

# SUMMARY MINUTES - DRAFT



## 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  
September 10<sup>th</sup>, 2025, at 6:30 p.m.

### Board Members Present

Steve Lim – District 1  
Lynne Kunins – District 2  
Maximiliano Goldstein (Vice Chair) – District 5  
Michael Kroll (Chair) – League of Cities  
Kim Roy – District 7  
Rashana Dabney-Donovan – District 9

### Board Members Absent

Chris Wolf – District 3  
George Palaidis – District 4  
Janet Arango – District 6

### County Staff

Heather Cunniff, Planning Section Supervisor, Urban Planning Division.  
Andy Joseph, Planner, Urban Planning

### Attendees

James Cromar, Broward MPO  
Christine Fanchi, WSP  
Fazal Qureshi, Broward MPO  
Min-Tang Li  
Jennifer Brown  
Paula Finlayson

### I. CALL TO ORDER

Michael Kroll, Chair called the meeting to order at 6:50 PM.

### II. ROLL CALL

The roll call was called by Ms. Cunniff. A quorum was present. Attendees introduced themselves.

### III. APPROVAL OF MINUTES – May

Upon a motion by Vice Chair Maximiliano Goldstein, seconded by Kim Roy, minutes of July 9<sup>th</sup>, 2025, were unanimously approved.

#### IV. NEW BUSINESS

1. **PRESENTATION** – Broward Safety Action Plan – *Min-Tang Li, James Cromar, and Fazal Qureshi, Broward MPO*



Figure 1: Title Slide

Mr. Min-Tang Li introduces himself and the staff; Mr. James Cromar, and Mr. Fazal Qureshi. After the presentation, staff would like BPAC to consider the proposed improvement on three County Road.



Figure 2: Slide 3 - Safe Streets 4 Broward

Mr. Cromar starts the presentation. The Broward MPO and Broward County are thriving for zero death and serious injuries on county roadways by 2050. Different approaches are being considered to accomplish this goal.

**S I S**  
**4 | A** **BSAP COMPLETED- JAN '24- SEPT '25**

**ANALYSIS/PLANNING**

1. Safety Analysis Report
2. Demographic Analysis Report
3. Existing Conditions Report
4. HIN/HRN Mapping

**FOCUS PLANS**

5. School Zone/Bus Stop Safety Action Plan
6. Rail Safety Action Plan
7. Lighting Safety Action Plan
8. Neighborhood Safety Action Plan
9. Technology Safety Action Plan
10. Safe Speeds Action Plan

11. Midblock Crossing Safety Action Plan
12. Ped/Bike Safety Action Plan
13. Quick Build Guide

**PRIORITY CORRIDORS**

14. 11 Corridor Safety/Demographic Analysis
15. Crash Diagrams
16. 10 Road Safety Assessments
17. 18 Public Meetings
18. 11 Priority Corridor Reports
19. 11 Priority Corridor Design Concepts
20. 11 Priority Corridor Cost Estimates

4

Figure 3: Slide 4 BSAP Completed Pt 1

**S I S**  
**4 | A** **BSAP COMPLETED- PAGE 2 OF 2**

**PUBLIC OUTREACH**

21. 17 TWG Meetings
22. 7 Oversight Committee Meetings
23. [www.safestreets4broward.org](http://www.safestreets4broward.org)
24. PPP Evaluation Report
25. Paid Media Plan: Bus Benches, Bike Kiosks, Google Ads, and Streaming Ads, and Sun Sentinel Ads
26. 18 Mobility Monday Articles
27. 48 Social Media Posts (3 per month)
28. 11 Safety Roadshow Events Hosted

**POLICY/PLANS**

29. BSAP Executive Safety Action Plan
30. Phase 1 Existing Policy Assessment
31. Phase 2 Policy Framework

**TRACKING PROGRESS**

32. BSAP Safety Dashboard
33. BSAP Report Card

**SHORT-TERM PROJECTS**

34. 8 Quick Build Projects Designed
35. 1,000 Little Things Initiative

5

Figure 4: Slide 5 BSAP Completed Pt 2

Figure 3 and Figure 4 demonstrate actions completed by BSAP from January 2024 to September 2025. Such as:

- Analysis/Planning
- Focus Plans
- Priority Corridors
- Public Outreach
- Policy/Plans
- Tracking Progress
- Short-Term Projects

The process is almost complete; they are closing out a grant with the Federal Highway Administration.

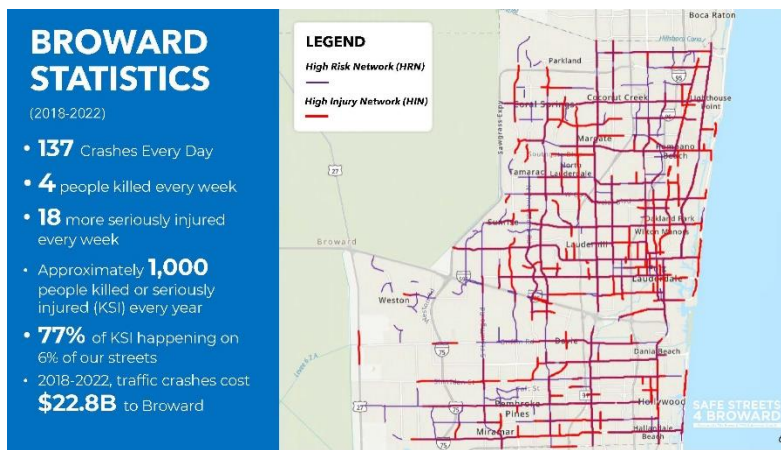


Figure 5: Slide 6 - Broward Statistics

A safety analysis was conducted to understand the demographics and existing conditions in Broward roadways. Which helped determine the statistics for High Risk Network (HRN) and High Injury Network (HIN).



Figure 6: Slide 7 - Safety Dashboard

In the five-year period (2018-2022), there were a total of 4,832 crashes. The different colors shown in figure 6 indicate the different types of crashes including fatalities and serious injuries for the following categories:

- Bicycle crashes – 259
- Pedestrian crashes - 762
- Motorcycle crashes - 708
- Motor vehicle crashes – 3,103

# THREE MAJOR FINDINGS FOR SAFER STREETS

1. SPEED REDUCTION IS CRUCIAL
2. MID-BLOCK PEDESTRIAN CRASHES MORE SEVERE
3. NIGHTTIME CRASHES MORE SEVERE

SAFE STREETS  
4 BROWARD

Figure 7: Slide 8 - Three Major Findings for Safer Streets

The three Major Findings for Safer Streets

1. Speed reduction is crucial
2. Mid-block pedestrian crashes more severe
3. Nighttime crashes are more severe.

## 1. SPEED REDUCTION IS CRUCIAL

Speed (MPH)	Reaction distance (ft)	Braking distance (ft)	Total distance (ft)
20	~15	~48	63
30	~25	~94	119
40	~35	~129	164

SAFE STREETS  
4 BROWARD

Figure 8: Slide 9 - Speed Reduction is Crucial

## STRATEGIES TO ACHIEVE SAFER SPEEDS

SAFE STREETS  
4 BROWARD

Figure 9: Slide 10 - Strategies to Achieve Safer Speeds

## 2. MID-BLOCK PEDESTRIAN CRASHES MORE SEVERE



Figure 10: Slide 11- Mid-Block Pedestrian Crashes More Severe

Figure 10 demonstrates a bus stop that is 1000 feet north and south from a signalized intersection. Pedestrians aren't likely to walk that far across the street. The plan is to collaborate with Broward Transits to relocate the bus stop closer to a signalized intersection. Another plan would be to add mid-block crossings.

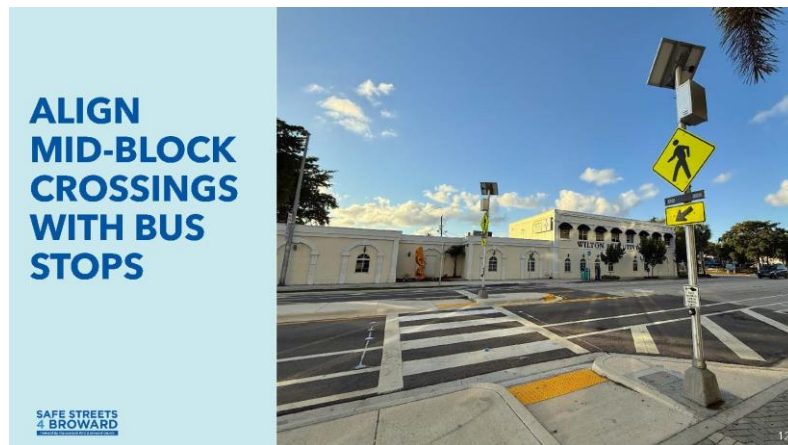
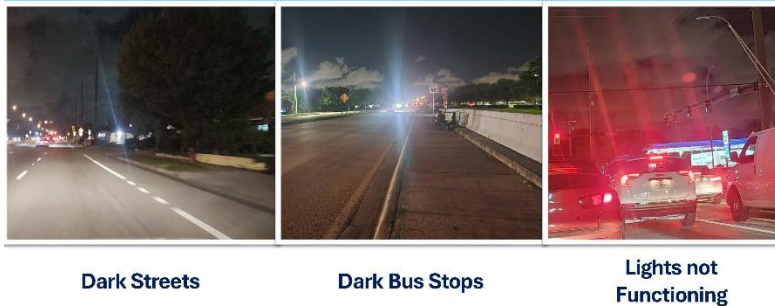


Figure 11: Slide 12 - Align Mid - Block Crossings with Bus Stop

Figure 11 is an example of a mid-block crossing.

## 3. HIGHER % OF SEVERE CRASHES AT NIGHT



SAFE STREETS  
4 BROWARD

13

Figure 12: Slide 13 - Higher % of Severe Crashes at Night

Analysis was conducted showing severe crashes occur during nighttime. It also showed crashes are located where there are lights. It is concluded that the issue is not having the correct lighting in the right places.

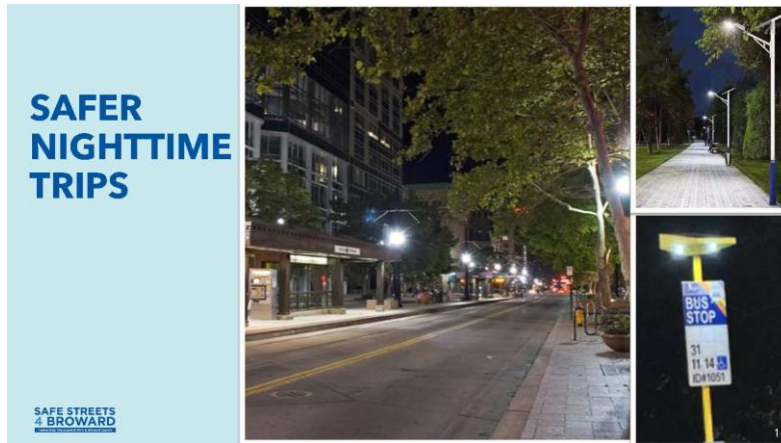


Figure 13: Slide 14 - Safer Nighttime Trips

The plan is to identify what type of lighting is needed for different areas such as residential, areas with more activity, etc.



Figure 14: Slide 15 - Broward Regional Comprehensive Safety Action Plan: Executive Plan

On April 10, 2025, The Broward MPO Board approved for Broward Regional Comprehensive Safety Action Plan: Executive Plan. The Executive Plan conducts 22 policies, 20 programs, and 60 projects. The approval made it possible to pursue funding for some proposed improvements.

**SAFE STREETS 4 BROWARD** **8 FOCUSED SAFETY PLANS**

<p><b>School Zones/School Bus Stop Safety Action Plan</b></p> <p><i>How likely are children to be involved in KSI crashes? Are school zones effective? Who are the partners to implement actions supporting safer travel to schools?</i></p>	<p><b>Technology Safety Action Plan</b></p> <p><i>What are the currently available or upcoming promising safety technologies in transportation? Which technologies are currently being utilized in Broward County? Which technologies are recommended to be expanded or implemented for broad use to create safer streets in Broward? Who would be the lead implementor for each?</i></p>
<p><b>Rail Safety Action Plan</b></p> <p><i>What is the number of rail deaths in Broward County at railroad crossings or between crossings? What improvements should be prioritized to decrease fatal crashes and injuries? What is currently being implemented along the rail lines for safety? What is the proper messaging about rail safety incidents?</i></p>	<p><b>Neighborhood Safety Action Plan</b></p> <p><i>What percentage of KSI crashes are happening on our local/ neighborhood streets? What types of KSI crashes are happening? Which solutions are appropriate for local streets?</i></p>
<p><b>Lighting Safety Action Plan</b></p> <p><i>What percentage of severe crashes are happening at night? Are crashes happening in areas with or without street lights? What are the lighting conditions identified in the high-crash corridors at night? What solutions are short term and long term?</i></p>	<p><b>Pedestrian/Bicycle Safety Action Plan</b></p> <p><i>What are the issues associated with pedestrian and bicycle KSI crashes in Broward? What tools are best utilized to improve the safety of walking and biking in Broward region?</i></p>
<p><b>Midblock Crossing Safety Action Plan</b></p> <p><i>What percentage of pedestrian KSI crashes are happening mid-block versus at signalized/unsignalized intersections? What are the reasons for the midblock crossings? What specific improvements would support safer midblock crossing outcomes?</i></p>	<p><b>Safe Speeds Action Plan</b></p> <p><i>How is speed related to the KSI crashes in Broward? How do practitioners utilize speed data to inform decisions? What safety countermeasures are available to implement safer speeds?</i></p>

16

Figure 15: 8 Focused Safety Plans

Eight (8) focused safety plans:

- Schools Zones/ Schools Bus Stop Safety Action Plan
- Rail Safety Action Plan
- Lighting Safety Action Plan
- Midblock Crossing Safety Action Plan
- Technology safety Action Plan
- Neighborhood Safety Action Plan
- Pedestrian/ Bicycle Safety Action Plan
- Safe Speeds Action Plan

17

Figure 16: Slide 17- Broward Quick Build Guide

The idea of quick build is temporary improvements that will lead to permanent improvements.

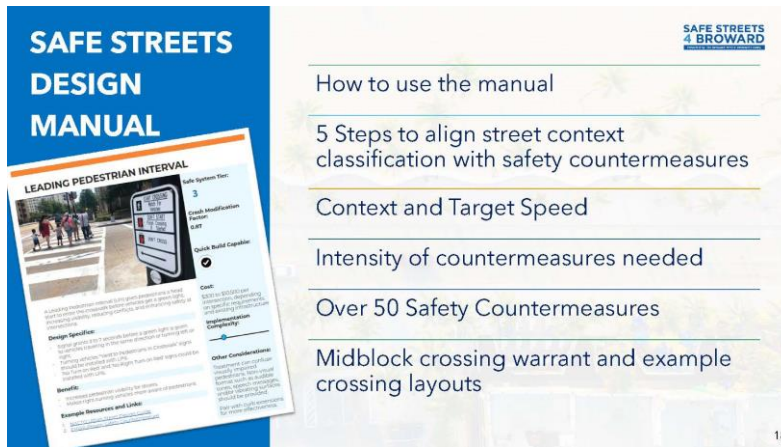


Figure 17: Slide 18 - Safe Streets Design Manual

Safe Street Design Manual is an approach to developing safer roads in context of speed.

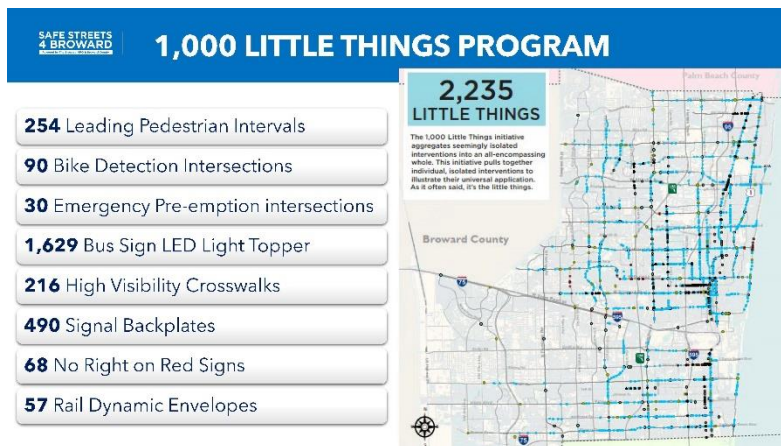


Figure 18: Slide 19 - 1,000 Little Things Program

The 1,000 Little Things Program identifies a variety of different improvements.

- 254 Leading Pedestrian Intervals
- 90 Bike Detection Intersections
- 30 Emergency Pre-emption intersections
- 1,629 Bus sign LED Light Tropper
- 216 High Visibility Crosswalks
- 490 Signal Backplates
- 68 No Right on Red Signs
- 57 Rail Dynamic Envelopes

**SAFE STREETS 4 BROWARD** | **ENGAGEMENT & EDUCATION**



Figure 19: Slide 20 - Engagement & Education

The engagement & education taken such technical working group meetings, oversight committee meetings, corridor public meeting, etc.



Figure 20: Slide 21 - 11 Corridors

There are 11 corridors with three (3) state corridors, three (3) county corridors, and five (5) city corridors.

**SAFE STREETS 4 BROWARD** | **11 CORRIDOR OPPORTUNITIES DEFINED**

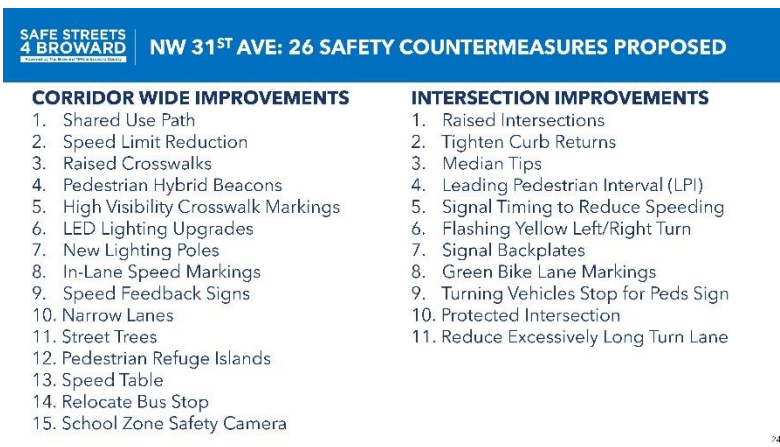
- 1 **Concept design (15% Design)**
- 2 **Cost Estimate**
- 3 **Benefit Cost Analysis (BCA)**
- 4 **Traffic Analysis**
- 5 **Summary of Public Meetings & Stakeholder Engagement**



Figure 21: Slide 22 - 11 Corridor Opportunities Defined

For each 11 corridors, they developed:

- Concept design (15% Design)
- Cost Estimate
- Benefit Cost Analysis (BCA)
- Traffic Analysis
- Summary of Public Meetings & Stakeholder Engagement



*Figure 22: Slide 23 – NW 31st Ave: 26 Safety Countermeasures Proposed*

Figure 22 shows the 26 Countermeasures Proposed for NW 31<sup>st</sup> Avenue.



Figure 23: Slide 24 NW 31st Avenue Typical Section

Using the allowable space available, they are trying to separate the bike and pedestrians.



Figure 24: Slide 26

**SAFE STREETS 4 BROWARD** | **NW 19th STREET: 24 SAFETY COUNTERMEASURES PROPOSED**

<b>CORRIDOR WIDE IMPROVEMENTS</b>	<b>INTERSECTION IMPROVEMENTS</b>
1. Wide sidewalks	1. Raised Intersections
2. Speed Limit Reduction	2. Tighten Curb Returns
3. Raised Crosswalks	3. Median Tips
4. Pedestrian Hybrid Beacon	4. Leading Pedestrian Interval (LPI)
5. High Visibility Crosswalk Markings	5. Signal Timing to Reduce Speeding
6. LED Lighting Upgrades	6. Flashing Yellow Left/Right Turn
7. New Lighting Poles	7. Signal Backplates
8. In-Lane Speed Markings	8. Green Bike Lane Markings
9. Speed Feedback Signs	9. Turning Vehicles Stop for Peds Sign
10. Narrow Lanes	10. Protected Intersection
11. Street Trees	
12. Pedestrian Refuge Islands	
13. Speed Table	
14. Relocate Bus Stop	

Figure 25: Slide 28- NW 19th Street 24 Countermeasures Proposed

24 Countermeasures Proposed Safety for NW 19<sup>th</sup> Street, 15 Corridor Wide Improvements and 10 Intersection Improvements. All listed in figure 26.



Figure 26: Slide 29 NW19th Street Typical Section

Proposed plans for NW 19<sup>th</sup> Street between NW 43<sup>rd</sup> Terance and US 441; NW 19<sup>th</sup> Street from US 441 to NW 31<sup>st</sup> Avenue.

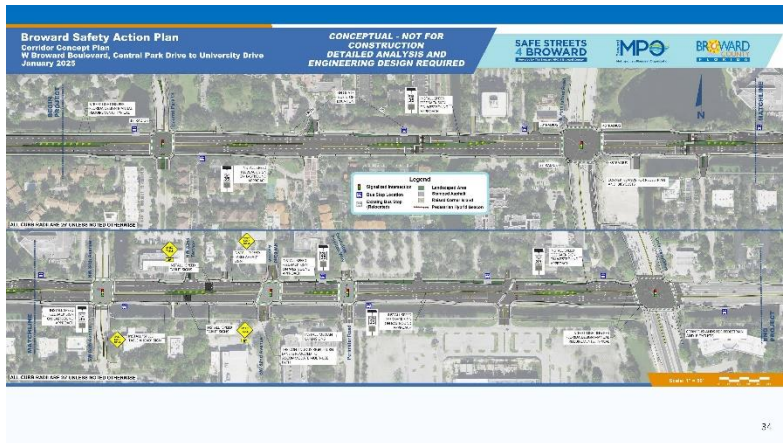


Figure 27: Slide 30

Corridor Concept plan NW 19th Street, NW 43rd Terrace to NW 31st Avenue.

**SAFE STREETS 4 BROWARD** | **WEST BROWARD BLVD: 24 SAFETY COUNTERMEASURES PROPOSED**

<p><b>CORRIDOR WIDE IMPROVEMENTS</b></p> <ol style="list-style-type: none"> <li>1. Shared Use Path</li> <li>2. Speed Limit Reduction</li> <li>3. Raised Crosswalks</li> <li>4. Pedestrian Hybrid Beacon</li> <li>5. High Visibility Crosswalk Markings</li> <li>6. LED Lighting Upgrades</li> <li>7. New Lighting Poles</li> <li>8. In-Lane Speed Markings</li> <li>9. Speed Feedback Signs</li> <li>10. Narrow Lanes</li> <li>11. Street Trees</li> <li>12. Pedestrian Refuge Islands</li> <li>13. Speed Table</li> </ol>	<p><b>INTERSECTION IMPROVEMENTS</b></p> <ol style="list-style-type: none"> <li>1. Raised Intersection</li> <li>2. Tighten Curb Return</li> <li>3. Median Tips</li> <li>4. Leading Pedestrian Interval (LPI)</li> <li>5. Signal Timing to Reduce Speeding</li> <li>6. Flashing Yellow Left/Right Turn</li> <li>7. Protected Left Turn</li> <li>8. Signal Backplates</li> <li>9. Green Bike Lane Markings</li> <li>10. Turning Vehicles Stop for Peds Sign</li> <li>11. Protected Intersection</li> </ol>
--	---

Figure 28: Slide 32 West Broward BLVD: 24 Safety Countermeasures Proposed





Figure 32: Final Slide

## DISCUSSION

Members presented multiple questions concerning the Safety Action Plan.

- A question presented is whether in the future more corridors will be added, such as south of I-95. Mr. Qureshi answered that during the analysis process, south of I-95 doesn't have that many serious injury crashes. He follows up with him and his colleague Mr. Cromar will continue to advocate and work with local partners on reoccurring serious crashes.
- A concerned raised by a BPAC member for the City of Miramar, she explained that from personal experience the bicycles paths are not protected, pedestrians, and bus riders are at risk. Mr. responded that federal funding has made it possible to collaborate with local governments on creating their own safety plans. Miramar is one of their top producing cities and the staff there have plans in place to address some of these concerns. Additionally, the funding has allowed them branch out to other parts of the state such as Miami Beach, Opa-Loka, Palm Beach Gardens, etc.
- Members addressed the NW 31<sup>st</sup> Avenue Typical Section, curious about why one lane had one bike lane and the other did not. And would it be possible to separate the bike lane from travel lanes? **The presenter said the Fort Lauderdale Executive Airport is not too far**, plus it is possible to separate them, and they are looking into it. But as of not it will be a share lane.

A motion was made to recommend the County Commission endorsed the projects, the board unanimously approved.

## V. OLD BUSINESS

None.

## VI. AGENCY UPDATES

None

## VII. STAFF REPORT

Ms. Cunniff explained that due to the staffing situation, a dedicated transportation planner will not be hired at this time. Andy Joseph, planner for the Urban Planning Division, will be taking board.

#### **VIII. PUBLIC COMMENT**

None.

#### **IX. COMMITTEE MEMBER UPDATES**

- a. *Complete Streets Team Updates* – Has not met in the last few months but the next meeting will be early October.
- b. *Committee Member Updates* – An unsafe condition was addressed by member. On US 27 and 595, bicyclists that on ride US 27 can no longer go east on State Road 84 there are Jersey barriers up. Cyclists are using the instate to get back on US 27.

#### **X. ADJOURN**

Upon a motion by Vice Chair Goldstein, seconded by Kim Roy, the BPAC voted unanimously to adjourn at approximately 8 p.m.

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