

Summary

Sunrise, FL
Bicycle & Pedestrian, Greenways & Trails Master Plan Update



Stakeholder Committee
Meeting #2

January 8, 2024 @ 3 PM (Virtual)

Attendees

Danyl Noel, Engineering	Alan Gavazzi, Capital Projects	Ravi Ramgulam, BPAB
Philip Chorath, Engineering	Allen Stotler, Police	Eric Lachs, Marketing
Casey Graham, Engineering	Jeremy Copas, Police	Shannon Ley, CDD
Ashley Resta, Utilities/Public Works	Christine Peffer, Marketing & Com.	
Carrie Kashar, Sustainability	Fazal Qureshi, Broward MPO	Jared Beck, Stantec
Kevin Pickard, Leisure Services	Mark Brown, Broward MPO	Timothy Tresohlavy, Stantec

Summary

Welcome/Introductions & Schedule – (City, Stantec)

Danyl welcomed members to AC meeting #2. Stantec reviewed the project schedule, and upcoming tasks, noting the various forms of outreach performed virtually and in-person.

Stantec shared some photos, observations, and quotes from community members (Dec 2023 outreach), describing how outreach serves as the basis for identifying destinations, willingness to walk/bike, and preferences or priorities.

System Planning - Bikeway Facility Discussion – (Stantec)

Stantec shared two resources since the previous Walk-Bike plan was completed (2017) that are very useful for system planning purposes:

1. FHWA Bikeway Selection Guide – 2019 – https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwas18077.pdf
2. FHWA Improving Intersections for Pedestrians and Bicyclists – 2022 – <https://safety.fhwa.dot.gov/intersection/about/fhwas22017.pdf>

Different bicyclist users were discussed, including the *largest* group (Interested but Concerned riders), who should be our target user group for designing new facilities.

A guide for choosing between three (3) groups of Bikeways was included, based on Posted Speed and Vehicles per Day – noting the “fuzzy boundaries” between 25-35 MPH posted speed:

- A. **Shared Streets** category (<= 25 mph; <= 3k vehicles per day) **GREEN**
- B. **On-Street** category (25-35 mph; 3k – 7k vehicles per day) **YELLOW**
- C. **Separated** category (>= 35 mph; >= 7k vehicles per day) **ORANGE**

The Broward County Level of Traffic Stress (LTS) analysis [<Link>](#) was presented, demonstrating how these four (4) LTS categories aligned with the three (3) Bikeway categories (allowing for some overlap). This work provides a valuable starting point for major roads (FDOT-maintained) using existing data/resources.

Stantec presented three discussion topics for this group to consider:

1. *The Previous Plan (2017) included...* Bike Lanes (blue) and Sidepaths (green) along many major roads. Is the intention to continue offering both bikeway options for multiple bike user groups?
2. Currently, all FDOT roads are >30 MPH posted speed (probably ≥ 35 MPH), and >7k vehicles per day, suggesting that ALL of the Bike Lane (blue) recommendations should be Buffered Bike Lanes or perhaps Separated / Sidepath facilities instead.
3. A Low-Stress Network of residential streets may serve as a valuable 'alternative' to riding along major arterials (FDOT) roads.

Discussion followed.

Discussion from AC members:

- Different roadway cross section typicals are possible for LTS1-2-3-4 (correct)
- Would there be roadways with both on-road and above-road bikeways: Yes, where feasible
- Can we overlay bicycle crash densities on top of the LTS map for comparison: Yes, will compile and share!
 - How can we review these data & educate drivers to slow vehicles down in targeted locations?
 - TREMENDOUS discussion around a Safe Systems Approach <https://www.transportation.gov/NRSS/SafeSystem> - let's chat about this, because educational programs that influence driver behavior (for safety) is a great starting point
 -

Bikeway Selection / Preferences

- **Broward MPO** - aiming for separation from vehicles - regardless of whether there is a curb, but ideally above curb with landscape separation between back of curb / sidewalk. Also:
 - Accommodating all bike users where possible, shared use path on one side, sidewalk on the other, and buffered bike lanes
 - Avoid traditional in-road bike lanes (5' wide) and/or just buffered bike lanes without sidepath option
 - Would like to do some (vertical) separated bike lanes with curb/median or flex-posts items but that raises maintenance issues
 - Stormwater drainage constraint should be considered
- **City of Sunrise** - Both facilities are preferred where practical, and without ROW issues or financial concerns (ideally)
 - Residential areas with more children riding, the City would default to separated bike lanes for safety
- Planning Department is dealing with this challenge at Sunset Square (park?)
 - Shared Use Paths should be a minimum of 10' wide (yes, ideally 12')
 - Local activity center(s) need to be identified as potential future development with 7' sidewalk minimums
 - Land use amendments are coming through the pipeline with higher density / walkability
 - We want to be the "Downtown of the West" of Broward County
- **Bikeway Selection:** tradeoff opportunities exist where the road or ROW is constrained by utilities or trees
 - Relocating utilities is extra expensive
 - Shading is always a preferred choice (heat), especially in the summer

Posted Speed / Safety

- Speed limits along 44th Street shift from 35 mph to 45 mph, and therefore the bikeway transitions to/from buffered bike lane
- Neighborhood Traffic Calming program, in coordination with Broward County: requires investigation effort, and residential support
 - Citizen-led program, with requests, and required signatures from 70% of neighbors – high threshold
 - Limited options for City-initiated requests for speed reduction – mostly along parallel roads for displaced traffic
 - Advanced bicyclists do not like traffic calming because it interferes with their ability to ride fast on the road!
 - These are skilled bicyclists, who prefer to ride with traffic at faster speeds (small group)
- eBikes and eScooters are categorized by different levels; some are modified to be higher speeds
 - Police: only reckless riders are stopped/educated about operating on the sidewalk with pedestrians
 - None are 'discouraged' from riding on the sidewalk
 - Limited incidences of crashes with eScooters or eBikes to date
- Great time for reviewing FDOT arterials for reduced posted speed limits
 - New MUTCD allows for speed reduction, and raised tables at intersections

Amenities / Encouragement to ride

- Wayfinding signage opportunities with branding for bike routes or proximity to City facilities / parks - essential
 - Coordinated with low stress network roads (residential) that are not direct and need additional guidance
 - Benefits local bike users, traveling short distances (non-regional riders)

Prioritization – (Stantec)

Discussion was so productive that we ran out of time for the two (2) question survey/polling. We will offer this as a homework assignment instead.

Please use this link to a VERY brief two (2) question survey on bikeway prioritization: [<link>](#).

Action Items/ Next Steps – (Stantec)

- Please complete this two-question survey on Prioritization: link is above
- Please continue sharing the project website link with colleagues to promote the online survey and interactive web map: www.walkbikesunrise.com/outreach
- Focus Group listening sessions – scheduled for Thursday 1/25/24
- SC#3 meeting – *tentative* for March 2024

ATTACHMENTS:

- **Presentation Slides**

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Stantec Project Team

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Bicycle & Pedestrian, Greenways & Trails Master Plan
Stakeholder Committee Meeting #2
January 2024



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Agenda

Welcome & Purpose	<i>5-min</i>
Schedule Update	<i>5-min</i>
What We've Learned	<i>10-min</i>
System Planning	<i>30+ min</i>
Next Steps	<i>5-min</i>

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Project Team



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Agenda

- Welcome & Purpose
- Schedule Update**
- What We've Learned
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- Next Steps



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General Timeline



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Outreach

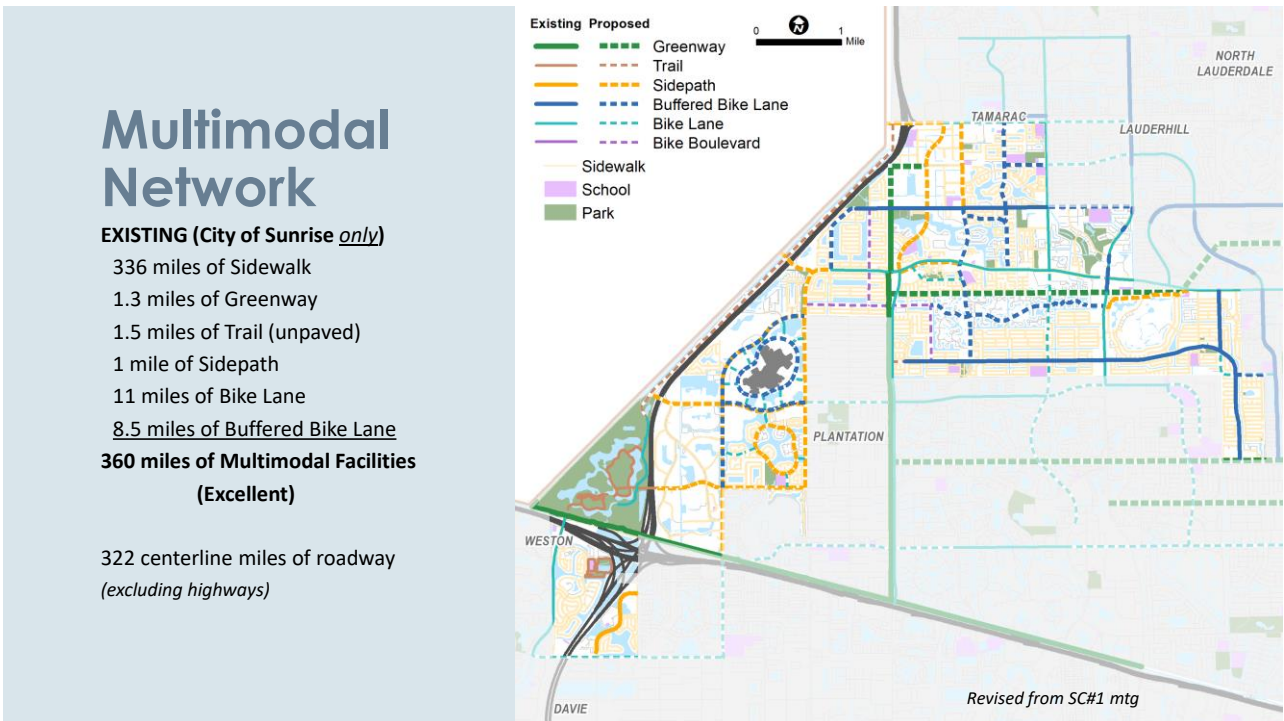
Several methods employed



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Some great facilities exist...

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... others need help!

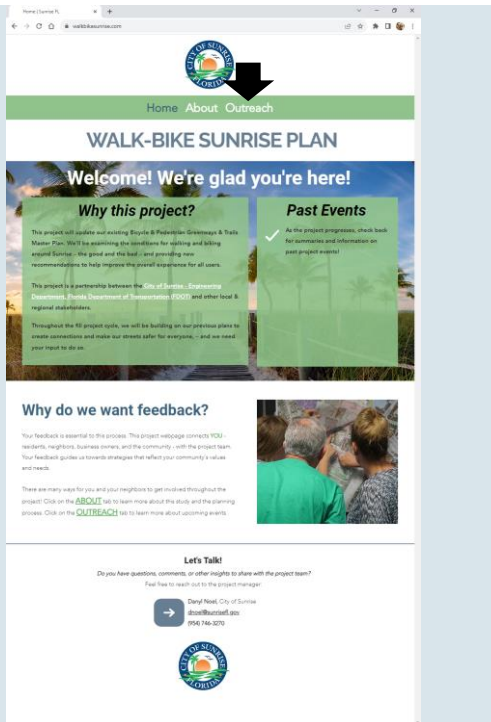


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Project Website

www.WalkBikeSunrise.com

- Outreach



69 responses

Points of Interest

- Destination I visit often
- Barrier to walking-biking
- Safety hazard
- Other(s) - Add Comment

175 Points added

Public Survey

Do you live, work, play, or travel in Sunrise? Maybe you don't now, but would like to?

If so, we'd appreciate hearing from you! Your knowledge is a valuable resource. We want to hear about the issues, challenges, and opportunities you see. This survey should only take about 10 minutes to complete. Please also share with your friends, family, and neighbors. Please also share with your friends, family, and neighbors.

[Take the SURVEY here](#)

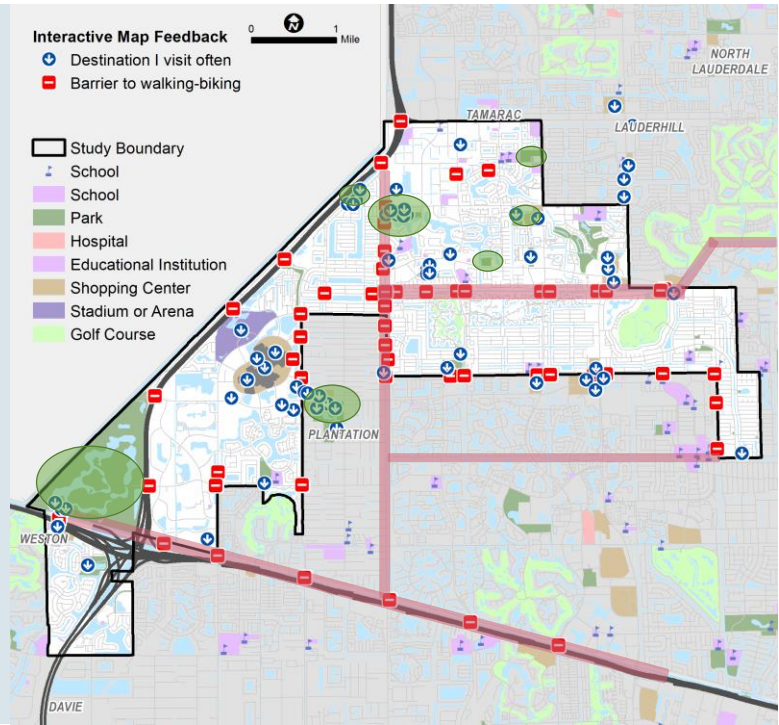
Interactive Map

The interactive map allows you to show us places that need attention—both good and bad! On the map, you'll be able to leave comments about problem areas (where are connections missing? Where do you feel unsafe or find it hard to cross the street? Where would you like to be able to go?, etc.) and points of interest. Unlike the survey, the map will tie your comments to specific locations. This helps us visualize where the challenges and opportunities are!

[View the INTERACTIVE MAP here](#)

Destinations & Barriers

- Parks / Recreation
- Schools
- Shopping centers



Community Members say...

WALK-BIKE SUNRISE PLAN
Check out our project website!



- Take our **Public Survey**
- Check out the **Interactive Map**
- **Learn more** about this Study

SCAN ME!



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Survey + Map feedback

- **Safety concerns**
 - Vehicle speeding
 - Traffic calming
 - Lighting
- Intersection crossings
- Canal crossings
- MORE!!!
- Separation from vehicles



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Takeaways: why is this important?



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Outreach tells us about...

- Places / destinations people want to visit
 - *“Need more bike parking at...”*
- Willingness / deterrents to walking or biking
 - *“Allow electric bikes/scooters on sidewalks”*
 - *“Need safe crossing at 44th Street”*
- Preferences or priorities for bikeway facility types
 - *“Nice new bike lanes... I won’t ride on them because of the cars”*
 - *“Not safe for my children to ride”*
 - *“Need a safety barrier between cars”*

All we have to do is LISTEN

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Definitions

Reminder from SC#1

Bikeway: all types of bike facilities

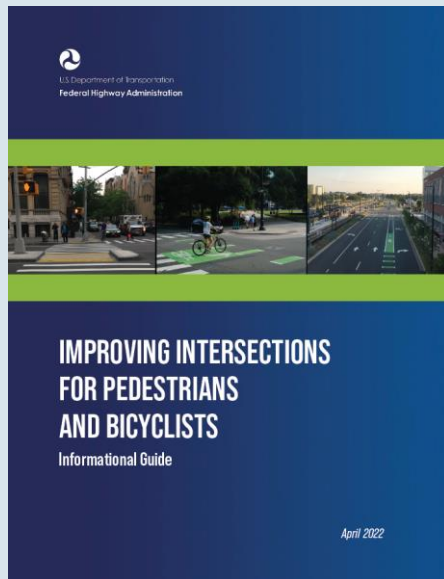
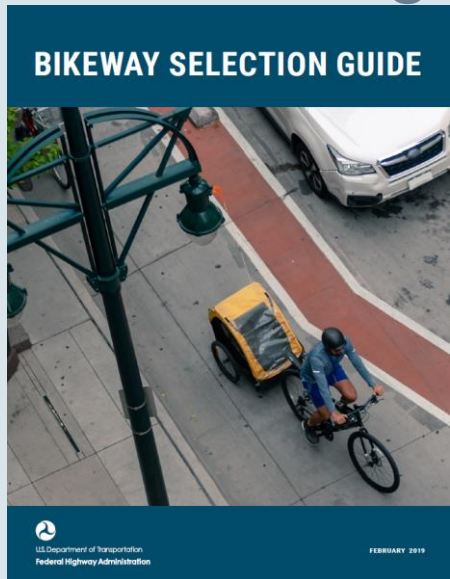


Pedway: all types of pedestrian facilities



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Much has changed since 2016...



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Designing for All Ages & Abilities (AAA)

U.S. Department of Transportation
Federal Highway Administration

BICYCLIST DESIGN USER PROFILES

Interested but Concerned	Somewhat Confident	Highly Confident
51%-56% of the total population	5-9% of the total population	4-7% of the total population
Often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided; prefer off-street or separated bicycle facilities or quiet or traffic-calmed residential roads. May not bike at all if bicycle facilities do not meet needs for perceived comfort.	Generally prefer more separated facilities, but are comfortable riding in bicycle lanes or on paved shoulders if need be.	Comfortable riding with traffic; will use roads without bike lanes.
LOW STRESS TOLERANCE		HIGH STRESS TOLERANCE

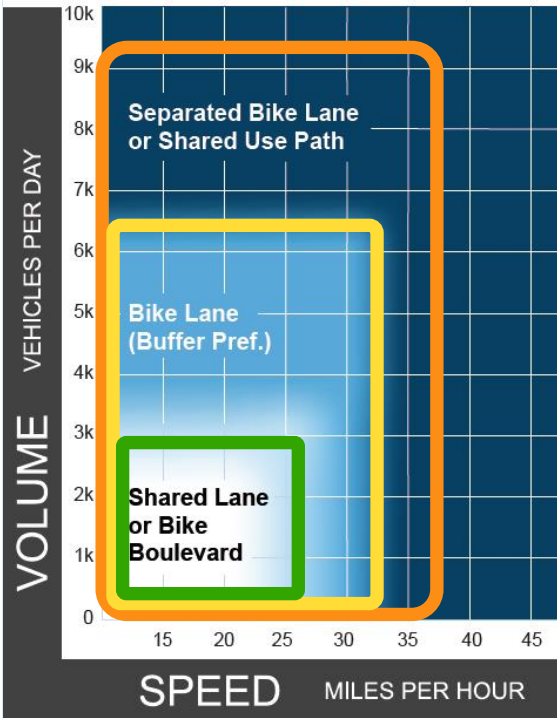
Targeted User Group



“MAMIL”
Middle-Aged Man In Lycra

FHWA Bikeway Selection Guide – February 2019

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Bikeway Categories



- Separated Bike Lanes / Sidepath
- On-Street / Bike Lanes / Buffered
- Shared Street / Bike Boulevards

Fuzzy thresholds between 25-35 mph

Source: FHWA Bikeway Selection Guide (2019) https://safety.fhwa.dot.gov/ped_bike/tools_solve/#

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Bikeway Examples

Shared Street

- Shared Lane Markings
- Bike Boulevards

On-Street

- Paved Shoulders
- Traditional Bike Lanes
- Buffered Bike Lanes

Separated

- Between-the-curb: Bollards/median
- Above-the-curb: Sidepath
- Shared-Use Path (Greenway)

Shared with Cars

Source: PedBikeImages.org <http://www.pedbikeimages.org/> and AdobeStock <https://stock.adobe.com/>

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“Between the curbs”

Bikeway Examples

Shared Street

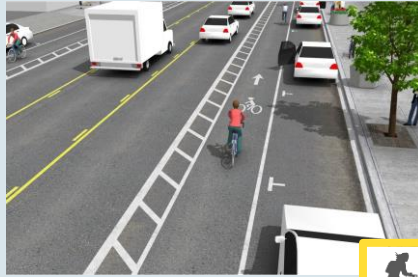
- Shared Lane Markings
- Bike Boulevards

On-Street

- Paved Shoulders
- Traditional Bike Lanes
- Buffered Bike Lanes

Separated

- Between-the-curb: Bollards/median
- Above-the-curb: Sidepath
- Shared-Use Path (Greenway)



Source: PedBikeimages.org <http://www.pedbikeimages.org/> and AdobeStock <https://stock.adobe.com/>

“Between” or “Above” the curbs

Bikeway Examples

Shared Street

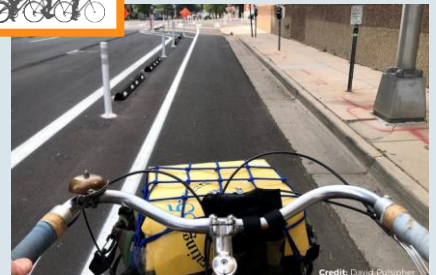
- Shared Lane Markings
- Bike Boulevards

On-Street

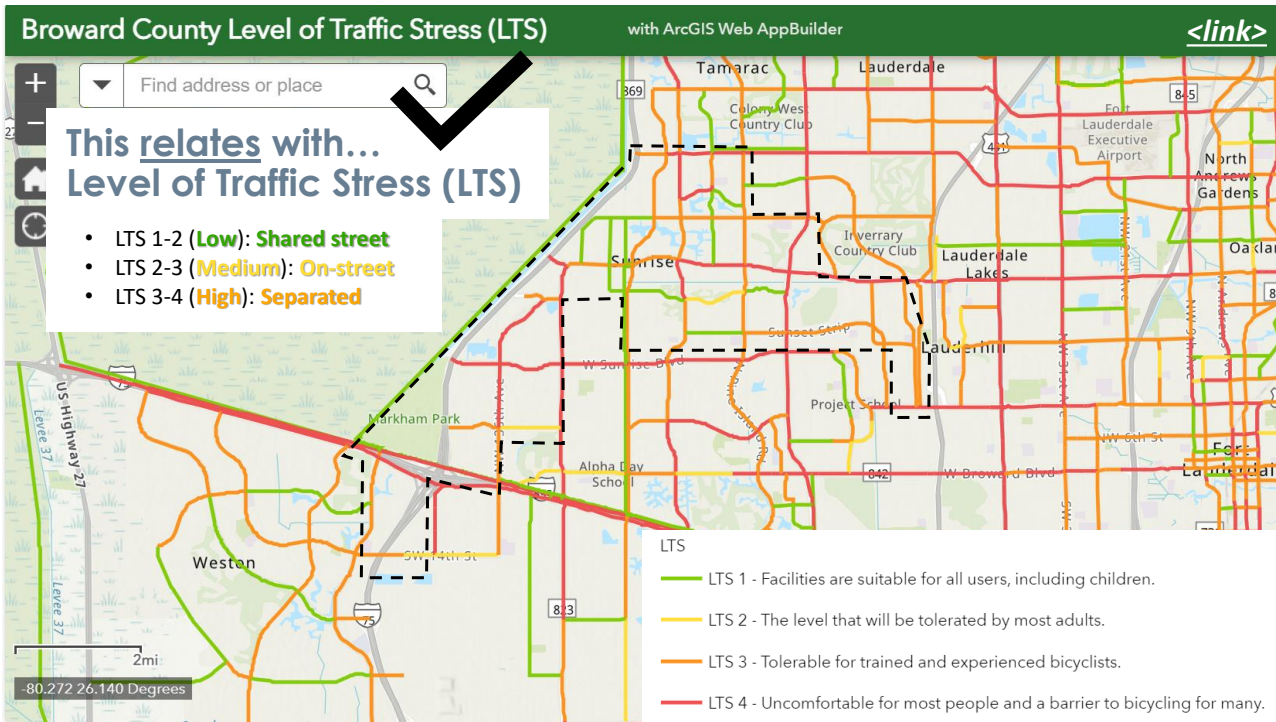
- Paved Shoulders
- Traditional Bike Lanes
- Buffered Bike Lanes

Separated

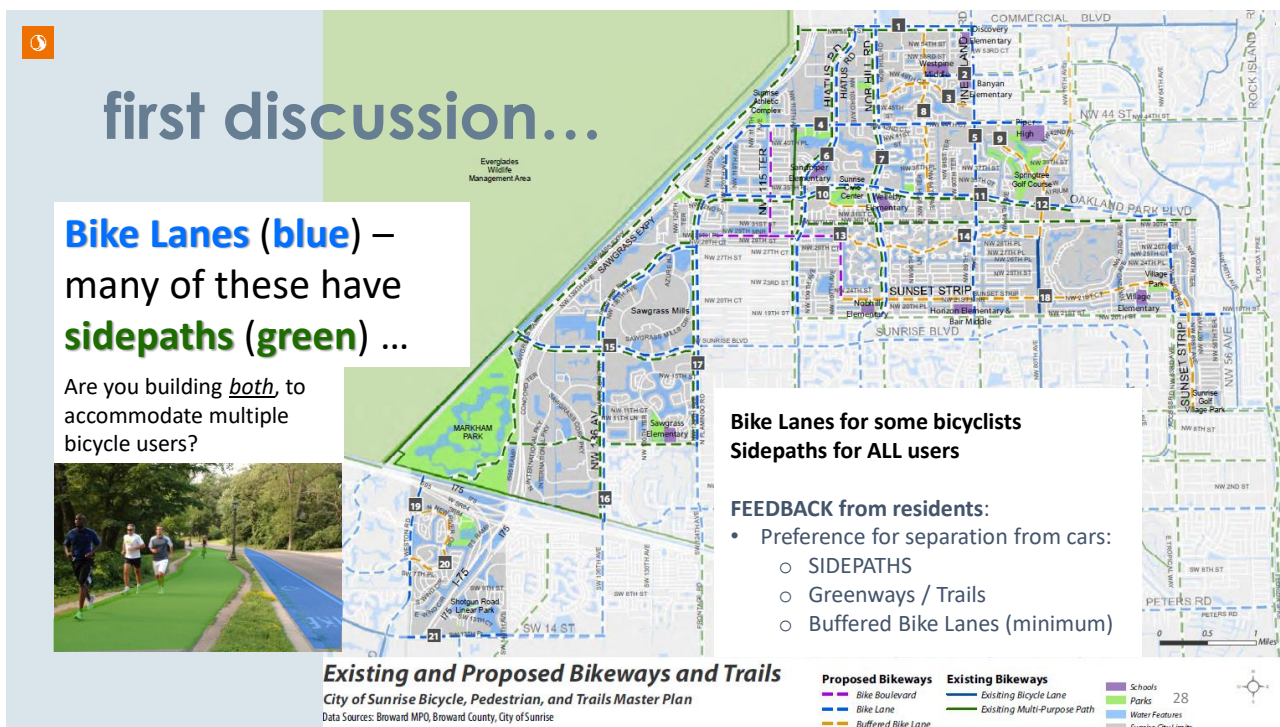
- Between-the-curb: Bollards/median
- Above-the-curb: Sidepath
- Shared-Use Path (Greenway)



Source: PedBikeimages.org <http://www.pedbikeimages.org/> and AdobeStock <https://stock.adobe.com/>



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second discussion..

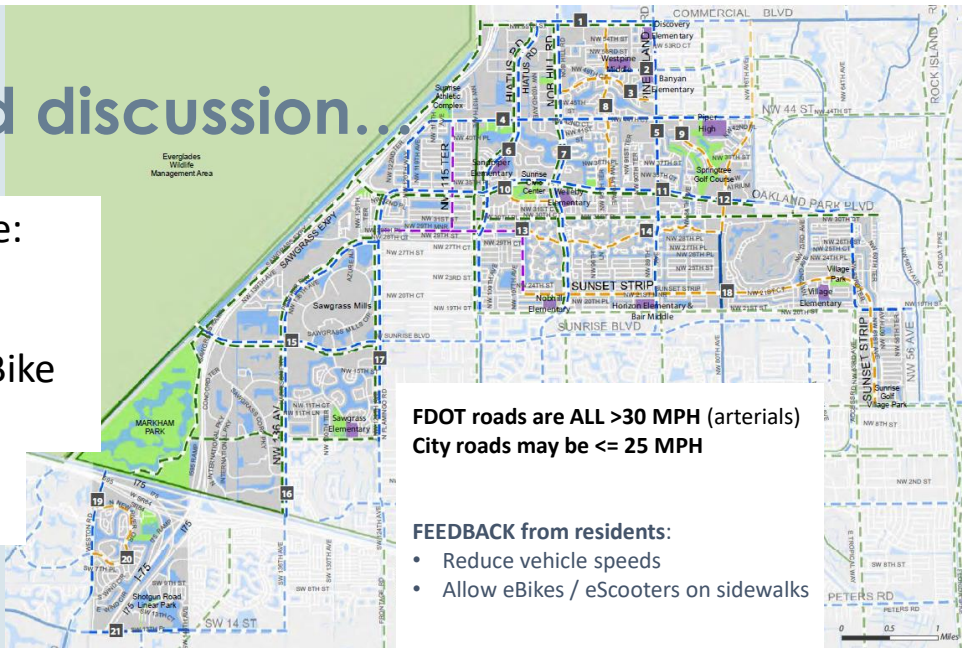
FDOT roads are:

- >30 MPH or
- >7k vehicles

...not safe for Bike Lanes (blue)

Should they be:

- Buffered Bike Lanes
- Separated / Sidepath



FDOT roads are ALL >30 MPH (arterials)
City roads may be <= 25 MPH

FEEDBACK from residents:

- Reduce vehicle speeds
- Allow eBikes / eScooters on sidewalks

Existing and Proposed Bikeways and Trails

City of Sunrise Bicycle, Pedestrian, and Trails Master Plan
Data Sources: Broward MPO, Broward County, City of Sunrise

Proposed Bikeways	Existing Bikeways	Schools	Parks
Bike Boulevard	Existing Bicycle Lane	29	
Bike Lane	Existing Multi-Purpose Path		
Buffered Bike Lane			

third discussion...

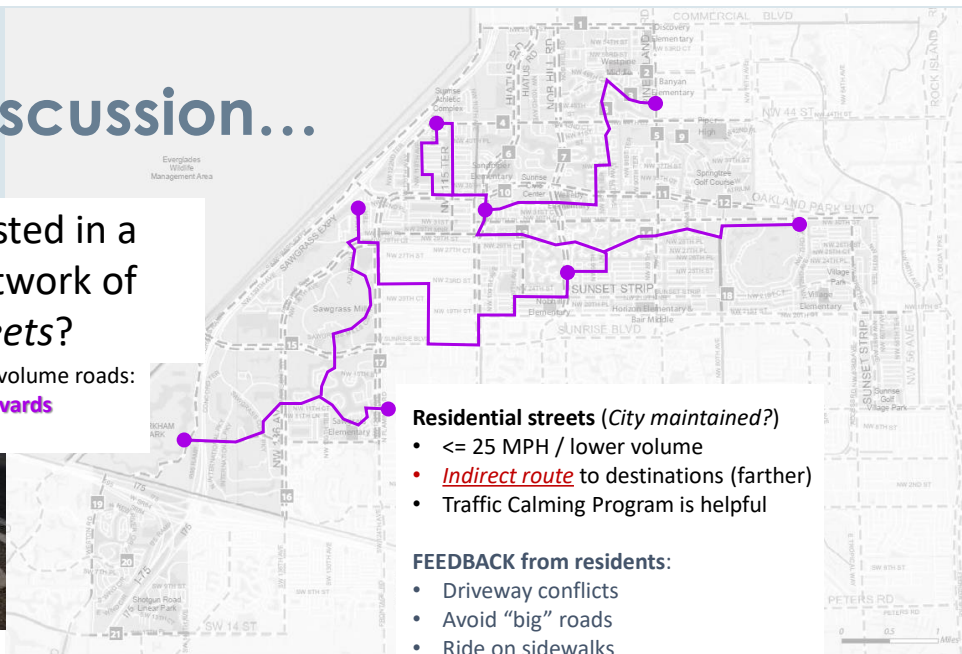
Are you interested in a Low-Stress Network of residential streets?

Relatively low speed, low volume roads:

- Many more **Bike Boulevards**
- **Secondary network**



Or prioritize capital improvement projects (redesign)?



Residential streets (City maintained?)

- <= 25 MPH / lower volume
- **Indirect route** to destinations (farther)
- Traffic Calming Program is helpful

FEEDBACK from residents:

- Driveway conflicts
- Avoid "big" roads
- Ride on sidewalks

Existing and Proposed Bikeways and Trails

City of Sunrise Bicycle, Pedestrian, and Trails Master Plan
Data Sources: Broward MPO, Broward County, City of Sunrise

Proposed Bikeways	Existing Bikeways	Schools	Parks
Bike Boulevard	Existing Bicycle Lane	30	
Bike Lane	Existing Multi-Purpose Path		
Buffered Bike Lane			

Join at [Menti.com](https://www.menti.com) – use the code 64 82 96 6



If YOU were asked to prioritize...

Q1: How would you **RANK** the following from 1st to 6th

- A. Greenways / Trails along SFWMD canals
- B. FDOT roads – BETWEEN the curbs: Buffered or traditional Bike Lanes
- C. FDOT roads – ABOVE the curbs: Sidepaths
- D. FDOT roads – INTERSECTION improvements (signals, transit access)
- E. City of Sunrise / residential streets (Bike Boulevards, traffic calming)
- F. Other(s)

←
"Low Stress Network"

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Join at [Menti.com](https://www.menti.com) – use the code 64 82 96 6

For Example...



F

Other ideas

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Join at [Menti.com](https://www.menti.com) – use the code **64 82 96 6**

If YOU had to allocate funding...

Q2: How would you **SPEND** \$100 towards:

- A. Greenways / Trails along SFWMD canals
- B. Capital projects on FDOT roads – BETWEEN the curbs
- C. Capital projects on FDOT roads – ABOVE the curbs
- D. Capital projects on FDOT roads – INTERSECTIONS
- E. City projects on residential streets
- F. Maintenance & repairs
- G. Amenities (bike racks, repair stations, wayfinding, etc.)

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Coordination Items

Share the project website:

www.walkbikesunrise.com/outreach

Focus Group “Listening” sessions Thur Jan 25th

Next Stakeholder Committee Meeting:

- SC#3 ~ March 2024

