



**DRAFT**

**MEETING MINUTES**

**BROWARD METROPOLITAN PLANNING ORGANIZATION  
COMPLETE STREETS ADVISORY COMMITTEE  
MONDAY, MAY 10, 2021 2:00 P.M.-4:00 P.M.**

**Members Present**

Abidem Ajayi, Town of Davie  
Azita Behmardi, City of Hollywood  
Celestine Dunmore, City of Lauderdale Lakes  
Andrea Eugent, City of Hollywood  
Tina Jou, City of Deerfield Beach  
Tammy Reed-Holguin, City of North Lauderdale  
Ken Reinhardt, American Association of Retired Persons (AARP)  
Josette Severyn, Broward County Surtax Board  
Doris Span, Don't Forget Willie Foundation  
Chon Wong, Florida Department of Transportation (FDOT)

**Broward MPO Staff**

Chadwick Blue  
Amanda Christon  
James Cromar  
Stephanie Garcia  
Ricardo Gutierrez  
Kerrie MacNeil  
Fazal Qureshi  
Buffy Sanders  
Rebecca Schultz

**Also Present**

Jason Bagley, Circuit  
Sabine Delouche, BikeSafe  
Lisa Dykstra, Florida Department of Transportation (FDOT)  
Alexander Esposito, Circuit  
Winston Harris, RS&H  
Jessica Josselyn, Kittelson and Associates  
Robert Lopes, Florida Department of Transportation (FDOT) District IV  
Arelly Lozano, Broward County  
Diego Munoz, City of Tamarac  
Brooke Peters, City of Coral Springs  
Stewart Robertson, Kimley-Horn and Associates

Christopher Walker, City of Coral Springs  
Vanessa Mutchnik, Recording Secretary, Prototype, Inc.

## **I. Housekeeping**

### **a. Welcome**

The meeting was called to order at 2:04 p.m.

## **II. MPO Current Efforts Presentation**

### **a. Tactical Urbanism Update Stephanie Garcia**

Stephanie Garcia of Broward MPO Staff recalled that a quick build project was selected for implementation at NE 3<sup>rd</sup> Avenue between East Sample Road and NE 44<sup>th</sup> Street in the City of Deerfield Beach. This area is approximately 0.7 miles in size and is located near I-95, surrounded by three schools. It is also close to Broward Health North and is included in two bundle areas as defined in the Complete Streets Master Plan.

This project meets the MPO's intentions in terms of biking and walking demand. Other aspects of the project include improvement of visibility for roadway users and slowing traffic in the subject area. With the support of the city and the community, the plan is to implement intersection improvements along the corridor, as well as informational wayfinding signage, traffic calming features, and crosswalk enhancement through connective surface treatments.

Ms. Garcia advised that Deerfield Beach plans to host a workshop on Saturday, June 5, 2021. For members who cannot attend in person, a virtual meeting will be hosted on Wednesday, June 9. She emphasized the importance of feedback on the project, noting that additional information will be provided to the Committee members via email.

### **b. Let's Go Biking Virtual Challenge Stephanie Garcia**

Ms. Garcia continued that the Let's Go Biking virtual challenge was held in March 2021. MPO Staff worked with various partners, including Broward B-Cycle, South Florida Commuter Services, and a number of bicycle shops located in Hollywood and Fort Lauderdale. They also had support from the city of Fort Lauderdale.

Prizes were offered in two different categories:

- Greatest number of miles ridden in the month of March 2021
- Social media challenge, in which participants shared photographs of themselves and others riding bikes throughout the area

A Let's Go Biking Strava Club online was created in order to understand how members of the community were participating in the challenge and how many miles they were riding. This was a successful effort and will be used again for future events. The event also served to show what Broward County has to offer in terms of bicycle facilities.

**c. Vision Zero Tamarac Doris Span**

Doris Span, member of the Complete Streets Advisory Committee (CSAC) and Citizens' Advisory Committee (CAC), recalled that she first came before the Broward MPO to advocate for a signalized pedestrian crossing on Commercial Boulevard in Tamarac, Florida, where her husband was struck and killed by a vehicle while crossing to the Veterans' Administration Clinic. In 2018, she founded the Don't Forget Willie Foundation and continued to advocate for a signalized crossing.

The Don't Forget Willie Foundation participates in awareness and advocacy in local municipalities and is also a part of the Vision Zero network. Their outreach has expanded, with presentations held or planned to local Chambers of Commerce, veterans' organizations, the Bicycling and Pedestrian Advisory Committee (BPAC), senior citizens' and youth groups, faith-based organizations, and other entities that provide opportunities for networking and advocacy regarding the safety of streets.

Ms. Span provided a brief overview of the message set forth by both Vision Zero and the Don't Forget Willie Foundation, which notes that sidewalks must be kept in shape for pedestrians and bus stops should be made safer where possible. Not all city bus stops are enclosed or covered, and many riders do not feel safe at the stops in their communities. Pedestrian fatalities and serious crashes continue to increase, even in 2020, when the COVID-19 pandemic resulted in a lockdown. She emphasized the importance of joining traffic fatality numbers with the names of individuals who were harmed or killed. The Foundation is seeking to build a memorial wall that will tell the stories of these individuals in Broward County.

The Vision Zero Resolution from the city of Tamarac adopts a goal of eliminating traffic deaths and serious injuries by the year 2040. The City endorses Vision Zero as a comprehensive and collaborative approach that involves all city departments in order to achieve this goal. Tamarac's Community Development Director is developing an approach based on a multimodal transportation plan and is awaiting word from Broward County regarding the scope of this project.

Ms. Span noted that the City of Tamarac began to hold "community chats" in April to discuss Vision Zero in Tamarac and in Broward County. This has provided significant feedback from the community. The recent Safe Streets Summit encouraged its participants to reach out to the Broward community and seek support for the Vision Zero Resolution, and many municipalities have adopted this Resolution.

Ms. Span concluded that she will address BPAC in the next week, and this advisory body is expected to make a recommendation to the Board of County Commissioners for adoption of the Vision Zero Resolution. This Resolution updates Complete Streets policies and guidelines and provides a safe system approach. The Walking College also urges its members to contact transportation secretaries and encourage them to update their manuals for uniform traffic control devices.

Ms. Span concluded that CSAC members may contact her at [DorisPSpan@gmail.com](mailto:DorisPSpan@gmail.com). They may also email the Don't Forget Willie Foundation at [RememberingWillie@gmail.com](mailto:RememberingWillie@gmail.com).

### **III. Presentations**

#### **a. I-595 Arterial Connectivity Study Greenway Connections**

- **Winston Harris, PE with RS&H**

Winston Harris, representing RS&H, and Chon Wong, project manager with the Florida Department of Transportation (FDOT), provided a presentation on the I-595 Arterial Connectivity Study. Mr. Wong explained that many of the I-595 and State Road (SR) 84 interchanges are experiencing severe congestion and bottlenecks, which impedes heavy north/south arterial traffic. The goal of this project is to thoroughly study the corridor between 136<sup>th</sup> Avenue and SR 7 to identify implementable short- and long-term congestion relief improvements, as well as improvements along the New River Greenway Corridor.

At 18 months into this study, the team has reached a key milestone: they have developed a number of mitigation concepts that are under consideration for the New River Greenway Crossing.

Mr. Harris provided a brief overview of the I-595 Arterial Connectivity Study, including current tasks and next steps. The study focuses on north/south crossing arterials from SW 136<sup>th</sup> Avenue to US 441, as well as SR 84. The greenway is located just north of I-595.

The study originated from the need to improve congestion on north/south arterials. Another major consideration of the project is safety, and areas where safety improvements could be implemented were identified as well. Multimodal improvements, including transit and freight, were also implemented to address deficiencies.

Most data collection associated with the study was complete by October 2019, and the project team has met with a number of stakeholders to develop their mitigation concepts for congestion relief and improvement of greenway crossings. The intent is to complete this project by October 2021 by putting together a package of projects that can move

forward into the next stage, which will involve Project Development and Environmental (PD&E) studies and design work prior to implementation.

The project team has conducted extensive public outreach, including meetings with all cities along the I-595 corridor, as well as with the MPO Board. That Board emphasized the importance of broad outreach. The team provided an online survey that was open to all residents along the corridor to provide comments and concerns. Most of the comments received expressed concern regarding congestion along this corridor, as well as safety and connectivity.

Some of the deficiencies identified as part of the study included:

- Greenway: need for signals at crossings; improve safety for bicycle/pedestrian movements
- Sidewalk: address sidewalk gaps
- Bicycle lanes: implement facilities where there are currently gaps; add buffered bicycle lanes if possible
- Transit: consider regional transit plans and local bus circulator needs

Additional deficiencies include:

- Roadway: three of the study's roadways currently exceed capacity, and six will exceed this capacity by 2045
- Intersections: 17 study intersections currently exceed capacity, including SR 84 intersections; 31 study intersections will exceed capacity by 2045
- Safety: there are 36 high-crash locations within the study area, with crashes concentrated along SR 84 and University Drive; bicycle/pedestrian crashes are concentrated along these two roadways as well as SR 7

Mr. Harris noted that both long- and short-term improvements are being considered along the subject corridor. He also noted the configuration of the New River Greenway, which includes portions of University Drive and Davie Road and is missing portions of connectivity.

The New River Greenway is located just north of the New River Canal, with a designated crossing on the canal's south side. This creates a circuitous route for cyclists and pedestrians to access the crossing. Because there is heavy movement on the area's north/south arterials, pedestrians and cyclists are often in direct conflict with this traffic.

Challenges to improvements on crossings and north/south arterials include:

- Reducing traffic conflicts on arterials
- Minimizing impacts to arterial traffic operations
- Reducing the crossing time and distance for greenway users
- Providing new connections to the greenway to encourage use

- Avoid impacts to existing ramps, flyovers, and the I-595 mainline
- Create attractive and safe crossings for greenway users

Short-term at-grade improvements are recommended for crossings at NW 136<sup>th</sup> Avenue, Flamingo Road, Hiatus Road, Nob Hill Road, and Pine Island Road. These may include use of pedestrian hybrid beacons, which contribute to safer crossings and can be implemented relatively quickly.

Long-term above- or below-grade improvements are recommended for NW 136<sup>th</sup> Avenue and University Drive and suggested as options for Flamingo Road, Hiatus Road, and Pine Island Road. Below-grade options would include ramps to take pedestrians and cyclists below arterial roadways so they may flow freely without interaction with cars. This provides maximum pedestrian protection and zero impacts to surface traffic. Drawbacks include the need for regular maintenance to ensure drainage, as well as lighting.

Above-grade improvements are recommended for Nob Hill Road and proposed as options for Flamingo Road, Hiatus Road, and Pine Island Road. These may include ramps. Mr. Harris acknowledged that some users will find this to be a much longer distance to walk, although it is likely to be used due to the direct connection it would provide. Another drawback may be visual impacts to nearby residential communities. It would provide greater safety for pedestrians and cyclists, however, with no disruption to vehicular traffic.

All arterials connect to the greenway with the exception of SR 7. This connection is proposed by construction of a sidewalk facility along SR 7. Broward County proposes to construct a similar connection and will coordinate with the project team on this effort. A similar possibility of connection exists on the east side of SR 7 as well.

The “missing link” section of the New River Greenway between University Drive and Davie Road currently requires users to go south on University Drive, cross on another roadway, and travel back up to Davie Road. To close this gap, options include a canal crossing west of Sewell Lock Park. If this is not feasible, another possibility is a crossing to the west of Sewell Lock Park to complete the greenway connection.

Ms. Garcia referred to a question regarding identification of the major areas of concern for the New River Greenway. The most commonly selected response by the Committee members was the need for continuous roadway crossings with no vehicles. Another need identified from the survey was the need for additional amenities. Mr. Harris noted that another concern he has often heard is the need for improved lighting.

Mr. Harris advised that there are approximately four months remaining in the study. Next steps include finalizing concepts for improvements, particularly at interchanges where arterials meet before moving on to I-595. The project team will also incorporate

feedback from stakeholders and the public. Projects will be packaged before the study moves from the planning level into the project development and design levels. A follow-up round of stakeholder meetings will be scheduled in late summer. The study is expected to be complete by the end of October 2021.

Ricardo Gutierrez of MPO Staff noted that the greenway currently consists of 10 one-mile segments rather than a single 10-mile entity. He noted that one portion proposed to be completed lies north of the canal behind a number of residential homes, and asked if there are any reservations regarding community response to this potential alignment. Mr. Harris acknowledged that this is not the first time there has been discussion of closing the greenway gap in this area: there has been some resistance in the past from the abutting residential community. The team feels it is worth moving into the PD&E stage and meeting with this community to hear their thoughts and concerns.

Ms. Garcia asked which other municipalities are involved with this project. Mr. Harris advised that Davie, Plantation, Sunrise, and Fort Lauderdale are involved, as are Broward County, the Seminole Tribe, and the Broward MPO.

**b. Copans Road Mobility Project Update**  
• **Robert Lopes, PE with FDOT District IV**

Fazal Qureshi of MPO Staff and Robert Lopes of FDOT District IV provided a presentation on the Copans Road Mobility Improvement Project, which takes an innovative approach to the implementation of a multimodal facility connecting to the SR 7 corridor. The project originated from a SR 7 corridor study adopted by the MPO Board in July 2016. This study considered how to improve multimodal access to SR 7, which was identified as a priority transit corridor. Recommendations were broken down into short-, mid-, and long-term improvements.

Throughout the study, several different projects were programmed, including intersection improvements and bicycle/sidewalk improvements on corridors connecting to SR 7. The main goal is to provide a safe and comfortable facility for people to be able to reach their destinations.

Mr. Lopes explained that the short-term improvements identified by the corridor study deal mostly with safety, including intersection safety. Mid-term improvements are primarily targeted at filling in gaps in the pedestrian/bicycle network, particularly along several side streets that connect to SR 7. The Copans Road corridor was different from the other side streets identified, as most of these are local two-lane roads. Copans Road is a major arterial in Broward County and required additional attention, including determination of the correct facility design.

Mr. Lopes reviewed the seven principles of bicycle network design that are considered when selecting the right facility for a mobility project:

- Safety
- Comfort
- Connectivity
- Directness
- Cohesion
- Attractiveness
- Unbroken flow

Mr. Lopes noted that while conventional bike lanes on low-speed two-lane roadways can easily meet these seven principles, Copans Road is a high-speed multi-lane facility with a significant percentage of truck traffic, which means it is more difficult to meet principles such as safety, comfort, and attractiveness.

Three potential facilities for bike lanes on Copans Road include separated bike lanes, buffered bike lanes, and a side path. These take the speed and volume of traffic into consideration. The buffered lane would offer at least two to three feet of buffer in order to provide separation from traffic. Broward MPO Design Guidelines also identified another alternative: a raised separated bike lane, which would serve as a hybrid between the side path and the separated bike lane.

Mr. Lopes reviewed design considerations for a separated bike lane, including lane width and separation of the bicycle track. The bicycle path would be separated from the roadway but adjacent to the sidewalk. One potential issue is drainage, which would need to be proportionately increased. French drains would be added at locations where space is constrained.

A shared-use path, like a bike lane, is typically designed for speeds of up to 30 miles per hour. The proposed Copans Road facility would use a speed of 18 miles per hour, which is still very high. The shoulder area would be used for drainage, and horizontal clearance would be met on the side of the path designed for cyclists. Power lines are expected to remain adjacent to the sidewalk. The minimum separation would be 3 ft. rather than 4 ft.

The FDOT portion of the project will be realized in close coordination with Broward County, who has a project in the same corridor. The two projects will interface at NW 49<sup>th</sup> Terrace. Some overlap in the two projects is anticipated. Mr. Lopes noted that the Copans Road project will resemble a sidewalk widening project, as the sidewalk width will be expanded from 5 ft. to 10 ft. to accommodate both pedestrians and cyclists. Some landscaping will be removed and/or relocated, with the landscaping on the sidewalk portion to be preserved as much as possible. Some signage will also be relocated, and pedestrian signal improvements will be made at some crossing locations.

Ms. Severyn asked if combination bicycle/pedestrian crossing signs would be used on the approaches to Copans Road. Mr. Lopes advised that signage is still being discussed for the project and noted that Stop signs for bicycles may also be included.

Ms. Behmardi asked for the total distance of right-of-way along Copans Road in the subject area. Mr. Lopes replied that the right-of-way is 120 ft., with 60 ft. on each side. The median is 38 ft. wide, which takes up a significant amount of the right-of-way. The challenge will be to maintain drainage on the facility.

Mr. Reinhardt asked to what extent the project will provide better connections to desired destinations. Mr. Lopes stated that infrastructure is being improved at transit stops, as the need for the Copans Road project was identified as part of the SR 7 transit study. Intermodal connectivity from bicycle to transit is an important part of the project.

**c. Circuit Hollywood Shuttle Service**  
• **Alexander Esposito, Circuit**

Alexander Esposito and Jason Bagley, representing Circuit, provided a presentation on this shuttle service, which uses electric vehicles to offer “last mile” connections. Moving people for short distances can be expensive and difficult, and insufficient parking can be an issue; in addition, not all individuals are able to walk for distances, and weather does not always permit pedestrian activity or cycling. Paid rides can also be expensive.

Circuit focuses on providing shorter trips so fewer commuters have to drive themselves to work each day. The nation’s car culture now causes more congestion than ever before, and this level of traffic is bad for the environment as well as for local economies. One-third of all vehicle trips are for distances of two miles or fewer. By reducing the number of car trips, other forms of transportation can be promoted.

Circuit provides on-demand, all-electric last mile shuttle service by working with cities, private developers, and community organizations. They use many of the features that are popular with other ride-sharing services. Riders within their coverage area can access a \$3 or free ride driven by a local driver.

The company has been able to offer last mile coverage through public/private partnerships, which can include entire cities, Community Reinvestment Agency (CRA) areas, and other local stakeholders. The service is intended to be enjoyable for riders and easy to use. Circuit also works with advertising partners, which reduces costs and provides an interactive experience for passengers.

Mr. Esposito recalled that ridership recently decreased in the city of Hollywood due to the COVID-19 pandemic. The company installed safety features, including partitions between rows and regular cleaning of vehicles. Another issue during the pandemic was that senior citizens were waiting in lines to get groceries. Circuit began working with

both the City and Feeding South Florida, and adjusted service so a number of vehicles provided grocery delivery to senior citizens in the area.

Circuit has provided their services at a significantly lower cost than most traditional shuttle services. Because they offer rides over shorter distances, they have been able in some cases to double the ridership offered by previous shuttle service. This was accomplished in fully electric vehicles and by a local workforce.

Service recently began in Pompano Beach on a smaller scale than the service provided in Hollywood. As ridership has increased, service costs have been reduced to approximately \$4 per rider. Mr. Esposito emphasized that Circuit service does not compete with longer-range ride-sharing options, such as buses and trains. Rider enjoyment is another key factor: because the service is perceived as fun, people are encouraged to use it.

Transportation costs are determined in part by the number of people using a service. If a fare is increased and the result is a decrease in ridership, the result is a cost-per-rider increase. There are measures the service can take to improve the experience without charging more money, such as providing wifi or making the service safer, that will help reduce the cost per rider. Circuit seeks to reduce the number of vehicles on the road and electrify the vehicles that are on the road, which would have a significant effect on the environment. They only use the number of cars that are necessary and do not drive with empty seats.

Ms. Eugent advised that Circuit has played a vital role in the city of Hollywood's microtransit efforts. The city is looking at ways to connect these types of services to other transportation opportunities. Circuit is working toward renewal of its contract in Hollywood for a third year. Mr. Bagley stated that he has met with City officials to discuss ways the service can be enhanced, including connections to larger transit options.

James Cromar of MPO Staff asked which factors are considered by cities when making decisions about transportation investments, as Broward County Transit (BCT) now pays most of the cost of shuttle circulators through transportation surtax funds. Ms. Behmardi replied that cities see service such as Circuit as complementary to the shuttle system: transit routes connect to "hot spots" that are also served by Circuit. Funding for on-demand service such as Circuit is paid by local dollars, through the City or a CRA.

#### **IV. Member Updates**

None.

#### **V. Next Steps / Closing**

**a. Next Meeting: July 12, 2021**

It was noted that the July meetings of most advisory boards have historically been cancelled. Amanda Christon of MPO Staff recommended that members check their emails for any updates on the status of this meeting.

There being no further business to come before the Committee at this time, the meeting was adjourned at 3:59 p.m.