



## Bicycle and Pedestrian Safety Action Plan (BPSAP) Advocacy Team Meeting #1 - Meeting Summary

April 19, 2016 / 1:30 PM to 3:30 PM

Broward Metropolitan Planning Organization  
100 West Cypress Creek Road, Suite 850  
Fort Lauderdale, FL 33309

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**This memorandum summarizes the BPSAP first Advocacy Team meeting's discussions and outcomes in accordance with the meeting agenda. Attachment A contains the meeting agenda, presentation, and handouts that were used to facilitate discussion.**

### **Attendants:**

Nadia Clarke - Broward County Public Schools  
James Cromar - Broward MPO  
Christine Fanchi - City of Fort Lauderdale  
Jack Freeman - Kittelson & Associates, Inc.  
Grady Garrett - Enforcement Engineering  
Peter Gies - Broward MPO  
Ricardo Gutierrez - Broward MPO  
Robert Hager, Jr. - Broward Sheriff Office  
Mark Horowitz - Broward County  
Vikas Jain - TYLin International  
Jessica Josselyn - Kittelson & Associates, Inc.  
Hilda Kaplan – Broward County Public Schools  
Lynne Kunins - FLIPANY

Victor London - Fort Lauderdale Police  
Katrina Lopez - University of Miami UHealth  
Lisa Mallozzi - Commissioner/Cooper City  
Thomas Miller - FDOT  
Thuha Nguyen - via planning, inc.  
Ken Reinhardt - AARP  
Roger Riddlemoser - Broward Schools  
Stewart Robertson - Kimley-Horn, Inc.  
Chris Romano - Kittelson & Associates, Inc.  
Mike Ronskavitz - Broward MPO  
Chris Ryan - Broward MPO  
Lisa Wright - School Board of Broward County  
Yujing (Tracie) Xie - FDOT

### **Introductions:**

As part of the introduction, participants were asked to highlight reasons why he or she is passionate about biking and walking. Every member of the team either walks or bike regularly and many were especially concerned with ensuring that children also have a safe and comfortable environment to walk or bike. Every member recognizes the need for safer and more accessible bicycle and pedestrian facilities in

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Broward County. Although the number of crashes has been decreasing over the years, there is more to be done, and members are excited to help initiate those steps through the BPSAP.

**Purpose / Approach / Schedule:**

Peter Gies of the Broward MPO noted that the purpose of this planning effort is to provide guidance on investments for safer and more connected multimodal facilities. The goal is to produce a set of implementable solutions (e.g., policies, programs and projects) for bicycle and pedestrian safety and comfort.

Peter stated the effort will start with a county-wide analysis to identify corridor-level hot spots to be further investigated. Once the alternatives and countermeasures are characterized, they can be programmed for implementation by FDOT, Broward County, and Cities. The solutions should extend beyond traditional engineering design solutions and encompass education, land use, policy, encouragement, enforcement, and other innovative methods.

**Advocacy Team Roles and Responsibilities:**

Peter continued with highlights of the advocacy team (A-team) members' roles and responsibilities, which include being champions for bicycle and pedestrian safety solutions that result from the Bicycle Pedestrian Safety Action Plan (PBSAP); providing guidance and input throughout the project; and being a "sales person" on behalf of PBSAP to funding partners.

Peter reminded everyone to complete the survey sent in an earlier email and to encourage others to take the survey or make comments on the interactive project mapping website. The survey and project mapping website can be found at the following links:

Survey: <https://www.surveymonkey.com/r/BrowardMPOBPSAP>

Interactive Mapping Website: <http://maps.kittelson.com/BrowardMPOBPSAP>

There will be three A-Team meetings. At this first meeting, the A-team is expected to help establish goals, identify evaluation criteria and performance measures, provide input based on the initial data analysis, and help determine five demonstration study area locations. Once the locations are finalized, the A-team members are invited to attend comprehensive field reviews to better understand the safety challenges at each location. The second meeting will focus on the review of short-and long-term countermeasures and confirmation of prioritization and evaluation criteria. At the third meeting, A-team members will be asked to confirm the performance measures and approve the implementation plan.

**Confirm BPSAP Goals, Objectives, and Initial Performance Measures:**

On behalf of the project team, Jessica Josselyn and Chris Romano of Kittelson and Associates, Inc. (KAI), facilitated a goals and objectives brainstorming session. A-Team members listed issues and opportunities that they are aware of regarding bicycle and pedestrian safety in Broward County, which the project team utilized to turn in to goals. Below is a summary of the issues and opportunities expressed:

- Every project should be designed for pedestrians

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- Education initiatives regarding the 3-foot law
  - Walkways should be designed by and for the most vulnerable population and must pass the “stroller” test (Ken Stapleton’s *Complete Streets After Dark* presentation was referenced)
  - Stop signs, stop bars, and sidewalks need to be aligned better to reflect the use of bikers and pedestrians (appropriate sight distance was noted as something to be considered here)
  - Reduce speed limits and redesign roadways to help in slowing down cars
  - Education and enforcement outreach should be undertaken for bicyclists and pedestrians to help them better understand their rights and regulations
  - Bus stops are currently located such that they encourage midblock crossing, and relocation might help encourage people to cross at intersections
  - Data should be assessed against all midblock crossing locations
  - Prioritize people over objects (i.e. cars)
  - Gain consensus among multiple agencies that implement, operate, maintain, enforce the system
  - Educate/advocate more walking for health
  - Start education early; walking in elementary school, biking in middle school, driving in high school
  - School board may have a bicycle training program that may not be utilized fully
  - Geometric / ADA accessibility should be considered in design; there are many locations in the County where sidewalks do not connect into intersections to provide for accessible crossings
  - Crossing time needs to be sufficient for all users (signal system issues, may be solved with retiming)
  - For neighborhoods with no sidewalks, retrofitting is needed to designate safe space and encourage more bikers and walkers
  - Traffic signal timing may need to be reexamined to reduce red light running
  - Jaywalkers don’t want to wait; obstacles include “begging” button, high speed, midblock crossing, RTOR, failure to yield
  - Invite tourism
  - Incorporate safety into design with tools like the leading pedestrian interval
  - Understand midblock crossing: people feel safer crossing away from big busy intersections, multiple conflict points to look for: no pedestrian refuge, right turn on red, permissive left-turn, concurrent right-turn movements
  - Solutions need to be high visibility
  - Solutions need to have roadway typologies context – may have different set of strategies

From the notes, the following mission and goals were developed:

***Mission:***

To improve safety for all roadway users by shifting the transportation focus from moving cars to moving people in the Broward region

***Goals:***

- **Design roads for users of all ages and abilities**
- **Identify and designate bicycle and pedestrian priority areas**

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- **Educate all road users on the rights and responsibilities of all modes**
  - **Ensure that transit and land use decisions support bicyclists and pedestrians**
  - **Build consensus and improve collaboration among partners**
  - **Increase enforcement of laws related to pedestrian and bicycle safety**

#### **Overview of Countywide Assessment Findings:**

Jack Freeman of KAI and Vikas Jain of TY Lin International presented the results of the county-wide analysis. It was noted that data between 2010 and 2014 from both FDOT's Crash Analysis Reporting System (CARS) and University of Florida's SignalFour Analytics were analyzed. Data was carefully reviewed and duplications were removed. All crashes that involved a pedestrian or bicyclist were analyzed, including those that occurred on state roads, county roads, city roads, and any on driveways or in parking lots.

The project team also examined the land use to identify locations that might generate or attract more pedestrian, bicycle, or transit trips such as transit oriented corridors/development and major activity centers. Census data was reviewed to determine the relative propensity for active transportation at the Census Block Group level. This score utilizes a combination of demographic and employment data to predict the relative demand for transit/pedestrian/bicycle transportation. There was a question whether WalkScore was used, and it was noted that WalkScore has challenges that make it somewhat unreliable. Additionally, the data is not available in a format that would be conducive to the analysis for this project. The team also developed a transit ridership heat map to better understand where ridership, and thus transit-related pedestrian activity, is likely the highest.

Vikas noted that the pedestrian crash hot spots align quite well with high transit transfer locations. A question was raised regarding how the alighting/boarding, stop transfer locations, and bus schedules were coordinated. Coordination could help address jaywalking by ensuring that people do not need to run across streets to accommodate short transfer times.

Yujing (Tracie) Xie of FDOT D4 brought up a similar effort underway by the District's Traffic Operations staff and consultants. These studies are at 20-30 locations along SR 7, Powerline Road, Oakland Park Boulevard, and other high ridership routes. These studies can be shared, as some are already programmed for design and construction. Tracie offered to share these locations once the BPSAP locations are determined, and the project team will review the studies and decide if any locations should be removed from the BPSAP demonstration sites or if the BPSAP can build on top of what FDOT has already done.

It was strongly agreed that Broward County Transit (BCT) is an important representative to have on the A-Team. Their involvement supports the BPSAP's goal of collectively working together to gain consensus for consistent and implementable recommendations. Although they were invited to be part of the A-Team, they did not attend this first meeting. Peter agreed to once again reach out to BCT and invite them to join the discussion. Arethia Douglas was noted as a potential good fit given her leadership role with the bus stop program.

A suggestion was made that the crashes should be evaluated relative to school walk- and bikesheds. The project team stated that an assessment of pedestrian and bicyclist safety as it relates to school travel will occur during the demonstration site analysis phase.

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**Discussion and Confirmation Working Session on Top Corridors/Subareas:**

A-Team members were asked to select the top corridors/subareas for further evaluation; keeping in mind that the selection should be diverse in roadway characteristics, locations, area types, and demographics. It was agreed that areas should be selected that are representative and translatable to other parts of the County so that the identified countermeasures can be implemented at similar locations throughout the County.

After much discussion, the following corridors/subareas were identified:

1. Intersection of Oakland Park Boulevard and SR 7
2. Intersection of Andrews Avenue and Broward Boulevard
3. Hallandale Beach Boulevard from NE 4<sup>th</sup> Avenue to NE 26<sup>th</sup> Avenue
4. US 1 from SE 5<sup>th</sup> Street to NE 7<sup>th</sup> Street
5. Oakland Park Boulevard from NW 84<sup>th</sup> Avenue to Atrium West
6. Alternates / Extra Locations
  - a) Sunrise Boulevard from NE 14<sup>th</sup> Avenue to US 1
  - b) A1A from approximately 1/4 mile south of Hallandale Beach Boulevard from approximately 1/4 mile south of Magnolia Terrace

**Next Steps / Action Items:**

- A-team members will complete and share the survey
- Peter will reach out to BCT to request for their participation on the A-Team
- Project team will review the input received and prepare a draft list of goals/objectives for the A-Team's review
- Project team will send out list of candidate demonstration sites for the A-Team's review
- Project team will connect with FDOT on their on-going safety analysis and implementation effort to avoid duplication
- Project team will be in touch regarding the field visits, likely scheduled for mid-summer

**Next Meeting:**

The next meeting will be scheduled after the field visits.

Meeting adjourned at 3:50 p.m.