

Community Oversight & Advisory Team (COAT) MEETING SUMMARY

Meeting 3- Thursday, January 21st at 6:00 pm

Attendees:

COAT Members

John Biggie
Lotus Boss
Jennifer Bramley
Gail Bulfin
Todd Drosky

Dan Glickman
Betty Masi
Joan Maurice
Dave Mirantz
Rita Pickar

Tom Rabil
Brian Rosen
Eric Torella
Evan Wolk

Public Attendees

Commissioner Dick Blattner
Vice Mayor Bill Ganz
Commissioner Richard Rosenzweig
Richard Epperly
Nicole Giordano
Yves Goulet
Ed Hack
M. Karsenig
Nancy Kasmarski
Pete O'Neil
Andrew Velasquez
Lu Venc
Steve Williams
Barry Warhoftig

Staff

Gregory Stuart - Broward MPO
Charlene Burke - Broward MPO
Paul Calvaresi - Broward MPO
James Cromar - Broward MPO

Anthea Thomas - Broward MPO
Sheri Coven - Marlin Engineering
Jennifer Fierman - Marlin Engineering
Nancy Ziegler - Marlin Engineering
Steve Braun - Florida Department of Transportation (FDOT)
Scott Peterson - Florida Department of Transportation

The meeting commenced at 6:18 PM. Greg Stuart acknowledged attendees from FDOT who were in the audience.

Sheri Coven reviewed housekeeping items after which the COAT members introduced themselves.

Prior to proceeding with the agenda, a COAT member provided an overview of the Deerfield Beach Pre-COAT meeting that was held the previous evening, noting that COAT meeting agendas were among the items of discussion. It was felt that the COAT meeting agendas were pre-set with no opportunity to provide input or suggest agenda items. Greg stated that the agenda was a product of the COAT and that members would be given the opportunity to review the agenda and add items to it.

It was also mentioned that the City of Deerfield Beach hired Keith and Associates to advise the City on SW 10th Street. The firm helped the city develop a list of talking points that conveyed information that the City of Deerfield Beach would like to see addressed at future COAT meetings.

COAT MEETING SUMMARIES

Sheri asked the COAT members if, after having reviewed the meeting summaries from COAT Meetings #1 and #2, they had any comments or revisions.

It was noted that during an exercise that took place at COAT Meeting #2, several COAT members developed a concept for SW 10th Street utilizing a small aerial that had been provided to them, and the results of that exercise were not reflected in the meeting summary.

It was also noted that the discussion pertaining to the funding of amenities was not reflected in the Meeting #2 summary. Sheri stated that the Meeting #2 summary would be revised to reflect both issues, and the revised summary would be posted on the SW 10th Street website.

FACT SHEETS

Sheri presented two fact sheets to the COAT members: FDOT Project Planning Process and Existing and Future Conditions.

Greg reminded the COAT that this consensus building process was not a typical step in the transportation project planning process and emphasized that it was the desire of the MPO Board to solicit public input before moving forward with a recommendation pertaining to SW 10th Street.

Greg introduced Commissioners Richard Rosenzweig, City of Deerfield Beach and Dick Blattner, City of Hollywood, and offered them the opportunity to address the COAT members.

Commissioner Rosenzweig discussed his suggested options for SW 10th Street and suggested that a goal for the COAT should be to come up with long-term solutions.

He discussed the need to move people quickly, comfortably and economically, and how growth was occurring within neighborhoods and the region, reiterating the importance of long-term solutions.

Greg Stuart reminded the COAT that this planning effort goes beyond Deerfield Beach and Broward County and is focused on the entire region of southeast Florida and how the region globally interconnects. He used the proposed Mall of Americas project in northwest Miami-Dade County and the traffic it will generate along SW 10th Street as an example. He explained that the SW 10th Street corridor will be utilized by people living north of Broward County who want to access the Sawgrass as a means to travel south to the new mall.

PARKING LOT

A COAT member asked to add 2 comments to the parking lot:

1. A visualization tool to help the COAT and the public better understand what is happening on SW 10th Street in real-time.

MPO staff demonstrated a visual tool using Google Traffic. A map of the study area showed live traffic and travel times, which staff committed to posting on the SW 10th Street website. While several COAT members felt this tool was useful, visualization tools showing future traffic was still desired.

2. The status of the use of adaptive signal technology along SW 10th Street.

It was suggested that adaptive signal technology, if put in place, would reduce congestion along SW 10th Street and could be utilized at a smaller-scale than some of the other proposed solutions. It was sought as a preliminary first step.

In response, Greg agreed to contact Broward County Traffic Engineering and FDOT to ask about the status of adaptive signal technology implementation along the corridor. However, since signalization was beyond the purview of the MPO, he was unable to commit to providing an answer within a specific time frame. He suggested the City of Deerfield and/or the COAT send a formal letter to Broward County asking for an official response.

A COAT member suggested that FDOT use visual models of future traffic conditions to evaluate scenarios. Greg said that when recommendations by the COAT are presented to the MPO Board, visualizations could be included.

There was discussion about funding. A COAT member stated that the project should be something that is well designed and value-engineered.

Greg reminded COAT members that their role was to make clear what the SW 10th Street community envisions. This should be done without regard to cost so if engineering does occur, FDOT will know what vision elements need to be taken into consideration.

REVIEW OF RED DOT/GREEN DOT EXERCISE FROM 12-17-15 COAT MEETING

Sheri reviewed the exercise process and observations.

This exercise was provided as a technique to assist the COAT in developing a series of recommendations that could also be explored further at the January 30th Open House and ultimately taken to the MPO Board.

In review, Sheri noted that the COAT did not have overwhelming opposition to, or support for, traffic and congestion management. She pointed out COAT support for attractive roadside treatments such as green space on the top of a tunnel.

It was noted that the attractive roadside feature improvements could change the aesthetics of the area including open space, landscaping and greenspace. Some COAT

members felt that as the process moves forward, these items need to be taken into consideration.

Sheri discussed exercise results for noise walls. While COAT input was split on that issue, she pointed out that there was clear support for a depressed roadway, but no support for bridges and overpasses.

Going back to the issue of traffic and congestion management, there seemed to be agreement among the COAT members that they were supportive of utilizing traffic and congestion management tools, and that the lack of support during the exercise was because the images provided were not of interest. There appeared to be general support, for instance, for the use of bicycle and pedestrian facilities.

Greg asked the COAT if there was consensus support for bicycle and pedestrian facilities. The COAT members replied affirmatively.

Sheri also noted that while a tunnel from the Sawgrass Expressway to I-95 was not presented as an option during the exercise, one of the COAT members added it as an option for consideration, which was discussed.

A COAT member asked if FDOT could explain hourly throughput on the corridor. This request was added to the Parking Lot.

The COAT members discussed the images that were provided as part of the exercise and asked if they were comprehensive. Greg explained that they were designed to convey an idea of what options could be utilized in the various categories. The COAT also discussed signalization, interchange improvements and road widening as additional options.

The COAT discussed the cost of road widening and how land required for road widening was acquired.

A COAT member asked if the carrying capacity of a travel lane was different for a tunnel as compared to an elevated section. Scott Peterson from FDOT explained that a lane carries the same amount of traffic whether a section is raised or depressed. He added that throughput is improved when traffic does not have to stop at every signal.

REVIEW OF CONCEPTUAL TYPICAL SECTIONS (EXAMPLES)

Greg reviewed the conceptual examples.

The COAT had several questions about their configuration, number of lanes, right of way, transit, bike facilities and intersections. One COAT member stated that it was difficult to evaluate the examples without knowing what could happen at any of the intersections along SW 10th Street.

The COAT asked questions about the number of lanes that would be needed to accommodate future traffic and how connections between the corridor and I-95 and the Sawgrass would work in the future.

Scott Peterson explained that FDOT has the ability to analyze traffic to determine how many lanes are needed to accommodate future capacity.

The COAT discussed access for local traffic to the Sawgrass and I-95 and major intersections. The COAT also discussed concerns about how to keep through traffic from using local streets as shortcuts.

Greg explained that the COAT could make recommendations with regards to this issue.

A COAT member asked if the MPO required the COAT to support a specific conceptual example. Greg explained that the COAT can provide recommendations and that the MPO Board directed the COAT to identify the least objectionable solutions. Greg added that the COAT was not being asked to choose between the conceptual examples. He added that the examples were provided to the COAT in response to its request for more visual examples of potential alternatives.

The COAT discussed the specific aspects of the conceptual examples related to noise walls and visual obstruction.

Greg explained that a noise study was part of the Project Development & Environmental (PD&E) process. The intent of the COAT process and public outreach is to inform engineering considerations.

Greg reminded the COAT members that their role was to come to consensus on their vision for SW 10th Street and not to choose between specific designs and examples.

SW 10TH STREET VISION

Sheri discussed the COAT's draft vision statements and asked if they captured what the COAT wanted for neighborhoods along the corridor.

Scott Peterson of FDOT said the COAT Vision statements were excellent for identifying community concerns and that those points would help during a PD&E process.

A COAT member asked how the vision fits into the PD&E process. Greg explained that there would be numerous opportunities for public input throughout the transportation planning process, including PD&E. Greg reminded the COAT to refer back to the Project Process Fact Sheet.

Some Deerfield Beach COAT members expressed frustration with the COAT process. These members suggested that a better approach to solving congestion along SW 10th Street was to utilize less invasive remedies such as adaptive signal technology.

Other COAT members stated they were being patient with the continual dialog focused on Deerfield Beach COAT members' concerns, noting that there was value in the COAT consensus building process.

Greg mentioned that a study was being planned for the I-95 interchange and the Turnpike interchange. With the studies in mind, Greg noted that the task of the COAT was to develop consensus on a shared Vision for SW 10th Street. Should the COAT decide not to provide input, the interchange improvements would go forward with minimal input from the community in how they connect with SW 10th Street.

Greg added that the MPO Board asked the COAT to assemble for the purpose of gathering community input.

The COAT discussed the consensus building process in which they were engaged and the upcoming Open House. The COAT asked if there was enough information to present at a community-wide Open House.

Greg clarified that the Open House would highlight the COAT's interest in the corridor and educate the public on this issues on which the COAT has been focused, including the draft vision statements and recommendations. It was suggested that preservation of local access be added to the Vision. A few COAT members were not comfortable with providing the draft recommendations at the Open House and suggested they be presented as draft discussion items. Greg agreed to that request.

The COAT further discussed its role in the public meeting and then general discussion followed.

COAT members discussed how SW 10th Street was regional and that there are regional concerns to consider. There was consensus among the COAT members that that the road should have been addressed during the construction of the Sawgrass and that the COAT now has an opportunity to fix it.

A COAT member asked for additional COAT meetings and at least one more public meeting to have time to evaluate more thoroughly the major intersection options. Greg said that the request would be considered.

PUBLIC COMMENT

Commissioner Bill Ganz discussed the City of Deerfield Beach's perspectives on tolls, economic impacts, local traffic, connectivity and impacts to Deerfield Beach residents. He discussed the tunnel option and noted that it might not be feasible.

COAT ROUNDTABLE

Each COAT member closed with their own thoughts on this consensus building initiative and progress to date. Many of the closing comments focused on a request for more detailed information and analysis. Greg pointed out that much of the information being requested would be more appropriately addressed during a PD&E study.

The meeting adjourned at 8:55 PM.