebrates bicycle month in March. On February 25, 2025, the BPAC proclamation was read at the Commission meeting. Bicycle safety is becoming more prominent, and more people are taking an interest in these issues.

Ms. Forelle reminded the BPAC that she is retiring and may not be present at the next meeting. She advised the BPAC to guide whoever replaces her position as BPAC Coordinator.

Ms. Forelle attended the Safe Streets Summit, and the topics presented were safe streets, placemaking, urban vitality, inclusivity, livable communities and innovative technologies. They focused on continuing to make communities safer to get around. The COVID pandemic increased social isolation and reliance of technology. An important topic covered at the summit emphasized creating places that would help people reconnect and get us back to what makes us humans.

VIII. PUBLIC COMMENT

None.

IX. COMMITTEE MEMBER UPDATES

- a. *Complete Streets Team Updates* – no updates.

b. *Committee Member Updates* – no updates.

X. ADJOURN

Upon a motion by Mr. Palaidis, seconded by Vice Chair Goldstein, the BPAC voted unanimously to adjourn at approximately 8:30 p.m.

Next Meeting: Wednesday, May 14, 2025, 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