



# SW 10<sup>th</sup> Street Consensus Report

September 2016



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# Why Build Consensus?

The Broward Metropolitan Planning Organization (MPO) is responsible for developing a 20+ year Long Range Transportation Plan (LRTP) that balances land use and transportation and guides the investment of transportation funds. This plan is based on community values and input from stakeholders and the public. For decades, improvement of the SW 10<sup>th</sup> Street corridor was a controversial project. In 2013, a letter received by the Broward MPO raised concerns over growing congestion in the corridor and suggested it may be time to reinvestigate future needs. At the same time, the adjacent communities were still very concerned about the adverse impacts of transportation improvements. In 2014, the Broward MPO Board asked staff to develop a process by which the adjacent North Broward County communities of Coconut Creek, Coral Springs, Deerfield Beach and Parkland could be brought together to develop consensus on the future of the corridor.

## Background

SW 10<sup>th</sup> Street is an integral segment of the North Broward County roadway system providing east/west mobility for adjacent residents and businesses and also providing regional connectivity between the Sawgrass Expressway and I-95. SW 10<sup>th</sup> Street begins at Florida's Turnpike/Sawgrass Expressway interchange and extends to State Road 811 (North Dixie Highway) in the east where the roadway becomes SE 10<sup>th</sup> Street. West of Florida's Turnpike, SW 10<sup>th</sup> Street transitions to the Sawgrass Expressway, a major regional highway that serves western Broward County and connects to I-75 and I-595 to the south. The section of SW 10<sup>th</sup> Street from Florida's Turnpike to the FAU Research Park Drive just east of I-95 is the subject of this study, as shown in Figure 1 below.

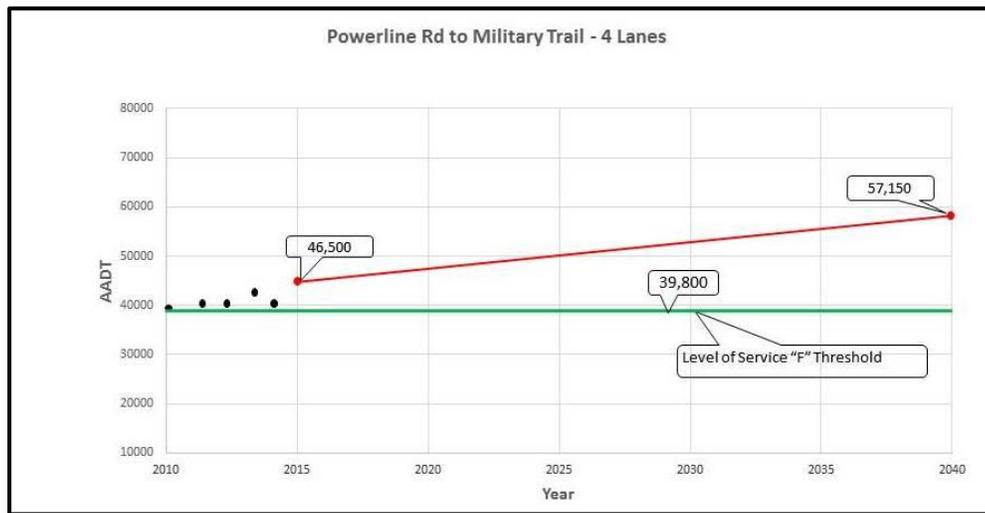
**Figure 1. Project Limits and Study Area**



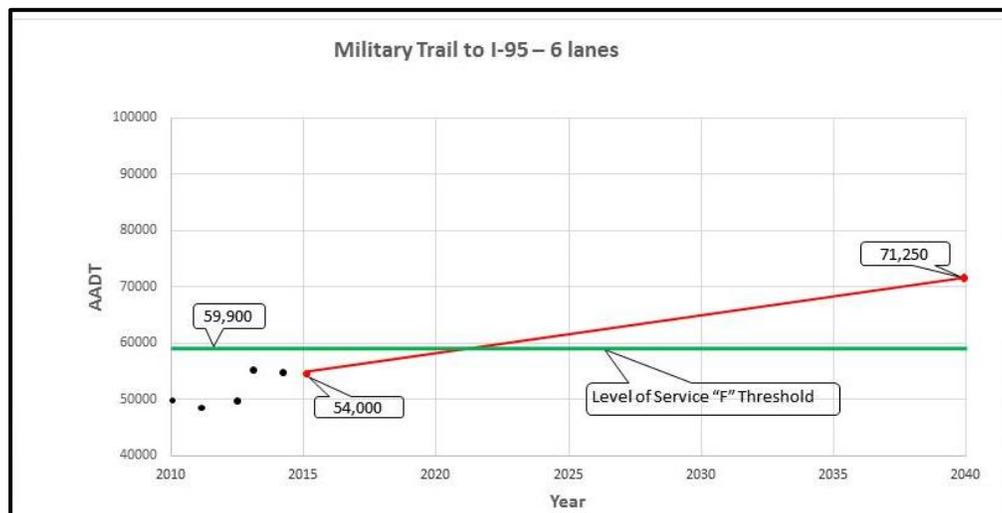
Traffic volume along the SW 10th Street corridor has increased over the past 20 years and is forecasted to continue to increase due to population and economic growth within the entire county and region. Examples include, but are not limited to, planned business expansion along the SW 10th Street corridor and a 200 acre mega mall, American Dream Miami, which will include shopping and a theme park located where the Florida Turnpike meets Interstate 75 and is expected to attract over 300 million visitors a year. The roadway currently experiences severe congestion, Level of Service (LOS) F, during peak commute periods and much less congestion off-peak, LOS C. Current growth trends and projections for 2040 indicate the roadway section will be LOS F at all times of day, as depicted in the figures below.

**Figure 2. Projected Traffic Volumes/Powerline Rd to Military Trail**

Source: Florida Department of Transportation, District 4



**Figure 3. Projected Traffic Volumes/Military Trail to I-95**



Source: Florida Department of Transportation, District 4

The corridor has been planned as a limited access highway in the Broward MPO's LRTP as early as the 1985 Plan, which was adopted in the 1970s. It showed the roadway section as the University/Deerfield Expressway. There have also been recent efforts to increase the capacity of the corridor. In 1993, the Florida Department of Transportation (FDOT) completed a Project Development and Environment (PD&E) study that evaluated alternatives to extend the Sawgrass Expressway to I-95. At that time, the need for the project was attributed to the substantial projected growth within Broward County, resulting in future traffic demands along SW 10<sup>th</sup> Street. The PD&E study concluded that the only viable alternative was to construct SW 10<sup>th</sup> Street as a limited access six-lane highway with the elimination of all at-grade intersections.

Soon after, opposition to the project began to build among the residents of Deerfield Beach, through which SW 10<sup>th</sup> Street traverses. Representatives of several Homeowners' Associations, including Century Village and Independence Bay, as well as businesses and residential interests along the corridor began to voice objections to the increased traffic, elevated roadway and restricted access proposed for SW 10<sup>th</sup> Street by the PD&E study. Due to vehement opposition to the project, in November 1993, the Broward MPO Board unanimously voted against moving forward with the project.

The next attempt came in September 2008. A Feasibility Study from FDOT noted that the 2007 Broward County traffic counts exceeded the 2010 projections from the previous PD&E (1993) by 47% to 98% and indicated that growth was expected to continue. The Feasibility Study concluded that transportation improvements along the SW 10<sup>th</sup> Street corridor were needed to accommodate future regional travel demand. This was a technical study that did not fully address the local concerns raised in 1993. The Feasibility Study recommended further analysis and development of potential congestion solutions during a recommended second PD&E study to see if a transportation improvement project had the potential to move forward.

On January 17, 2009, alternatives were presented at a public meeting held by FDOT. Of the 117 people in attendance, 99% were from Deerfield Beach and 31 of them provided written comment. A summary of the written comments and concerns included the following:

- Existing and/or future noise 55%
- Impacts of a flyover/elevated highway 45%
- Flyover/elevated road alternatives should be analyzed 23%
- Emissions/dust/air quality 23%
- Congestion 16%
- Property value 16%
- Requested a noise wall 13%
- Indicated widening (4 to 6 lanes) would be OK 13%

With public opposition still strong from the residents of Deerfield Beach, no further action was taken by the Broward MPO to explore alternatives for SW 10<sup>th</sup> Street improvements and all potential funding for a project of any type was removed and used elsewhere.

## SW 10<sup>th</sup> Street Consensus Building Initiative

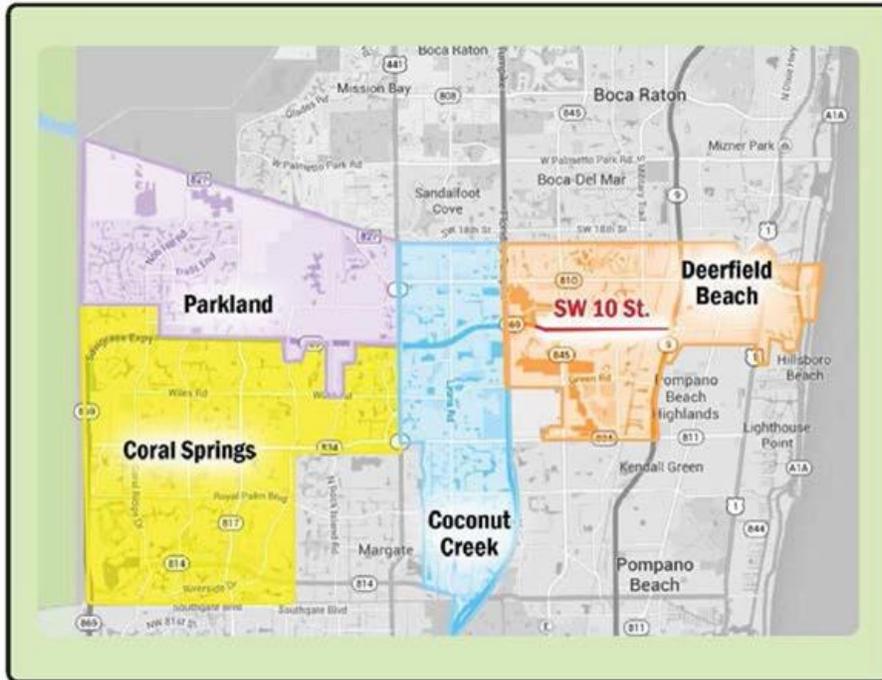
Among its many functions, the Broward MPO works with the public, planning organizations, government agencies, elected officials and community groups to develop transportation plans and priorities. Given the history of SW 10<sup>th</sup> Street, the Broward MPO knew that a traditional approach to project development was not going to be successful along this corridor. In 2014, the Broward MPO noted that with PD&E studies taking place at the interchanges of SW 10<sup>th</sup> Street and I-95 and SW 10<sup>th</sup> Street and Florida's Turnpike, it may be time to explore a new and innovative public engagement process for the SW 10<sup>th</sup> Street corridor. While transportation planning in Florida includes a robust public involvement process, the Broward MPO determined that extraordinary, early public engagement with the goal of addressing the livability issues and concerns of the communities adjacent to the corridor would be the only way to try moving forward with a SW 10<sup>th</sup> Street transportation improvement project.

By 2015, under the leadership of its Chair, Commissioner Richard Blattner (City of Hollywood) and Executive Director, Gregory Stuart, and consistent with its vision to promote economic vitality, protect the environment and enhance quality of life, the Broward MPO decided to create a SW 10<sup>th</sup> Street Consensus Building Initiative. The purpose of this initiative was to bring together the communities and business interests impacted by traffic along SW 10<sup>th</sup> Street to discuss the future of the corridor, identify concerns regarding current and future traffic conditions and develop a consensus on long-term transportation solutions that ease congestion. This would be accomplished through creative approaches that included:



- Extensive outreach to each of the affected local governments
- Extensive outreach to all affected residents through their Homeowners' Associations
- Creation of a citizen's advisory body to develop consensus on a vision for SW 10<sup>th</sup> Street

**Figure 4. Affected Local Governments**



The designated study limits, as noted in Figure 1, were identified as the segment of SW 10<sup>th</sup> Street between the Florida's Turnpike and the northbound exit ramp from I-95 to SW 10<sup>th</sup> Street. The segment was 3.35 miles in length and the study area included communities along the east/west segment of the Sawgrass Expressway and SW 10<sup>th</sup> Street including the cities of Coconut Creek, Coral Springs, Deerfield Beach and Parkland (see Figure 4).

## Goals and Challenges

Through the consensus building process, the MPO hoped to achieve a long-term public engagement commitment that would lead to the following:

- Balanced points of view
- Mutual respect and trust among all parties
- A commitment to any arrived at solutions

However, numerous challenges lay ahead. The Broward MPO hoped to overcome an “us vs. them” mentality among the local governments as SW 10<sup>th</sup> Street runs directly through the City of

Deerfield Beach. From the perspective of the city's residents, they had the most to gain or lose from this process and had been the most vocal in opposing any transportation improvement projects (including bike lanes) along the corridor over the past few decades. Their primary concerns focused on ensuring local access, minimizing noise and construction, implementing short-term solutions and protecting property values. However, the other communities in the study area (cities of Coconut Creek, Coral Springs and Parkland) were more focused on easing congestion along the corridor and having improved regional access to I-95 and the Turnpike. The MPO also wanted the citizens' body to be made up of technical people, transportation planners and engineers who understood the complexities and intricacies in balancing all desires.

# Outreach to the Community

## Identifying Primary Issues and Concerns

To meet the goals of the SW 10<sup>th</sup> Street Consensus Building Initiative and address the anticipated challenges to achieving consensus, the Broward MPO immediately began identifying the affected parties, which included the following:

- Five residential communities that directly access or are immediately adjacent to the segment of SW 10<sup>th</sup> Street (a total of 10,425 residential units).
- Twelve communities in the surrounding area that could benefit from transportation improvements on SW 10<sup>th</sup> Street, or conversely, experience more congestion from diverted traffic as capacity on SW 10<sup>th</sup> Street diminishes (2,823 residential units).
- Commuters, freight handlers, students and businesses who utilize the roadway as part of a regional network (from 40,000 to 56,500 vehicles per day in 2013).
- Major employers located on or in proximity to the corridor including a Publix Distribution Center, People's Insurance, the Newport Center Corporate Park and others.

Staff held a series of outreach meetings to engage as many of these affected parties as possible, beginning initially with local elected officials and their staff. Between March and May of 2015, staff met with elected officials representing the cities of Coconut Creek, Coral Springs, Deerfield Beach and Parkland. The primary purpose of these meetings was to do the following:

- Inform them of this consensus building initiative
- Inform them that the Broward MPO was about to engage their constituents
- Gather input on their concerns about the existing conditions along the SW 10<sup>th</sup> Street corridor
- Gather their thoughts on a vision for the future of SW 10<sup>th</sup> Street
- Seek their input on appointments to a citizens' advisory body

Following that initial outreach, from May through October 2015, meetings were held with Homeowners' Associations, Chambers of Commerce and business interests along the corridor. The purpose of those meetings was to introduce the SW 10<sup>th</sup> Street Consensus Building Initiative and gather input, concerns and recommended solutions for the corridor. As a result of all of these meetings, the following issues and concerns related to noise, traffic, infrastructure, economic development and health and safety were identified and categorized as follows:

**Table 1. Community Issues and Concerns**

Noise (Pre- and Post-Construction)
• Noise from existing traffic, including trucks and motorcycles, impacts quality of life
• Roadway improvements will generate additional traffic and noise
• Noise will get worse if nothing is done and congestion increases
• There are currently no options to contain noise
• Noise walls are not needed
• An elevated roadway will increase noise
• A depressed roadway may reduce noise
• Night time construction impacts adjacent communities
Traffic
• The I-95 Interchange is the cause of the problem and needs to be fixed
• I-95 Interchange improvements will increase traffic volumes
• Something should be done to reduce weaving on the bridge over I-95
• Traffic signals need to be synchronized*
• Traffic signals require too long a wait for communities on the south, even with no oncoming traffic
• Need to accommodate/improve access to subdivisions on the south
• Traffic congestion on the corridor is no different than other roads in Broward County
• Peak hour congestion is severe but does not last throughout the day
• Traffic speeds are excessive
• Evening traffic accessing SW 10 <sup>th</sup> Street at FAU Research Park Blvd. has a stacking issue
• It is difficult to weave over to the Lyons Road Sawgrass Expressway West Bound exit since the Turnpike widened the road
• There are no unimpeded options for traffic moving between I-95 and the Turnpike
• Maintain County transit circulators, routes and schedules and consider other mass transit options including additional Park and Ride facilities*
• Community priorities and concerns regarding traffic vary and need to be taken into consideration
Infrastructure
• No Flyover or Elevated highway
• I-595 and Southern Blvd./Palm Beach Airport flyovers are good models
• Sawgrass should turn south and connect to Sample Rd then to I-95*
• Sawgrass should turn north and connect to Palmetto Park Rd*
• Need to consider a tunnel or roadway depression*
• Need to consider the use of reversible lanes*
• The roadway needs to be widened*
• “Service” roads for neighborhoods are not desired*
• U-Turns are not desired *

<ul style="list-style-type: none"> <li>• Separate SW 10<sup>th</sup> Street traffic and Publix/Newport Center Drive traffic using two sets of ramps at I-95*</li> </ul>
<ul style="list-style-type: none"> <li>• The City of Deerfield Beach does not want to lose its identity or connectivity</li> </ul>
<ul style="list-style-type: none"> <li>• There is limited pedestrian access from the Century Village Southeast gate</li> </ul>
<ul style="list-style-type: none"> <li>• There is no direct access into the Century Village Southeast gate</li> </ul>
<ul style="list-style-type: none"> <li>• Move the Century Village Southeast gate to the north *</li> </ul>
<ul style="list-style-type: none"> <li>• Improve access from the Sports Complex just west of Powerline Road to improve access</li> </ul>
<b>Economic Development</b>
<ul style="list-style-type: none"> <li>• Real estate values would increase if SW 10<sup>th</sup> Street was more business/user friendly</li> </ul>
<ul style="list-style-type: none"> <li>• Widening the roadway, the addition of noise walls and reducing greenspace will reduce property values</li> </ul>
<ul style="list-style-type: none"> <li>• Solutions that beautify the corridor would be good for business</li> </ul>
<ul style="list-style-type: none"> <li>• Solutions need to be aesthetically pleasing and include landscape enhancements</li> </ul>
<ul style="list-style-type: none"> <li>• SW 10<sup>th</sup> Street should become a gateway to the City of Deerfield Beach</li> </ul>
<ul style="list-style-type: none"> <li>• Congestion impedes the movement of freight and business deliveries</li> </ul>
<ul style="list-style-type: none"> <li>• Improvements to the corridor should facilitate economic activity and business development</li> </ul>
<ul style="list-style-type: none"> <li>• Improve customer access to local businesses</li> </ul>
<ul style="list-style-type: none"> <li>• Increasing population/new development needs to be accommodated</li> </ul>
<b>Health and Safety</b>
<ul style="list-style-type: none"> <li>• Improvements must reduce accidents and fatalities</li> </ul>
<ul style="list-style-type: none"> <li>• Accidents occur regularly at SW 10<sup>th</sup> Street and Military Trail</li> </ul>
<ul style="list-style-type: none"> <li>• Air quality will improve if stop and go traffic is minimized</li> </ul>
<ul style="list-style-type: none"> <li>• Circulating dirt and dust from SW 10<sup>th</sup> Street will worsen with construction</li> </ul>
<ul style="list-style-type: none"> <li>• Construction noise is a health concern and impacts quality of life</li> </ul>
<ul style="list-style-type: none"> <li>• Pedestrian and bicycle access to Quiet Waters Park will be impacted</li> </ul>
<ul style="list-style-type: none"> <li>• Roadway construction will negatively impact water quality</li> </ul>
<ul style="list-style-type: none"> <li>• Congestion impacts the response time for Police and Fire Rescue</li> </ul>

*Items above marked with an asterisk (\*) were identified as solutions versus issues or concerns.*

To further support the outreach effort, the Broward MPO created the [www.SW10thStreetVision.org](http://www.SW10thStreetVision.org) webpage, [info@SW10thStreetVision.org](mailto:info@SW10thStreetVision.org) email address and a phone number (no longer active due to no use). During the initial outreach period, the website was visited 947 times. Project information was also published in the Century Village, Independence Bay and Waterways Homeowners' Association newsletters and articles were published in local newspapers. This initial outreach period culminated in the creation of a Community Oversight Advisory Team (COAT).

## Forming the COAT

The SW 10<sup>th</sup> Street Consensus Building Initiative moved into its next phase, which focused on achieving consensus through a working advisory group format. The purpose of the COAT was to promote cooperation among the communities along SW 10<sup>th</sup> Street by creating a vision for the corridor that balanced everyone’s needs. Ultimately, the recommendations of the COAT would be presented to the Broward MPO Board for consideration. Staff worked with the members of the MPO, city governments and the business community to identify potential members that would commit to the time and effort to represent community interests on the COAT. The MPO encouraged the selection of citizens with technical expertise, such as planners and engineers. The final make-up of the COAT is shown below:

**Table 2. COAT Representatives**

9 Members from the City of Deerfield Beach	8 Members from the SW 10 <sup>th</sup> Street Study Area
<ul style="list-style-type: none"> <li>• 4 residents from communities adjacent to SW 10<sup>th</sup> Street</li> <li>• 2 business representatives</li> <li>• 3 citywide representatives</li> </ul>	<ul style="list-style-type: none"> <li>• 2 from the City of Coconut Creek</li> <li>• 2 from the City of Coral Springs</li> <li>• 2 from the City of Parkland</li> <li>• 2 representing areawide Broward County interests</li> </ul>

## COAT Guidelines and Standards

The COAT was provided with operating guidelines, which called for achieving balanced points of view, fostering mutual respect and trust and developing a commitment to solutions, as captured in Figure 5.

**Figure 5. Engagement for Success**



COAT members were also asked to sign a pledge in which members committed to the following:

- *Consider the needs of all Stakeholders*
- *Share/exchange information with the community they represent*
- *Attend all COAT meetings*
- *Be prepared to discuss issues and business*
- *Work collaboratively and respect others' opinions*
- *Act for the good of the entire community*
- *Represent the ideas/contributions of the COAT in a positive manner*
- *Operate under the Florida Sunshine Law (s. 286.011, F.S.)*

In addition to the items listed above, the COAT was also expected to have an open mind in reviewing options and most importantly, develop consensus on high-level concepts and strategies that enhance mobility and quality of life in the SW 10<sup>th</sup> Street corridor. Furthermore, it was made clear that they were NOT expected to choose a specific roadway design, identify targeted solutions, consider or justify project costs or factor complicated transportation analyses into their consensus building process.

## COAT Meeting Format

Steps were taken to ensure that the COAT meetings were productive and collaborative. For instance, an effort was made to keep the meetings from becoming bogged down on singular issues that could not be resolved within each meeting's time frame by utilizing a mechanism called the "Parking Lot." If an item arose that could not be addressed within the allotted time frame, it was put in the Parking Lot for future discussion and resolution, as shown in the example. This process allowed staff the time needed to research the issue(s) and present additional information either between meetings or at future meetings. The goal was to have an empty Parking Lot by the end of the process, which was achieved.

Each meeting also concluded with a COAT Roundtable, where each member was given the opportunity to make closing comments without interruption or dialog. In addition, at the end of every meeting, COAT members were reminded to share their meeting materials, which were posted on the SW 10<sup>th</sup> Street website a week in advance of the COAT meetings, with the groups and individuals they represented and to gather additional input for the next meeting. In addition, as required by state and federal law, all meetings were publicly noticed, open to the public and included a public comment period.

### Parking Lot Issues

- An explanation of Florida Sunshine Laws and why the COAT was subject to them
- Guidelines for decibel limits for traffic noise
- Use of visualization tools to help understand certain transportation improvements
- Status of other transportation improvements at intersections along SW 10<sup>th</sup> Street
- Current and historical crash data

# Achieving Consensus

## Defining and Understanding Consensus



A series of eight COAT meetings, a public open house and a public meeting were held between November 2015 and July 2016. These meetings are a testament to the COAT's commitment to achieving consensus.

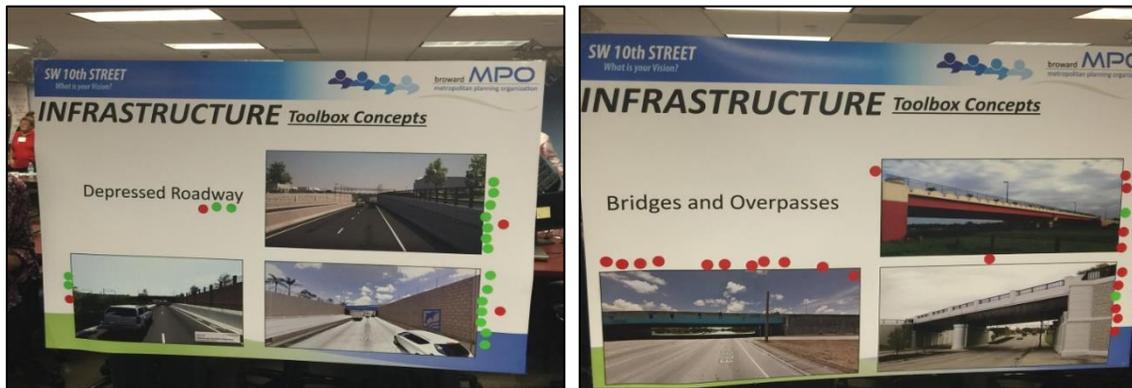
The COAT's ability to understand and achieve consensus was first monitored in Meeting 1 with the presentation of the community

issues and concerns that had been documented in the preliminary community outreach phase (see Table 1). Following discussion on those issues, COAT members were asked whether they agreed with the list that had been developed, could live with the list, or disagreed with the list. COAT members fully agreed with the list as documented. Had there been disagreement, it was explained that revisions or additions would have been discussed to make the list of issues and concerns as agreeable as possible for most of the COAT members. This was not a controversial item, so it was ideally suited to help the COAT members understand that consensus did not necessarily mean unanimous consent or a majority vote.

## A Vision for SW 10<sup>th</sup> Street

Consensus was next monitored through the development of the COAT's vision for SW 10<sup>th</sup> Street. Formation of the vision began with an exercise to gauge the COAT members' reaction to a variety of tools or potential treatments that could be implemented to address concerns related to noise and aesthetics, economic development, infrastructure and traffic congestion and management. Green stickers were used for treatments that were preferred, while red stickers were used for treatments that were disliked. Figure 6 demonstrates the COAT's consensus for a depressed roadway and opposition to bridges and overpasses.

**Figure 6 Green Dot/Red Dot Exercise Examples**



The complete results from the exercise were as follows:

**Table 3. Exercise Results**

Toolbox Concept	Green	Red
<b>Traffic Congestion/Management</b>		
Tolls	3	2
Express Bus	4	2
Park-n-Ride	2	4
Dedicated Bus Lanes	2	3
<b>Economic Development</b>		
Attractive Roadside Features	9	2
Non-Motorized Facilities (such as sidewalks and bike lanes)	2	3
Above tunnel improvements (such as greenspace, sidewalks and parking)	9	0
<b>Noise and Aesthetics</b>		
Noise Walls	9	10
Berms and Vegetation	9	5
Berms and Walls	0	2
<b>Infrastructure</b>		
Turbo Lane	0	8
Depressed Roadway	18	4
Bridges and Overpasses	2	22
Crosswalks and Intersections	0	5
Complete Tunnel from Sawgrass to I-95*	8	0

\*Concept proposed by COAT member; not originally proposed as part of the toolbox.

From those results, summary observations were made. There was overwhelming consensus in support of a depressed roadway or tunnel; strong consensus for attractive roadside features and greenspace; strong opposition to bridges, overpasses and turbo lanes; about a 50/50 split on noise walls and berms; and, little interest in bicycle/pedestrian facilities or solutions for traffic congestion/management. However, regarding this last observation, several COAT members did not initially understand what was meant by bicycle/pedestrian facilities, which once clarified, resulted in support for this toolbox treatment.

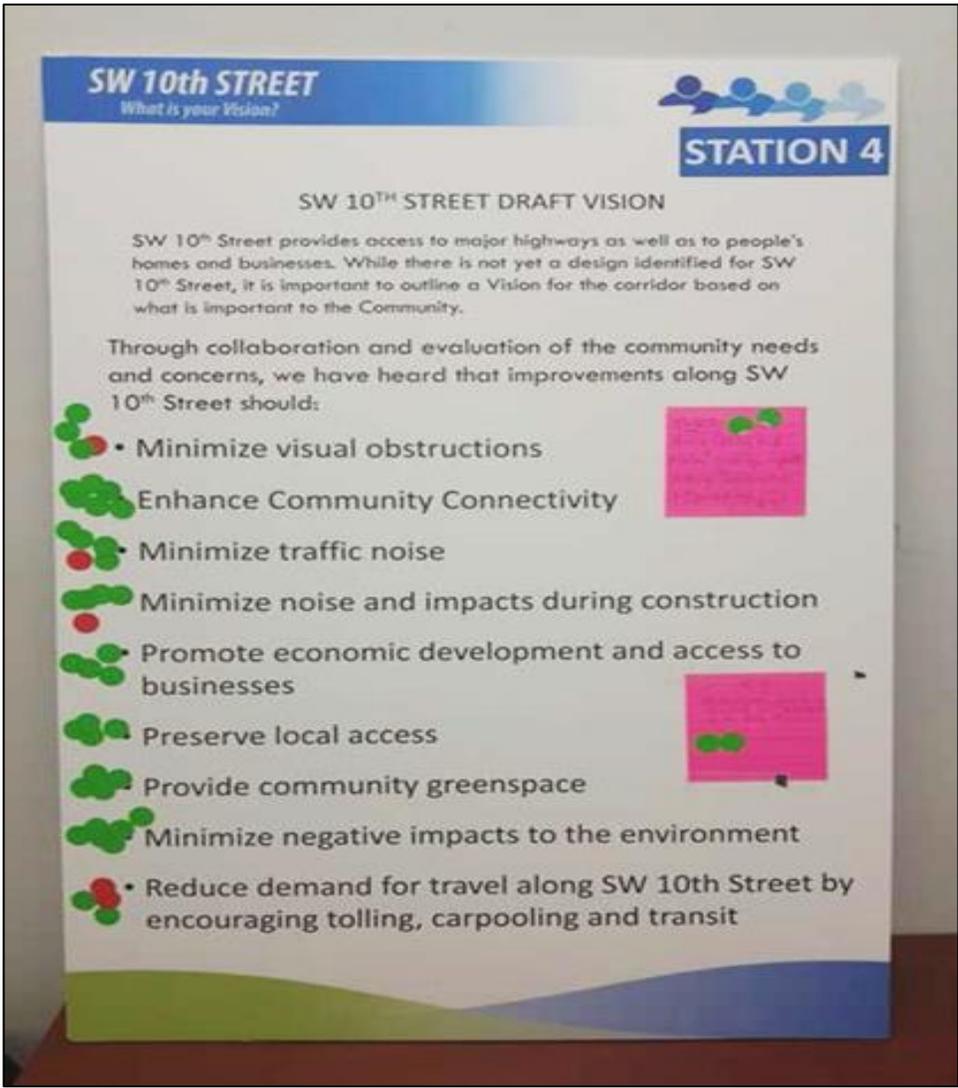
Then, through collaboration and evaluation of the community needs and concerns and the results of the exercise, the COAT developed a draft vision for SW 10<sup>th</sup> Street that would lead to a sustainable future for its residents while creating a regional transportation corridor with lasting value. The draft vision statement was as follows:

*Through collaboration and evaluation of the community needs and concerns, envisions improvements along SW 10<sup>th</sup> Street which:*

- *Minimize visual obstructions*
- *Enhance community connectivity*
- *Minimize traffic noise*
- *Minimize noise impacts during construction*
- *Promote economic development and access to businesses*
- *Preserve local access*
- *Provide community greenspace*
- *Minimize negative impacts to the environment*
- *Reduce demand for travel along SW 10<sup>th</sup> Street by encouraging tolling, carpooling and transit*

This draft vision was presented at a public open house attended by over 200 people. Using the same green dot/red dot approach, members of the public marked up the vision statements, clearly showing overwhelming support as shown in Figure 7.

**Figure 7. Draft Vision Poster**



Comments added to the poster on the pink post-it notes encouraged the addition of air and water quality, which the COAT added to its draft vision. The resulting final vision statement arrived at by consensus during the COAT's 4<sup>th</sup> meeting is shown in Table 4.

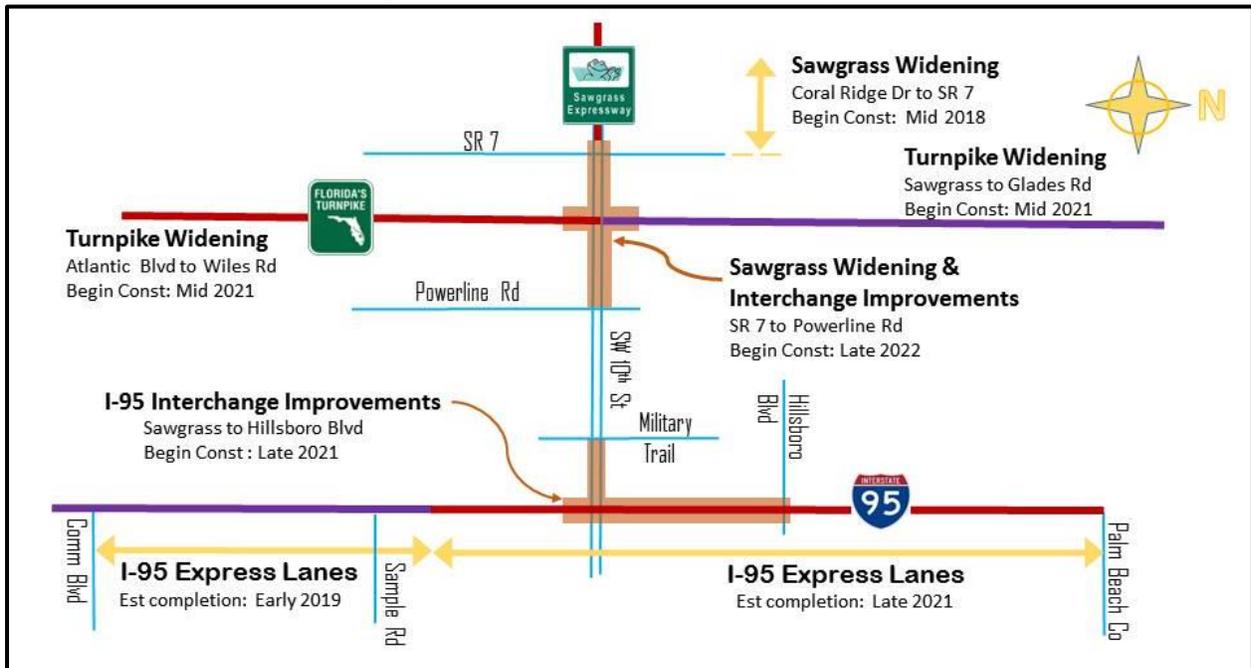
**Table 4. Consensus Vision Statement**

<b>The Vision for SW 10<sup>th</sup> Street</b>	
<i>The COAT, through collaboration and evaluation of the community needs and concerns, envisions improvements along SW 10<sup>th</sup> Street, which:</i>	
<ul style="list-style-type: none"> <li>• Minimize visual obstructions</li> <li>• Minimize traffic noise</li> <li>• Minimize noise and impacts during construction</li> <li>• Promote economic development and access to businesses</li> <li>• Preserve local access</li> </ul>	<ul style="list-style-type: none"> <li>• Enhance community connectivity</li> <li>• Provide community greenspace</li> <li>• Minimize negative impacts to the environment, including air and water quality</li> <li>• Reduce demand for travel along SW 10<sup>th</sup> Street by encouraging tolling, carpooling and transit</li> </ul>

### Addressing the COAT’s Questions and Concerns

Once the COAT reached consensus on its vision, the COAT meeting process evolved into one of educating the COAT regarding transportation planning and project implementation topics. Short-term solutions were frequently brought up by COAT members as a way to solve congestion, so staff developed a series of presentations to assist the COAT in developing a broader view of the issues along SW 10<sup>th</sup> Street. These educational presentations included the history of planning in Broward County; the limitations of short-term solutions to ease congestion in the long-term; and, the PD&E studies already begun on the east and west ends of the SW 10<sup>th</sup> Street project study area. Presentations were also developed to respond to a series of questions submitted primarily on behalf of the City of Deerfield Beach. As the educational process continued, some questions were answered and others were deferred, as certain questions could not be answered without a PD&E study. COAT members began to realize that a PD&E study would provide the in-depth details needed to answer many of their questions and address their concerns. They also understood that the PD&E studies planned or underway at I-95 and the Turnpike would heavily impact SW 10<sup>th</sup> Street (see Figure 8) and that more precise recommendations would need to be developed if their needs and priorities were to be adequately addressed.

**Figure 8. Active Area Projects**



Source: Florida Department of Transportation, District 4

With a commitment from FDOT to continue to include the COAT in every step of the planning process, the COAT reached consensus to recommend to the Broward MPO that it move forward with a PD&E study along SW 10<sup>th</sup> Street that takes its vision and its accompanying recommended criteria into consideration. These recommended criteria were as follows:

1. Creatively determine if an engineering solution which is environmentally feasible can be provided to improve the safety of SW 10<sup>th</sup> Street and provide an efficient traffic solution between Sawgrass/Turnpike and I-95 while maintaining quality of life.
2. Improve safety while maximizing improvements to traffic flow of SW 10<sup>th</sup> Street and roadway intersections and expressway interchanges.
  - 2.1. To include Public Safety accessibility.
3. Include near term solutions.
  - 3.1. Signal timing Improvements – current technology.
  - 3.2. Adaptive Signal Technology.
  - 3.3. Additional Traffic Lanes.
4. Include a below-grade expressway with at-grade local access roads.
  - 4.1. Include extending below-grade expressway, west of westerly residential roadway connection to SW 10<sup>th</sup> Street.

- 4.2. *Include extending below grade expressway as close to Military Trail as possible, that would allow Military Trail intersection to remain at grade (no overpass of Military Trail over Expressway).*
5. *Minimize, and attempt to eliminate, use of above-grade overpasses where adjacent to residential areas.*
6. *Improve access for local roadways and expressways west of I-95.*
  - 6.1. *Improve residential access to SW 10<sup>th</sup> Street and expressways from Waterways, Independence Bay, Century Village, Waterford Homes, Waterford Courtyards and the Renaissance (nursing home).*
  - 6.2. *Improve commercial access to SW 10<sup>th</sup> Street and expressways for Newport Center, Publix Distribution, Palm Trails Plaza, SW 10<sup>th</sup> Street strip Mall, Industrial area along SW 30<sup>th</sup> Street and Sawgrass Promenade.*
  - 6.3. *Improve Sawgrass Expressway and Turnpike connection to I-95.*
7. *Encourage improved access to expressway and SW 10<sup>th</sup> Street from local roads east of I-95.*
8. *Include generous table top intersections for local roads to improve pedestrian and bike connectivity north and south across SW 10<sup>th</sup> Street.*
9. *Prepare Noise study and Identify mitigation needs required.*
  - 9.1. *Include Noise walls (include at the beginning of construction).*
  - 9.2. *Explore Sound Proofing for affected Homes and businesses.*
10. *Accelerate 10<sup>th</sup> street PD&E scoping and consultant selection to catch up with:*
  - 10.1. *PD&E for the Sawgrass/SW 10<sup>th</sup> street interchange with the Turnpike.*
  - 10.2. *PD&E for the SW 10<sup>th</sup> Street interchange with I-95.*
11. *Create a Gateway to North Broward by maximizing landscaping along SW 10<sup>th</sup> St and north and south along adjacent connecting roadways, including landscape buffers and berms (by using native species).*
  - 11.1. *Explore use of revenue generated by tolls for maintenance of landscaping and tabletop parks.*
12. *Minimize Impacts to the environment including wetlands and air and water quality.*
13. *Encourage Mass Transit and carpooling alternatives.*
14. *Protect Deerfield Beach's West Wellfield.*
15. *Maximize business signage visibility and include temporary signage for local businesses during construction.*
16. *If tolling is planned for expressway, locate toll stations so as not to adversely affect local roadway network.*
17. *Include alternate transportation routes during the construction phase to alleviate congestion once construction begins on SW 10<sup>th</sup> Street and plans to alleviate congestion on Hillsboro, Sample, Wiles and SW 18<sup>th</sup> Street.*
  - 17.1. *Explore the potential to go under the railroad tracks at Hillsboro Blvd. to alleviate traffic during the construction phase and resolve issues on I-95.*
18. *Install utilities underground.*

# Meeting Chronology

## Meeting 1 (November 19, 2015): The Process of Building Consensus and Documenting the Communities' Concerns

### Objectives:

- To inform the COAT on its role and the consensus building process.
- To inform the COAT on the roles and responsibilities of the MPO and its partners.
- To inform the COAT on the transportation project development process.
- To share the documentation of concerns from the community and seek consensus on its completeness.

### Actions/Outcomes:

- Provided background on the SW 10<sup>th</sup> Street Initiative and progress to date.
- Provided an overview of the COAT, including its purpose, objectives and expectations.
- Explained what it means to achieve consensus.
- Provided community issues and concerns from earlier outreach efforts related to noise, traffic, infrastructure, economic development and health and safety.
- Reviewed issues and concerns to determine whether any changes or additions were needed.
- Agreed by consensus that the community issues and concerns were thorough and complete.

### Next Steps:

- Provide the COAT with the tools necessary to begin developing its vision for SW 10<sup>th</sup> Street.

## Meeting 2 (December 17, 2015): Existing and Future Conditions

### Objectives:

- To recognize and identify existing conditions along the SW 10<sup>th</sup> Street corridor.
- To introduce a variety of toolbox solutions and how they may be used along the corridor.

### Actions/Outcomes:

- Introduced a “toolbox” of solutions to



address the community concerns and how they may be used along the corridor to reduce congestion, including tools for congestion management, economic development, noise mitigation, infrastructure and traffic synchronization.

- Conducted a group activity to determine COAT members' preferences for various toolbox solutions.
- Began drafting a vision of SW 10<sup>th</sup> Street to be presented at the Open House that was designed to facilitate direct interaction among the public and the Broward MPO and FDOT staff.

### **Next Steps:**

- Develop a vision for SW 10<sup>th</sup> Street.

## **Meeting 3 (January 21, 2016): Concept Development and Recommendations**

### **Objectives:**

- To understand “typical sections” and determine which will be presented at the Open House.
- To reach consensus on the vision for SW 10<sup>th</sup> Street and develop recommendations for consideration at the workshop.

### **Actions/Outcomes:**

- Provided the COAT with Fact Sheets on existing conditions and the PD&E Process.
- Reviewed and discussed the group activity results from Meeting 2.
- Introduced conceptual typical sections for east/west travel along SW 10<sup>th</sup> Street in response to the COAT's request for visualization of concepts.
- Finalized a draft vision for SW 10<sup>th</sup> Street to be presented at the Open House.
- Developed recommendations for consideration at the Open House.

### **Next Steps:**

- Attend the Open House and listen to and interact with members of the public.

## **OPEN HOUSE (January 30, 2016)**

### **Objectives:**

- To educate the public on the SW 10<sup>th</sup> Street Initiative through a series of seven interactive and informative stations designed to be visited in progression.
- To engage in a one-on-one format with members of the public and solicit ideas, comments, suggestions and concerns regarding the SW 10<sup>th</sup> Street Initiative.

## Actions/Outcomes:

- Held at the Broward North Regional Library in Coconut Creek, Florida and was attended by nearly 200 people.
- Provided an innovative and interactive format for the COAT's first public meeting.
- Scheduled over a three-hour period in which the members of the public were invited to visit the various stations (see examples of Station Posters in Figure 9), which would guide them through the SW 10<sup>th</sup> Street consensus building process to date and allow them to talk with staff and ask questions, provide further input into the toolbox options, provide feedback on the draft vision and provide them with an opportunity to submit any additional written comments.
- Provided participants, upon entry, with a "passport" to help guide them through the "pathway" to their vision of SW 10<sup>th</sup> Street, as follows:
  - Station 1: Building Consensus Through Community Engagement
  - Station 2: SW 10<sup>th</sup> Street Today
  - Station 3: Tools for Transportation Improvements
  - Station 4: SW 10<sup>th</sup> Street Draft Vision
  - Station 5: Draft Discussion Points for Recommendations
  - Station 6: Getting into the Details
  - Station 7: Please Give us Your Feedback

**Figure 9. Station Poster Examples**



## Next Steps:

- Summarize and share with the COAT the feedback from the Open House to help finalize the vision.

## Meeting 4 (February 11, 2016): Open House Results and Next Steps

### Objectives:

- To Elect a COAT Chair and Vice-Chair to improve organization and meeting structure.
- To Review the Open House process, feedback and outcomes.
- To Determine the COAT's next steps.

### Actions/Outcomes:

- Reviewed feedback from the Open House.
- Amended the draft vision based on Open House input and achieved consensus on the COAT's vision for SW 10<sup>th</sup> Street.
- Determined that selection of a Chair and Vice-Chair was premature.
- Received COAT members' initial data and information requests that were felt to be necessary to achieving consensus on the future of SW 10<sup>th</sup> Street.

## Next Steps:

- Provide information and educational presentations to help answer the COAT's questions and give them a better understanding of the complicated issues surrounding the transportation planning process.

## Meeting 5 (March 31, 2016): Land Use and Transportation Primer

### Objectives:

- To be responsive to the COAT's request for background information regarding land use and transportation issues.
- To provide COAT members with a foundational understanding of land use and transportation issues related to the SW 10<sup>th</sup> Street corridor.
- To facilitate COAT members' efforts to achieve consensus at future meetings.

### Actions/Outcomes:

- Began responding to the COAT's request for data and background information regarding land use and transportation issues.
- Provided COAT with a foundational understanding of land use and transportation issues related to the SW 10<sup>th</sup> Street corridor with a history of planning in Broward County.
- Presented information regarding the application and limitations of traffic signal technology in Broward County.

- Provided updates on PD&E Studies currently underway at the SW 10<sup>th</sup> Street interchanges at I-95 and the Turnpike.
- COAT committed to reviewing and finalizing its list of questions and submitting them to the Broward MPO prior to the May COAT meeting.

### **Next Steps:**

- In partnership with FDOT, prepare to develop thorough responses to the questions anticipated from the COAT.

## **Meeting 6 (May 5, 2016): Responses to COAT Questions**

### **Objectives:**

- To ensure that agency responses to questions provided by the COAT on April 21 were understood.
- To provide the COAT with sample concepts of SW 10<sup>th</sup> Street and Sawgrass Express Lanes for illustrative purposes only.
- To position the COAT to move forward with its approved vision and develop a consensus recommendation for SW 10<sup>th</sup> Street.

### **Actions/Outcomes:**

- Provided a written response to COAT questions (see Appendix) and ensured that responses were understood, providing further clarification as necessary.
- Learned that many of the questions and requests for data could only be answered and provided through a PD&E study.
- Reviewed sample concepts for SW 10<sup>th</sup> Street and Sawgrass Express lanes, which were provided for illustrative purposes only.

### **Next Steps:**

- Reach consensus on whether to move forward with a PD&E Study for SW 10<sup>th</sup> Street.

## **Meeting 7 (May 26, 2016): Building Consensus**

### **Objectives:**

- To reach consensus on whether to recommend a PD&E Study for SW 10<sup>th</sup> Street.
- To select a representative from among the COAT members to report the COAT's final decisions to the Broward MPO Board.
- To begin developing a set of considerations, if desired, to present to the Broward MPO Board, along with the COAT's vision.

### **Actions/Outcomes:**

- Selected a spokesperson from among the COAT members to present the COAT's recommendations to the Broward MPO.
- Achieved consensus to recommend a PD&E study on SW 10<sup>th</sup> Street to the Broward MPO.
- Received a set of draft considerations prepared by staff to present to the Broward MPO Board, along with the COAT's vision and consensus recommendation to move forward with PD&E.

### **Next Steps:**

- Hold a Public Meeting as requested by the COAT.

## **PUBLIC MEETING (June 18, 2016)**

### **Objectives:**

- To solicit additional feedback on the SW 10<sup>th</sup> Street Consensus Building Initiative.

### **Actions/Outcomes:**

- Held at the Deerfield Beach High School Auditorium in Deerfield Beach, Florida and 102 people attended.
- Held in a traditional format as specifically requested by the COAT as some members were not satisfied by the Open House format.
- Presentations given by the Broward MPO and FDOT.
- Provided a formal public comment period.

### **Next Steps:**

- Summarize feedback from the Public Meeting for the COAT.
- Reach consensus on recommended criteria for PD&E.

## **Meeting 8 (June 23, 2016): Achieving Consensus**

### **Objectives:**

- To review and consider feedback from the June 18 Public Meeting.
- To achieve consensus on the recommended criteria.

### **Actions/Outcomes:**

- Reviewed and considered feedback from the June 18, 2016 Public Meeting in the COAT's final deliberations.

- Reached consensus on recommended criteria to present to the Broward MPO Board along with the COAT's vision and consensus decision to move forward with a PD&E study for SW 10<sup>th</sup> Street.

### **Next Steps:**

- Present the COAT's consensus vision and recommendations to the Broward MPO Board, which occurred at the July 14, 2016 MPO Board Meeting.

# Public Participation

Public participation opportunities during the SW 10<sup>th</sup> Street Consensus Building Initiative were unprecedented. Since one of its goals was to provide multiple options for public participation, various means of communication were established so that anyone who wanted to participate could do so in a way that was most comfortable for them. In-person meetings with a public comment period, written comment cards, email, a phone hotline and regular mail were all available options for providing feedback.

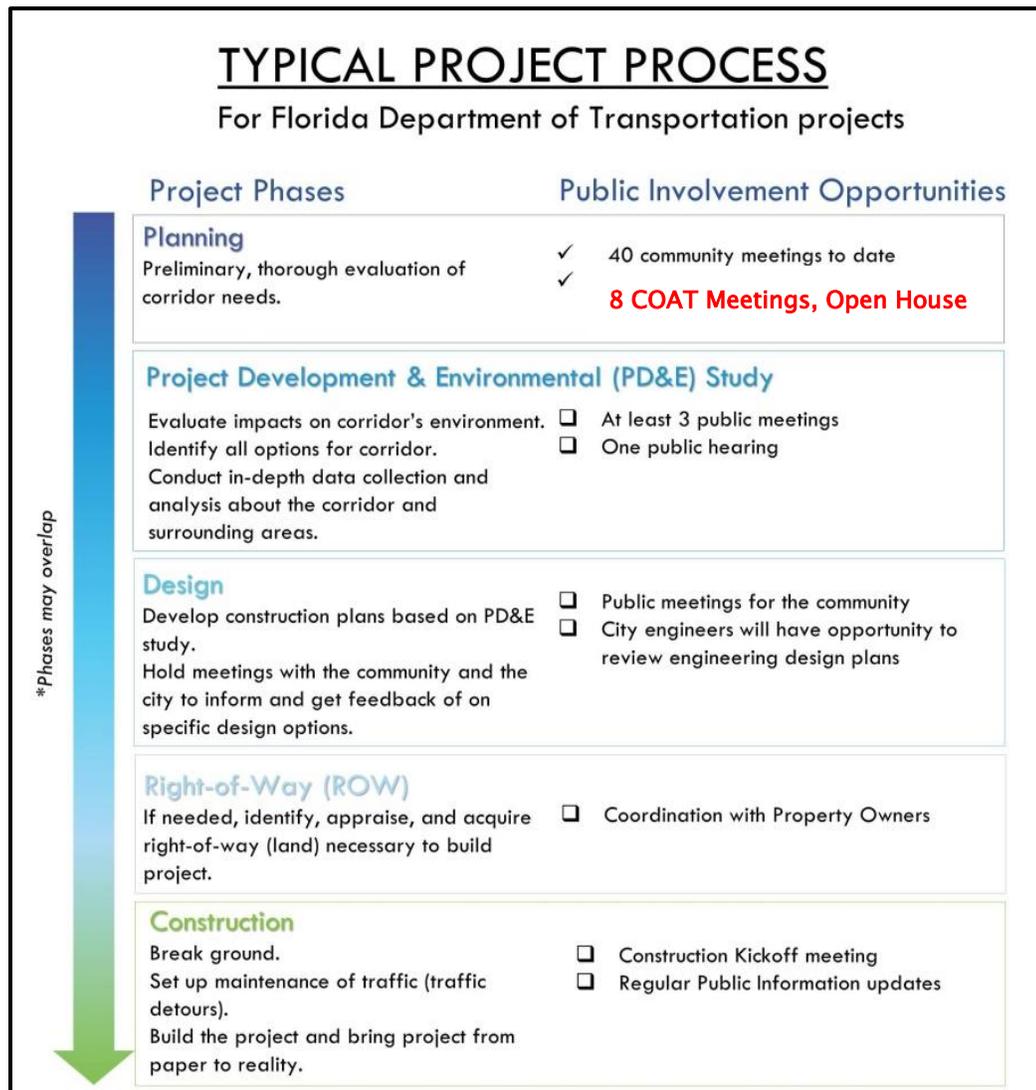
As the initiative progressed, public participation at the COAT meetings grew, which was a testament to the success of the COAT members, who fulfilled their role of sharing information with their constituents. Members of the public in attendance often took advantage of the public comment period to express their opinions. For those who could not attend, the variety of communication resources provided them with a way to obtain meeting information and provide feedback for the public record. The COAT meetings were also regularly attended by local elected officials. This level of involvement from elected officials contributed to the continuous momentum towards building consensus because the COAT and the public witnessed commitment from their elected officials to remain actively involved through the life of the SW 10<sup>th</sup> Street initiative and beyond.



An Open House and Public Meeting also provided opportunities for public participation. The January Open House was attended by nearly 200 people who were provided with the opportunity to interact one-on-one with staff from the Broward MPO and FDOT and submit written feedback on the project. Staff received 109 written comment forms, which are summarized in the Appendix. The Public Meeting in June had 102 attendees, with 29 people electing to provide public comments.

This public participation approach to a very controversial transportation improvement project serves as a best practice. Coupled with the educational component, it created a greater understanding among the COAT members who were faced with complicated planning issues but who ultimately recognized how their involvement and the involvement of the communities they represented could help improve quality of life. Furthermore, the SW 10<sup>th</sup> Street Initiative will continue to foster community participation in the transportation planning process, as shown in Figure 10 below.

**Figure 10. Transportation Project Process**



This image was used during COAT meetings and the Open House to explain not only the transportation project process but to also show the level of commitment to public involvement at every stage, from planning, which is where the COAT process fell, through to construction. This commitment to community participation and public involvement will lead to the creation of a transportation corridor that has lasting value for all who use it.

# Lessons Learned

## Commit to Continuous Stakeholder Engagement

The Broward MPO's leadership and commitment to community outreach and public participation promoted cooperation among the communities along SW 10<sup>th</sup> Street through the COAT meeting process and extensive public outreach. This process can be duplicated by other communities seeking to achieve consensus on a controversial transportation planning project. Its creative approach to achieving a community vision for SW 10<sup>th</sup> Street began with local elected officials and then engaged all parties that had a stake in roadway improvements. By engaging residents, commuters, the business community and elected officials, the Broward MPO was able to develop a more complete picture of the concerns of everyone using and living along SW 10<sup>th</sup> Street.

## Have Flexibility to Meet Stakeholder Needs

There was an expectation that once the COAT achieved consensus on its vision, the COAT would present it to the Broward MPO as a guideline for moving forward with a transportation improvement project along the SW 10<sup>th</sup> Street corridor. However, the COAT was insistent that while they had consensus on a long-term vision, they wanted definitive answers regarding the potential for implementing short-term solutions. Staff realized that the COAT members needed a better understanding of the complicated issues surrounding the transportation planning process to give them the knowledge they needed to develop a recommendation for the Broward MPO. Staff coordinated with local transportation agencies at the county and state level to bring in experts to clarify some of these transportation planning issues for the COAT. Meeting 5, the Land Use and Transportation Primer, and the meetings that followed accomplished this objective.

## Continued Focus on the Objective

The purpose of the SW 10<sup>th</sup> Street initiative was to build consensus. The COAT and all participants in the process were continually reminded of this to encourage positive and constructive interaction and dialog. Empowering the COAT through the educational process, responding to all questions submitted by them, many of which could not be answered without a PD&E study, and working with them as they hammered out a series of precise recommendations to complement their vision, led to a greater understanding and respect for the various interests represented by the COAT members. This effort to reach consensus on recommended criteria helped the COAT overcome its "us vs. them" mentality. It was through the careful crafting of these recommendations that COAT members realized that one group's

concerns and priorities did not have to be sacrificed for the benefit of another in order to achieve improvements to a regional roadway that connects I-95 and the Turnpike/Sawgrass extension.

## Bring Experts to the Table

By the end of the process, Broward County, FDOT, Florida's Turnpike Enterprise and many of the MPO's transportation planners had extensively coordinated with one another and with the COAT to ensure that the needs of the COAT were met in regard to answering their questions and addressing their concerns. There was a tremendous amount of credibility brought to the process by letting the experts who will ultimately do the planning and design work on a potential project interact directly with the COAT to build a level of trust and mutual respect.

For example, as FDOT became more involved in this process, which included attending many of the COAT meetings, the Open House and the Public Meeting, and making themselves available at all of these forums to answer questions from the COAT members and from the public, a greater trust and level of understanding developed among all parties involved. Through this interaction, COAT members' sincere and heartfelt interest in the future of SW 10<sup>th</sup> Street became evident, as was FDOT's and the Broward MPO's commitment to public engagement and finding a solution that meets the needs of the community.

## Keep Momentum Moving Forward

COAT members, the Broward MPO, FDOT and the local agencies invested a great deal of their time and energy in the SW 10<sup>th</sup> Street Consensus Building Initiative, which created a momentum that no one wanted to lose. As a result, FDOT and the Broward MPO committed to continued COAT and community engagement throughout the entire SW 10<sup>th</sup> Street transportation planning process, from PD&E through construction. The role of public engagement throughout the life of the project is shown in Figure 10, which depicts an aspect of public involvement in every phase of the project. In addition, to provide continuity for the COAT and members of the public who had participated in the consensus building initiative thus far, the Broward MPO committed to maintaining and monitoring the SW 10<sup>th</sup> Street website and email address throughout the life of the project.

## Completing the Process

On July 14, 2016, the COAT's spokesperson presented the COAT's vision and specific criteria for SW 10<sup>th</sup> Street to the Broward MPO and recommended moving forward with a PD&E study. Up to this point in time, there wasn't a single project identified for the SW 10<sup>th</sup> Street corridor between Florida's Turnpike and I-95. At the meeting, the MPO Board voted to accept the COAT's recommendations and authorized taking the appropriate actions to move SW 10<sup>th</sup> Street improvements forward, which included incorporating it into the MPO's Transportation

Improvement Program and Long Range Transportation Plan (Commitment 2040). At the meeting, Gerry O'Reilly, FDOT District 4 Secretary, observed that the COAT process included an *unprecedented level of public involvement prior to a PD&E study* and confirmed that FDOT will consider each recommendation.

The Broward MPO's and FDOT's commitment to continued public participation and the COAT's commitment to remaining engaged will ensure the smooth transition of this initiative from an identified need to an effective and engaging transportation planning process, and ultimately, to a project that enhances quality of life and meets the needs of the SW 10<sup>th</sup> Street community and the region at large.



# SW 10<sup>th</sup> Street Consensus Report Appendix

September 2016



# SW 10<sup>th</sup> Street Consensus Report Appendix

September 2016

# APPENDIX

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### Meeting Summary

**TYPE OF MEETING:** Initial Meeting with City of Deerfield Beach City Manager

**DATE:** 3.16.2015      **TIME:** 11:00 AM

**NAME:** Burgess Hanson, City Manager

**OTHER MEETING PARTICIPANTS:**

**LOCATION:** Deerfield Beach City Hall 150 N.E. Second Avenue, Fort Lauderdale, FL 33441

**PROJECT TEAM MEMBER PARTICIPATION:** Jeff Weidner and Pamela A. Adams

**PRIMARY CONTACT FOR FOLLOW UP:** Amanda Martinez, Director of Planning 954-480-4206

**1. Do you have any concerns about existing conditions along the SW10th Corridor?**

- Traffic congestion
- Access to the Florida Turnpike from SW 10 St.
- Pedestrian and cyclist access and safety

**2. What is your vision for SW 10th Street?**

- a. Short and Long term improvements should be considered
  - i. Reverse lanes at peak hours to balance traffic
  - ii. Safe access for cyclist and pedestrians to the park

**3. Our approach includes establishing a community committee to provide the SW 10th St. Project Team with various perspectives on the proposed project and to act as a channel to disseminate project information to the community and to receive feedback from the community.**

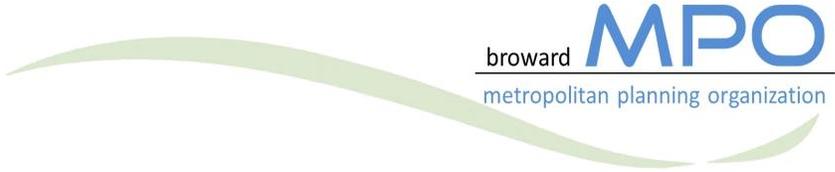
- a. **Do you have any ideas about the committee?**
  - i. Waterways and Independence Bay should be represented
- b. **What are your thoughts about the make-up and size of the committee?**
- c. **Would you recommend and citizens to participate on the committee? If yes, who?**

**4. Do you have any additional comments or thoughts that you wish to share?**

- The team should be sure to include the following in the outreach effort
  - i. Chamber of Commerce
  - ii. WDCA
  - iii. University of Sylvester

- iv. Deerfield Beach Staff including-Police, Fire, Utilities, Engineering. Amanda will assist with this coordination
- v. Waterford contact Joan Maurice and Dan Bogner

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### Meeting Summary

**TYPE OF MEETING:** Initial Meeting with City of Deerfield Beach Elected Officials

**DATE:** 3.16.2015

**TIME:** 6:45 PM

**NAME:** Bill Ganz, Commissioner, District 4

**OTHER MEETING PARTICIPANTS:**

**LOCATION:** Deerfield Beach City Hall 150 N.E. Second Avenue, Fort Lauderdale, FL 33441

**PROJECT TEAM MEMBER PARTICIPATION:** Jeff Weidner and Pamela A. Adams

**PRIMARY CONTACT FOR FOLLOW UP:** Commissioner Ganz 954-480-4218

**1. Do you have any concerns about existing conditions along the SW10th Corridor?**

- Something must be done to alleviate congestion.
- Residents on the south side of SW10th St. are concerned about congestion and safety
- Concerned about a traffic solution that will geographically divide the community with a structure

**2. What is your vision for SW 10th Street?**

- A long term regional approach from I-95 to Coral Springs
- A sound wall may block sunlight to the Century Village - concern
- Discussed opportunities for improvements – delete this if you aren't going to say what they are
- Improve general maintenance of landscape on SW 10<sup>th</sup> Street
- Safe for pedestrians and cyclist

**3. Our approach includes establishing a community committee to provide the SW 10th St. Project Team with various perspectives on the proposed project and to act as a channel to disseminate project information to the community and to receive feedback from the community.**

**a. Do you have any ideas about the committee?**

- Meet with the HOA's and other organizations in small groups before a large community meeting
- Representative of the entire target area/community

**b. What are your thoughts about the make-up and size of the committee?**

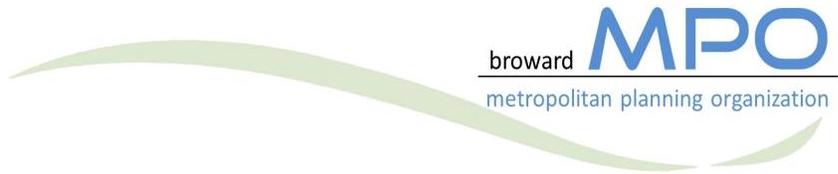
- Deerfield should have the most representation (60%)

**c. Would you recommend and citizens to participate on the committee? If yes, who?**

**4. Do you have any additional comments or thoughts that you wish to share?**

- Give the Commissioner an opportunity to reach out to his HOA's before any calls are made.
- Be certain to outreach the following HOA's
  - Waterford
  - Independence Bay
  - Waterford Court Yard
  - Waterways
  - Deer Run
  - Crystal Key Point
  - Crystal Lake- Green Road

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### **Meeting Summary**

**TYPE OF MEETING:** Initial Meeting with City of Deerfield Beach Elected Officials

**DATE:** 3.16.2015

**TIME:** 10:30 AM

**NAME:** Commissioner Joe Miller, District 1

**OTHER MEETING PARTICIPANTS:**

**LOCATION:** Deerfield Beach City Hall 150 N.E. Second Avenue, Fort Lauderdale, FL 33441

**PROJECT TEAM MEMBER PARTICIPATION:** Jeff Weidner and Pamela A. Adams

**PRIMARY CONTACT FOR FOLLOW UP:**

**1. Do you have any concerns about existing conditions along the SW10th Corridor?**

- Noise, traffic flow and traffic signalization
- Minimize disruption to the community if a project gets underway

**2. What is your vision for SW 10th Street?**

- Improve traffic flow reduce congestion

**3. Our approach includes establishing a community committee to provide the SW 10th St. Project Team with various perspectives on the proposed project and to act as a channel to disseminate project information to the community and to receive feedback from the community.**

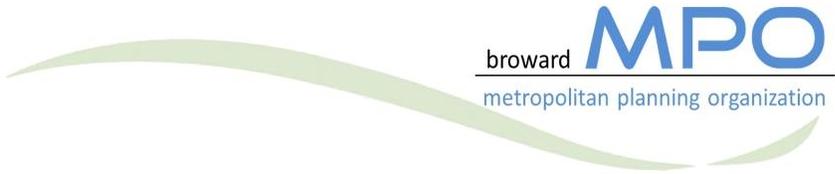
- Do you have any ideas about the committee?
- What are your thoughts about the make-up and size of the committee?

- **Would you recommend and citizens to participate on the committee? If yes, who?**

**4. Do you have any additional comments or thoughts that you wish to share?**

- District 1 is not included in the project target area but Commissioner Miller would like to be kept informed
- At the end of the process perhaps the team could present at the District 1 Semi Annual meeting

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**Meeting Summary**

**TYPE OF MEETING:** Initial Meeting with City of Deerfield Beach Elected Officials

**DATE:** 3.16.2015      **TIME:** 6:10 PM

**NAME:** Richard Rosenzweig, Commissioner, District 3

**OTHER MEETING PARTICIPANTS:**

**LOCATION:** Deerfield Beach City Hall 150 N.E. Second Avenue, Fort Lauderdale, FL 33441

**PROJECT TEAM MEMBER PARTICIPATION:** Jeff Weidner and Pamela A. Adams

**PRIMARY CONTACT FOR FOLLOW UP:** Commissioner Rosenzweig 954-480-4218

**1. Do you have any concerns about existing conditions along the SW10th Corridor?**

- Safety and speed vehicles travel to fast
- Noise caused by traffic

**2. What is your vision for SW 10th Street?**

- A long term regional approach from I-95 to Coral Springs
- A sound wall may block sunlight to the Century Village
- Discussed opportunities for improvements

**3. Our approach includes establishing a community committee to provide the SW 10th St. Project Team with various perspectives on the proposed project and to act as a channel to disseminate project information to the community and to receive feedback from the community.**

**a. Do you have any ideas about the committee?**

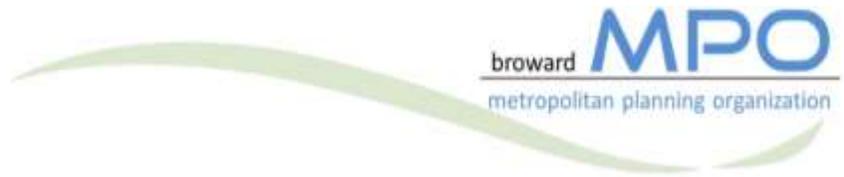
- Meet with the Century Village Area Presidents
- Contact Maser Management at Century Village for updated lists.

**b. What are your thoughts about the make-up and size of the committee?**

c. Would you recommend and citizens to participate on the committee? If yes, who?

4. Do you have any additional comments or thoughts that you wish to share?

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**Meeting Summary**

**TYPE OF MEETING:** Initial Meeting with City of Deerfield Beach Elected Officials

**DATE/TIME:** 3.16.2015      **TIME:** 10:00 AM

**NAME:** Mayor Robb (citywide)

**OTHER MEETING PARTICIPANTS:**

**LOCATION:** Deerfield Beach City Hall 150 N.E. Second Avenue, Fort Lauderdale, FL 33441

**PROJECT TEAM MEMBER PARTICIPATION:** Jeff Weidner and Pamela A. Adams

**PRIMARY CONTACT FOR FOLLOW UP:**

**1. Do you have any concerns about existing conditions along the SW10th Corridor?**

- Traffic is terrible
- The status quo is not acceptable
- Conditions affect business development.

**2. What is your vision for SW 10th Street?**

- Improve Turnpike Access from SW 10<sup>th</sup> Street
- Create good alternatives to reduce congestion and improve traffic flow

**3. Our approach includes establishing a community committee to provide the SW 10th St. Project Team with various perspectives on the proposed project and to act as a channel to disseminate project information to the community and to receive feedback from the community.**

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Trade Centre South . 100 West Cypress Creek Road, Suite 850 . Fort Lauderdale, FL 33309-2112 . Phone 954.876.0033

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- a. Do you have any ideas about the committee? (not asked)
  
- b. What are your thoughts about the make-up and size of the committee?
  
- c. Would you recommend and citizens to participate on the committee? If yes, who?

4. Do you have any additional comments or thoughts that you wish to share?

- Attend the meeting on 3.18.15 regarding the Hillsboro FDOT project. This project will impact SW 10<sup>th</sup> Street
- Attend the City Commissioner Vision Workshop on 3.17.15 at 2PM
- Public Relations is needed to attract new business to the City

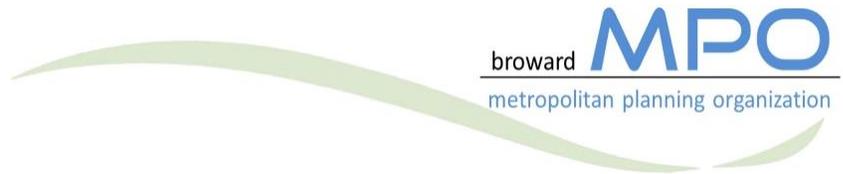
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### Meeting Summary

**TYPE OF MEETING:** Initial Meeting with City of Coral Springs

**DATE/TIME:** 3.30.2015 1:00 PM

**NAME:** Larry Vignoli, Vice Mayor and Erdal Donmez, City Manager

**OTHER MEETING PARTICIPANTS:** Paul Carpenter, Transportation Planner and James Hickey, Assistant Director of Development Services

**LOCATION:** City of Coral Springs, 2730 North University Drive, Coral Springs, FL 33065

**PROJECT TEAM MEMBER PARTICIPATION:** Davicka Thompson and Pamela A. Adams

**PRIMARY CONTACT FOR FOLLOW UP:** Paul Carpenter 954.344.1159

#### 1. Do you have any concerns about existing conditions along the SW10th Corridor?

- SW 10/Sawgrass does not support volume of traffic for labor force of more than 70k. Traffic volumes are generated by businesses in and surrounding Coral Spring
- Congestion affects business operations and deliveries
- Traffic congestion as six lane highway dead-ends dead ends into the I-95 ramps
- Emissions and noise levels from cars stopped in traffic

#### 2. What is your vision for SW 10th Street?

- Several ideas received from concerned citizens to improve roadway
- Improved traffic congestions
- Improves access and egress to the Florida Turnpike

3. Our approach included establishing community committee to provide the SW 10th St. Project Team with various perspectives on the proposed project and to act as a channel to disseminate project information to the community and to receive feedback from the community.

a. Do you have any ideas about the committee?

b. What are your thoughts about the make-up and size of the committee?

- i. Any city that borders Sawgrass Expressway should select one to two representatives for COAT
- ii. No problem with Deerfield having more representation on the COAT. But not to the disservice of the other cities

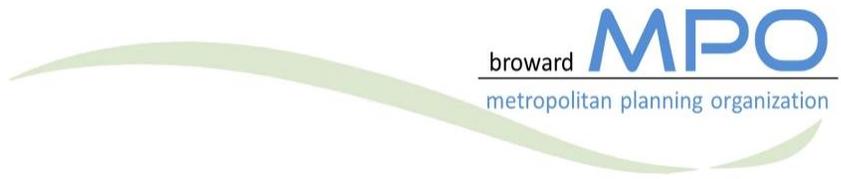
c. Would you recommend any citizens to participate on the committee? If yes, whom?

i.

4. Do you have any additional comments or thoughts that you wish to share?

- Be certain to outreach the following:
  - Turtle Creek
  - CRA
  - Coral Springs Chamber of Commerce
  - Broward Residents for the completion of the SW 10<sup>th</sup> St. Extension Facebook Group
  - Corporate Park Businesses

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**Meeting Summary**

**TYPE OF MEETING:** Initial Meeting with City of Parkland Commissioner, Christine Hunschofsky

**DATE/TIME:** 3.30.2015 9:00 AM

**NAME:** Christine Hunschofsky, Commissioner

**OTHER MEETING PARTICIPANTS:**

**LOCATION:** Parkland City Hall, 6600 North University Drive, Parkland FL

**PROJECT TEAM MEMBER PARTICIPATION:** Davicka Thompson and Pamela A. Adams

**PRIMARY CONTACT FOR FOLLOW UP:** Wendy Fretwell 954-757-4127

**1. Do you have any concerns about existing conditions along the SW 10<sup>th</sup> Corridor?**

- Existing conditions do not meet the needs of a growing community
- Believes residents and officials will support progress for the roadway

**2. What is your vision for SW 10<sup>th</sup> Street?**

- Envisions a seamless transition from Sawgrass to I95
- Expressed interest in flyover similar to Southern Blvd and PBI airport
- Anything to relieve congestion

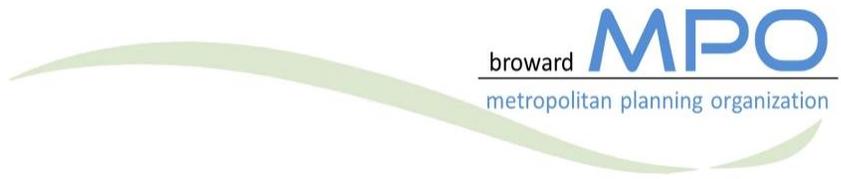
**3. Our approach included establishing community committee to provide the SW 10th St. Project Team with various perspectives on the proposed project and to act as a channel to disseminate project information to the community and to receive feedback from the community.**

- a. Do you have any ideas about the committee?**
- b. What are your thoughts about the make-up and size of the committee?**
- c. Would you recommend any citizens to participate on the committee? If yes, whom?**

4. Do you have any additional comments or thoughts that you wish to share?

- Be certain to outreach the following:
  - Heron Bay Men's Club
  - Watercrest
  - Women's Club Members (Audrey Gages)
  - Mira Lago
  - Chamber of Commerce
  - HOA

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### Meeting Summary

**TYPE OF MEETING:** INITIAL MEETING INTRODUCTION TO PROJECT

**DATE:** 3.30.15

**TIME:** 4:30 PM

**NAME:** Mayor Michael Udine, City of Parkland

**OTHER MEETING PARTICIPANTS:** None

**LOCATION:** Parkland City Hall, Mayor's Office, 6600 University Drive, Parkland, FL 33067

**PROJECT TEAM MEMBER PARTICIPATION:** Pamela Adams and Davicka Thompson

**PRIMARY CONTACT FOR FOLLOW UP:**

**1. Do you have any concerns about existing conditions along the SW10th Corridor?**

- Existing conditions are terrible especially east of Parkland
- Traffic congestion
- Unsafe

**2. What is your vision for SW 10th Street?**

- Improved access to the Florida Turnpike
- Improve the Sawgrass Expressway to improve the flow of traffic all the way to I-95.

**3. Our approach includes establishing a community committee to provide the SW 10th St. Project Team with various perspectives on the proposed project and to act as a channel to disseminate project information to the community and to receive feedback from the community.**

**a. Do you have any ideas about the committee?**

**b. What are your thoughts about the make-up and size of the committee?**

No ideas

**c. Would you recommend and citizens to participate on the committee? If yes, who?**

Contact individuals on the Broward County Residents to Improve the Sawgrass Expressway, Face Book Page

**4. Do you have any additional comments or thoughts that you wish to share?**

- The majority of ideas will come from the cities on the east (Deerfield) that are most affected.
- Coral Springs will participate in and support the consensus building effort

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## Meeting Summary

**TYPE OF MEETING:** Meeting with Deerfield Beach City Commissioner Gloria J. Battle, District 2

**DATE/TIME:** 4.1.2015 11:00 AM

**NAME:** Gloria Battle, City Commissioner

**OTHER MEETING PARTICIPANTS:**

**LOCATION:** Deerfield Beach City Hall, 150 NE 2<sup>nd</sup> Avenue, Deerfield Beach, Florida 33441

**PROJECT TEAM MEMBER PARTICIPATION:** Davicka Thompson and Jeff Weidner

**PRIMARY CONTACT FOR FOLLOW UP:** Wendy Fretwell 954-757-4127

**1. Do you have any concerns about existing conditions along the SW 10<sup>th</sup> Corridor?**

- Emissions/Truck Noise
- No traffic light from 95 to East SW 10<sup>th</sup> Street; residents complain about not be able to turn right on red
- Same issue southbound I95 to westbound SW 10<sup>th</sup> Street
- Issue with half exchange on turnpike
- Traffic for locals is diverted to access roads during high traffic times, which then gets congested as well
- At Military Trail, lanes go from three to two, which further congests District 3
- Businesses do not like being boxed in along corridor and dealing with traffic

**2. What is your vision for SW 10<sup>th</sup> Street?**

- More businesses along the corridor especially on the west side; too much vacant land
- Easier access to turnpike – serious point of contention for locals and visitors
- Establish a walking route – example Sullivan Park under walk to ease traffic

**3. Our approach included establishing community committee to provide the SW 10th St. Project Team with various perspectives on the proposed project and to act as a channel to disseminate project information to the community and to receive feedback from the community.**

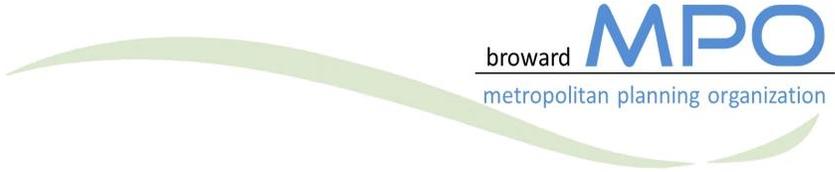
- a. Do you have any ideas about the committee?**
- b. What are your thoughts about the make-up and size of the committee?**

c. **Would you recommend any citizens to participate on the committee? If yes, whom?**

**4. Do you have any additional comments or thoughts that you wish to share?**

- Ensure you publicize public meetings and events to community, especially through churches
- Make sure District 2 is represented; The Commissioner would like to collaborate on the HOA list

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**Meeting Summary**

**TYPE OF MEETING:** Meeting with Parkland City Commissioner David Rosenof

**DATE:** 4.1.2015

**TIME:** 8:30 AM

**NAME:** Dave Rosenof, City Commissioner

**OTHER MEETING PARTICIPANTS:**

**LOCATION:** Parkland City Hall, 6600 North University Drive, Parkland FL

**PROJECT TEAM MEMBER PARTICIPATION:** Davicka Thompson and Jeff Weidner

**PRIMARY CONTACT FOR FOLLOW UP:** TBD

**1. Do you have any concerns about existing conditions along the SW 10<sup>th</sup> Corridor?**

- Emissions/Truck Noise
- Big issue in morning/evening with traffic; speeding is a problem at other times during the day
- Believes that doing nothing to improve SW 10<sup>th</sup> Street is a bad idea; and, he has voiced concerns at MPO meetings
- Concerned about traffic flows from 95 to turnpike

**2. What is your vision for SW 10<sup>th</sup> Street?**

- Needs to be an expressway straight through to I-95
- I-595 is a great model; don't need to pay to use highway if you don't want to
- Would love to see mass transit element: express bus or light rail service with stops on major corridors like 441

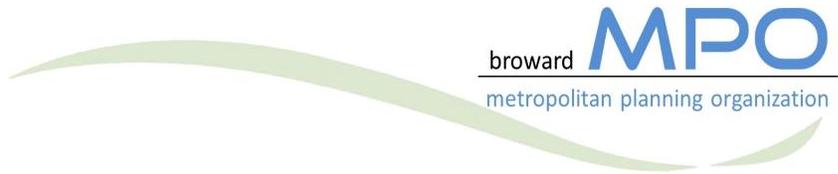
**3. Our approach included establishing community committee to provide the SW 10th St. Project Team with various perspectives on the proposed project and to act as a channel to disseminate project information to the community and to receive feedback from the community.**

- a. Do you have any ideas about the committee?
- b. What are your thoughts about the make-up and size of the committee?
- c. Would you recommend any citizens to participate on the committee? If yes, whom?

**4. Do you have any additional comments or thoughts that you wish to share?**

- Be certain to outreach to the following:
  - Suggests outreach to persons in East Boca Raton

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### Meeting Summary

**TYPE OF MEETING:** Initial Meeting with County Commissioner, Bogen, District 2

**DATE:** 4.6.2015                      **TIME:** 10:00 AM

**NAME:** County Commissioner Mark Bogen, District 2

**OTHER MEETING PARTICIPANTS:** N/A

**LOCATION:** Broward County Government Center, 115 South Andrews Avenue, Fort Lauderdale, FL 33301

**PROJECT TEAM MEMBER PARTICIPATION:** Pamela A. Adams, Jeff Weidner and Paul Calvaresi

**PRIMARY CONTACT FOR FOLLOW UP:** Pamela Adams 954-764-8500

#### **Do you have any concerns about existing conditions along the SW10th Corridor?**

- Conditions along the corridor only affect the residents west of the Florida Turnpike
- Residents in Coral Springs and Parkland have the most concerns about the eastbound flow of traffic on SW10th Street
- Are the Cities of Parkland and Coral Springs pushing this effort?
- Solutions will include a flyover that will negatively impact residents in Century Village
- Residents in District 2 rely on Commissioner Bogen to maintain the status quo
- Residents in Coral Springs are more impacted by the congestion at I-95 than the residents in other areas.

#### **1. What is your vision for SW 10th Street?**

- Improve access to the Florida Turnpike for the residents in Parkland and Coral Springs
- 

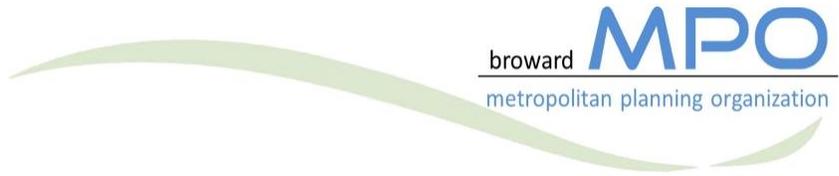
#### **2. Our approach includes establishing a community committee to provide the SW 10th St. Project Team with various perspectives on the proposed project and to act as a channel to disseminate project information to the community and to receive feedback from the community.**

- **Do you have any ideas about the committee?**
  - i. **Commissioner Bogen suggests that Deerfield should have the most influence on the Committee**
  - ii.
- **What are your thoughts about the make-up and size of the committee?**
- **Would you recommend and citizens to participate on the committee? If yes, who?**
  - a. The Commissioner will provide the names of constituents to contact. The team should follow up with him

**3. Do you have any additional comments or thoughts that you wish to share?**

- Commissioner Bogen suggests that he will support the consensus building initiative unless it is predisposed to build a flyover between military Trail and I-95.
- Why is the Broward MPO or the County not focused on other roadways with traffic congestion? There are worse conditions on other roadways for example Broward and Hillsboro

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### Meeting Summary

**TYPE OF MEETING:** Initial Meeting with Broward County Commissioner, District 3 Stacy Ritter

**DATE:** 4.6.2015      **TIME:** 2:00 PM

**NAME:** Commissioner Stacy Ritter, County Commissioner

**OTHER MEETING PARTICIPANTS:** N/A

**LOCATION:** Broward County Government Center, 115 South Andrews Avenue, Fort Lauderdale, FL 33301

**PROJECT TEAM MEMBER PARTICIPATION:** Pamela A. Adams

**PRIMARY CONTACT FOR FOLLOW UP:** Ken Pauli, 954-357-7003

**Do you have any concerns about existing conditions along the SW10th Corridor?**

- At meetings, residents always ask what are you doing about the flow of traffic on SW 10<sup>th</sup> St.
- Residents in Coral Springs are significantly impacted by the congestion going to and from work

**1. What is your vision for SW 10th Street?**

- Improve flow of traffic and reduce congestion

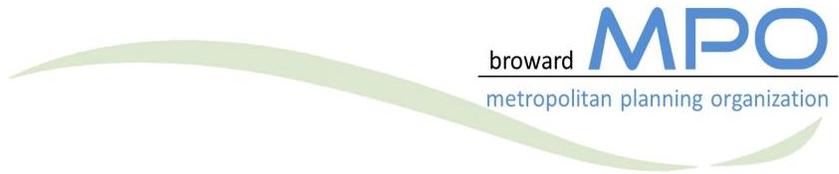
**2. Our approach includes establishing a community committee to provide the SW 10th St. Project Team with various perspectives on the proposed project and to act as a channel to disseminate project information to the community and to receive feedback from the community.**

- **Do you have any ideas about the committee?**
- **What are your thoughts about the make-up and size of the committee?**
- **Would you recommend and citizens to participate on the committee? If yes, who?**
  - The Commissioner will send the HOA's that should be contacted in the district represented

**3. Do you have any additional comments or thoughts that you wish to share?**

Commissioner Ritter will forward a list of additional constituents and HOA's in the district who should be contacted

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### Meeting Summary

**TYPE OF MEETING:** Initial Discussion with City of Parkland City Manager,

**DATE:** 4.6.2015      **TIME:** 2:30 PM

**NAME:** Caryn Gardner-Young

**OTHER MEETING PARTICIPANTS:** N/A

**LOCATION:** Telephone

**PROJECT TEAM MEMBER PARTICIPATION:** Pamela A. Adams

**PRIMARY CONTACT FOR FOLLOW UP:** Pamela Adams, 954-764-8500

**Do you have any concerns about existing conditions along the SW10th Corridor?**

- The City of Parkland supports the Consensus building initiative, but the City per se is not affected by the concerns.
- City residents are affected and should be contacted to become involved in the process.

**1. What is your vision for SW 10th Street?**

- Improve access to I-95 for the residents of Parkland

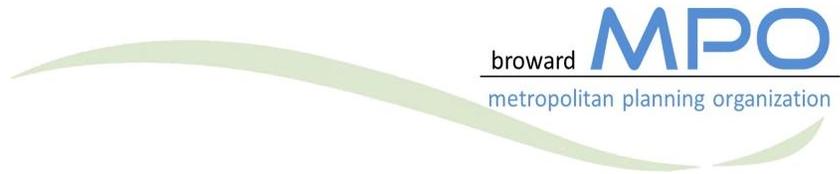
**2. Our approach includes establishing a community committee to provide the SW 10th St. Project Team with various perspectives on the proposed project and to act as a channel to disseminate project information to the community and to receive feedback from the community.**

- **Do you have any ideas about the committee?**
  - i. No
- **What are your thoughts about the make-up and size of the committee?**

- Would you recommend and citizens to participate on the committee? If yes, who?

3. Do you have any additional comments or thoughts that you wish to share? None shared

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### Meeting Summary

**TYPE OF MEETING:** INITIAL MEETING INTRODUCTION TO PROJECT

**DATE:** April 21, 2105

**TIME:** 2:00pm

**NAME:** Scott Stoudenmiere and Sheila Rose

**OTHER MEETING PARTICIPANTS:** None

**LOCATION:** Coconut Creek City Hall, 4800 West Copans Road, Coconut Creek, FL 33063

**PROJECT TEAM MEMBER PARTICIPATION:** Jeffrey Weidner and Pamela Adams

**PRIMARY CONTACT FOR FOLLOW UP:** Sheila Rose, Director Department of Sustainable Development, 954-973-6756

#### 1. Do you have any concerns about existing conditions along the SW10th Corridor?

- The City of Coconut Creek is more focused on other issues at this time
- No real concerns that impact Coconut Creek; improvements would benefit Coconut Creek
- No position at this time due to the politics involved with three other communities
- Economic Development impacts to existing business

#### 2. What is your vision for SW 10th Street?

- Having a linear park along the south
- Bike and pedestrian pathways
- Create six to seven foot sidewalk/greenway
- Access to the Quiet Waters Park
- Bold and innovative well maintained landscaping
- Gateway to Coconut Creek
- Improved access to the Turnpike Improved services at Tri-Rail, Park and Ride and improved Transit services
- Autonomous vehicles

- Bury power lines on the south side of SW 10<sup>th</sup> Street

**Our approach includes establishing a community committee to provide the SW 10th St. Project Team with various perspectives on the proposed project and to act as a channel to disseminate project information to the community and to receive feedback from the community.**

**a. Do you have any ideas about the committee?**

- The City of Coconut Creek has a staff driven environment, participation on the Committee would require some staff involvement.
- Happy community
- Deerfield should have the most seats as they are most impacted

**b. What are your thoughts about the make-up and size of the committee?**

- i. None at this time

**c. Would you recommend any citizens to participate on the committee? If yes, who?**

- i. There is no core group of business folks engaged
- ii. Coconut Creek does not have strong leadership in the business community

**3. Do you have any additional comments or thoughts that you wish to share?**

No

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**Meeting Summary**

**TYPE OF MEETING:** Initial Meeting – Introduction to the Project

**DATE:** May 18, 2015

**TIME:** 10:00 AM

**NAME:** Amanda Martinez, City Planner

**OTHER MEETING PARTICIPANTS:** Chad Grecsek, Solid Waste & Recycling; Rob Schnakanberg, Law Enforcement; Charles Dabrusco, Engineering; Richard, Stevens, BSO-Fire Rescue

**LOCATION:** City of Deerfield Beach City Hall 150 NE 2<sup>nd</sup> Street, Deerfield Beach FL

**PROJECT TEAM MEMBER PARTICIPATION:** Pamela Adams and Jeff Weidner

**PRIMARY CONTACT FOR FOLLOW UP:** Amanda Martinez 954-480-4208

**1. Do you have any concerns about existing conditions along the SW10th Corridor?**

All agreed that traffic, noise and safety are the biggest concerns now and in the future

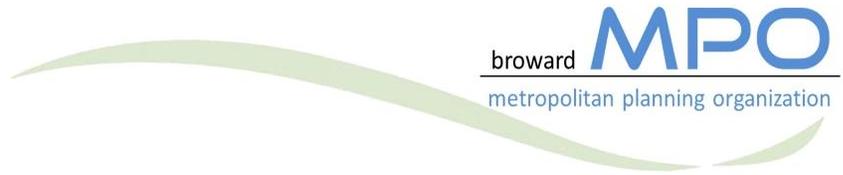
- a. Eastbound morning traffic congestion appears to be worse than the evening westbound traffic but both are significant
- b. The traffic on SW 10<sup>th</sup> Street also causes delays for northbound to westbound lefts coming out of properties (inherently this will also effect eastbound to southbound lefts)
- c. Fire Rescue recognizes that once they use the emergency traffic signal preemption, traffic takes a while to recover
- d. Fire and Police attempts to avoid SW 10<sup>th</sup> Street during peak hours. Traffic congestion impacts response time
- e. Traffic light synchronization needs to be improved to move traffic
- f. Past truck parking, off of SW 10<sup>th</sup> Street near the residential area, was found to be a resident parking his truck nearby
- g. Truck parking was a real issue on SW 12<sup>th</sup> under the existing overpass; but signage has been implemented that has mitigated the issue
- h. There are more traffic accidents going westbound during evening peak hours

**2. What is your vision for SW 10th Street?**

- a. Improved traffic flow during peak hours
- b. Noise wall for Century Village

3. **Our approach includes establishing a community committee to provide the SW 10th St. Project Team with various perspectives on the proposed project and to act as a channel to disseminate project information to the community and to receive feedback from the community.**
  - a. **Do you have any ideas about the committee?**
  - b. **What are your thoughts about the make-up and size of the committee?**
  - c. **Would you recommend any citizens to participate on the committee? If yes, who?**
  
4. **Do you have any additional comments or thoughts that you wish to share?**
  - a. Significant discussion about the design challenges to the I-95 Interchange and how any kind of depression or separation at Newport Road and South Florida Rail Corridor could then access I-95. Perhaps a double ramping system for Publix and Newport Center using the roadway network underneath the westernmost grade separation could be a viable solution
  - b. Any improvement needs to have a Maintenance of Traffic Plan that considers traffic on SW 10th Street and parallel roads including Green Road
  - c. Any improvement needs to consider the major utilities in the right of way
  - d. The consulting team should bring ideas to facilitate the discussion

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### **Meeting Summary**

**TYPE OF MEETING:** Initial Meeting Introduction to the Project

**DATE:** May 19, 2015

**TIME:** 1:00 PM

**NAME:** Charles Parness, President of the Condominium Owners Organization of Century Village East (COOCVE)

**OTHER MEETING PARTICIPANTS:** N/A

**LOCATION:** Century Village Club House, 2400 Century Village Drive, Deerfield Beach, FL, COOCVE Office

**PROJECT TEAM MEMBER PARTICIPATION:** Jeff Weidner, Marlin Engineering; Pamela Adams, Adams Consulting Group, Inc.; Paul Calvaresi and Anthea Thomas, Broward Metropolitan Planning Organization.

**PRIMARY CONTACT FOR FOLLOW-UP:** Charles Parness – (phone) 954-263-6021 (email) parness01@aol.com

**1. Do you have any concerns about existing conditions along the SW 10th Street Corridor?**

1. Safety - Pedestrian crossing at the intersection of Military Trail and SW 10<sup>th</sup> Street, particularly southbound rights to westbound and pedestrians in crosswalk
2. Noise is a problem, but the residents might view the noise resulting from a construction project more problematic than the current conditions
3. Noise wall could be implemented but concerned with the view/aesthetics
4. Potential increase in traffic volume
5. Need to consider noise and dirt that result from a long construction project; this would be challenging for any future project
6. Maintain on-site County transit because on-site circulators are coordinated with routes and schedules

**2. What is your vision for SW 10th Street?**

1. No elevated highway
2. Noise wall that is attractive on both sides
3. Would rather look at grass

**3. Our approach includes establishing a potential community committee to provide the SW 10th Street Project Team with various perspectives on the proposed project and to act as a channel to disseminate project information to the community and to receive feedback from the community.**

(Not asked)

1. Do you have any ideas about the committee?
2. What are your thoughts about the make-up and size of the committee?

**3. Would you recommend and citizens to participate on the committee? If yes, who?**

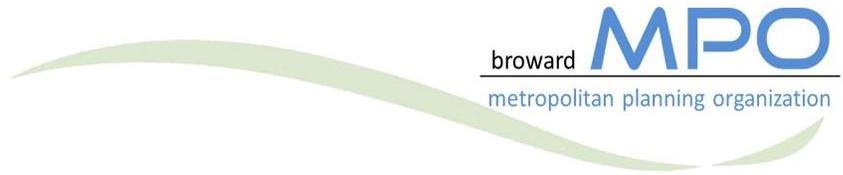
**4. Do you have any additional comments or thoughts that you wish to share?**

1. Mr. Parness provided a comprehensive explanation of the structure and organization of the Century Village East community's governance and operations.
  - i. COOCVE is the organization focused on issues related to the 253 associations. COOCVE provides community leadership dealing with city or county matters as well as providing educational seminars.
  - ii. The COOCVE Directors elect COOCVE Officers (President, 1st, 2nd and 3rd VP, etc.), the seven members of the Recreation Committee and the nine Board Members of Master Management. There are several committees within the COOCVE structure not elected by the Directors such as Advisory, Insurance, etc., each with its own important function and role.
  - iii. There are 21 Area Chairs who represent the 21 areas in the village.
2. Having a meeting with Century Village to hear their ideas and concerns would not be helpful at this time in his opinion. He suggested the following:
  - i. The team should develop a menu of design options to address the existing conditions for their community to discuss.
  - ii. The presentation of the design options should include good visuals
  - iii. The COOCVE newspaper "The Reporter" and website are available for information about the initiative and project. (The next editions of the newspaper are in June and October)
  - iv. 60% of the community is seasonal
  - v. Presenting alternative possible routes to relieve traffic on the SW 10<sup>th</sup> Street by linking the Sawgrass to I-95

**5. Next Steps**

1. The team will revise the outreach strategy for Century Village East.
2. Schedule a follow up meeting with Mr. Parness to discuss options.

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### Meeting Summary

**TYPE OF MEETING:** Meeting with Waterford Homeowners Association

**DATE:** May 27, 2015                      **TIME:** 6:00 PM

**NAME:** Joan Maurice

**OTHER MEETING PARTICIPANTS:** Lubor Vencl, Vice President of Homeowners Association

**LOCATION:** Home of Joan Maurice, 1227 SW 25<sup>th</sup> Avenue, Deerfield Beach, FL 33442

**PROJECT TEAM MEMBER PARTICIPATION:** Jeff Weidner, Marlin Engineering and Davicka Thompson, Adams Consulting Group

**PRIMARY CONTACT FOR FOLLOW-UP:** Joan Maurice 561.239.2534 or [joan@avionmetalworks.com](mailto:joan@avionmetalworks.com)

#### Meeting notes:

Meeting commenced at 5:42 pm.

Jeff Weidner introduced team, explained purpose of BMPO and provided brief history of SW 10<sup>th</sup> Street initiatives. He reiterated that no plans exist for SW 10<sup>th</sup> Street and that this consensus building project is an opportunity to engage in a discussion on a shared vision for the future of the corridor. Advised the project was not to build a flyover, which had been what the HOA heard.

#### Lubor Vencl

Mr. Vencl discussed his thoughts on existing conditions. He does not see a real traffic issue. To him the better option is to fix the root cause of the problem which he believes stems from the I-95 interchange. He believes making any improvements to SW 10<sup>th</sup> Street would be a waste of time and money without fixing the I-95 problem. Mr. Vencl referenced an aerial shot of SW 10<sup>th</sup> Street at I-95 and described the concern with drivers speeding through Newport Drive light and then cutting off passengers to quickly get in far right lane to get onto I-95. He suggests having two lanes, or a double right turn lane to ease this problem.

He also advised that traffic signals create much of the congestion. He is in favor of signalization and improvements to I-95 before any improvements to SW 10<sup>th</sup> Street Corridor.

Mr. Vencl I believes there is no right of way to expand SW 10<sup>th</sup> Street, that an expansion would be more traffic, more noise and more emissions. He is not in favor of a noise wall on the South side of SW 10<sup>th</sup> street.

### Joan Maurice

Ms. Maurice shared Mr. Vencl sentiments regarding doing nothing to improve SW 10<sup>th</sup> Street corridor. She believes any improvements to the corridor will affect the neighborhood's way of life and property value. She is not convinced change is needed. She does not want a project that will disturb quality of life in the area. She does not support noise walls on South side of SW 10<sup>th</sup> Street.

She only believes traffic is during rush hour. A neighbor timed the drive earlier that day, during rush hour at 7:57am. The neighbor drove the distance from Powerline Road to I-95 and noted the drive took him 4 minutes and 30 seconds. With this information, Ms. Maurice does not see why drivers are complaining about sitting in traffic for an extra 5 – 10 minutes during rush hour. She states this is normal in most traffic scenarios.

### Closing

Both residents advised they are open to hearing and discussing plans for the future but did agree that based on what they had been presented in the past they were likely to be against any changes. They feel the residents of Deerfield would suffer most from improvements. Do not feel as though they should pay for residents who made the decision to live out West and have to drive east and deal with traffic congestion.

We advised Ms. Maurice and Mr. Vencl of the next steps in the progress, the webpage for up to date information on the initiative and the meeting scheduled for December wherein stakeholders will participate in visioning process.

Other issues identified indicated that SW 28<sup>th</sup> is a very busy signal and takes a long time to get green. Improving the green time could be an improvement. They asked about the signal timing length at SW 28<sup>th</sup> Street.

The Team informed the HOA leaders that the Team is seeking to work with a small group of representatives as it is very difficult to get consensus with a large group. They agreed that they could have someone participate and that doing nothing is probably not the answer.

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### Meeting Summary

**TYPE OF MEETING:** Initial Meeting – Introduction to the Project

**DATE:** May 28, 2015

**TIME:** 5:30 PM

**NAME:** Lotus Boss, Independence Bay Civic Association

**OTHER MEETING PARTICIPANTS:** Patty Donovan, Independence Bay Master Board and Syl Melone, Independence Bay Master Board

**LOCATION:** Independence Bay Club House Office, 1776 Independence Bay Drive, Deerfield Beach FL

**PROJECT TEAM MEMBER PARTICIPATION:** Pamela Adams, Adams Consulting Group and Jeff Weidner, Marlin Engineering

**PRIMARY CONTACT FOR FOLLOW-UP:** Lotus Boss 954-725-4143

#### **1. Do you have any concerns about existing conditions along the SW 10<sup>th</sup> Street Corridor?**

- a. Existing access from SW 10<sup>th</sup> Street is limited in that the guard house is close to the roadway and the eastbound right turn lane entering the community and the westbound left turn lane get backed up. This is especially bad during the holidays.
- b. Exiting the property is not that difficult but the left turn to westbound takes a long time.
- c. Concern over projects and/or any improvement to resolve the congestion may have a negative impact on property values and quality of life in the community
- d. Flow of traffic and speed is a concern in off-peak hours
- e. Improvements are needed but at what cost to the community
- f. Construction noise can be a health concern. Long term health implications of construction on community residents (The attached was provided by Mr. Melone and is not endorsed by the Broward MPO)

#### **2. What is your vision for SW 10<sup>th</sup> Street?**

1. The group did not have a clear vision of how to address their concerns related to SW 10<sup>th</sup> Street; it was clear that a “flyover” was not an option. (Jeff clarified the commonly confusing terms of flyover, elevated highway, over passes, etc for the group.)
2. Various opportunities to improve the existing SW 10<sup>th</sup> Street conditions were shared and discussed:
  - i. Noise mitigation could include a noise wall or a residential sound barrier
  - ii. To improve traffic flow, a depressed roadway was discussed.

- iii. Landscape enhancements would improve aesthetics along the roadway particularly between Military Trail and Powerline Road on the north side of SW 10<sup>th</sup> Street.
- iv. Improved traffic signalization to more efficiently move traffic.

**3. Our approach includes establishing a community committee to provide the SW 10th Street Project Team with various perspectives on the proposed project and to act as a channel to disseminate project information to the community and to receive feedback from the community.**

**1. Do you have any ideas about the committee?**

- i. They would like to see options so that they could assist in sharing with the community.

**2. What are your thoughts about the make-up and size of the committee?**

- i. The representatives agreed that it is difficult to develop options with many people involved. They would like to be represented on a smaller group that develops options.

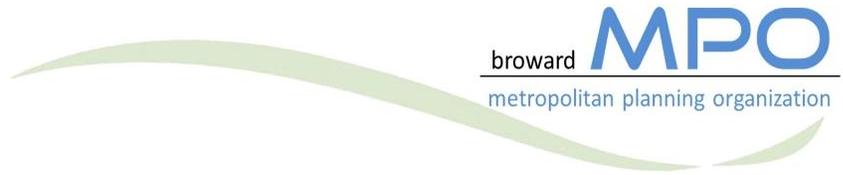
**3. Would you recommend any citizens to participate on the committee? If yes, who?**

- i. Lotus will explore a community participant for the committee, perhaps someone with engineering or planning experience.

**4. Do you have any additional comments or thoughts that you wish to share?**

- 1. Ms. Boss provided a profile of the Independence Bay community; the community has evolved from the majority retirement/seasonal residential community. It includes 821 residences, 99% working full time.
- 2. The community structure includes a Master Board and 11 sub-associations.
- 3. There is fear of the unknown in the community - "what is coming?".
- 4. Ms. Donovan strongly suggests that they be provided with visual examples/illustrations of what has been accomplished in other places to address similar concerns. With this information it would be easier to educate and engage the community.
- 5. Independence has a monthly newsletter. It is available for articles for the project.
- 6. The next Master Board meeting will be in September 2015, the team should be prepared to discuss opportunities at that time.

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### **Meeting Summary**

**TYPE OF MEETING:** Initial meeting with FDOT management and key staff

**DATE:** May 29, 2015                      **TIME:** 1:30 pm

**NAME:** Gerry O'Reilly, P.E. District Secretary, District 4, Florida Department of Transportation

**OTHER MEETING PARTICIPANTS:** Stacy Miller, Director of Development; Steve Braun, Planning Manager; Howard Webb, District Design Engineer

**LOCATION:** FDOT District 4 Executive Conference Room, 3400 West Commercial Blvd., Fort Lauderdale, Florida

**PROJECT TEAM MEMBER PARTICIPATION:** Jeff Weidner, Marlin Engineering; Joel Johnson, EDSA and Pamela Adams, Adams Consulting Group, Inc.

**PRIMARY CONTACT FOR FOLLOW-UP:** Gerry O'Reilly, District 4 Secretary 954-777-4411  
gerry.oreilly@dot.state.fl.us

**Meeting Purpose:** Initial discussion about the scope of the SW 10<sup>th</sup> Street Consensus Building Project. Seek to identify points of communication with the District 4 team. To gain an understanding of project opportunities and parameters for FDOT/Florida Turnpike to work with the team and discuss potential next steps for project phasing and funding.

Jeff Weidner provided an overview of the SW 10<sup>th</sup> Street Initiative; reviewing the project area, the strategies to engage key stakeholders including elected officials, residents and businesses and the project schedule. He explained the approach included engaging key stakeholders in the four municipalities - Deerfield Beach, Coconut Creek, Coral Springs and Parkland.

Jeff reported the interview results in summary:

- a. All elected officials and key staff agree something should be done to improve the existing conditions as the current status is not acceptable
- b. Traffic congestion during peak hours in the morning and evening

- c. Flow of traffic during non-peak hours is unsafe
- d. Noise

Jeff discussed the need to educate the public on terminology as they were interchanging words for grade separations and bridges with flyover and elevated highway. They also appear to be unaware that other options were on the table. These concepts are beginning to be introduced in our conversations. The groups are now asking to see examples of what the solutions in other area.

Jeff introduced potential projects that could address the concerns that have been articulated by the stakeholders. The discussion included an approach to introduce these projects in a manner to ensure implementation

Gerry O'Reilly reported there is a study to develop a full exchange at the turnpike entrance on SW 10<sup>th</sup> Street and current improvement to the I-95 Interchange at SW 10<sup>th</sup> Street. There will also be a PD&E at the I-95 Interchange.

Mr. O'Reilly suggested that the solutions should be multifaceted providing multiple services to the public including moving cars more efficiently and safely. He agreed and suggested that coordination with the Turnpike is important. He suggested that a project deliverable include a full set of solutions with a funding plan to move the projects forward.

Mr. O'Reilly stated the importance of building on what the large businesses and employers need and want in the area to move goods and services.

It was also indicated that there is no current agreement with Florida's Turnpike on the future of the corridor including improvements, ownership, maintenance or operations. He indicated there are several options for potential improvements between the Turnpike and I-95:

- Minor improvements to roadway capacity with complete streets improvements which would need to be funded by the MPO;
- Florida's Turnpike owns the right of way and has the financial resources from their entire system to come in and build a regional improvement as a tolled extension of the Turnpike and they could do so with minimal public input; or
- The District could implement four tolled express lanes that could be designed in context with the community.

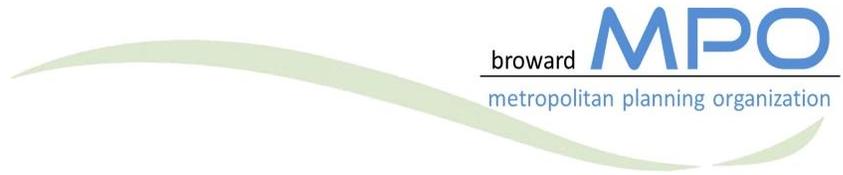
Gerry O'Reilly indicated that he would initiate a discussion with the Turnpike in the next two months.

Mr. Weidner asked about timing and coordination with the work program if a concept evolved from the process. Gerry O'Reilly indicated that the Team should be developing a Financial Plan for the project to move forward.

He agreed that he and his staff would work together with the team to achieve this objective.

Gerry O'Reilly identified the FDOT contract as Steve Braun.

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### **Meeting Summary**

**TYPE OF MEETING:** INITIAL MEETING INTRODUCTION TO PROJECT

**DATE:** June 9, 2015

**TIME:** 6:00pm

**NAME:** Nancy Kasmarski, President Waterways Homeowners Association and Eric Torrella, Waterways Homeowners Association SW 10<sup>th</sup> Street Project Liaison

**OTHER MEETING PARTICIPANTS:** N/A

**LOCATION:** Waterways Development Club House, Waterways Boulevard, Deerfield Beach, FL

**PROJECT TEAM MEMBER PARTICIPATION:** Pamela A. Adams, Adams Consulting Group, Inc. and Jeff Weidner, Marlin Engineering

**PRIMARY CONTACT FOR FOLLOW-UP:** Eric Torrella, Waterways Homeowners Association

The meeting began with background about how and why the Broward Metropolitan Planning Organization conceived the project and project status. Pamela and Jeff provided an introduction of their professional background and experience.

Jeff described the team approach for the project. Meetings first conducted with elected officials in each city, then outreach to the adjacent community and then broader outreach to residents and businesses in the four-city study area. Based on the interviews to date, we were able to share that all of the municipal representatives want to work cooperatively to arrive at a mutually beneficial solution.

Mrs. Kasmarski and Mr. Torrella reported that community residents have heard about the project and have had a discussion about it at their last meeting. In summary, the community does not want a return of the flyover project. They are also concerned about the effects of any changes to their quality of life and property values. Mrs. Kasmarski said that she was happy to see that the project title does include the word "flyover".

#### **Do you have any concerns about existing conditions along the SW10th Corridor?**

- a. Mrs. Kasmarski and Mr. Rotella discussed that any change in the existing conditions would impact the community. They discussed the community demographics. Ninety-

nine percent of the community residents are employed and have children. The active community residents must be able to have good access and egress to the community during peak transportation hours.

- b. The community is concerned that the western cities, Parkland and Coral Springs are only concerned with easy and fast access east to I-95. They only have one entrance and exit from the subdivision.
- c. Not a senior community, most people in the community work. Also have a lot of younger children that go to school on school buses. Bus stop is on site.
- d. The real congestion problem is at I-95.
- e. Not interested in a connection to Quiet Waters Park.
- f. There is an Aquifer and utilities in the right of way between Powerline Road and Military Trail. Will any improvement impact the water quality?
- g. The recent Turnpike access improvement to Lyons Road has increased merge conflicts because the weave from their driveway has gotten wider and vehicles are moving fast and it is hard to all the way across to get to Lyons exit ramp.
- h. Deerfield Beach gets the brunt of the traffic congestion but all have expressed a willingness to work cooperatively to identify mutually beneficial solutions.
- i. Traffic signals needs to be timed to detect vehicles present at the exit when there is no traffic on SW 10<sup>th</sup> Street.
- j. The North County Traffic signal project has been delayed.
- k. They do not want a noise wall. Noise walls reduce property values.
- l. They do not want to see construction due to noise and dust.

## **2. What is your vision for SW 10th Street?**

The representatives do not believe that the traffic congestion is that bad for their community as a whole. During the peak hours of congestion it is their opinion that delays are only about 5 to 10 minutes. They are open minded and willing to discuss improvements that will improve conditions throughout the project area as long as the quality of life in Waterways is not negatively impacted.

Their comments include:

- a. Without images of what SW 10<sup>th</sup> Street could be, neither Mrs. Kasmarski nor Mr. Torrella had a vision for the corridor other than what it is. They ask the team to bring images of how similar situations have been addressed in other locations
- b. The community does not want to see a return of a fly over project on the roadway
- c. Community suggestions to improve current conditions:
- d. Synchronize the traffic lights along SW 10<sup>th</sup> Street
- e. Fix access to I-95 at SW 10<sup>th</sup> Street to reduce traffic congestion
- f. When asked about transit/access to transit indicated that no one ever brought it up.
- g. Fix the short weave section to get to Lyons Road from their exit.
- h. No sound wall
- i. The community touted their water quality and is concerned that construction or other improvements will negatively impact the aquifer and water supply quality

**3. Our approach includes establishing a community committee to provide the SW 10th Street Project Team with various perspectives on the proposed project and to act as a channel to disseminate project information to the community and to receive feedback from the community.**

- a. **Do you have any ideas about the committee? They indicated that they (meaning the residential communities) between the Turnpike and Military Trail do not want to be in a situation where they have one vote. They need to have at least 51% say in what happens here.**
- b. **What are your thoughts about the make-up and size of the committee?**
- c. **Would you recommend any citizens to participate on the committee? If yes, who? While no names were readily provided the Team suggested that they seek out civil engineers and/or planners that could understand design and infrastructure issues that could benefit them.**

**4. Do you have any additional comments or thoughts that you wish to share?**

- a. The community represented their concerns about any project that would decrease property values
- b. Traffic congestion resulting from a single entrance in their development
- c. Access for emergency vehicles and police into the development
- d. Impact of a construction project on the health of community residents
- e. Noise and dust what will be generated by a construction project. Many of the homes directly around SW 10<sup>th</sup> Street with a limited buffer, if additional lanes are added to SW 10<sup>th</sup> Street. Noise from construction as well as the additional traffic will be a nuisance
- f. Roadway improvements will result in additional traffic along SW 10<sup>th</sup> Street

**We discussed how best to engage with their community.**

Consider putting information about the project in the quarterly newsletter. The next newsletter will be published at the end of June; the deadline for submitting information is June 25, 2015. The next newsletter will be published in October 2015.

Invite planners, engineers or transportation professionals who live in the development to get involved.

They shared that they have the capacity to blast an email to 60% of their population.

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### Meeting Summary

**TYPE OF MEETING:** INITIAL MEETING INTRODUCTION TO PROJECT Research Park at Florida Atlantic University

**DATE:** June 24, 2015

**TIME:** 1:45pm

**NAME:** Andrew Duffell, President & CEO, Research Park at Florida Atlantic University

**OTHER MEETING PARTICIPANTS:**

**LOCATION:** Adams Consulting Group, Inc. 547 NW 9th Avenue, Fort Lauderdale, Suite 5, FL 33311

**PROJECT TEAM MEMBER PARTICIPATION:** Pamela A. Adams, Adams Consulting Group, Inc. and Jeff Weidner, Marlin Engineering

**PRIMARY CONTACT FOR FOLLOW-UP:** Andrew Duffell, President & CEO Research Park at Florida Atlantic University office: 561-416-6092 e-mail: [aduffell@research-park.org](mailto:aduffell@research-park.org)

The meeting began with background about how and why the Broward Metropolitan Planning Organization conceived the project and project status. Pamela and Jeff provided an introduction of their professional background and experience.

The team approach for the project was discussed. Meetings first conducted with elected officials in each city, then outreach to the adjacent community and businesses in the four-city study area. Based on the interviews to date, we were able to share that all of the municipal representatives want to work cooperatively to arrive at a mutually beneficial solution.

Jeff provided a full background on the agency involvement over the past 15 years to resolve concerns on the corridor. He also explained the potential impact of not having any plans for SW 10th Street in the 2040 Long Range Transportation.

Mr. Duffell explained that the Research Park is a special district established in 1985 by the Broward and Palm Beach County Commissions. There is a much larger facility and Palm Beach and the smaller park in Deerfield Beach. The Research Park is deed restricted for public use only because the land was originally a transfer of property from FDOT for a former park and ride lot. The role of the Research Park is to

provide a supportive environment for business development focused on research and technology. The Research Park has 2 parcels one is a 4 acre parcel that is adjacent to SW 10<sup>th</sup> Street, bounded by NW 11<sup>th</sup> Ave to the east and south, SW 10<sup>th</sup> Street to the north and the NB I-95 ramps to the west. The 2<sup>nd</sup> parcel is south on NW 11<sup>th</sup> Ave. where People's Trust Insurance Company is their tenant situated on a 10 acre parcel; 6 of the 10 acres are yet to be developed. People's Trust came to the Research Park with 25 employees and has grown to 300 employees. They are considering future growth of up to 100,000 square feet on the vacant 6 acres and concerned about traffic and access to SW 10<sup>th</sup> Street.

**Do you have any concerns about existing conditions along the SW10th Corridor?**

- a. Mr. Duffell discussed the impact on current conditions on the following
  - i. People's Trust Insurance Company employees and future development of the site will cause more traffic
  - ii. Current access conditions are a deterrent to potential new development
- b. North bound NW 11 Avenue at SW 10<sup>th</sup> Street is problematic as there is significant delay that creates stacking along NW 11<sup>th</sup> Ave.
- c. Congestion points exist at NW 11<sup>th</sup> Street, Military Trail and access and egress for Newport Corporate Park

**2. What is your vision for SW 10th Street?**

- a. SW 10<sup>th</sup> Street should or could be a gateway to the City of Deerfield Beach with improvements
- b. Roadway improvements would enhance opportunities for business development along the SW 10<sup>th</sup> Street and within the City.
- c. Synchronized traffic signalization would enhance the flow of traffic and alleviate some congestion.

**3. Approach includes establishing a community committee to provide the SW 10th Street Project Team with various perspectives on the proposed project and to act as a channel to disseminate project information to the community and to receive feedback from the community.**

**a. Do you have any ideas about the committee?**

- i. The Committee is a good idea. Mr. Duffell indicated that he would be willing to participate on the committee.

**b. What are your thoughts about the make-up and size of the committee?**

- c. **Would you recommend any citizens to participate on the committee? If yes, who? While no names were readily provided the Team suggested that they seek out civil engineers and/or planners that could understand design and infrastructure issues that could benefit them.**

**4. Do you have any additional comments or thoughts that you wish to share?**

- a. Mr. Duffell agreed to get some of the businesses in the area in contact with the team to discuss how they would be involved in the process
- b. Group forums or surveying employees at the large employers such as the People's Insurance Trust would be a good way to get input from employees that use the roadway getting to work.
- c. Access to the Florida Turnpike coming west bound would alleviate congestion
- d. Restructuring the I-95 interchanges would improve traffic flow
- e. Addition of a Park and Ride at the corner of SW 11<sup>th</sup> at Military Trail is an option

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### **Meeting Summary**

**TYPE OF MEETING:** Initial Introduction to Project - Parkland Chamber of Commerce Breakfast Networking Meeting

**DATE:** June 24, 2015

**TIME:** 7:30am

**NAME:** Evan Wolk, President Parkland Chamber of Commerce

**OTHER MEETING PARTICIPANTS:** 33 Parkland Chamber of Commerce members were in attendance, including Officials from the City of Parkland, Mayor Michael Udine, Commissioner Christine Hunschofsky and Commissioner David Rosenoff

**LOCATION:** Aston Gardens at Parkland Commons 59999 North University Drive, Parkland, FL

**PROJECT TEAM MEMBER PARTICIPATION:** Pamela A. Adams, Adams Consulting Group, Inc.

**PRIMARY CONTACT FOR FOLLOW-UP:** Evan Wolk, President Parkland Chamber of Commerce 954-937-0232 [evan@wolkfinancial.net](mailto:evan@wolkfinancial.net)

The SW10th Street team reached out to Mr. Wolk of the Parkland Chamber of Commerce to explain how to best get the Chamber engaged in the SW 10<sup>th</sup> Street Consensus Building Initiative. Mr. Wolk was aware of the long standing concerns about traversing along SW10th Street from the perspective of the Parkland residents and business owners. He was provided a Fact Sheet and "Share Your Thoughts" comment card to share with the Chamber Board of Directors.

Following the Chamber Board meeting, Mr. Volk invited the team to the June 24, 2015 Breakfast networking meeting. This provided an opportunity to introduce the "SW 10<sup>th</sup> Street Your Vision?" project to the membership in an informal setting.

During the networking period Pamela Adams had the opportunity to speak with Chamber members about the project.

During the group introduction period Ms. Adams introduced SW10th Street Vision Project to the entire group. A brief background about why the Broward Metropolitan Planning

Organization launched this project. The project goals & objectives and approach were presented.

Chamber members were solicited to be engaged in the process to build a consensus for the future of SW 10<sup>th</sup> Street with the residents and business owners from Coral Springs, Coconut Creek and Deerfield Beach.

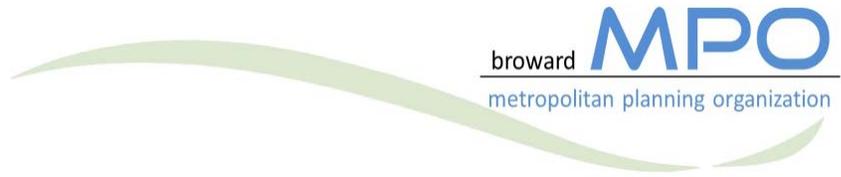
Mr. Wolk followed up by asking for the membership to volunteer by participating on a committee to represent the Parkland Chamber in this public discussion.

Ms. Adams circulated after the meeting. Six members indicated interested in participating on the Chamber committee.

**Next Steps:**

Mr. Wolk will determine how best to structure the committee to engage with the team.

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### Meeting Summary

**TYPE OF MEETING: INITIAL MEETING INTRODUCTION TO PROJECT**

**DATE: June 25, 2015**

**TIME: 7:15am**

**NAME: Broward County Quiet Waters Park Erick Westberg, Park Manager V**

**OTHER MEETING PARTICIPANTS:**

**LOCATION: Broward County Quiet Waters 401 Powerline Road, Deerfield Beach Florida 33442**

**PROJECT TEAM MEMBER PARTICIPATION: Pamela A. Adams, Adams Consulting Group, Inc.**

**PRIMARY CONTACT FOR FOLLOW-UP: Erick Westberg, CPRP Park Manager V - office: 357-5107**

**e-mail: ewestberg@broward.org**

Ms. Adams began with background about how and why the Broward Metropolitan Planning Organization conceived the project and project status.

The team approach to the public engagement process for the project was discussed. The team first met with elected officials in Deerfield Beach, Coral Springs, Coconut Creek and Parkland, then outreach to the adjacent community and businesses. Based on the interviews to date, we were able to share that all of the municipal representatives want to work cooperatively to arrive at a mutually beneficial solution.

Pamela provided a full background on the agency involvement over the past 15 years to resolve concerns on the corridor. She also explained the full impact of not having any plans for SW 10th Street in the 2040 Long Range Transportation.

Mr. Westberg explained that Quiet Waters Park was not really impacted by the existing conditions on SW 10<sup>th</sup> Street because most park guests come in the evening after work and on weekends.

In his opinion the Park has more of an impact on the community. During the Renaissance Festival (seven weeks) and special events the volume of traffic coming into the park is significantly increased.

1. **Do you have any concerns about existing conditions along the SW 10th Street Corridor?**
  - a. Pedestrian and bicycle access to the park

- b. Improvements to Powerline Road ended at SW 10<sup>th</sup> Street

**2. What is your vision for SW 10th Street?**

- a. Improved access to the park would encourage more visitors as the County expands its services, such as the doggie water park, family aquatics program and other amenities
- b. Safer pedestrian and bicycle access to the park. Families can walk or bike to the park rather than drive their cars.
- c. An express bus stop at the park might be a good idea. The operations and access to the park could be worked out with Broward County Transit
- d. Maybe a greenway or bridge from the south side of SW 10<sup>th</sup> Street to the Park would encourage more visitors to the Park. It would provide pedestrians with safer option to get to the Park and enable them to walk to the businesses on the north side of SW 10<sup>th</sup> Street

**3. Our approach includes establishing a community committee to provide the SW 10th Street Project Team with various perspectives on the proposed project, to act as a channel to disseminate project information to the community and to receive feedback from the community.**

- a. **Do you have any ideas about the committee?**
- b. **What are your thoughts about the make-up and size of the committee?**
- c. **Would you recommend any citizens to participate on the committee? If yes, who? While no names were readily provided the Team suggested that they seek out civil engineers and/or planners that could understand design and infrastructure issues that could benefit them.**

- i. Mr. Westberg is willing to participate in the outreach as requested. And will participate in the December community engagement workshop.

**4. Do you have any additional comments or thoughts that you wish to share?**

- 1. Foot traffic/pedestrian traffic to the park is minimal due to the speed of the traffic on SW 10<sup>th</sup> Street. Most guests come to the Park by car.

2. Century Village residents bike to the park because there is access into the Park from Powerline Road with a traffic light.
3. The traffic light at Powerline Road at the Park entrance requires synchronization. It is often out of sink and requires a lot of maintenance. (FDOT)
4. The left turn lane into the Park on Powerline Road going north bound is not long enough. Cars are stacked on Powerline Road when there is high volume on weekends and special events.
5. A noise wall along SW 10th Street does not impact the Park.
6. The team should come to the park to get opinions from park guests. Mr. Westberg is willing to work with the team to make arrangements for a public outreach opportunity.
7. Mr. Westberg will participate in committees.

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**Meeting Summary**

**TYPE OF MEETING:** Initial Meeting Introduction to the SW 10<sup>th</sup> Street Project

**DATE:** June 29, 2015                      **TIME:** 11:00 am

**NAME:** Nancy Dempster-Alvarez, Property Manager - Ivy Realty

**OTHER MEETING PARTICIPANTS:** None

**LOCATION:** Ivy Realty at Quorum Business Center, 832 N. Military Trail, Deerfield Beach, Florida

**PROJECT TEAM MEMBER PARTICIPATION:** Pamela Adams, Adams Consulting Group, Inc.

**PRIMARY CONTACT FOR FOLLOW UP:** Nancy Dempster-Alvarez 954-523-6551 e-mail [ndempster-alvarez@ivy-realty.com](mailto:ndempster-alvarez@ivy-realty.com)

1. Do you have any concerns about existing conditions along the SW10th Corridor?
  - a. Congestion during the peak hours in the morning
  - b. Only five vehicles can make the eastbound left turn at Military Trail before the light changes
  - c. Traffic concerns have been ongoing for many years
  
2. What is your vision for SW 10th Street?
  - a. Improvements on SW 10<sup>th</sup> Street to alleviate stacking
  - b. Improved traffic light synchronization would improve traffic flow
  - c. Alleviate stacking on the roadway to improve access to the local traffic on SW 10<sup>th</sup> Street
  - d. Improve access and egress for local traffic going on to SW 10<sup>th</sup> Street
  - e. Explore the possibility to expand lanes for local traffic and create separate lanes for the through traffic
  
3. Our approach includes establishing a community committee to provide the SW 10th St. Project Team with various perspectives on the proposed project and to act as a channel to disseminate project information to the community and to receive feedback from the community.
  - a. Do you have any ideas about the committee?
  
  - b. What are your thoughts about the make-up and size of the committee?
  
  - c. Would you recommend and citizens to participate on the committee? If yes, who?

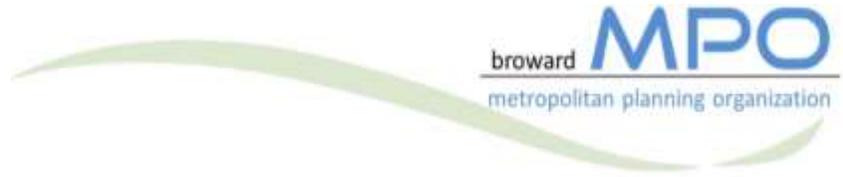
**4. Do you have any additional comments or thoughts that you wish to share?**

Effective December 2014, Ivy Realty became the property manager for the Quorum Business Center. They have not asked any tenants about their concerns related to SW10th Street, nor have any been volunteered.

Ms. Dempster-Alvarez did agree to share information about the SW 10<sup>th</sup> Street Consensus Building Initiative with the tenants. She also agreed that an on-line survey would be a good way to get input from the tenants.

Ms. Dempster-Alvarez asked why Century Village has had such a great influence on making improvements on SW10th Street. We discussed the influence of the demographics historically on decisions related to improves on the corridor.

Ms. Adams discussed the idea of a depression to permit through traffic flow to I-95 and to the west. Ms. Dempster-Alvarez thought that was a good idea



### Meeting Summary

**TYPE OF MEETING:** Initial Meeting Introduction to the SW 10<sup>th</sup> Street Project

**DATE:** July 20, 2015

**TIME:** 2:00 pm

**NAME:** Dan Lowther, Chief Operating Officer, Broward Health North

**OTHER MEETING PARTICIPANTS:** None

**LOCATION:** Broward Health North, 201 East Sample Road, Deerfield Beach, Florida

**PROJECT TEAM MEMBER PARTICIPATION:** Pamela Adams, Adams Consulting Group, Inc.

**PRIMARY CONTACT FOR FOLLOW UP:** Dan Lowther p: 954-786-6986; e-mail: [dlowther@browardhealth.org](mailto:dlowther@browardhealth.org)

Ms. Adams introduced the project to Mr. Lowther, explained the role of the Broward Metropolitan Planning Organization and provided a historical overview about why the project was initiated by the Broward Metropolitan Planning Organization.

The discussion included previous attempts to work with the community and other agencies to develop improvements to reduce congestion and improve the quality of life along the corridor. We discussed the fly-over concept and the resistance of the community to this concept. It was made clear that the process was to listen to the communities concerns and to work with stakeholders to identify feasible solutions to address their concerns.

The public engagement strategy was explained and also described the various stakeholders including residents, businesses and civic associations who have been engaged. Broward Health North, other large employers and the Deerfield Beach Chamber of Commerce are in the project target area. As a large employer the future of SW 10<sup>th</sup> Street impacts employees, patients and distribution of goods to their facilities.

Mr. Lowther commented that Broward Health employees come from all over and that SW 10<sup>th</sup> Street has been challenging

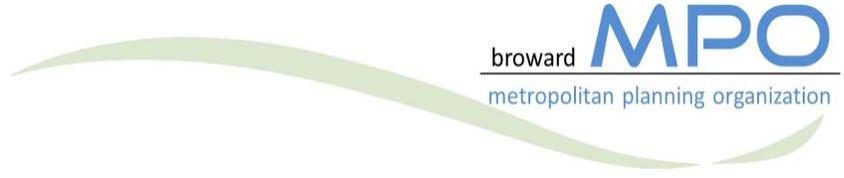
Ms. Adams shared some of the observations to improve SW 10<sup>th</sup> Street that have been discussed in other meetings. These include a noise wall, a depression to maintain local traffic and expediting the flow of traffic to I-95, enhancing the Florida Turnpike interchange to include a southbound service road?

Ms. Adams explained the Community Oversight Advisory Committee (COAT) that is under consideration. Mr. Lowther thought it was a good idea, but did not have any additional comments about the structure or involvement in the COAT.

Closing:

Mr. Lowther was provided with the SW10th Street Fact Sheet and the Share Your Thoughts on SW 10<sup>th</sup> Street Comment Card.

Information about SW10th Street will be shared with Pauline Grant, CEO to determine how or if Broward North will provide input to the process.



**Meeting Summary**

**TYPE OF MEETING:** Initial Meeting – Introduction to the Project

**DATE:** July 22, 2015 **TIME:** 11:00 AM

**NAME:** Brooke Gold, Director, Corporate Relations

**OTHER MEETING PARTICIPANTS:** Adam Hasner, VP, Chief Marketing and Communications Office; Doug Nicholson, Director, Inspection Services; and Andrew Duffel, CEO, FAU Research Park

**LOCATION:** People's Trust Insurance Company, 18 People's Trust Way, Deerfield Beach, Florida 33441

**PROJECT TEAM MEMBER PARTICIPATION:** Pamela Adams and Davicka Thompson, Adams Consulting Group and Jeff Weidner, Marlin Engineering

**PRIMARY CONTACT FOR FOLLOW-UP:** Brooke Gold 561.417.1121 e-mail: bgold@peoplestrustinsurance.com

**1. Do you have any concerns about existing conditions along the SW 10<sup>th</sup> Street Corridor?**

- a. Employees coming from West have to use Sample Road to I95 because of limited interchange at turnpike
- b. Impossible to get out of SW 11<sup>th</sup> Way to 10<sup>th</sup> Street, especially at rush hour. One left turn lane, which then backs up from I-95 entrance ramp; dangerous intersection at 5pm with businesses and schools all trying to leave at the same time
- c. Approximately 15% of their workforce drives west to east on SW 10<sup>th</sup> Street
- d. Main concern is how I95 interacts with SW 10<sup>th</sup> Street and what that means for FAU Boulevard expansion

**2. What is your vision for SW 10<sup>th</sup> Street?**

- 1. Discussed the importance of businesses/employers in the surrounding area and improving the employee travel experience
- 2. A sound barrier/beautification of the corridor would be good for commerce. Deerfield needs a frictionless commute from east to west and vice versa.

**3. Our approach includes establishing a community committee to provide the SW 10<sup>th</sup> Street Project Team with various perspectives on the proposed project and to act as a channel to disseminate project information to the community and to receive feedback from the community.**

- 1. Do you have any ideas about the committee?

- i. The Committee is a good idea. They will consider asking a member of their legal department to sit on COAT
2. What are your thoughts about the make-up and size of the committee?
3. Would you recommend any citizens to participate on the committee? If yes, who?
4. Do you have any additional comments or thoughts that you wish to share?
  1. Mr. Hasner provided an overview of People's Trust vision and the way forward for the company.
  2. Plans to expand on additional six acres within the next three years; currently in design phase and space has potential to build out to 158,000 square feet.
  3. The firm will consider sharing information about the SW 10<sup>th</sup> Street Initiative with employees via company's quarterly newsletter. Must submit to Brooke any items for approval.

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### **Meeting Summary**

**TYPE OF MEETING:** Follow Up Meeting to discuss potential issues caused by Pump Station or Underground Canals

**DATE:** Tuesday, August 7, 2015

**TIME:** 9:30 AM

**NAME:** Charles DaBrusco PE, Director of Environmental Services

**OTHER MEETING PARTICIPANTS:** None

**LOCATION:** 200 Goolsby Blvd., Deerfield Beach, Florida 33076

**PROJECT TEAM MEMBER PARTICIPATION:** Jeff Weidner, Marlin Engineering

**PRIMARY CONTACT FOR FOLLOW-UP:** Charles DaBrusco, PE, Director of Environmental Services

**Meeting was requested by the project team to understand potential limitations caused by underground culverts and the pump station to the Biscayne and Florida Aquifer.**

Jeff Weidner provided a quick briefing on the Consensus effort. He indicated that through discussions with other groups some have mentioned a potential roadway depression to separate through traffic from local traffic.

Mr. Weidner indicated that he had asked for this meeting to get information from him on the recently constructed pump station east of 28<sup>th</sup> Avenue on south side of the roadway, the canal adjacent to the pump house and whether any underground water movement would create an impossible situation (fatal flaw) that could not be overcome through engineering and design.

Mr. Dabrusco indicating the following information:

- a. There are actually 2 locations where culverts run underneath the roadway. One just west of Powerline Road and the other east of 28<sup>th</sup> Avenue;
- b. The pump station is a generator used to access raw water from the Florida and Biscayne Aquifer and is not associated with the drainage canals;
- c. The culverts could be designed to go below a potential depressed roadway and natural gravity would cause the water to flow;
- d. He further indicated that the aquifer was so far underground that a proposed depressed roadway would pose an issue;
- e. He indicated that the Team should contact Broward County Surface Water to get their input.
- f. Mr. Dabrusco also indicated that the communities west of Powerline Rd. need some access improvements



### **Meeting Summary**

**TYPE OF MEETING:** Initial Meeting – Introduction to the Project

**DATE:** Tuesday, August 11, 2015                      **TIME:** 2:00 PM

**NAME:** Evan L Wolk, Parkland Chamber of Commerce President

**OTHER MEETING PARTICIPANTS:** Jovahn Scoot; Mike Hale; Michelle Scibelli; Barry Spiegel; Carole Morris, City of Parkland Intergovernmental Relations

**LOCATION:** Parkland YMCA, 10559 Trails End, Parkland, Florida 33076

**PROJECT TEAM MEMBER PARTICIPATION:** Pamela Adams and Davicka Thompson, Adams Consulting Group and Jeff Weidner, Marlin Engineering

**PRIMARY CONTACT FOR FOLLOW-UP:** Evan L Wolk, 954.937.0232

#### **1. Do you have any concerns about existing conditions along the SW 10<sup>th</sup> Street Corridor?**

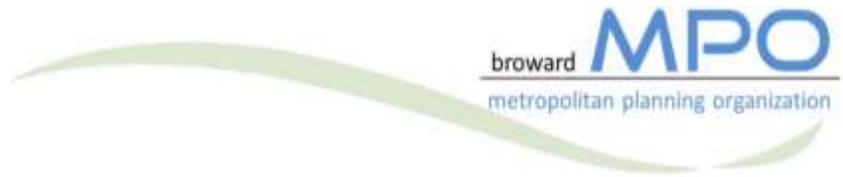
- a. Traffic constraints: timing of lights, merging onto highway
- b. Lot of new development coming and need to prepare for future – Parkland is going to double, Coconut Creek is building a lot of units and Coral Sprigs Industrial Park has 2,000 new workers coming in.
- c. More and more trucks.
- d. Crashes must be an issue, use crash data in the analysis
- e. Traffic will grow quickly
- f. Projected growth in population for corridor and being able to manage traffic needs

#### **2. What is your vision for SW 10<sup>th</sup> Street?**

1. Explore option of reversible lanes similar to address limited expansion space. This could work as there is a distinct peak period flow either east or west during peaks.
2. Aesthetics, the corridor needs to look nice for the adjacent community
3. A project should include improvements the community access points
4. The full Turnpike should be built
5. Whatever projects can be completed to beautify or decrease noise before implementation of LRTP 2040. Waiting till 2040 to start .looking for improvements is not the answer.

3. Our approach includes establishing a community committee to provide the SW 10th Street Project Team with various perspectives on the proposed project and to act as a channel to disseminate project information to the community and to receive feedback from the community.
  1. Do you have any ideas about the committee?
    - i. Will appoint someone from Chamber to serve on COAT
  2. What are your thoughts about the make-up and size of the committee?
    - i. N/A
  3. Would you recommend any citizens to participate on the committee? If yes, who?
    - i. Evan would probably be the representative
4. Do you have any additional comments or thoughts that you wish to share?
  1. Evan advised they will form a SW 10<sup>th</sup> Street subcommittee for Chamber
  2. Barry would like to take position that doing nothing to improve corridor is not an option
  3. Barry asks to have record of accidents on the corridor due to stop and go traffic reviewed
  4. A suggestion was made to reach out to Seminole Casino for possible public/private partnership
  5. A suggestion was made to include improvements at the Century Village Military Trail entrance
  6. Real estate values would increase if the roadway was more user friendly.

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### **Meeting Summary**

**TYPE OF MEETING:** Project Update and Planning Future Engagement with Century Village

**DATE:** Monday, August 17, 2015

**TIME:** 11:00 AM

**NAME:** Richard Rosenzweig, Commissioner City of Deerfield Beach

**OTHER MEETING PARTICIPANTS:** Charles Parness, COOCVE President, Sylvia Smaldone, Chair of Century Village Area Chairpersons, Amanda Martinez, City of Deerfield Beach Planning and Zoning Department, Nicole Giordano Executive Assistant to the City Manager

**LOCATION:** City of Deerfield City of Hall, 150 SW 2<sup>nd</sup> Avenue, Deerfield Beach, Florida

**PROJECT TEAM MEMBER PARTICIPATION:** Pamela Adams, Adams Consulting Group, Jeff Weidner, Marlin Engineering and Paul Calvaresi, Broward MPO

**PRIMARY CONTACT FOR FOLLOW-UP:** Commissioner Richard Rosenzweig, 954.480-4218

**Meeting Purpose:** To provide Commissioner Rosenzweig with an update on the status of public engagement in District 3 and to discuss next steps in his district

- Jeff Weidner provided the group with an overview of the public engagement approach since the project launch. The team first met with the elected officials in Deerfield Beach and Parkland, Vice Mayor Vignola, Coral Springs, the Sustainable Development Director in Coconut Creek; the HOA leadership in Deerfield Beach and Business and Civic organizations.
- The team provided an overview of the meeting with Charles Parness, President of the Condominium Owners Organization of Century Village (COOCV). Jeff summarized the meeting by reporting that the team's take away is that a noise wall or other type of barrier for the owners immediately adjacent to SW 10<sup>th</sup> Street is desirable.
- Jeff reiterated that a noise wall could be an option but only as a prequalification to a FDOT transportation improvement project and then exceeding noise thresholds for the propose improvement. Jeff advised the group that a noise wall would mitigate noise and address other environmental issues. It is expected that conditions will only get worse in the area as the population and traffic volumes increase. FDOT has plans for transportation improvements at the I-95 interchange to widen the lanes along with the addition of express lanes on I-95. These projects will increase traffic

volumes along the corridor resulting in more noise. Jeff remarked that noise walls today could be made more attractive in coordination with FDOT/Turnpike.

- Mr. Parness expressed some concern about the noise wall not minimizing noise far enough into the development. He provided an overview of the transportation network within Century Village and how it is coordinated with the City of Deerfield Beach.
- Jeff summarized the results of meetings with the leaders at Independence Bay, Waterford, Waterways and Century Village Homeowner Associations that have been conducted. In summary:
  - the HOA's agree that certain improvements may be warranted but are concerned about the cost/impact of doing the improvements
  - Safety concerns
  - Commuter time is not a greater priority than an expressway that will split the City.
  - Improve safety
  - Existing and future noise
- Ms. Smaldone asked exactly what project is being proposed, was it funded and when will be constructed? The team explained that the public engagement process/approach was designed to be collaborative, encouraging the four communities to voice their concerns and share ideas for a vision of needed improvements. She suggested the team should bring pictures to show how the problems have been solved in different areas to give people ideas. Ms. Smaldone further commented that the problems were only going to get worse.
- Jeff indicated that the next phase of public engagement would be wrapping up with seasonal residents returning to the area.
- We proposed meeting with the three Area Chairpersons who represent owners immediately adjacent to SW10th Street.
- Mr. Parness stated the areas are Harwood, Newport and Farnham. He and Sylvia will contact the respective representatives to arrange a meeting with the team.
- Community Oversight Advisory Team --The make-up and implementation schedule was discussed.
- Next Steps:
  - 2<sup>nd</sup> round of meetings is needed with the Area Chair's immediately adjacent to SW 10<sup>th</sup> Street

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### **Meeting Summary**

**TYPE OF MEETING:** Initial Meeting – Introduction to the Project

**DATE:** Tuesday, August 18, 2015

**TIME:** 7:30 AM

**NAME:** Cindy Brief, President and CEO, Coral Springs Chamber of Commerce

**OTHER MEETING PARTICIPANTS:** Coral Springs Chamber of Commerce members and guests

**LOCATION:** Marriott Heron Bay, 11775 Heron Bay Boulevard, FL 33076

**PROJECT TEAM MEMBER PARTICIPATION:** Pamela Adams and Davicka Thompson, Adams Consulting Group and Jeff Weidner, Marlin Engineering, Paul Calvaresi and Anthea Thomas, Broward MPO

**PRIMARY CONTACT FOR FOLLOW-UP:** Cindy Brief Telephone: 954-752-4242 E-mail: [cindy@cschamber.com](mailto:cindy@cschamber.com)

- Cindy Brief introduced the SW 10th Street team to the membership. She briefly stated how important the SW 10th Street Project is to the Coral Springs Community.
- The SW 10th Street Consensus Building team presented the initiative to members and guests of the Coral Springs Chamber of Commerce’s “Wake Up” networking breakfast. Pamela Adams and Jeff Weidner updated the audience on the purpose of the initiative and the outreach plan.
- The audience was reminded to visit the project webpage to obtain the most up to date information, to request a meeting and/or to submit feedback on the SW 10th Street initiative.
- There were three questions from the audience:
  - Has the SW 10th Street team met with Century Village and the outcome of meeting?
  - Whether the community would see any improvements to the corridor in the near future?
  - Whether the proposed vision would include a flyover?
- Bruce H. Weinberg, Chair, Coral Springs Chamber of Commerce reported to the group that the Government Affairs was going to take up this issue on behalf of the Chamber membership at the August 26, 2015 meeting. He invited the membership to attend the meeting.

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### Meeting Summary

**TYPE OF MEETING:** Meeting with Condominium Owners Organization Century Village East (COOCVE) and three Area Chairs

**DATE:** Thursday, August 20, 2015

**TIME:** 9:30 a.m.

**NAME:** Charles Parness, President and Sylvia Smaldone, Area Chairs Chairman,

**OTHER MEETING PARTICIPANTS:** Council of Area Chairs, Rita Pickar (Newport S), Dan Glickman (Farnham) Pat O'Neil, (Newport R) and Joan Baker Deerfield resident (Newport Q), Burgess Hanson ,City Manager ; City Commissioner Rosenzweig; and Nicole Giordano Executive Assistant to the City Manager,

**LOCATION:** Deerfield Beach City Hall, Conference Room, 150 SW 2<sup>nd</sup> Avenue, Deerfield Beach, Florida

**PROJECT TEAM MEMBER PARTICIPATION:** Jeff Weidner, Marlin Engineering; Pamela Adams, Adams Consulting Group; Paul Calvaresi and Anthea Thomas, Broward MPO,

**PRIMARY CONTACT FOR FOLLOW-UP:** Charles Parness (954- 263-6021) and Sylvia Smaldone (954-531-6040)

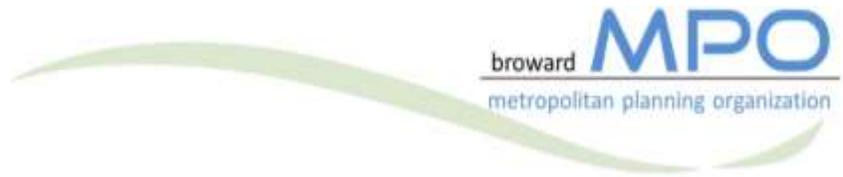
The purpose of this meeting was to provide an update to the three Area Chairs of Newport, Farham and Harwood on the purpose and approach of the SW 10<sup>th</sup> Street Consensus Building Initiative. These Area Chairs represent owners of properties along SW 10<sup>th</sup> Street that are directly impacted by the existing conditions on SW 10<sup>th</sup> St. Commissioner Rosenzweig opened the meeting and Jeff Weidner introduced the project, providing an overview of the outreach that includes Parkland, Coral Springs, Coconut Creek and Deerfield Beach. He also reviewed the planned transportation improvements and future FDOT projects including the I-95 interchange improvement project that may impact conditions on SW 10<sup>th</sup> Street. Jeff explained the Community Oversight Advisory Team (COAT) including its role, composition, responsibility and vision.

- Dan Glickman asked about the status of the flyover on SW 10<sup>th</sup> Street? Through the process many options will be explored but the flyover is not the starting point. The purpose of the project is to find out what the public concerns are and vision for the future.
- Pat O'Neill asked is Sample Road under consideration for transportation improvements? Jeff explained that Sample Road does not have available right of way.
- Rita commented that living directly adjacent to SW 10<sup>th</sup> Street is very noisy and dirty; that her windows have been closed for years.
- Charles Parness commented that the decimal level should be tested in the area. Jeff commented that that task would be included in Phase II of the project once the once options are defined
- Referring to the Area Chairs, Dan Glickman asked what do you want from us? Jeff responded that the objective was to introduce a small group of Century Village residents to the project to get them involved

in the process, then to meet with a larger audience in the Century Village community. Jeff also explained the COAT and discussed the need to have representation from Century Village.

- Pat suggested that Rita Pickar would be a good open minded person to represent Century Village on the COAT. Rita talked about the noise and that her primary objective would be to oppose a flyover and to get a noise wall for the residents.
- Dan Glickman sees a linkage between the needed improvements on SW 10<sup>th</sup> Street and the SIS/I-95; the strategic intermodal system. He indicated that the Sawgrass Expressway is a toll road and funds should be available for the transportation improvements
- The team asked for an acceptable strategy to engage the Century Village community. Mr. Parness suggested that the Team present to the Area Chairs (21), Recreation Committee and Master Management at the September 9 meeting and then again in the November when 60% of the community is present.

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### **Meeting Summary**

**TYPE OF MEETING:** Coral Springs Chamber of Commerce Joint Chamber Business to Business Expo

**DATE:** Thursday, August 20, 2015

**TIME:** 5:30 pm

**NAME:** Cindy Brief, Executive Director Chamber of Commerce

**OTHER MEETING PARTICIPANTS:** Members of Coral Springs, Coconut, Deerfield Beach, Tamarac, Margate and Pompano Beach.

**LOCATION:** JM Lexus 5350 W Sample Rd, Margate, FL

**PROJECT TEAM MEMBER PARTICIPATION:** Pamela Adams and Davicka Thompson, Adams Consulting Group; Paul Calvaresi and Anthea Thomas, Broward MPO

**PRIMARY CONTACT FOR FOLLOW-UP:** Cindy Brief, Executive Director Coral Springs Chamber of Commerce 954-752-4242

- Coral Springs Chamber of Commerce Joint Business to Business Expo, including the Coconut Creek, Coral Springs, Deerfield Beach, Tamarac, Margate and Pompano Beach Chambers of Commerce, over three hundred business leaders and business owners were in attendance.
- Achieved the objective to provide visibility and the opportunity to inform a larger audience about the project.
- Had the opportunity to discuss the project one-on-one with Coconut Creek and Deerfield Beach Chamber leadership and many business leaders.
- Several Coral Springs Chamber members who had been in attendance at the 8.18.18 Networking Breakfast meeting stopped by to discuss the project.
- Distributed the Fact Sheet, Calling Cards and "Share Your Thoughts" Outreach Surveys

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### **Meeting Summary**

**TYPE OF MEETING:** Meeting with Coral Springs Chamber of Commerce – Government Affairs Committee

**DATE:** Wednesday, August 26, 2015

**TIME:** 8:00 am – 10:00 am

**NAME:** Bruce Weinberg, Chamber Chair of Board and Andy Kasten, Vice Chair of Government Affairs Committee

**OTHER MEETING PARTICIPANTS:** Government Affairs Committee – 13 attendees

**LOCATION:** Coral Springs Chamber of Commerce, 11805 Heron Bay Boulevard, Coral Springs, Florida 33076

**PROJECT TEAM MEMBER PARTICIPATION:** Pamela Adams and Davicka Thompson, Adams Consulting Group and Paul Calvaresi, Broward MPO

**PRIMARY CONTACT FOR FOLLOW-UP:** Cindy Brief, President 954-752-4242 or [cindy@cschamber.com](mailto:cindy@cschamber.com) and Bruce Weinberg, [brucew@cpaweinberg.com](mailto:brucew@cpaweinberg.com)

**1. Do you have any concerns about existing conditions along the SW 10th Street Corridor?**

- a. Traffic constraints
- b. Insufficient capacity for group in the northwest community
- c. Economic development impediments: real estate, freight logistics concerns from corporate park

**1. What is your vision for SW 10th Street?**

1. Expansion/extension or improvements to the SW 10<sup>th</sup> Street Corridor. The sentiment is something must be done to improve SW 10<sup>th</sup> Street
2. Population growth, new residential construction and expansion of casino will all lead to more congestion in the corridor if no action is taken to improve
3. Andy Kasten (CRA): “really important to improve or extend corridor if we want to develop a thriving downtown, especially for eastside”
4. Jennifer Bramley, Deputy City Manager: Improvements should facilitate economic activity at Coral Springs Commerce Park. A manufacturing company is moving from Pompano Beach to Coral Springs with an additional 400 new jobs; employees are coming from all over the county. SW 10<sup>th</sup> Street is really important for economic development.
5. Widen the roadway to accommodate traffic

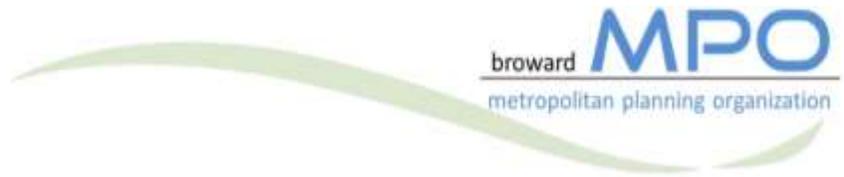
**2. Our approach includes establishing a community committee to provide the SW 10th Street Project Team with various perspectives on the proposed project and to act as a channel to disseminate project information to the community and to receive feedback from the community.**

1. **Do you have any ideas about the committee?**
  - i. The GAC asked about the type of individual that would be considered
2. **What are your thoughts about the make-up and size of the committee?**
  - i. There was no objection to the proposed committee make up
3. **Would you recommend any citizens to participate on the committee? If yes, who?**
  - i. To be discussed

**3. Do you have any additional comments or thoughts that you wish to share?**

1. The Government Affairs Committee focuses on issues that affect businesses (not one issue)- SW 10<sup>th</sup> Street/Sawgrass Extension is a priority for this committee to focus on.
2. The Chamber will add the project link and information to the Chamber website. They will also send an e-mail blast to the 5,000 member database
3. Jennifer will provide a list of businesses at Industrial Park to contact
4. Chamber advised the team to reference the "Sawgrass Extension" when addressing certain audiences in northwest Broward
5. The Committee is in favor of improvements along the corridor
6. GAC is willing to work collaboratively with other communities to arrive at improvements that address the common interests
7. Additional capacity on Copans and Sample to accommodate growth
8. Safety – review number of accidents on corridor at I-95
9. When in northwestern communities it is important to refer to the project as the Sawgrass Expansion project

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### Meeting Summary

**TYPE OF MEETING:** Initial Meeting – Introduction to the Project

**DATE:** Thursday, September 3, 2015

**TIME:** 7:30 AM

**NAME:** Larry Deville, Deerfield Beach Chamber of Commerce President

**OTHER MEETING PARTICIPANTS:** Chamber Members, State Representative Gwen Clark Reed, Deerfield City Commissioners Battle and Rosenzweig and City Manager Burgess Hanson.

**LOCATION:** Wyndam Hotel, 2096 NE 2nd St, Deerfield Beach, FL 33441

**PROJECT TEAM MEMBER PARTICIPATION:** Pamela Adams, Adams Consulting Group, Jeff Weidner, Marlin Engineering and Anthea Thomas, Broward Metropolitan Planning Organization

**PRIMARY CONTACT FOR FOLLOW-UP:** Larry Deville, 954.937.0232

- Larry DeVille introduced SW 10<sup>th</sup> Street Consensus Building Project and the team members present. He explained that the team was present to share information about the project and ask for their involvement. Pamela Adams was introduced to speak on behalf of the project
- Ms. Adams briefly described the project as an opportunity for the residents and business leaders in Deerfield Beach, Coconut Creek, Coral Springs and Parkland to collaborate on a plan for the future of SW10th Street/Sawgrass Expressway. The group was informed about the consensus building approach employed by the team, beginning with the elected officials in each city and the homeowner's association leaders. The purpose of today's meeting is to now involve the business leaders.
- Ms. Adams asked the Chamber leadership to become engaged in the projects, and to share information about the project with their other business owners, colleagues, friends and family. The group was invited to visit the website to review the meeting lists and summaries for more information.
- Ms. Adams shared information about the upcoming homeowner association meetings with Century Village, Waterford, Waterways, Independence Bay and WDCA.
- Information about the Community Oversight Advisory Team was shared with the group.
- State Representative Gwen Clark Reed provided an update on the results of Special Legislative Session A and the redistricting concerns. She also mentioned her role in having influence on FDOT through her role as Chair of the Appropriation Committee and encouraged the group to get involved.

Next Steps:

- Schedule a follow up meeting with Commissioner Battle
- Meet with Larry DeVille

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**Meeting Summary**

**TYPE OF MEETING:** Meeting with Condo Owners Organization Century Village East (COOCVE)

**DATE:** Wednesday, September 9, 2015

**TIME:** 9:30am

**NAME:** Charles Parness, President and Sylvia Smaldone, Chairman, Council of Area Chairs

**OTHER MEETING PARTICIPANTS:** Area Chairs – 42 participants; City Manager, Burgess Hanson; City Commissioner Rosenweig; Executive Assistant to the City Manager, Nicole Giordano

**LOCATION:** Century Village Le Club Activity Center, 3501 West Drive, Deerfield Beach, Florida

**PROJECT TEAM MEMBER PARTICIPATION:** Jeff Weidner, Marlin Engineering; Pamela Adams and Davicka Thompson, Adams Consulting Group; Paul Calvaresi, Broward MPO

**PRIMARY CONTACT FOR FOLLOW-UP:** Charles Parness (954) 263-6021 Sylvia Smaldone 954-531-6040

The purpose of this meeting served as an update to Area Chairs on the progress of the SW 10<sup>th</sup> Street Consensus Building Initiative. There are three areas of the 21 area in COOVE along SW 10<sup>th</sup> Street that are directly impacted. Commissioner Rosenzweig and Paul Calvaresi introduced the project, provided an overview of MPO’s purpose “to move people, create jobs and strengthen communities”. Jeff Weidner described the project as regional including Deerfield Beach, Coconut Creek, Coral Springs and Parkland. He discussed the anticipated growth, including new jobs and development in Deerfield and why this project is essential to its success. He also reviewed current and future FDOT projects including the I-95 interchange improvement project that may impact conditions on SW 10<sup>th</sup> Street. Jeff explained the Community Oversight Advisory Team (COAT), the role, composition and responsibility/vision. Sylvia Smaldone announced that Area Chairs Rita Pickar and Dan Glickman have been asked to represent Century Village on the COAT. The floor was then open for questions/feedback:

**1. Do you have any concerns about existing conditions along the SW 10<sup>th</sup> Street Corridor?**

- a. Mel Nass: Has concerns about the construction phase; the length of a construction project, noise and dust
- b. Charles Parness: Explained consensus building initiative as he understood it. He reiterated that the community does not want a flyover/elevated highway
- c. How does the FDOT I-95 Interchange project affect the SW 10<sup>th</sup> Street projects? Why are they not being done together? Jeff responded that the FDOT recently advised the I-95 Interchange team to work in cooperation with the SW 10<sup>th</sup> St. team as they proceed with the I-95 Interchange project.

- d. Gene Goldman (Grantham): What is the source of funding for this project and who makes the final decision on the project? Mr. Goldman's concern is that politics will influence the final decision. Paul Calvaresi responded Funding comes from State and federal sources.

## **2. What is your vision for SW 10th Street?**

- a. Mel Nass (Oakridge): Is a tunnel under consideration as a possible alternative? Jeff Weidner responded: Tunnel concept will be considered. He explained what a depression concept entails as well. Explained the approach will look at universal options to create solutions everyone can live with.
- b. Gene Goldman (Grantham): Is a privacy or noise wall concept possible? Jeff Weidner responded: Yes, a noise can be considered He explained that before FDOT will consider constructing a noise wall there must be a transportation improvement project and that 51% of the affected community to the north and south must support a noise wall. Jeff further explained the different types of noise walls.
- c. Michael Reitelman (Ellesmere): Is there a concept for the corridor based on previous attempts or is this an entirely new concept? Paul Calvaresi responded: No. The solution will be specifically designed based on community needs.

## **3. Our approach includes establishing a community committee to provide the SW 10th Street Project Team with various perspectives on the proposed project and to act as a channel to disseminate project information to the community and to receive feedback from the community.**

### **a. Do you have any ideas about the committee?**

1. Fran Stripof: Requested Rita Pickar and Dan Glickman plan a meeting for Century Village residents to gather their concerns and ideas to take back to COAT meeting
2. Michael Reitelman (Ellesmere): Concerned that the conversation with the COAT is not bidirectional. It seems like the COAT is set up to inform residents with no two way conversation. Jeff responded: The COAT representatives represent the community and will bring information to and from the community.
3. Requests there be a COAT advisory alternative in the event Rita or Dan are not available. Also, asks if anyone can volunteer to be on COAT. Sylvia responded: this is something that will be worked out.
4. Charles Parness: Explained COAT procedures and reiterated transparency with community

## **4. Do you have any additional comments or thoughts that you wish to share?**

- a. Donna: Asked for clarification on ways to communicate with the project team
- b. Michael R: reiterated that anyone can reach out to Jeff and the project team at any time with concerns, questions or feedback.
  1. Pamela Adams: The consensus building process is collaborative. The team has established a website with interactive capabilities to receive comments and ideas, there is a dedicated telephone line to receive telephone calls. The project Fact Sheet has been provided with complete details about the project and how to contact the team for you to share with your neighbors.





### Meeting Summary

**TYPE OF MEETING:** Meeting with Independence Bay Community Association (IBCA)

**DATE:** Tuesday, September 28, 2015

**TIME:** 7:00pm

**NAME:** Lotus Boss, President Independence Bay Homeowners Association

**OTHER MEETING PARTICIPANTS:** Independence Bay Master Board

**LOCATION:** The Independence Bay Main Clubhouse, 3501 West Drive, Deerfield Beach, Florida

**PROJECT TEAM MEMBER PARTICIPATION:** Jeff Weidner, Marlin Engineering and Pamela Adams, Adams Consulting Group

**PRIMARY CONTACT FOR FOLLOW-UP:** Lotus Boss, President 954-725-4143

The purpose of this meeting was to update Independence Bay Master Board on the status of the SW 10<sup>th</sup> Street Consensus Building Initiative. Jeff Weidner provided an overview that included:

- Overview of the Broward Metropolitan Planning Organization, its purpose, composition and process for planning transportation.
- Described the project study area including Deerfield Beach, Coconut Creek, Coral Springs and Parkland. Discussed the anticipated growth in the study area, including new jobs and development in Deerfield and that continued traffic growth is expected.
- Provided a summary of the outreach activities, including the number of meetings, and a summary of concerns from other communities including, noise existing and future, current and future traffic projections, no flyover.
- Discussed that the 2040 LRTP does not have any funds for a project along SW 10<sup>th</sup> Street to address any concerns for the next 25 years. Something should be done to plan for improvements to address current and projected traffic and quality of life concerns. Summarized the process and length of time to get a project approved and funded.
- Reviewed the status of current and future FDOT and Turnpike projects on I95 and the Turnpike that will bring more traffic to the 10<sup>th</sup> Street Corridor.
- Explained the Community Oversight Advisory Team (COAT), the role, composition and responsibility/vision. The approach is to establish a community committee of 17 representatives of the study, including Deerfield Beach, Coconut Creek, Coral Springs, and Parkland. Nine of the 17 will represent Deerfield Beach, with two from each of the other cities and two County wide representatives. The COAT is to provide the SW 10<sup>th</sup> Street Project Team with various perspectives on a future project that can be document for the MPO Board to consider in next steps. They are also

should act as a channel to disseminate project information to the community and to receive feedback from the community.

The floor was then open for questions/feedback:

1. Traffic lights from Copans Road to Commercial Boulevard along Federal Highway are timed/synchronized. Why is this not a solution for SW 10<sup>th</sup> Street? **Response** Jeff Weidner indicated he has also experienced good traffic progression on Federal Highway. We have heard this comment at several of our meetings and anticipate that it will be will most likely be one of the recommendations that the COAT/Community want to forward to the MPO Board. Jeff also noted that it was also part of one of the alternatives in the last study performed by FDOT.
2. Are you seeking ideas to move transportation through the area? **Response:** We are seeking to document local concerns about the current conditions on SW 10<sup>th</sup> Street and any ideas that you have about your vision or the future of SW 10<sup>th</sup> Street.
3. Does the I-95 plan include access ramps at SW 10th Street? **Response:** Yes, the current concept includes a new ramp in front of the Brandsmart.

In closing, Jeff and Pam thanked the group for the invitation and asked them to provide a name for HOA COAT Representative.

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### Meeting Summary

**TYPE OF MEETING:** Meeting with Waterways and Waterford Civic Association

**DATE:** Tuesday, September 29, 2015

**TIME:** 7:00pm

**NAME:** Nancy Kasmarski, President The Waterways HOA

**OTHER MEETING PARTICIPANTS:** Residents (60) from both The Waterways and Waterford communities were in attendance, including Commissioner Ganz and Executive Assistant to the City Manager, Nicole Giordano.

**LOCATION:** The Waterways Main Clubhouse, 3501 West Drive, Deerfield Beach, Florida

**PROJECT TEAM MEMBER PARTICIPATION:** Jeff Weidner, Marlin Engineering and Pamela Adams, Adams Consulting Group

**PRIMARY CONTACT FOR FOLLOW-UP:** The Waterways: Nancy Kasmarski 954-725-6201 and Eric Torrella 954-729-3255

The purpose of this meeting was to update residents of The Waterways and Waterford on the progress of the SW 10<sup>th</sup> Street Consensus Building Initiative.

- Overview of the Broward Metropolitan Planning Organization, its purpose, composition and process for planning transportation.
- Described the project study area including Deerfield Beach, Coconut Creek, Coral Springs and Parkland. Discussed the anticipated growth in the study area, including new jobs and development in Deerfield and that continued traffic growth is expected.
- Provided a summary of the outreach activities, including the number of meetings, and a summary of concerns from other communities including, noise existing and future, current and future traffic projections, no flyover.
- Discussed that the 2040 LRTP does not have any funds for a project along SW 10<sup>th</sup> Street to address any concerns for the next 25 years. Something should be done to plan for improvements to address current and projected traffic and quality of life concerns. Summarized the process and length of time to get a project approved and funded.
- Reviewed the status of current and future FDOT and Turnpike projects on I95 and the Turnpike that will bring more traffic to the 10<sup>th</sup> Street Corridor.

Explained the Community Oversight Advisory Team (COAT), the role, composition and responsibility/vision. The approach is to establish a community committee of 17 representatives of the study, including Deerfield Beach, Coconut Creek, Coral Springs, and Parkland. Nine of the 17 will represent Deerfield Beach, with two from each of the other cities and two County wide representatives. The COAT is to provide the SW 10<sup>th</sup> Street Project Team with

various perspectives on a future project that can be document for the MPO Board to consider in next steps. They are also should act as a channel to disseminate project information to the community and to receive feedback from the community.

The floor was then open for questions/feedback:

### **1. Broad Concerns Expressed by the Community**

- a. Property Values- widening the roadway will result in a reduction in the greenspace along SW 10<sup>th</sup> Street and reduce property values
- b. Improvements to the Turnpike interchange will increase the volume of traffic between I-95 and the Sawgrass Expressway
- c. Do not make SW 10th Street like SR 84 with a wall enclosing the community
- d. Divert traffic from SW10th Street between I-95 and the Sawgrass to Sample Road to address traffic congestion. It is primarily industrial and will have no impact on residents. Response: Jeff Weidner: Sample Road does not have the right of way for additional improvements. The SW 10<sup>th</sup> Street right of way is dedicated for transportation improvements.
- e. If SW10th St. is widened who will pay for improvements to The Waterways community, such as the landscape, entry, gatehouse etc.
- f. The SW 10<sup>th</sup> Street congestion is caused by residents in Coral Springs and Parkland travelling to I-95. It is not a problem for the residents in Deerfield Beach.
- g. The bottleneck begins at West University Drive because the City of Parkland would not expand University Drive northbound (it takes 27 minutes to get from Coral Springs)
- h. Residents in Waterford have conducted their own study going east on SW 10<sup>th</sup> Street between Powerline Road and Military Trail between 8:45 am and 9:00 am. There is no problem.
- i. People should leave home a little earlier to avoid the congestion
- j. How does the FDOT I-95 Interchange project affect the SW 10<sup>th</sup> Street projects? Why are they not being done together? Jeff responded that they should be looked at together he indicated the Turnpike Study for the interchange at 10th Street specifically indicated that the selected consultant needs to coordinate with the MPO effort.
- k. If there are no funded or unfunded plans for SW 10<sup>th</sup> Street in the 2040 LRTP the MPO Board the MPO Board will have to take funds away from another project.

### **2. Comments and Questions about SW 10th Street?**

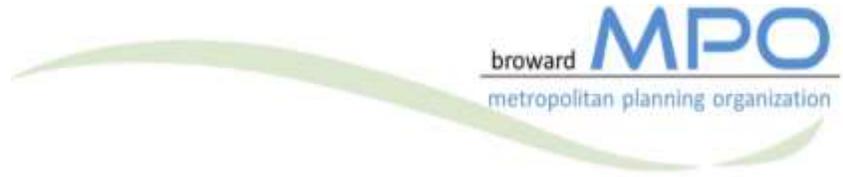
- a. What will be done about access to The Waterways – Response: it certainly will need to be accommodated. This will particularly be an issue at Independence Bay where there access gate is very close to the FDOT right of way. There is additional right of way to the north and the recommendation could be that any expansion be built to the north.
- b. Commissioner Ganz indicated that the Waterways Community will need secondary access/egress as a result of this project. He mentioned that the property south of Waterways is vacant and represents an opportunity for access to relieve traffic at the current location and provide access to the south.
- c. No flyover or noise wall is desirable – Response: This message has been received many times and will be well documented.
- d. Can we pave our way out of congestion? No solution should split the city! Response - This is a problem and we probably cannot.
- e. What is happening at I-95 at Newport Center? Response: The current concept for improvement at the I-95 interchange shows that it will still be a traffic signal.
- f. Will the right of way at Quiet Waters Park be compromised? Response: It has not been part of any plans in the past and federal requirements to do so are very difficult to resolve.
- g. What is the source of funding for this project and who makes the final decision on the project? Reposne: Federal and State funds and the MPO Board will decide the process on how the community moves forward.

- h. Create a two-fold process. Implement changes at I-95 first then measure the impact on conditions on SW10th Street before undertaking a major project.
- i. Is it possible that a private company to participate in funding the project. Response: yes because there could be tolling included in the recommendations.

### **3. Recommended Solutions**

- a. Add a single lane to SW 10<sup>th</sup> Street east of Powerline Road
- b. Fix I-95 first then see if additional roadway improvements are required.
- c. Synchronize the lights from east to west to improve traffic flows and volumes before starting a new project.
- d. Create reversible lanes between Military Trail and Powerline during high peak hours
- e. Do a study to evaluate the impact of traffic on the quality of life of residents in the area before doing a major project
- f. Provide a connector from the Sawgrass to I-95 using Sample Rd.

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### Meeting Summary

**MEETING:** Heron Bay Men’s Club  
**DATE:** Wednesday, October 14, 2015 **TIME:** 7:30 pm  
**LOCATION:** 11535 Osprey Trail, Parkland, Florida 33076  
**CONTACT:** Art Condill, President of Heron Bay Men’s Club  
Darryl Miles, Past President of Heron Bay Men’s Club

**OTHER MEETING PARTICIPANTS:** Approximately 32 residents from Heron Bay communities

**PROJECT TEAM MEMBER PARTICIPATION:** Jeff Weidner, Marlin Engineering; Pamela Adams and Davicka Thompson, Adams Consulting Group

**PRIMARY CONTACT FOR FOLLOW-UP:** Art Condill - (954) 575-2066, Email - adcondill@yahoo.com

The purpose of this meeting was to engage and update the Heron Bay Community which is located in the cities of Parkland and Coral Springs with an introduction and update on the progress of the SW 10<sup>th</sup> Street Consensus Building Initiative.

**Below is an overview of the meeting:**

- The welcome, a program introduction and biographies of Jeff Weidner and Pamela Adams were read by members of the Heron Bay Men’s Club
- Pamela Adams provided an overview of the SW 10<sup>th</sup> Street Consensus Building Initiative
- Jeff Weidner provided an overview of the Broward Metropolitan Planning Organization, its purpose, composition and process for planning transportation. He also provided a history of the Sawgrass Expressway/SW 10<sup>th</sup> Street outlining previous studies and their outcomes
- Jeff described the teams approach to build consensus for the future of the corridor. The team began by meeting with elected officials in each city and then meeting with HOA and civic groups and a Community Oversight Advisory Team (COAT) is being established. He explained the composition as a community committee with 17 representatives from Parkland, Coral Springs, Coconut Creek and Deerfield Beach. Its purpose is to provide the Sawgrass Expressway/SW 10<sup>th</sup> Street Project Team with various perspectives on a vision, to act as a channel to disseminate

project information to the community, to share feedback from the community and to be the cornerstone of the consensus building process.

**The list below captures comments, feedback and concerns from meeting attendees:**

**1. Questions, Comments and Concerns Expressed at Meeting**

- a. There are only three options to move traffic and solve the issues on SW 10<sup>th</sup> Street, to go over, under or at grade through the area between the turnpike and I-95
- b. Noise is a major concern. Would like to see design options that would contain noise. Suggested to at least consider a combo of ditch/tunnel designs to alleviate radiated noise that would be created by a flyover or elevated highway. A Detroit project SR 696 was cited as an example.
- c. How is government at the County and State involved? Will the MPO have to go to State or Federal government for funding? Explain FDOT responsibilities versus BMPO responsibilities? Response: Jeff: Explained the roles of each of the partnering governmental agencies.
- d. What will occur at the end of the process? Moving project forward after community feedback collected? Response: Jeff explained that following the community meeting in January the team will prepare a report of recommendations for the Broward MPO Board. The Board will determine how and what recommendations to move forward to the FDOT
- e. Curious about the number of residents who oppose noise wall in Independence Bay, Waterways and Century Village.
- f. Between 4-5 pm traveling from the east to Parkland is very dangerous, witnessed several fatal accidents. How will facts and data about safety concerns contribute to change? Jeff explained that the next level of study will include a safety analysis of the types of crashes and potential causes.
- g. Has there been an independent study to document safety concerns to bolster support for improvements to the corridor? Response: Not as part of this project.
- h. Air quality will improve without the current stop and go traffic
- i. Examples of the improvements made to Southern Boulevard in West Palm Beach were offered as an example of potential solutions
- j. Will each municipality on the BMPO board have an equal vote on the way forward? Jeff explained that the voting structure is limited because of the number of Cities in Broward and only 19 members get to vote on the board. Currently Coral Springs and Tamarac represent and vote for NW Broward and Deerfield Beach and Pompano represent and vote for NE Broward.

## **2. Recommended Solutions**

- a. Solutions should address noise, the environment and safety concerns
- b. Consider depressed tunnel design
- c. Research Detroit SR 696. Very similar, decades of controversy until the traffic issues got partners together for a solution.

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## Community Oversight & Advisory Team (COAT) MEETING SUMMARY

**Meeting 1- Thursday, November 19<sup>th</sup> at 6:00 pm**

**Attendees**

**COAT Members:**

Gail Battle	Dan Glickman	Nicole Roman
John Biggie	Betty Masi	Brian Rosen
Lotus Boss	Joan Maurice	Eric Torella
Jennifer Bramley	Dave Mirantz	Matt Wood
Gail Bulfin	Rita Pickar	Evan Wolk
Todd Drosky	Tom Rabil	

**Public Attendees:**

Vice Mayor Bill Ganz  
Joe Cutroni  
Nicole Giordano  
B. Hanson  
Alex Lazowick  
Sally Potter

**Staff:**

Greg Stuart- Broward MPO  
Paul Calvaresi- Broward MPO  
James Cromar- Broward MPO  
Daniel Knickelbein- Broward MPO  
Christopher Ryan- Broward MPO  
Anthea Thomas- Broward MPO  
Sheri Coven- Marlin Engineering  
Jennifer Fierman- Marlin Engineering  
Davicka Thompson- Marlin Engineering  
Nancy Ziegler- Marlin Engineering

**Meeting Summary:**

**PRESENTATION**

Meeting commenced at 6:20 PM due to some late arrivals. Greg Stuart introduced staff and along with Sheri Coven, presented the PowerPoint slides. The presentation included COAT guidelines, and Sunshine Laws. The Parking Lot was discussed. The Parking Lot is a list of issues or questions that cannot be answered within the time frame of the meeting, or for which the COAT members want more information.

Several COAT members expressed concern about the COAT having to operate under Sunshine Laws.

Greg Stuart explained that since this committee would be making a recommendation to the MPO board, they were required to operate under Sunshine. There was brief additional discussion about Sunshine requirements, which concluded with Sheri Coven stating that she would provide additional supporting information about the Sunshine Law to share with the COAT. ***This item was added to the Parking Lot for further information to be provided to the COAT.***

Sheri Coven then went through the main topic areas slides: Noise, traffic, infrastructure, economic development, and health and safety and for each, asked if all of the community concerns were captured and documented. COAT members made comments on specific issues they thought were missing or needed to be clarified, as summarized below.

### ***NOISE***

This discussion included cost, mitigation options, and separating noise into two categories: one for before and one for after construction.

There was also discussion about obtaining data to compare future noise levels to the current level. There was also a request for information about how much noise residents along SW 10<sup>th</sup> Street deal with compared to other similar communities. Greg Stuart indicated that there were federal guidelines for noise and that the USDOT was making changes to those guidelines, thereby providing an opportunity to mitigate noise under the new guidelines. More information will be provided to the COAT. ***This item was added to the Parking Lot for further information to be provided to the COAT.***

A COAT member mentioned that at a previous Deerfield Beach public meeting, the MPO indicated that no-build was an alternative for this corridor and asked what other alternatives have been developed. There was reference to previous plans for SW 10<sup>th</sup> Street that had been developed. However, Greg Stuart indicated that they were dated and there were currently no design alternatives. He also stated that the information provided in the COAT handbook was for background information purposes.

### ***TRAFFIC***

There was discussion about access to SW 10<sup>th</sup> Street from the Turnpike, as well as connectivity of other east-west streets in the area. A COAT member asked about previous projects to widen Powerline Road

from four to six lanes and what the status was of that project. ***This item was added to the Parking Lot for further information to be provided to the COAT.***

A member requested visualization of future traffic rather than the raw data. Greg Stuart indicated that this would be a visual simulation model (VISSIM), it was very expensive, and he would have to ask FDOT about it. ***This item was added to the Parking Lot for further information to be provided to the COAT.***

### ***INFRASTRUCTURE***

Sheri Coven mentioned that the items on the slides marked with an asterisk were solutions proposed by residents and business owners and not part of the discussion for Meeting 1, but were included in the slides to provide documentation of the input the consultants received. The definition of a reversible lane was clarified using the example of the new I-595 Express Lanes which go east in the morning and west in the afternoon. There were not many comments so Sheri Coven mentioned that if COAT members think of anything else they want to add, they could do so by contacting the MPO team or visiting the SW 10<sup>th</sup> Street website.

### ***ECONOMIC DEVELOPMENT***

Economic development concerns were clarified.

The importance of property values was discussed as well as the value of increasing traffic flow along the Sawgrass Expressway and I-95 through underdeveloped areas. It was noted that all cities adjacent to Sawgrass could benefit from improved traffic flow.

There was discussion about the magnitude of the project and the number of issues to explore in such a short time frame. Greg Stuart indicated that if it takes longer than the currently allotted time frame, the COAT can go on beyond February. He added that the most important thing is for the COAT to come to consensus and make recommendations to the MPO board.

The option of a depressed roadway was discussed, including flooding concerns and access to neighborhoods.

### ***HEALTH AND SAFETY***

Emergency management response time and evacuation concerns were discussed. It was noted that the Sawgrass brings traffic from western Miami-Dade and Broward to the Turnpike and I-95 during evacuations. There was discussion about air quality and what data was available. Greg Stuart indicated there was baseline information that would be provided to the COAT and that additional data collection would occur during planning and project development. ***This item was added to the Parking Lot for further information to be provided to the COAT.***

There was a request to quantify safety and crash data. ***This item was added to the Parking Lot for further information to be provided to the COAT.***

### ***DID WE GET EVERYTHING?***

The COAT was asked if they agreed, disagreed, or could live with the list as was just presented and amended. COAT had consensus that they agree with the concerns as currently documented, with the understanding that they may submit additional comments as the process moves forward.

Sheri Coven reminded the COAT that items put in the Parking Lot would be followed up by staff and information provided as requested. *(See COAT Parking Lot, attached)*

### **PUBLIC COMMENT**

During the Public Comment period, Alex Lazowick discussed his concerns and recommendations for the SW 10<sup>th</sup> Street corridor.

### **COAT ROUNDTABLE**

Each COAT member introduced themselves. Each member stated where they were from and/or who they represented and provided a few thoughts about what they hoped to get out of this process. COAT comments concluded with all members having a chance to speak.

### **ADJOURN**

The meeting adjourned at 8:00 PM with a commitment by staff to find a meeting location that did not impose time constraints.

## Community Oversight & Advisory Team (COAT) MEETING SUMMARY

### Meeting 2- Thursday, December 17th at 6:00 pm

#### Attendees:

#### COAT Members

John Biggie	Dan Glickman	Tom Rabil
Lotus Boss	Betty Masi	Brian Rosen
Jennifer Bramley	Joan Maurice	Eric Torella
Gail Bulfin	Dave Mirantz	Evan Wolk
Todd Drosky	Rita Pickar	

#### Public Attendees

Commissioner Richard Rosenzweig  
Anne Geggis  
Nicole Giordano  
Eric Godden  
Burgess Hanson  
Dodie Keith-Lazowick  
Bernie Parness  
Barry Warhoftig  
Steve Williams

#### Staff

##### Broward MPO

Greg Stuart  
Charlene Burke  
Paul Calvaresi  
James Cromar  
Christopher Ryan  
Anthea Thomas

##### Marlin Engineering

Sheri Coven  
Jennifer Fierman  
Nancy Ziegler

## Meeting Summary

### PRESENTATION

The meeting convened at 6:10 pm.

Greg Stuart opened the meeting and reviewed the two meeting objectives: to recognize and identify existing conditions along the SW 10th Street Corridor; and to introduce a variety of toolbox solutions and how they may be used along the corridor. Mr. Stuart reminded the COAT that the goal of this project was to come to a consensus on the future of the SW 10<sup>th</sup> Street Corridor, which he said was consistent with state and regional interests.

Sheri Coven reviewed the meeting agenda.

The COAT introduced themselves and who they represented.

Jennifer Fierman presented three options for future COAT meeting locations. COAT members preferred to have the remaining meetings at the Broward MPO offices. Jennifer noted that the Saturday workshop would still be at the North Regional Library.

Ms. Coven asked for consensus on the COAT Meeting 1 Summary. Some COAT members indicated that they had not reviewed it, so Ms. Coven said that consensus would be addressed at the next COAT meeting.

A COAT member discussed the Deerfield Beach pre-COAT meeting, which occurred earlier that week. COAT members mentioned that the Deerfield Beach residents felt there was a lack of information and wanted more documents relevant to the project. COAT members said that the only document available on the SW 10<sup>th</sup> Street website was the 2040 LRTP.

Mr. Stuart asked COAT members to be specific about what information they wanted.

In response, there was a request for information on adaptive signal technology along SW 10<sup>th</sup> Street. Mr. Stuart explained that adaptive signal controls are already in the 2035 and 2040 LRTPs and will be implemented countywide. He said these types of improvements will only solve the traffic congestion problems for three or four years and encouraged the COAT members to think long term. He also provided a more thorough explanation on adaptive signal control.

There was a discussion about the challenge of visualizing how the various options could be put together. There was a suggestion to look at small improvements that could have a big impact.

Other COAT members pointed out that small improvements do not address regional issues and that other cities and residents will be impacted by COAT recommendations.

Mr. Stuart encouraged the COAT members to focus on the goal to come up with recommendations for Florida Department of Transportation (FDOT) so that more specific concepts could be developed.

The COAT discussed the potential construction impacts on businesses along SW 10<sup>th</sup> Street. COAT members discussed how something significant needs to happen along the corridor to address anticipated growth. One COAT member said there was a perceived problem with traffic and that it was only bad during rush hour.

Ms. Coven turned the COAT's attention to the Parking Lot items, noting that each item would be addressed to the COAT's satisfaction, with the possible exception of visualization/corridor simulation. Mr. Stuart explained that type of corridor visualization is the responsibility of FDOT and will occur once the COAT comes to consensus on recommendations. With this explanation, the COAT was asked if it was acceptable to clear the visualization item from the Parking Lot. The COAT agreed.

There was discussion about the environmental impacts on air and water quality from vehicles driving through a tunnel or depressed roadway, if this concept were recommended as a solution. It was also suggested that improvements to the entrance of I-95 near Military Trail could alleviate congestion.

## **EXISTING CONDITIONS**

Mr. Stuart discussed the history of Broward County and SW 10<sup>th</sup> Street and how it came to be the way it is today. Mr. Stuart mentioned future projects such as the widening of the Sawgrass Expressway, future toll projects, and I-95 Express into Palm Beach County in the context of whether making such improvements would simply bring more traffic to the corridor. The 2040 Interactive TIP was brought up on the screen to demonstrate which projects are already funded, and therefore not in the LRTP.

A COAT member asked if the widening of the Sawgrass Expressway would blend with improvements on SW 10<sup>th</sup> Street. Mr. Stuart indicated that this was the desire.

## **TOOLBOX SOLUTIONS**

Ms. Coven and Mr. Stuart reviewed the toolbox solutions. These are engineering concepts that the COAT could potentially recommend for FDOT to apply to the SW 10<sup>th</sup> Street corridor. There was discussion about the cost of some of the options and what impact they might have on SW 10<sup>th</sup> Street. The discussion turned to economic development and how the road configuration could accommodate bike paths, sidewalks, and public space.

COAT members began discussing overpass and underpass configuration and right of way requirements to build them. Mr. Stuart indicated that once the COAT made its recommendations, FDOT could provide an engineering perspective with potential dimensions and sketches.

## **EXCERSISE**

Staff provided posters of the toolbox concepts and aerial maps so COAT members could identify the specific toolbox concepts they wanted to keep in the toolbox or remove from consideration. The COAT members then indicated their preferences with red and green dot stickers (red = prefer to remove, green = prefer to incorporate). Some COAT members spent time marking up the aerial photos of the corridor with potential locations for the application of the concepts.

Mr. Stuart summarized the results of the exercise. The ranking indicated there was overwhelming dislike for overpasses, Turbo Lanes and Express Buses, while depressed roadways were well received. Mr. Stuart reiterated that staff would review and summarize the results of the group exercise in an effort to help the COAT begin to formulate recommendations and reach consensus.

## **PUBLIC COMMENT**

Two members of the public in attendance offered public comments.

Bernard Parness discussed the Sawgrass Expressway and Turnpike configuration. He discussed the cost of some of the toolbox concepts and asked the COAT to consider how this project would impact businesses and residents.

Commissioner Rosenzweig talked about the need for having a long range vision. He discussed tunnels, financing, technology, and transit. He mentioned that without long term vision, there will be big, negative impacts on neighboring communities.

## **COAT ROUNDTABLE**

Each COAT member provided final thoughts on the meeting, the process, and how they felt about their progress to date. Many commented on their satisfaction with the Toolbox exercise and the direction that the process was taking.

## **ADJOURN**

Meeting adjourned at 8:15 pm

## Community Oversight & Advisory Team (COAT) MEETING SUMMARY

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

### Attendees:

#### COAT Members

John Biggie	Dan Glickman	Tom Rabil
Lotus Boss	Betty Masi	Brian Rosen
Jennifer Bramley	Joan Maurice	Eric Torella
Gail Bulfin	Dave Mirantz	Evan Wolk
Todd Drosky	Rita Pickar	

#### 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 10<sup>th</sup> 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 10<sup>th</sup> 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 10<sup>th</sup> 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 10<sup>th</sup> 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 10<sup>th</sup> 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 10<sup>th</sup> Street as an example. He explained that the SW 10<sup>th</sup> 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 10<sup>th</sup> 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 10<sup>th</sup> 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 10<sup>th</sup> Street.

It was suggested that adaptive signal technology, if put in place, would reduce congestion along SW 10<sup>th</sup> 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 10<sup>th</sup> 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 30<sup>th</sup> 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 10<sup>th</sup> 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 10<sup>th</sup> Street and not to choose between specific designs and examples.

### **SW 10<sup>TH</sup> 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 10<sup>th</sup> 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 10<sup>th</sup> 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 10<sup>th</sup> 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 10<sup>th</sup> 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.

SUMMARY OF COMMENTS FROM JANUARY 30TH OPEN HOUSE

<b>Rank</b>	<b>Comment</b>	<b>Number of times comment was made</b>
1	Concerned about Noise	20
2	Don't want overpasses	18
3	Likes closed tunnel concept	15
4	Need a direct connection from 95 to Sawgrass	14
5	Synchronize the traffic signals	13
	Concerned about property values	
6	Likes depressed roadway	9
7	Construction concerns	8
8	General Discontent	7
	SW 10th needs some kind of improvement	
	Fix the I-95 Interchange first	
	Widen SW 10 <sup>th</sup> Street	
9	Air quality concerns	5
	Dealing with traffic as part of your commute is to be expected, deal with it	
	The MPO is trying to hide something	
10	Don't want a tunnel	4
	How will we pay for this?	
	Need bike and pedestrian facilities	
	Separate local traffic along SW 10th from expressway traffic	

## **Community Oversight & Advisory Team (COAT) MEETING SUMMARY**

**Meeting 4- Thursday, February 11<sup>th</sup> at 6:00 pm**

### **Attendees:**

#### **COAT Members**

Gail Battle	Todd Drosky	Rita Pickar
John Biggie	Dan Glickman	Tom Rabil
Lotus Boss	Betty Masi	Brian Rosen
Jennifer Bramley	Joan Maurice	Eric Torella
Gail Bulfin	Dave Mirantz	Matt Wood

#### **Public Attendees**

Commissioner Mark Bogen  
Vice Mayor Bill Ganz  
Pat Bido-Padra  
Dan Bogner  
Marj Campbell  
Ruth Carey  
Donna Copobianco  
Nicole Giordano  
Ed Hack  
Burgess Hanson  
Arlene Johnson  
Maria Marsillo  
Charles Parness  
Susan Robbins  
Andrew Velasquez  
Elizabeth Wargo  
Barry Warhoftig  
Steve Williams

## **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  
Scott Peterson-Florida Department of Transportation  
Steve Braun- Florida Department of Transportation  
Anson Sonnett-Florida Department of Transportation

## **MEETING SUMMARY**

Meeting Commenced at 6:10pm

### **WELCOME AND INTRODUCTIONS**

Gregory Stuart introduced the elected officials present (Broward County Commissioner Mark Bogen and Vice Mayor Bill Ganz from the City of Deerfield Beach).

Commissioner Bogen introduced himself. This was his first day as an MPO Board member. He asked the committee to care about their neighbors, even though they may not live in Deerfield. He reminded the COAT that they are here to build consensus and they don't need to feel like they have to do something on SW 10<sup>th</sup> Street. He asked that the committee to please consider the residents of Deerfield.

Vice Mayor Ganz introduced himself. He mentioned that there are many questions that need to be answered about residential, traffic, and economic concerns. He explained that there is frustration because there are a lot of questions that won't be able to be answered until a PD&E study occurs, but is encouraged that the MPO and FDOT agree that there are some questions that can and will be answered now. Vice Mayor Ganz mentioned some specific areas of concern including traffic estimates, connectivity, and accessibility to Military Trail and Powerline Road. He said he hopes the process will generate more questions and answers to make a good recommendation.

Greg asked the COAT to introduce themselves and they did.

## **ELECTION OF A COAT CHAIR AND VICE-CHAIR**

Greg moved on to the election of a chair and vice-chair for the COAT and asked the COAT to consider who they want to chair and vice-chair the committee.

One COAT member expressed that they don't think there's a need for chair and vice-chair and that electing officers would mean that one person has greater weight than another.

A COAT member asked what the responsibilities of the officers would be and Greg said that running the COAT meetings would be the main responsibility.

A COAT member nominated John Biggie because he lives in Deerfield, is a business person, an engineer, and felt that his comments strike middle ground.

A COAT member expressed that they were not prepared to make a decision about if they need a chair and who it should be.

Greg explained that these meetings need structure.

A COAT member expressed that if there will be additional meetings, then it may make more sense to have a chair and vice-chair.

Greg mentioned that it was expressed that the COAT's desire was to have more meetings and if there are to be more meetings there needs to be structure.

A COAT member discussed how MPO staff is reluctant to curtail some of the discussion which can be repetitive because they are MPO staff and are there to facilitate the process. A COAT chairman could bring order to the meeting so that the discussion is meaningful. They went on to discuss their own frustration with going over materials repeatedly and said that any committee needs a chair.

There was discussion about having confidence in Greg and Sheri Coven to run the meetings, and a COAT member asked why it is that they need a chair now.

Greg said that we need a chair to better facilitate the meetings. It can help meetings go faster, and help FDOT have a direct line of communication with the COAT.

Someone seconded the nomination of John Biggie as chair

A COAT member nominated Todd Drosky as chair

A COAT member said that they first need to decide if they should have a vote tonight.

Greg and Sheri asked who would like to vote for a chair that night and by a show of hands the COAT elected not to have a chair election tonight.

### **APPROVAL OF AGENDA**

Sheri asked if there were additions to the agenda. There were none.

A COAT member asked if there will be discussion about the possibility of future COAT meetings. Sheri said that it is on the agenda for discussion later.

### **CONSENSUS ON MEETING 3 SUMMARY**

Sheri asked if the COAT had reviewed the meeting 3 summary and if the COAT approved the contents. By a show of hands, the COAT said yes.

### **PARKING LOT ITEMS**

Sheri went through parking lot items and said they will be answered as we go through the questions that came up from the City of Deerfield Beach.

### **EXPECTATIONS OF THE COAT**

Sheri went through expectations of the COAT and some members asked questions about the meaning of the expectations and if the COAT was adhering to those responsibilities in terms of developing a vision and strategies for addressing the issues on SW 10<sup>th</sup> Street. A COAT member mentioned that the Vision items are things that no one could disagree with and are too general to develop into concepts.

### **OPEN HOUSE RESULTS**

Paul Calvaresi reviewed the format of the January 30<sup>th</sup> open house. He mentioned that many people enjoyed having one-on-one conversations with the staff members. He said that if there is another public meeting there can be discussion with the COAT on the preferred format.

Paul reviewed the public feedback on the vision poster and the toolbox concepts from the open house.

A COAT member asked what the MPO response to the feedback is and Paul said that it falls in line with what has been heard from the COAT. One member expressed surprise that there wasn't more feedback about walkability.

The COAT discussed how the public was disappointed because there was the expectation of a formal presentation and public comment period. They discussed which COAT members attended the meeting, and some of the issues with the meeting, such as the noise level in the room. COAT members expressed that they felt the meeting was confusing and that there was no designated place for the COAT to interact with people.

Sheri reviewed the summary of the open house.

A COAT member asked if the comment cards will receive responses. Jennifer Fierman came up to explain that all comment cards are being read and responded to.

### **CONSENSUS ON VISION**

Sheri reviewed the SW 10<sup>th</sup> Street Vision and discussed that at some point the vision will be of value. The COAT did not make any changes to the Vision items.

### **COAT DATA REQUESTS**

Sheri moved on to COAT data requests, and Paul asked if everything was captured and if the COAT wants to add anything.

Greg invited the engineer (hired by the City of Deerfield Beach) to come speak.

Steve Williams of Keith and Associates introduced himself and brought up additional concerns including near and long term solutions, traffic signal management, current planned improvements for the Florida's Turnpike and I-95, tabletop parks, and timeframes for making a recommendation.

A COAT member reiterated the interest in table top parks and the ability to create amenities.

Paul explained that near term is 5 years, long range is 25 years. A COAT member said that they think it's worth it to look at medium-term solutions. The desire to try traffic signalization, as well as widening the four lane section of SW 10<sup>th</sup> Street first was reiterated by a COAT member.

Sheri mentioned that there has been outreach to Broward County to get information about what is happening along SW 10<sup>th</sup> Street for traffic signalization.

Greg explained that there needs to be a long term plan. The MPO and Broward County need to know what the long term vision is going to be and then incremental

improvements can be identified. However, incremental improvements are not going to solve the long term problem.

Chris Ryan shared with the COAT that FDOT can come and provide an update on studies at I-95 and at the Turnpike.

A COAT member mentioned that previous concepts and ideas suggested by the COAT need to be documented to the committee can move forward and it seems as though no progress has been made. They expressed the thought that this opportunity for input will come and go and if the COAT can't come to consensus, they will have no input at all.

A COAT member said that their biggest concern is the long term economic impact on the City of Deerfield Beach. Someone asked if there are there any studies on the economic impact of major projects like this. Sheri said that that has been discussed by staff.

The COAT then discussed the future meeting where FDOT can explain ongoing studies at the I-95 and Turnpike interchanges. A COAT member suggested that Broward County Traffic Engineering also presents and that the meeting allows for Q&A.

Sheri mentioned that the team can't commit to being able to answer every question that is asked.

A COAT member discussed how this committee was formed in order to make a recommendation to the MPO board, which still needs to vote on the solution for SW 10<sup>th</sup> Street. Since the board is comprised of members of some of the larger cities in Broward, the COAT needs to work with Deerfield Beach to find the most palatable improvements that will address as many of the concerns.

## **NEXT STEPS**

Sheri asked if there was interest in additional COAT meetings. There was discussion about what the timeframe would be. Sheri mentioned that initially the MPO wanted to vote on this in March or April of 2016, but due to the lack of consensus the board is willing to wait.

The COAT expressed consensus on wanting to have future meetings. The team agreed to provide the COAT with information in between meetings. COAT members expressed expectations for those meetings as well as the desire for another public workshop.

## **PUBLIC COMMENT**

Arlene Johnson discussed traffic concerns, concerns about impacts to homes during construction, access to Waterways and the consideration of looking at other streets to improve.

Charles Parness expressed that this process is unfairly tying the hands of the COAT.

Donna Capobianco expressed thanks the MPO for involving the communities and thanks the COAT. She would like to see a meeting at Century Village.

Susan Robbins asked if there have been studies to determine the need for a major project along SW 10<sup>th</sup> Street and what coordination has occurred for environmental concerns.

Vice Mayor Bill Ganz said that Deerfield Beach has come a long way in terms of conversations about SW 10<sup>th</sup> Street and doesn't agree with the idea that nothing should be done. He expressed the need to be able to talk about the good and the bad. He wants to know that the recommended project will be appropriate for the need, and that it won't hinder the community in the future. He thanked the COAT and said that he feels that progress is being made.

## **COAT ROUNDTABLE**

Each COAT member gave their final thoughts on the meeting. Many expressed looking forward to getting more information at the future meetings and a willingness to work together.

Meeting adjourned at 8:15 PM.

## Community Oversight & Advisory Team (COAT) MEETING SUMMARY

### Meeting 5- Thursday, March 31<sup>st</sup> at 6:00 pm

#### Attendees:

#### COAT Members

Gail Battle	Betty Masi
John Biggie	Joan Maurice
Lotus Boss	Rita Pickar
Jennifer Bramley	Brian Rosen
Todd Drosky	Eric Torella
Dan Glickman	Matt Wood

#### Public Attendees

Ian Biava	Gina Johnson
Dan Bogner	Janice Lubus
Diane Brusson	Kathleen Maggi
Marj Campbell	Javier Manso
Frank Congami	Carole Morris
Joe Cutroni	Bill Muenzenmaier
Steve Dangerfield	Pat O'Neil
Currie Dangerfield	Scott Peterson
Paul Dufresne	Dan Pittman
Jennifer Fierman	May Pittman
Bill Ganz	Susan Robbins
Nicole Giordano	Richard Rosenzweig
Keefe Guy	Warren Stricoff
Ed Hack	Fran Stricoff
Estelle Holderman	Lu Venci
Joel Holderman	Diane Wagner
Tim Johnson	Stephen Williams

#### Staff and Presenters

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  
Scott Peterson-Florida Department of Transportation  
Steve Braun-Florida Department of Transportation  
Anson Sonnett-Florida Department of Transportation  
Yves d'Anjou- Broward County Public Works Department  
Charlie Zhu- Broward County Public Works Department  
Scott Zornek- Florida's Turnpike Enterprise  
Barbara Blake Boy- Broward County Planning Council  
Henry Pinzon

## **MEETING SUMMARY**

Meeting Commenced at 6:04 PM

### **WELCOME AND INTRODUCTIONS**

Paul Calvaresi began the meeting with an overview of the presentations.

The COAT introduced themselves and who they represent.

### **TRANSPORTATION AND LAND USE PLANNING IN BROWARD COUNTY-presented by Barbara Blake Boy, Executive Director of Broward Planning Council**

A COAT member asked about the accuracy of the Broward County population estimates for 2040. Barbara indicated that while these are estimates, but they have generally proven to be pretty accurate.

A COAT member asked if the projected population increase was based on a scenario of tearing down and building new structures, or by filling in vacant land. Barbara indicated that that growth would be accommodated primarily through redeveloping at higher densities.

A COAT member asked how growth and redevelopment can be controlled. Barbara indicated that the state, county and local governments don't have control over whether a land use change can be proposed. There are property rights and legal rights that allow for proposed land use changes up to the current maximum allowed. She said a way to control is through your elected officials what your community wants.

A COAT member asked if there were calculations on what the population would look like if everything was developed to the maximum densities. They also asked if "snow birds" are counted in the population totals and projections.

Barbara said that a very rough calculation based on the person per household rate would put the population at around 2.4M plus seasonal residents if everything was built to max density. She said that projections are based on permanent population, not seasonal.

## **TRAFFIC SIGNAL COORDINATION- presented by Yves d'Anjou and Charlie Zhou of Broward County Public Works**

A COAT member mentioned that there was much talk about algorithms, and asked about pressure sensors. They asked if the algorithms set by time of day and commented that when coming from a minor road to a major road at an odd time of day, many people still wait a long time for the light to turn in order to turn left.

Charlie said that every intersection has a sensor in the cameras mounted on the mast arm to see if there's a car there. When the camera sees a car, it tells the traffic center to give the green. The side street has to wait for the 160 seconds

A COAT member asked how long it takes for the system to reset after emergency preemption.

Charlie said it could take 2 or 3 cycles, or 3-4 minutes. The signal resets by itself after emergency preemption.

A COAT member asked about adaptive signal technology/smart signals. They asked what exists now, and what is possible in the future?

Yves said that the 1<sup>st</sup> adaptive signal project is coming on line in Broward. It's an FDOT project on Pines Blvd. FDOT has total jurisdiction on what gets installed, Broward County is a maintaining agency. An adaptive system has been installed in West Palm Beach and so far the results are good.

Yves went on to clarify that the reason for the 160 second is to allow optimized flow on major east west corridors. Long cycle lengths do mean side street delays, but they also mean better flow along major roads.

A COAT member asked if the software that Broward County is currently using is the best available? For what you do have, how much is the county using currently?

Yves said that was a good question to transition into the second part of the presentation which is about hardware and software, but that Broward County does have a state-of-the-art traffic signal system.

Yves d'Anjou presented on Broward County Traffic Engineering hardware and software technologies.

A COAT member asked if cameras can be used at intersections with span wire signals. Yves said yes. The cameras are mounted on the wire.

A COAT member asked if the system is currently optimized to the best of current capabilities.

Yves said yes, that all hardware has been installed and the county is in a maintenance phase to keep timing plans up to date based on development and other changes. Charlie added that they will continue to optimize the system and fine tune the timing.

A COAT member mentioned that some people in this group have pinned hopes on fixing SW 10<sup>th</sup> with changes to traffic signalization. They said that based on what they've heard in this presentation it sounds like while there is some fine-tuning to be done synchronization alone will not solve the problem.

Yves said that once a road reaches a certain amount of traffic, it is saturated, and there is very little that timing can do to relieve the congestion. If the system is overflowing, there is going to be delay no matter what.

A COAT member asked how accurate is the estimate of there being 1400 signals in Broward County? Yves said that a more accurate number is 1500 plus 1000 school zone flashers.

The COAT member followed up with a question about what % of signals are mast arms and what % are not? Yves was not sure of the percentage but said maybe around 50%

A COAT member referred to the presentation and said that even though Broward County finished modernizing the traffic signal system in July 2015, everything is probably not fully optimized and updated yet.

Yves said that is correct. There are intersections that have not been upgraded and have old technology. It can't all be done at one time.

A COAT member asked if adaptive signal technology is better and if so, how much better (Percentage wise)?

Yves said that you'd have to rely on vendor data. Broward County does not have an up and running adaptive traffic system. The COAT member followed up and asked if any other DOTs have evaluated and implemented an adaptive signal system. No one knows if or where it has been tested.

95 and Sawgrass presentations

Anson Sonnet from FDOT gave a presentation about the study at the I-95 and SW 10<sup>th</sup> Street interchange.

A COAT member asked how will these improvements increase flow on 95 and will they increase capacity on I-95? They are asking because the COAT is concerned that there will be improvements on SW 10<sup>th</sup> St, but that you will hit I-95 and run into traffic anyway.

Anson said the improvements will greatly improve the flow on I-95 for users of the express lanes as well as the general purpose lanes.

A COAT member asked if there was any documentation or ideas on how the alternatives will allow for traffic to go from I-95 to west of Military Trail. They also asked how traffic will be handled at Newport center.

Anson said that one piece of documentation is the concept report that was done as part of the interchange master plan. Other than that, there is no information because the PD&E hasn't looked at it yet. The contract will execute in June and once data is collected, alternatives can be developed.

Scott Zornek of Florida's Turnpike Enterprise gave a presentation about the study at Turnpike and SW 10<sup>th</sup> Street.

A COAT member asked if the Turnpike and FDOT were separate entities.

Scott Zornek introduced Henry Pinzon, the Environmental Management Engineer to answer the question. Henry explained that the Turnpike Enterprise is part of FDOT.

A COAT member asked what the coordination is between the I-95 and Turnpike PD&E studies, as well as with the potential for PD&E on SW 10<sup>th</sup> Street.

Henry said that all the studies are being coordinated.

A COAT member asked if one of the improvements being considered is to make the Turnpike @ SW 10<sup>th</sup> Street a full interchange, and if so will there be traffic studies to alleviate traffic along SW 10<sup>th</sup> Street?

Henry reiterated that no alternatives have been developed at this point. There is currently no information, but the study will develop 15 alternatives. He said that public involvement will be important as they develop the alternatives.

A COAT member asked if one project only goes to powerline and the other only goes to military trail, what happens in between. Another COAT member responded that this is why we are here, and it makes what the COAT is doing that much more important.

A COAT member asked if the neighborhoods would be taken into account during the study. Scott said yes.

Henry explained that the study does all the way to Powerline in order to be able to evaluate impacts in the area surrounding the interchange.

A COAT member mentioned that the COAT had talked about different ideas for Powerline and Military Trail asked why we are looking at this. Paul explained that everyone is looking at these areas and there is overlap so that everyone is on the same page and understands all the stakeholder needs and goals.

Scott that the COAT is ahead of the game in terms of public involvement. What this group has done will be taken into consideration.

A COAT member commented that if we are opening the floodgates to increase traffic flow from I-95 and from Sawgrass, we will need to do the express lanes along SW 10<sup>th</sup> Street. The said that there is a need to get the cars out of their neighborhood and that what the COAT is doing is even more important than they thought it was before.

## **PUBLIC COMMENT**

Commissioner Rosenzweig-There is growth, density, and tourists coming. What we are currently suggesting will be outdated before it gets built. His vision for this roadway is to tunnel from 95 to sawgrass. 10-12 lanes underground. Make this a long term, not short term solution.

Kathleen Maggi asked how much money is being spent on the studies. The signal at the approach to I-95 causes congestion. The first study should be the Turnpike interchange.

Janice Lubus asked if there's an answer for what the proposal is between Turnpike and I-95. Need to make sure that the area is not ruined.

Mari Campbell commented that she had a hard time hearing the meeting.

Francis Stricoff expressed concerns that changing signal timing on SW 10<sup>th</sup> may negatively affect traffic flow on north south streets like Military Trail. It is difficult to get in and out of the east gate of Century Village.

Vice Mayor Ganz talked about how projects don't always get built out to maximum density or capacity. He talked about adaptive signals and said it is worth looking at.

Paul went over next steps including future COAT meetings.

A COAT member asked if there will be another public meeting. Sheri said that it will be discussed with the City of Deerfield Beach, but there is currently not a definite answer.

## **COAT ROUNDTABLE**

Each COAT member gave their final thoughts on the meeting. Many expressed that the presentations were very informative and helpful. Some expressed concern about the number of projects happening at the same time and hope that SW 10<sup>th</sup> Street is not ruined.

Sheri followed up by asking if any COAT members wanted there to be another public workshop. Several members raised their hands.

Meeting adjourned at 8:05 PM

## **Community Oversight & Advisory Team (COAT) MEETING SUMMARY**

### **Meeting 6- Thursday, May 5 at 6:00 p.m.**

#### **Attendees:**

#### **COAT Members**

John Biggie	Dave Mirantz
Lotus Boss	Rita Pickar
Jennifer Bramley	Brian Rosen
Todd Drosky	Eric Torella
Dan Glickman	Evan Wolk
Betty Masi	Matt Wood

#### **Public Attendees**

Dan Bogner	Will Suero
Joe Chang	Andrew Velasquez
Donna Capobianco	Lu Venil
Joe Cutroni	Diane Wagner
Commissioner Bill Ganz	Barry Warhoftig
Burgess Hanson	Steve Williams
Javier Manso	Betty
Vice Mayor Richard Rosenzweig	

#### **Staff and Presenters**

Paul Calvaresi-Broward MPO  
James Cromar-Broward MPO  
Christopher Ryan-Broward MPO  
Anthea Thomas-Broward MPO  
Sheri Coven-Marlin Engineering  
Jennifer Fierman-Marlin Engineering  
Scott Peterson-Florida Department of Transportation (FDOT)  
Steve Braun-Florida Department of Transportation  
Anson Sonnett-Florida Department of Transportation

## **MEETING SUMMARY**

Meeting Commenced at 6:11 p.m.

### **WELCOME AND INTRODUCTIONS**

Sheri Coven opened the meeting and began introductions.

The COAT and staff members introduced themselves.

Sheri went over the agenda and asked if there were any additions or changes to the agenda.

Paul referred to the matrix of COAT technical questions and asked if clarification was needed on any of the answers to those questions.

A COAT member asked about the limits of the Sawgrass Project Development & Environment (PD&E) Study.

Scott Peterson said Turnpike has a study, but they don't have the exact limits yet of where it will tie into SW 10<sup>th</sup> Street. If a project is approved for SW 10<sup>th</sup> Street FDOT would coordinate with the Turnpike to identify where the projects should tie together.

Sheri introduced Vice Mayor Rosenzweig. Mr. Rosenzweig said this project needs to look 30-40 years down the road. Think tunnel, think tubes underground to eliminate interactions with side streets. We should be able to find foreign investment. When this is done it will be one of the major east-west expressways in South Florida. Look at this as a constructive, long term project.

Steve Williams of Keith and Associates felt that some of the questions about signal optimization were not addressed fully. He would like to see the short term side addressed more fully.

A COAT member asked about the timing of the PD&E projects and where they are. How is the coordination being worked out between them?

Steve Braun said that within the next month, the contracts for the P&DE studies will initiate. The I-95 PD&E will be managed by FDOT. There isn't currently a project in between I-95 and the Turnpike, but if and when that project is programmed, FDOT will be able to coordinate with the projects on either end. Steve Braun said they don't anticipate having to delay the studies in order to accommodate a project on 10<sup>th</sup> Street but will coordinate to ensure compatibility of the projects.

The COAT member asked if there was money to start a PD&E on SW 10<sup>th</sup> Street.

Steve Braun explained that ultimately, the direction from the COAT and the MPO will give FDOT direction to program a project. FDOT hasn't discussed how or when to fund it because a project on SW 10<sup>th</sup> Street has not yet been prioritized.

## **FDOT PRESENTATION AND CONCEPTS**

Steve Braun opened the FDOT presentation and explained that there were three main things FDOT was asked to look at: Conceptual geometric design, traffic analysis, and order-of-magnitude cost estimates.

A COAT member asked if there was consideration given to lowering the railroad tracks.

Steve Braun said we will get into that later in the presentation.

Steve Braun referred to a graphic about traffic projections and talked about how specific traffic volumes counts and projections have not been performed yet. They will be done during PD&E if a project occurs.

COAT members asked about the traffic projections and the method used to come up with them, as well as if the time of day of the congestion could be identified, and what kind of delay a commuter would experience.

Steve Braun explained that the projections were calculated using a regional travel demand model and that the projections being shown today are based on the SW 10<sup>th</sup> Street feasibility study. Steve Braun went on to discuss performance measures such as cost-benefit and traffic analysis performance and how project benefits can be measured.

A COAT member asked about smart cars and if the new technology is taken into consideration when looking at the impacts on traffic capacity.

Paul agreed that this is a new technology and said that the issue is what happens during the transition between now and when it's actually implemented. That data doesn't currently exist.

Scott Peterson went over the matrix of factors considered during project selection.

Scott went on to say that the railroad is being considered as a constraint. The assumption is that it will not move because it is very difficult to elevate or depress a railroad.

Scott went over the 2008 Feasibility Study concepts and then went over the concepts on the illustrations developed for the COAT.

COAT members asked about how the smaller streets would be dealt with, as well as the intersections at the entrances to specific neighborhoods. There was also a question about whether there would be signalization in the express lanes and what happens if a driver gets stuck in the express lanes.

Scott explained that with an express lanes configuration, a driver would not be able to make a direct left out onto SW 10<sup>th</sup> Street. The express lanes are intended to be non-stop, with no signals and that if a car gets onto the express lanes, they would likely have to take them all the way to the end unless exits/entrances are provided along the route, which is something that the City of Deerfield may want to consider.

A COAT member expressed concern about ensuring access to Newport Center and the Publix distribution center.

Sheri suggested that all of these concerns could be added as a project consideration or recommendation.

The COAT discussed access to Century Village on Military Trail and the elevation of the bridge over the railroad crossing. Steve Braun reiterated that the first thing FDOT evaluated was whether they could change the elevation of the railroad bridge. It simply wasn't feasible. These concepts have been vetted enough to know whether they could be designed or constructed if approved.

A COAT member asked to pause and document the following considerations: Access to the Publix distribution/Newport Center, consideration for communities near the expressway, and access to Century Village.

A COAT member referred to the concepts presented by FDOT and noted that it looks like some of them can be blended. They asked if there will be any consideration for short-term improvements.

Scott explained that the signals have been optimized and that while the next step could be smart signals, they are viewed as a panacea and will not solve the long-term problem. He explained that a signal is like a water valve – at some point, the valve reaches capacity and can no longer force through a great volume of water. In addition, while smart signals give more green time to mainline roadways, they cause additional delays on side streets. He also said that smart signals were not a quick/cheap fix because of the hardware and equipment installation required.

A COAT member asked for a cost comparison between the FDOT concepts and smart signals.

Scott said that they do not have that comparison available, but went on to show the considerations for each concept prepared by FDOT with pros and cons for each and order-of-magnitude costs.

A COAT member asked if the PD&E will look at the concept of widening SW 10<sup>th</sup> Street from four to six lanes with smart signals.

Scott explained that smart signals are a consideration in every project and that if the question is whether widening SW 10<sup>th</sup> Street in combination with smart signals alone will solve the congestion issues along SW 10<sup>th</sup> Street, the answer is no.

A COAT member said that had the COAT not asked these questions, FDOT may not have come forward and participated. They said that that the residents were heard and the COAT's questions were answered. They went on to ask what other opportunities will the community have during PD&E to provide input and comments.

Scott explained that there are three required public input opportunities during PD&E, but there is unlimited opportunity for public input during a study. Sheri also distributed FDOT's PD&E Study brochure to the COAT members.

A COAT member reiterated that the community is going to want to know when they will have the opportunity to talk about this, and Steve and Scott emphasized that this is not the end of the public involvement process.

Steve Braun said that based on input this evening, he sees value in keeping the COAT members involved in the process, assuming a project moves forward.

A COAT member brought up the question of cost and how a project would be funded. Steve Braun explained that the MPO has to prioritize a project first, and then funding could be determined. Scott added that it will likely be some combination of state and federal funds.

A COAT member mentioned that it is not the responsibility of the COAT to consider cost.

## **PUBLIC COMMENT**

Barry Warhoftig discussed short term improvements and existing signal timing. He observed that during peak hours the traffic signals were not receptive to any changes in traffic. Signal timing didn't change during peak or off peak hours. The timing needs to be changed.

Donna Capobianco, a Century Village (CVE) resident, thanked the COAT and the MPO for getting FDOT involved but said that the COAT was told that no overpass was being considered, but now an overpass is being discussed. Statistics can be used to prove anything. We don't have good information.

## **NEXT STEPS**

Sheri explained that we have two more meetings scheduled. The process here is supposed to bring the COAT to consensus. Sheri asked if the COAT felt that they had the information needed to make a recommendation to the MPO Board about a PD&E study. She also asked if the COAT had enough information to say what high level concepts they would like to see considered through that process. All

but one COAT member said yes. However, upon further clarification, the COAT member realized he misunderstood the question and concurred with the rest of the group.

A COAT member said that they now have solid ideas and concepts to go forward. They said that they need to share this information with their communities and hear their thoughts and ideas as well.

Sheri directed the COAT to consider what they want, and to come prepared to the next meeting to talk about their ideas and consideration. She also suggested that the COAT send their ideas and thoughts ahead of time by email so the team can start assembling them.

### **COAT ROUNDTABLE**

Each COAT member gave their final thoughts on the meeting. Many expressed thanks to FDOT for the presentation and felt that the information was helpful. There was discussion about how the next COAT meeting will be before the next community meetings for many homeowners associations.

Meeting adjourned at 8:15 p.m.

## **Community Oversight & Advisory Team (COAT)**

### **MEETING SUMMARY**

**Meeting 7- Thursday, May 26 at 6:00 p.m.**

#### **Attendees:**

##### **COAT Members**

John Biggie	Dave Mirantz
Lotus Boss	Rita Pickar
Jennifer Bramley	Brian Rosen
Todd Drosky	Eric Torella
Dan Glickman	Evan Wolk
Betty Masi	Matt Wood
Gail Battle	

##### **Public Attendees**

Johnson	R Cury
Joe Cutroni	Nicole Giordano
Marj Campbell	Dan Bogner
Susan Robbins	Carole Morris
Bernie Parness	Steve Williams
Commissioner Bill Ganz	Vice Mayor Richard Rosenzweig

##### **Staff and Presenters**

Paul Calvaresi-Broward MPO  
James Cromar-Broward MPO  
Mike Ronskavitz- Broward MPO  
Charlene Burke-Broward MPO  
Anthea Thomas-Broward MPO  
Sheri Coven-Marlin Engineering  
Jennifer Fierman-Marlin Engineering  
Scott Peterson-Florida Department of Transportation (FDOT)  
Anson Sonnett-Florida Department of Transportation

## **MEETING SUMMARY**

Meeting Commenced at 6:11 p.m.

### **WELCOME AND INTRODUCTIONS**

Sheri Coven opened the meeting and began introductions.

The COAT and staff members introduced themselves.

Sheri went over the agenda and asked if there are any additions or changes to the agenda.

Sheri noted that the project team wanted to add to the agenda a discussion about if the COAT wants a public workshop. The discussion began by Sheri pointing out that having a public workshop would mean holding it on June 18 and then having the next COAT meeting June 23. A COAT member commented that June 23 is too soon for the COAT to process the info from the public meeting. Another COAT member recommended to table the discussion about the public meeting until later. The discussion was tabled.

### **CONSENSUS ON A PD&E STUDY**

A COAT member said that they want the considerations to be called consensus recommendations and wants them to be documented. Sheri said they will definitely be documented.

A COAT member asked if PD&E was a standard study for a project of this scale. FDOT said yes.

COAT members made comments about the need for a project and the impacts it may have on residents and commuters. One COAT member said that they believe quality of life for everyone along the road will improve. Another commented that they want to make sure this project doesn't destroy their community and their city, and that they should think short and long term.

A COAT member asked what the scope of the PD&E would be.

Scott Peterson explained that a PD&E study begins once a need is identified. He explained that if the COAT wants to identify considerations to look at that's okay. The outcome of PD&E is a recommended typical section and alignment. A COAT member asked if everything that they have talked about will be considered in the scope of the PD&E. Scott said that most of what was talked about will be considered.

The COAT discussed the limits of the potential PD&E and what considerations could be taken into account. A COAT member asked if there is not consensus on the considerations if the MPO could still opt to move forward with a study. Paul Calvaresi said yes.

A COAT member discussed getting information out to their respective associations for input and using the June meeting to get more feedback, and being able to come back with specific recommendations in July.

Scott Peterson explained that the PD&E study is the time for public input, and that existing PD&E studies for Turnpike and I-95 can be coordinated and taken into account if the input on SW 10th Street is timely.

Sheri polled the COAT and asked if they want to move forward with a PD&E. Everyone said yes.

A Deerfield Beach COAT member said they wanted Sheri to know that all of Deerfield Beach agrees to the PD&E study.

### **SELECTION OF A COAT SPOKESPERSON**

Sheri moved on to selection of the COAT spokesperson. She explained that this person will represent the COAT before the MPO Board.

COAT Members Todd Drosky and John Biggie were nominated to be the spokesperson, and the COAT discussed possibly having two spokespeople. A vote was taken and Todd Drosky was selected to be the COAT spokesman.

### **DEVELOPMENT OF POTENTIAL CONSIDERATIONS**

Anson Sonnet explained that the first effort of PD&E will be public involvement. When the team starts, they will start with the community considerations.

Commissioner Bill Ganz commented that Deerfield would love to see this project move forward, but there are some considerations they would like to see. They need to identify parks, amenities, beautification, etc. and possibly identify “must haves” and “nice-to-haves.” He discussed the COAT setting acceptance criteria.

A COAT member pointed out that the job of the COAT is to set the direction, not to design the road.

A COAT member said that one of the considerations should be regarding the potential elevation of Military Trail and access/egress to Century Village.

A COAT member pointed out that if the COAT can develop 5-7 significant bullet points that are clear, that may be as close to consensus as the COAT can come, and then the project can move forward to PD&E based on these broad, generic ideas.

A COAT member pointed out that short term improvements are not for Deerfield but for the people passing through. For the next few years, people traveling on SW 10<sup>th</sup> Street will have to deal with congestion.

A COAT member said that they could move forward with PD&E with acceptance criteria. And that they need to develop these criteria and write them down. They should write down short term and long term acceptance criteria and bring a copy to the next meeting to hammer it out.

## **PUBLIC COMMENT**

Vice Mayor Rosenzweig- Where we are tonight is where we should have been in the beginning. The road that is local should be SW 10<sup>th</sup> Street. The depressed road should be Sawgrass Expressway. They should be developed and handled separately. You are very close to coming to consensus.

Commissioner Ganz explained it very well. FDOT should look at rail through all of south Florida.

Bernie Parness- Objected to the comment that they knew what they were getting when they bought there. This is a crap shoot but it's a risk we have to take. Come up with a solution and live with it.

Commissioner Ganz- Wait until the public finds out how long this project is going to take. It is very disappointing to hear people ask if we really need a PD&E. If you really care about the residents of Deerfield, we need to hear all the things you really want. It doesn't hurt to ask for the things that you want from the beginning. There are going to be compromises. There's not a silent majority, there's a lazy majority that are not coming to the meetings. We could fill this room at every meeting. Ask for the bells and whistles. There will be compromises. Talk of projects that devalue properties are concerning. People that have complained thus far have very little skin in the game.

Steve Williams (Keith and Associates) - It's great to see so many people concerned. What this has come down to is to develop the scope of services for the FDOT PD&E. What goes into the scope is what FDOT needs to be charged with so they can know up front what items need to be addressed. The list of items I've seen are:

- Improve safety along the local roads
- Address the below-grade roadway
- Extend west end of below grade road past residential connections
- Improve local roads and expressways
- Access for local/residential
- Table top parks
- Noise
- Near term solutions...etc.

Due to the 2 minute time limit Paul Calvaresi asked Steve to email his complete list to the project team.

A COAT member revisited the issue of constraints and commented that they would like to see the elevation of the railroad as a major concern and not a constraint.

Sheri returned to the issue of having a public meeting.

There was discussion about if the COAT needed a public meeting to move forward and what would be presented. The COAT expressed that due to discontent with the first public meeting that the public deserves another chance to give input.

There was discussion about what should be presented, such as maps, presentations, and acceptance criteria.

A COAT member pointed out that every COAT meeting is a public meeting and that the public can come and make comments. They don't think anyone is going to say anything new at another public meeting.

A COAT member suggested that maybe it would be helpful to have a structured press conference. Paul said that the project team is amenable to any format the COAT wants.

A COAT member asked FDOT about the public outreach during PD&E. FDOT explained that the first meetings are information gathering. He explained that they can come to HOA meetings and have as many meetings as the community wants.

Commissioner Ganz pointed out that the public can provide valuable input and said that Deerfield can provide the location and room for the meeting.

There was more discussion about potentially meeting on June 18. A COAT member said it should be in a format suggested by this group, but afterwards, let's move forward.

A COAT member asked about the format.

Sheri said the meeting would be informational, with presentations from MPO and FDOT staff.

The COAT discussed what they would like to see in terms of materials and discussed the possibility of people wanting to speak. The COAT agreed that people will want to be heard.

The COAT agreed to a public meeting Saturday, June 18<sup>th</sup> from 10:00 a.m. to 12:00 noon.

### **COAT ROUNDTABLE**

Each COAT member gave their final thoughts on the meeting and expressed that they feel that Todd Drosky will do a great job as the COAT spokesperson.

Meeting adjourned at 8:15 p.m.



**SW 10<sup>TH</sup> STREET PUBLIC MEETING SUMMARY**

**Saturday, June 18, 2016, 10:00 a.m. to 12:00 p.m.**

**Attendees:**

**COAT Members**

John Biggie	Dan Glickman
Lotus Boss	Joan Maurice
Jennifer Bramley	Rita Pickar
Todd Drosky	Brian Rosen

**Elected Officials**

<b>Name</b>	<b>Office</b>
Mark Bogen	Broward County Commissioner
Jean M Robb	Mayor of Deerfield Beach
Michael Udine	Mayor of Parkland
Gwendolyn Clarke-Reed*	State Representative
Jim Waldman	Former State Representative
Larry Vignola	Coral Springs Commissioner

*\*represented by staff*

**Staff and Presenters**

<b>Name</b>	<b>Organization</b>	<b>Name</b>	<b>Organization</b>
Paul Calvaresi	Broward MPO	Veronica Di Lorio	South Florida Commuter Services
Mike Ronskavitz	Broward MPO	Janelle Paterson	South Florida Commuter Services
Charlene Burke	Broward MPO	Anson Sonnet	Florida Dept. of Transportation
Anthea Thomas	Broward MPO	Scott Peterson	Florida Dept. of Transportation
Jennifer Fierman	Marlin Engineering	Mira Skoroden	Florida Dept. of Transportation
Eric Katz	Marlin Engineering	Ryan Drendel	Florida Dept. of Transportation
Nicole Giordano	Deerfield Beach	Joyce Marks	Court Reporter for Deerfield Beach

## Members of the Public

Joe Cutroni	Lou Trapani	Eric Jacobsen	Joel Holderman
Joyce Listro	Bett Willett	Jeanne Polimen	Estelle Holderman
Bob DeRosa	J.	A Johnson	P Zambito
Elizabeth Roberts	Rosalind Levine	P Carey	Michael Smith
Johnnie Stubbs	Joan Baker	Jerry Schwartz	Nancy Foreman
Charles Thompson	Steve Williams	Lu Venci	Pat O'Neil
Bonne Metviner	Cindy Brief	Fran Stricoff	Sylvia Smaldowe
Marie Ettliger	Don Rice	Warren Stricoff	Marian Northrop
Pete Lopias	Kim Kadel	Ann Marie Rosser	Beezie Northrop
Minas Halkias	Marj Reynolds	Joanna Ciralo	Ken Schlesinger
Shirley Klein	Drane Emcett	Kristine Schede-Don	Hans Brueggen
L.S.	Sally Potter	Carol Landry	Ray Capobianco
Eileen Schechtman	Navon Wallace	Stan Pechmak	Algenora Harris
Matthew Horn	Dan O'Keefe	Carole Morris	Paul Dufresne
Donna Capobianco	Celso Dias	Pam Militello	Roy Gold
Maria Gross	Luzia Dias	Syl Melone	Robert Deluise
Betty Ferguson	B Defratas	Daphne A. Tyler	Ann Geritano
Vermell H. White	Enock Mtoi	Claive Berkowitz	Dawn Grove
Barry Warhoftig	LC Ferriss	Gina Johnson	Faye Kaplan
Corey Schaedel	D Wagner	Julius Kesselman	John Brakant
Joyce Kauffman	Carlos Amaiz	Gary Senn	Barbara Conrey
Barry Spiegel	Cheyenne Stubb	Peggy Senn	Fred Foreman
Julia Mulwaney	Celia Coulombe	Dahiel Ross	Penny Frantello
Patrick Sciortino	Susan Brock	Bernie Parness	Denise Bogner
Judy Wilson	Joel Greg	Kathy Richards	Dan Bogner
Frances Deluise	Julie Sasvaro	Mary Pittman	

## MEETING SUMMARY

Meeting Commenced at 10:08 a.m.

### WELCOME AND INTRODUCTIONS

Paul Calvaresi opened the meeting and began introductions. He introduced Todd Drosky, the Community Oversight Advisory Team (COAT) spokesperson to make opening remarks.

Todd introduced and acknowledged the COAT members present and discussed the process to date.

Following Todd's opening remarks, Jennifer Fierman and Paul Calvaresi presented information about the purpose of this effort, the SW 10<sup>th</sup> Street Consensus Building process to date, the COAT's progress towards reaching consensus on a recommendation to begin a PD&E study for SW 10<sup>th</sup> Street, and the future of the COAT.

Scott Peterson presented information on the regional expressway network, active projects in the area of SW 10<sup>th</sup> Street, projected traffic volumes, and the FDOT project life cycle. Anson Sonnet then went on to discuss the

Project Development and Environment (PD&E) Study process. He reviewed the PD&E study components and objectives. Anson described what the study area limits could be in relation to the ongoing PD&E studies at the Turnpike and I-95 interchanges with SW 10<sup>th</sup> Street. Anson discussed the potential concept developed with the COAT for making SW 10<sup>th</sup> Street a “depressed” or underground roadway section where possible.

## **PUBLIC COMMENT**

1. Commissioner Mark Bogen: Discussed the need for traffic signal synchronization and the concepts that the COAT reviewed in January. The COAT should be all Deerfield Beach residents.
2. Mayor of Parkland Michael Udine: This project is long overdue. As a county, we will need to look at traffic or there will be permanent gridlock. This is something that needs to be done for the benefit of the county.
3. Coral Springs Commissioner Larry Vignola: This is not just affecting Deerfield, it regionally affects south Florida. I appointed a Deerfield resident as one of my appointments to the COAT. The point of this process is to see if something happens and how you would want it to be. We need to look regionally at what is affecting all of south Florida.
4. Brandon James on behalf of State Rep Gwen Clarke: Read a written statement.
5. John Biggie, COAT Member: I have an interest in Coral Springs and in Deerfield and an engineering background. Look at where we are now and where we will be in 10 or 20 years if we don't do anything. Independence Bay and Waterways have long waits to get out of their neighborhoods.
6. Bernie Parness: FDOT says the roads are adequate. There is mixed messaging on whether the roads are adequate. The Sawgrass was supposed to go to Boca, not Deerfield.
7. Daniel Ross, Century Village: How much is this going to cost for engineering?
8. Arlene Johnson, Independence Bay: Checks her watch when traffic is stopped in front of her house. The longest that people are stopped is 50 seconds. Don't know if traffic lights will make a difference.
9. Barry Spiegel: We are talking about improving the road. There are people in Century Village and this will be an improvement for them. When they use the road it will be improved.
10. Jerry Schwartz, Heron Bay: Has seen the increase in traffic. I've never met anyone that would build an extension and not care about the people of Deerfield. Status quo is unacceptable. There will be inconvenience. There will be some sacrifice.
11. Denise Bogner, Waterford homes: It takes a little bit of time in the morning and a little time in the afternoon. All east west and north south streets are busy at certain times of the day. It takes a long time to turn left onto SW 10th Street on a Saturday. There's a problem with the traffic lights. We need to improve other types of transportation. Please remember that there are homes and businesses.
12. Roy Gold, former mayor of Coral Springs and Former MPO Board member: All of Broward County is affected by this. It's time for a compromise. Federal and State money that goes towards this will benefit the greater community. This project is a top priority for Coral Springs. Thanks to the MPO for moving this forward. The project needs to move forward with the needs of the local community in mind. If you don't do anything about the traffic, it will only get worse.
13. Michael Smith: Disappointed with the graphic showing the Sawgrass, SW 10th and then I-95. What's happening between I-95 and the Turnpike will flow east of I-95. I've reviewed traffic safety data.
14. Cindy Brief, Coral Springs Chamber of Commerce: Representing businesses of Coral Springs, Coconut Creek, etc. We are sitting in traffic. How do you get out of your neighborhoods? Please be open minded, I understand it has impacts but maybe look at it as a possible improvement from where you are now.

15. Bonnie Metviner, Coral Springs Chamber of Commerce: We are looking for something that will be better for everyone. I feel bad for the people who live there. You must want some kind of improvement. People moving into Century Village are getting younger. There will be more traffic. This extension needs to happen.
16. Donald Rice, Century Village: If anything is done there, I want a sound wall before the construction starts.

Scott Peterson responded to some of the previous comments. He reiterated that there is no design. If the Metropolitan Planning Organization votes “no” on July 14<sup>th</sup>, there will be no project. If they vote “yes,” then there will still need to be design work done. FDOT has spoken with Broward County Traffic Engineering about signals. The county has recently optimized signals. The best you can get from signal optimization is a ten percent improvement. SW 10<sup>th</sup> Street is failing by more than ten percent. Noise analysis is done as part of every PD&E. If a wall is warranted and approved by the residents, the wall is built as early as possible in construction.

17. Joanna Cuaolo: Who is going to pay for this? I think it’s all set up already. Leave your house earlier and have patience. The area is too small for a project. It’s up to us to say what we want.
18. Carol Landry, Waterways: There is one way in and out of the neighborhood. If I need to be somewhere in the morning, I leave a little earlier. Maybe the problem isn’t with SW 10th Street, maybe its with the Sawgrass. There are alternate routes. During construction people will find alternate routes. Find your alternate route now.
19. Neal Stanton, Waterways: We have one way in and out. When school is out, traffic is less so you need to collect data when school is in.

There was a brief discussion about the FDOT schematics.

20. Minas Halkias: Let’s exercise every option we can before we commit to hundreds of millions of dollars. Would you rather be stuck in traffic or have people speeding? Sound barriers are ugly.
21. Maria Gross: There was no notice in Century Village that the meeting had been moved.
22. Erick Jacobson, Waterford Homes: I don’t have issues getting out of the neighborhood. Politicians coming from the west are trying to make a name for themselves. Where is the money coming from? This is a revenue generating opportunity for FDOT.

Commissioner Bogen spoke about the January public meeting. He said that the MPO is using the COAT to get what they want. There was discussion between Mr. Bogen and COAT member John Biggie about which COAT members asked for drawings and renderings at the March meeting.

23. Eileen Schechtman, Waterways: This will destroy my property values. That loss is not the same as having to spend a few more minutes on the road.
24. Bett Willett: Deerfield Beach-What happens when you get to the I-95 interchange? I-95 is packed. Let’s fix Sample and Copans and other roads.
25. Joan Maurice, COAT Member: We understand that things need to change. Deerfield Beach is not looking to make trouble. They want to avoid trouble and major changes. Unless they fix both ends of SW 10th Street nothing will get better. We don’t object to doing something.
26. Joan Baker, Century Village: When I look out my window, traffic is moving. Leave earlier.

27. Penny Frantella, Waterford: We don't see any accidents. There isn't that much traffic when I travel. We aren't saying we don't want anything. We understand that there needs to be change. We can't do this at the expense of our families.
28. Celso Jose Dias, Waterways: How long will it take to build from when the first shovel hits the ground? You will not take the Sawgrass, you will find an alternate route. This will take years to build.
29. Jennifer Bramley, COAT Member: This has been a cooperative process with interesting conversations and debates. The COAT agrees that whatever we do needs to improve the quality of life in the area. Consider tabletop parks with trees, local collector roadways, and depressed roadways to keep noise away from residents. Through the PD&E process, we can arrive at a conclusion that improves quality of life for everyone who uses the roadway.
30. Gina Johnson, Waterford: All roads have traffic at rush hour. If you want to live out west then that's the choice you made and you need to sacrifice because you chose where to live. I don't see the smog and congestion that people are talking about. There isn't that much traffic. I-95 is a problem.

Meeting adjourned at 12:00 p.m.

## Community Oversight & Advisory Team (COAT) MEETING SUMMARY

Meeting 8 - Thursday, June 23 at 6:00 p.m.

### Attendees:

#### COAT Members

John Biggie	Dave Mirantz
Lotus Boss	Rita Pickar
Jennifer Bramley	Brian Rosen
Todd Drosky	Eric Torella
Dan Glickman	Evan Wolk
Joan Maurice	Matt Wood
Gail Battle	Gail Bulfin

#### Public Attendees

Johnson	Thomas Good
R Cary	Dan Bogner
Joe Cutroni	Nicole Giordano
Carole Morris	Linda Herbert
Joyce Listro	Diane Wagner
Steve Williams	Vice Mayor Richard Rosenzweig
Celia Coulombe	Lu Venci
Enock Mtoi	Bernie Parness
Elizabeth Roberts	

#### Staff and Presenters

Paul Calvaresi-Broward MPO  
Anthea Thomas-Broward MPO  
Sheri Coven-Marlin Engineering  
Jennifer Fierman-Marlin Engineering  
Scott Peterson-Florida Department of Transportation  
Anson Sonnett-Florida Department of Transportation

### MEETING SUMMARY

Meeting Commenced at 6:06 p.m.

## WELCOME AND INTRODUCTIONS

Sheri Coven opened the meeting and began introductions.

The COAT and staff members introduced themselves and Sheri introduced the FDOT representatives. Sheri also reviewed the meeting objectives and agenda.

## JUNE 18 PUBLIC MEETING DEBRIEF

Jennifer Fierman gave an overview of the June 18 Public meeting. There were no questions.

## DEVELOPMENT OF CONSENSUS RECOMMENDATIONS FOR PD&E

Paul explained that the Deerfield Beach representatives developed a list of recommendations for the PD&E study at their pre-COAT meeting, which they provided and was distributed to the COAT members. Paul asked if the COAT would like to work from the draft recommendations that were developed by staff and emailed to the members prior to the COAT meeting or if they wanted to work from the document that Deerfield Beach developed.

The COAT agreed that they would like to work from the Deerfield Beach document ***Draft Consensus Recommendations Revision 1***.

***All item numbers refer to the numbering in Draft Consensus Recommendations Revision 1 as distributed at the meeting.***

***To see changes that were made to the document, refer to COAT Consensus Recommendations to the MPO Board (with 'track changes').***

Paul discussed some of the action verbs used in the recommendations list and explained that since the recommendation was to conduct a study, that a study cannot actually implement anything, but only take things into consideration.

A COAT member asked where in the recommendations it states that an objective of the study is to move traffic.

Sheri suggested that the concern could be addressed through a title change or by adding an item to the list of objectives to address the need to move traffic.

A COAT member asked what the FDOT criteria were for the capacity of the road in the future in order to frame the goal of the study.

Scott Peterson and Anson Sonnet explained that the desired outcome would be Level of Service C in the year 2040.

Paul mentioned that having an objective of Level of Service C is fairly standard for FDOT and a COAT member pointed out that much of what is on the list of recommendations is standard for what FDOT typically does in a PD&E study, and that the recommendations should ensure that the result is a study that evaluates increasing the capacity of the road.

Todd Drosky, the COAT selected spokesperson, explained that Deerfield Beach made the list as general as possible. He said that these were the core concepts that Deerfield Beach wants and that they had other recommendations that were left off of this list to ensure that the discussion moved forward. Todd explained that many hours of work went into the development of the list. He went on to discuss how after each meeting, the question was raised about why some of the lesser alternatives won't work; in particular the adaptive signal technology idea. Therefore, he said that as part of the COAT's recommendation to the Broward MPO Board, in addition to the list of recommendations, Deerfield Beach would like to recommend that signalization along SW 10<sup>th</sup> Street be studied and if improvements are warranted, they be implemented and that a three-month grade period be provided to explore signalization improvements before the PD&E recommendation moves forward. This would give the residents of Deerfield Beach the peace of mind to know that someone looked at the signalization technology and gave a definitive answer on whether the signal timing works or not and if needed, can be improved. Todd said that this was not intended to stall or obstruct the PD&E Study.

A COAT member asked if Todd was referring to item 8 on the list of recommendations, which was about implementing short term solutions, including signal timing and synchronization, and if so, the COAT could recommend to immediately starting evaluation of signal timing while the study occurs.

Todd said that Commissioner Bogen is spearheading this initiative to see if signalization will work or not work.

Paul asked for clarification on what technology Deerfield Beach was referring to: existing technology or something new?

Todd explained that in general, Deerfield Beach wants to know that signalization has been tried and whether or not it works. Let the residents of Deerfield Beach know that someone has looked at the signal timing and tell them if it can or can't work.

Paul asked if Deerfield Beach is referring to using current technology. Sheri clarified that this sounds like a distinction between item 8.1 and 8.2 on the draft list of recommendations and FDOT has agreed to work with the County to get an answer on whether changing the signal timing will improve traffic flow.

Todd stated that the requested signalization study was a separate issue from the list of recommendations.

A COAT member again expressed that this issue was not intended to delay the PD&E Study. It was explained that the COAT meetings in Deerfield Beach have been very public and that a county commissioner is suggesting that there may be alternatives, such as changing the signal timing, which may be effective. This commissioner stated that he can quickly implement a trial of the new signal timing to see if it works.

A COAT member asked if the intent of this three-month signalization recommendation was to find an alternative to making improvements on the roadway. They asked if the commissioner is under the impression that a fix for SW 10<sup>th</sup> Street will be found during this three-month period that will eliminate the need for other improvements.

A COAT member replied that there are short-term needs of the people along SW 10<sup>th</sup> Street who cannot get out of their neighborhoods and do not want to wait five years to see improvements. They explained that Deerfield Beach wants the county to try putting timers on the lights to see if there are improvements in traffic flow.

A COAT member pointed out that the commissioner stated at the recent public meeting that not all options have been explored and that there may be alternatives to making long-term improvements on SW 10<sup>th</sup> Street. The member said that they agree with the three-month period for trying a short-term fix, but that they would be against the short term solutions if the intent was to use those short-term solutions to avoid implementing long-term solutions.

A COAT member mentioned that FDOT and staff have said multiple times that signalization will, at best, improve SW 10<sup>th</sup> Street traffic flow by 10 percent. They said that if we are going to wait another three months, then this is just more delay. It is naive to think that the COAT will come up with some signal technology idea to significantly move traffic that no professional has previously thought of.

A COAT member said they understand the desire for trying synchronization up front and that there is no reason the COAT cannot recommend exploring synchronization while also agreeing to move forward with the study. Regardless of what happens synchronization will be needed. Looking at the signalization option is not in conflict with being able to start a PD&E Study. We don't need to stop the study in order to look at the synchronization.

A Deerfield Beach COAT member said they did not want the Deerfield Beach COAT members to be grouped with the previously mentioned commissioner, adding that what the Commissioner wants to do was his idea and does not represent the Deerfield Beach COAT members' ideas. We want to see the signalization improved so that people do not have long waits when trying to leave their communities on the weekend. The member added that the Deerfield Beach COAT members thought of the things

that were important to Deerfield Beach, having spent hours working on the development of the recommendations, which will affect many people on the COAT.

Paul referred to items 8.1 and 8.2 on the Revision 1 list as items that could be referred to as low hanging fruit, or the simplest things that can be done first. Adjusting signal timing could be a low hanging fruit item which can be both in the list of recommendations for the PD&E as well as a separate request to implemented immediately.

A COAT member asked how long it would take to get a PD&E started. Scott Peterson said that if the MPO approves a PD&E in July, it likely would not start until next July. Scott added that the committee is spending a lot of time discussing something FDOT can readily agree to do with regard to coordinating with Broward County on the signalization issue. He also said that FDOT can work to get to the bottom of the discrepancy over whether or not signal optimization has occurred along SW 10<sup>th</sup> Street.

A COAT member asked when taxpayer money would start to be spent on a study if it is approved. FDOT explained that the question was complex and difficult to answer, but likely not until July of next year.

Todd explained that he cannot agree with separating the signalization request from the overall list of recommendations because “we” owe it to the residents of Deerfield Beach to look at whether signalization is a viable alternative before allowing the PD&E Study recommendation to go into effect.

Sheri said that the way the recommendation was being presented made it sound like an ultimatum, as though Deerfield Beach wants to first try signal optimization and if it improves traffic on SW 10<sup>th</sup> Street, then they don’t want the PD&E Study. She asked if that was accurate and several Deerfield Beach COAT members said no.

Therefore, Sheri suggested that the COAT recommend that signal timing be looked at immediately but without the three-month window since FDOT can coordinate on this right away and it would avoid any misconception that Deerfield Beach was looking to stall the PD&E Study until the outcome of the signal optimization.

There was additional discussion about the signalization recommendation and the three-month window. Paul explained that the PD&E and the signalization timing request could be recommended at the same time. Todd explained that Deerfield Beach really wants to see the signal timing evaluated, with a definitive answer provided before recommending moving forward with a PD&E Study.

COAT members discussed the advantages of making improvements to the signal timing now and mentioned how it would improve everyone’s access and address short-term needs. Todd reiterated that someone needs to tell the public that signal timing isn’t going to work before making the decision to move forward with PD&E recommendations.

A COAT member asked about the significance of the three months if FDOT can start addressing the signalization issue right away with the county. Todd explained that while the answer may already be apparent, the desire is to have the three month period to get an answer and then allow the PD&E to go into effect.

Scott Peterson pointed out that evaluating signal timing now only gives a snapshot of 2016 traffic and the goal is to plan for 2040 traffic and that while adjusting signal timing may improve traffic flow in 2016, it does not meet the 2040 objectives a PD&E Study would address.

A COAT member said that they would be comfortable with moving forward with the list of recommendations as long as there is an understanding that only changing the signals is not going to meet the 2040 needs.

A COAT member said that they get the feeling that there is an ulterior motive for waiting three months to test the signalization. The COAT member stated that the commissioner has the power to get the county to adjust the signals right away and FDOT is also agreeing to look at it. The group is here for SW 10th Street because it is a local road between two expressways. Moving traffic is important, but ultimately there needs to be an express connection between I-95 and the Turnpike.

A COAT member said that they recognize the work Deerfield Beach has put into the recommendations that they developed and but stated that they are going too far to try to delay the study by 90 days because of the commissioner adding that it sounds like an ultimatum.

A COAT member said that the word ultimatum is not in anyone's mind and that they support moving forward with the recommendation document as is with some editing as appropriate.

Sheri said that there appeared to be consensus that the COAT should present to the MPO Board a list of recommendations for the PD&E Study as well as a request to look at traffic signal synchronization immediately. She asked if there is consensus on that and the COAT said yes and Sheri suggested that they move on to editing the list of recommendations.

Todd expressed frustration with the suggestion that the Deerfield Beach request for the three-month period was a delay tactic and insisted that it was not the intent of Deerfield Beach to cause delay.

Sheri reiterated that consensus had been achieved and Paul opened the discussion on the recommendations by starting with development of an overarching statement on the goal.

*The COAT discussed suggestions that were typed up on a display of the draft document.*

There was discussion that Deerfield Beach assumed that moving traffic was an objective and there was agreement to add it to the list. Consensus on item 1

Paul moved on to the “Public Safety and Accessibility” item. One COAT member thought it referred to police and fire access, but Steve Williams clarified that it referred to accessibility of the public to cross the road so that Deerfield Beach is connected with SW 10<sup>th</sup> Street, not separate from it. A COAT member suggested adding language about pedestrian and bicycle accessibility to make it more clear.

Paul noted that the action verb “Implement” may not be appropriate in the recommendations since a study cannot actually implement anything and suggested an alternative word be sought. A COAT member said that the word “explore” was too vague and that implement was a stronger word. There was discussion about the best word or words to use to convey strong direction. A COAT member asked why they need to make all of these small changes preferred not to see the wording changed at all.

Another COAT member responded, saying that the work of Deerfield Beach was appreciated but that not everyone on the COAT was from Deerfield and should be provided the opportunity to provide their input into the recommendations as well.

Paul went over a few words that could be used instead of “implement” and there was consensus to use the word “include.”

There was no comment on item 3.

There was discussion about editing item 4.1 and possibly combining it with item 5.

There was discussion about item 5. Paul said that it would be outside the bounds of the S.W. 10th Street study since it was east of I-95, but could be covered under the I-95 PD&E. The item was edited.

There were no comments on item 6.

Item 7 was discussed and FDOT was asked if noise treatments were a requirement. Scott explained that a noise study would be required and that noise is typically mitigated by noise walls if they are warranted and approved by residents. A COAT member asked if windows could be shored-up to reduce noise. Scott explained that this would be allowed by statute but that the approach is rarely used. Scott explained that FDOT explores all alternate treatments and determines which is the most cost-effective. Edits were made to item 7.

Paul explained that in item 7.2, FDOT does not consider landscaping to be a noise mitigation treatment. There was discussion about moving landscaping out of the noise category. FDOT clarified that landscaping and buffers are not a noise treatment

Item 8 was discussed. A COAT member asked to include adaptive signal technology as the name of a treatment (i.e., capitalize Adaptive Signal Technology). The COAT discussed moving item 8 to the top of the list to be number 1. Paul suggested waiting until the end to renumber the items.

There were no comments on item 9.

The COAT discussed item 10. A COAT member asked if the purpose of maximizing landscaping was for noise reduction or for beautification. Steve Williams explained that the intent of landscaping was to make SW 10th Street a gateway to north Broward County. He said the idea is to have intensive landscaping to make SW 10th Street a beautiful corridor. Item 10 was edited.

A COAT member mentioned that as part of the Deerfield Beach proposal, they were asking that landscaping be maintained by FDOT. Scott explained that there are cases where FDOT will install and maintain landscaping such as palm trees and xeriscape, but that they generally do not get into intricate landscape maintenance. The COAT and FDOT discussed the possibility of landscaping agreements and the feasibility of getting an entity other than Deerfield Beach to cover the cost of landscape maintenance. A COAT member suggested a recommendation that if the express lanes were to be a toll road, a portion of the toll revenue should be dedicated to maintenance.

There were no comments on items 11.

A COAT member asked about FDOT requirements to consider or include transit. Scott said that FDOT coordinates with the transit agencies to find out what routes are along the corridor and what the needs are. A COAT member asked if FDOT considers park n' ride lots. Anson Sonnet explained that they are considered.

A COAT member mentioned that they thought the mass transit item would look at some dedicated high speed rail facility or dedicated bus facility. Scott said transit vehicles are allowed to use the express lane so it may be difficult to justify providing a bus only lane.

The COAT discussed the West Wellfield.

A COAT member asked for clarification about item 14, and discussed signage for local businesses. A COAT member said that the intent was not to obstruct the view of the businesses. Item 14 was edited.

There were no comments on item 15.

A COAT member asked what item 16 meant. There was discussion about if the intent was to alleviate congestion on alternate routes during construction on SW 10<sup>th</sup> Street. Item 16 was edited.

A COAT member asked what item 16.1 meant. Paul suggested that 16.1 be deleted since it was very unlikely to happen. Todd said that he does not want to delete item 16.1. He explained that during SW 10<sup>th</sup> Street construction, Hillsboro Blvd will be used as an alternate route and the railroad tracks are a large impediment. Going under the railroad tracks on Hillsboro could alleviate congestion and it should be explored.

There were initially no comments on item 17, but then a COAT member suggested removing “where feasible.” Another COAT member said that they don’t think they would have a say in it and that it would ultimately be up to Florida Power and Light. Item 17 was edited.

The list was rearranged to change the order of the items as discussed earlier.

FDOT asked to make a request and Scott explained that the recommendations need to say somewhere that the overall goal was to connect the Sawgrass with I-95 or to construct express lanes. He suggested that the title of the document or item 1 explain the objective of the study, which was to connect the Sawgrass to I-95.

There was discussion about the wording of the study objective, which was to be item 1 of the list. After several minutes of discussion, Sheri suggested that the COAT table the item for a few minutes to allow for public comment and then come back to it.

## **PUBLIC COMMENT**

Linda Herbert-Nothing mentioned Powerline between 10th Street and Hillsboro Blvd. It should be looked at as part of this study.

Steve Williams-The word expressway is the stumbling point. I suggest saying “...an efficient traffic solution between Sawgrass, Turnpike and I-95...” Take the word expressway out of it.

Bernie Parness-It is my impression that it will take 3-5 years before the first spade is in the ground. Improving the lights in the meantime is a solution that shouldn’t be used for months but should be used until construction is done. If it improves traffic only 10 percent, it’s better than not improving it at all. Improving traffic lights is a good thing because it will help people that live in Deerfield and the people coming through Deerfield. If we can improve traffic even a little, let’s do it until the roadway is decided upon.

Bill Ganz- Nothing has been done in 30 years to improve traffic flow. The point of the 3 month wait was to get a new baseline of what traffic conditions could be after traffic synchronization. I can’t emphasize enough the negative impact this will have on surrounding areas. We use words like “implement” because we want to make it difficult for FDOT in the beginning. I don’t want to make it easy for FDOT to make something that negatively impacts Deerfield. This is not a standard FDOT project. This should be about the public input at this point. This project should be a gateway. It should be a beautiful project. It shouldn’t just be on the taxpayers of Deerfield to pay for the landscaping of the corridor. It should be on FDOT or all the users of the corridor. I want to thank all of you. It has not been easy. Thanks for sticking up for the citizens of Deerfield Beach. There are more things we could have done. We have been incredibly patient.

Vice Mayor Rosenzweig-Thanks for being here and for your patience. This is a state agenda that is coming through the MPO. I have a strong feeling that this will be a project that will be handled by the county as well as the citizens of Deerfield Beach. There's a one cent sales tax coming. Part of that should be for the maintenance of roadways in Broward County. Broward County is going to have a tremendous growth explosion in the next few years. We want this to be as attractive as it can. It will be a toll road. Thanks for your time patience and understanding. Ultimately SW 10<sup>th</sup> Street will have a local 10<sup>th</sup> Street and there will be an expressway to separate local traffic from express traffic.

## **FINALIZATION OF RECOMMENDATIONS**

The COAT continued discussion about the wording of item 1 and the use of the word expressway. The COAT discussed that by not including the word depressed expressway, they are opening themselves up to a cheaper solution that doesn't separate the express traffic. Todd said that the mission statement should be as broad as possible. He suggested adding the word "creatively" and make FDOT think outside the box. Item 1 was edited.

There was more discussion about item 1. Sheri said that she realizes that some COAT members were uncomfortable with it, but asked those that were whether they could live with it. Their response was affirmative.

*The consensus document was titled **COAT Consensus Recommendations to the MPO Board.***

Sheri asked if there was consensus as a whole. The COAT said yes. Sheri explained that they now have consensus on moving forward with a PD&E study and a vision for SW 10<sup>th</sup> Street, as well as a recommendation to immediately investigating signal synchronization.

Paul said that this is step zero of a long process and that it has been a collaborative process because we are getting a project started from the ground up. He explained that Todd will present the consensus recommendations to the MPO board and invited and encouraged the other COAT members to attend.

Another COAT member asked for a monthly update on the synchronization progress so the COAT can keep track and stay involved. Paul said that updates will be provided.

A COAT member asked if Sunshine still applies. Paul and Sheri said Sunshine is over once the COAT meeting adjourns.

Sheri thanked FDOT and Paul thanked Commissioner Ganz and Vice-Mayor Rosenzweig as well as the public for their commitment to the project.

## **COAT ROUNDTABLE**

Each of the COAT members gave their final impressions on the process, generally saying that they enjoyed getting to know one another, learned a lot, and looked forward to the next steps for this project.

Todd challenged everyone to stay involved. He said that this is just the beginning of the process. He told the COAT not to lose their passion for what they did here tonight and to come to future meetings. He also encouraged everyone to bring their residents and their boards and come to the July MPO board meeting.

Meeting adjourned at 8:15 p.m.

SW 10<sup>th</sup> Street Improvements  
Community Outreach & Advisory Team (COAT)  
Questions & Answers  
April 2016

Q1. How will the design of SW 10<sup>th</sup> Street change at each of the major intersections?

The options that are being discussed are complex projects that require a significant amount of investment in engineering and environmental research in order to prepare concept engineering drawings that are accurate. This is particularly true at the major intersections which introduce implications that impact access, intersection and turn lane configurations, and the visual considerations for the adjacent property and streets. The MPO and FDOT do not want to provide concepts that they cannot confirm with any level of certainty that they are feasible. With that said, we believe the best approach is to enter the next phase of analysis and outreach, PD&E study, where the concepts of grade separations, above and below, can be addressed and shared with the public. The options that will be analyzed include accommodation of through traffic by grade separation with the general purpose lanes likely remaining at ground level. Conceptual drawings have been previously provided to show potential intersection treatments.

Q2. Can changes to signal timing relieve traffic along SW 10th Street?

The SW 10th Street corridor, from east of the Florida's Turnpike to US 1, is a part of Broward County's Green Lights Program, which aims to improve traffic flow by coordinating/synchronizing traffic signals along major corridors in the county.

According to the information posted on the County's website (<http://www.broward.org/Traffic/GreenLights/Pages/Default.aspx>), between 2010 and 2014 signals along SW 10th Street corridor were evaluated and adjusted to minimize travel delays, improve safety, minimize fuel consumption, and reduce greenhouse gas emissions. According to the Green Light Program's fact sheet, travel times and the number of stops have been reduced Countywide. Traffic signal optimization remains an ongoing necessary activity to move traffic as efficiently as possible. However, traffic signal optimization, and other Transportation Systems Management & Operations (TSM&O) strategies and devices, such as smart signals, cannot address increases in future travel demand.

Q3. If SW 10th Street is improved between I-95 and the Turnpike, what will happen to traffic when it gets to those interchanges?

Both interchanges are being considered for improvements at this time. Florida's Turnpike Enterprise will be analyzing the Sawgrass Expressway interchange with SW 10th Street as a part of their upcoming Sawgrass Expressway PD&E Study scheduled to begin in May 2016. The Florida Department of Transportation, District Four has a Project Development and Environment (PD&E) study scheduled to begin by June 2016, to evaluate improvements at the I-95 and SW 10th Street interchange to accommodate 2040 traffic demand through the interchange. Planning concepts for improvements at the I-95 interchange were recently recommended in an I-95 Interchange Master Plan. If the Department was directed to study modifications to SW 10th Street, then it would be possible for the two PD&E studies to be modified to take into consideration future alternatives for SW 10th Street improvements and associated connectivity to the referenced interchange projects.

Q4. Where will traffic be routed during construction?

A conceptual traffic control plan will be developed during the PD&E study which will be refined and finalized during the design phase. Generally, the Department strives to maintain the existing number of

lanes open to traffic through construction phase. Given the available right of way along the corridor, it appears feasible to maintain two lanes open in each direction for the majority of the project and it is not likely that full detours for east-west travel will be required.

Q5. How will you maintain access to homes and businesses?

Maintaining continuous access to homes and business is a requirement of the traffic control plan and the design team must consider this as one of their key objectives while developing the plan. Additionally, the contractor is contractually required to comply with the Department's Standard Specifications for Road and Bridge Construction which includes the provision: *102-5.5 Access for Residences and Businesses: Provide continuous access to all residences and all places of business.*

Q6. How will you mitigate for noise during construction?

The Department Standard Specifications for Road and Bridge Construction contain many references directing the contractor to minimize noise from construction equipment and operations. Additionally, the contractor is required to comply with all laws, including local noise regulations and ordinances. The Department strives to construct any noise walls included in the project, as further explained in Question 9, in the earliest phase of construction when feasible to provide additional noise shielding.

Q7. How will you mitigate for air pollution during construction?

The Department Standard Specifications for Road and Bridge Construction contains several references directing the contractor to minimize air pollution, including dust generated from construction operations, and comply with all appropriate laws and regulations.

Q8. What will the air quality be after construction?

Air quality is regulated by the 1967 Clean Air Act, as amended. States are required to develop State Implementation Plans (SIP) to meet National Ambient Air Quality Standards (NAAQS) for all areas that exceed certain air quality thresholds. Currently, Broward County is in compliance with the thresholds designated by NAAQS, therefore, in depth air quality studies are not required for transportation improvement projects in the County. A summary report on air quality will be completed showing the effect of the project on air quality. Since the project is anticipated to relieve congestion, and therefore

reduce vehicles idling, it is likely the report will show that the project will have a beneficial effect on air quality.

Q9. How will noise be mitigated in my community as part of the final design?

A noise study will be completed by the PD&E study to determine locations that are eligible for noise walls. FDOT follows the FHWA traffic noise impact criteria in order to determine which locations qualify for noise abatement. Several factors are considered during the study including, potential noise impact to adjacent noise sensitive properties, feasibility and benefit of providing walls, and cost thresholds. If a noise wall is recommended as a result of the PD&E that meets all Federal and State criteria, during Final Design, the Department will evaluate the constructability and safety factors of the noise wall. The Department will then survey the benefitted property owners and residents to determine if a noise wall is desired. If a majority of the benefitted property owners want the wall, it will be included in the project.

Q10. What will be the price of mitigating the negative impacts?

The PD&E team will attempt to avoid, minimize and/or mitigate any impacts that are caused by the project. As a PD&E study progresses and the impacts are evaluated, the appropriate mitigation strategies will be recommended. Since the types and extent of the impacts are unknown at this time, there is no cost estimate for mitigation.

Q11. What will happen at the Military Trail and Powerline Rd intersections?

See response to question 1

Q12. How will improvements at the I-95 and Sawgrass interchanges impact traffic on SW 10th Street?

Improvements being studied at both the I-95 and Sawgrass interchanges are expected to reduce congestion and delays on the Sawgrass and I-95 as well as where the interchanges connect with SW 10<sup>th</sup> Street. For example, turn lane improvements at the southbound I-95 off-ramp at SW 10<sup>th</sup> Street will allow for more vehicles on SW 10<sup>th</sup> Street to be processed more efficiently through the traffic signal. Similarly, if modifications are made to the Sawgrass and SW 10<sup>th</sup> Street interchange, then traffic could potentially have a more direct route to access the Sawgrass, and in turn reduce network-wide arterial congestion and vehicle miles traveled. However, the improvements at the interchanges are not sufficient to

fully relieve congestion on SW 10<sup>th</sup> Street due to projected travel demand.

Q13. How will drainage be handled if a depression or tunnel is built?

A stormwater management system would be constructed regardless of the type of facility that is built. This normally consists of inlets, pipes, swales and possibly standalone or joint use pond sites. The construction of a depressed section would require the use of multiple large pumping stations which adds complexity, cost, and additional maintenance requirements to the project.

Q14. If a direct connection is built between Sawgrass and I-95, how will SW 10<sup>th</sup> Street residents and businesses access those expressways?

Should a limited access or controlled access direct connection be planned between the Sawgrass Expressway and I-95, then a local access plan would also be required to accommodate existing local access points along SW 10<sup>th</sup> Street. Existing access location(s) would need to be evaluated to identify how best to continue to provide safe and efficient access. A frontage road concept could be evaluated as an option to provide local access and potential connections to Sawgrass and I-95.

Q15. Has the Alternate 1, Traffic Signal Management, from the FDOT 2008 Feasibility study been explored further since the study?

Many of the improvements identified in Alternative 1 (Transportation System Management) have been implemented. Traffic signals along SW 10<sup>th</sup> Street have been evaluated and synchronized by the County. That same study concluded, "It is expected that these TSM improvements alone will not alleviate all of the existing corridor deficiencies nor would they suffice to meet current and future travel demand." Please also see the response to question 2.

Q16. Has the frontage road concept been further studied since the FDOT 2008 Study?

No. Aside from maintenance projects, such as resurfacing the roadway in 2013, the Department has not performed any further work on planning or developing a project along SW 10<sup>th</sup> Street.

Q17. What are the existing Planned/Programmed Improvements at the Turnpike interchange with SW 10th Street and what is the timeframe?

A PD&E study starting early this summer will evaluate improvements to the Turnpike interchange at the Sawgrass Expressway/SW 10th Street. The limits of the study area are from south of US 441(SR 7) to Powerline Road. At this time, the extent of the improvements has not been identified. This study will evaluate improvements to the Powerline Road intersection.

The current work program has tentative funding to widen the Sawgrass Expressway from south of US 441 to Powerline Road (437224-1) in FY 2021, but the funding does not include any interchange improvements at this time.

As part of the study, a comprehensive public involvement plan will be developed to solicit early input on any proposed improvements.

Q18. What are the existing Planned/Programmed Improvements at the I-95 interchange with SW 10th Street and what is the timeframe?

FDOT has a project currently in construction that will improve the Southbound Exit ramp terminal from an exclusive right-turn lane and shared right/left-turn lane to a three lane approach providing an exclusive free-flowing right-turn lane and dual exclusive left-turn lanes. The construction can be monitored at <http://www.d4fdot.com/bcfdot/index.asp>. Lane closures, project progress, and traffic information will be updated on this page regularly.

Additionally, FDOT has a Project Development and Environment (PD&E) Study planned for the interchange of I-95 and SW 10<sup>th</sup> Street. The purpose of the PD&E Study is to develop and evaluate improvements at the I-95 and SW 10th Street interchange to accommodate 2040 traffic demand through the interchange. This study will begin in June and should take approximately two years. Final design of the recommended improvements will begin in late 2018 and construction is funded in 2021. It should be noted that the timing of the funding and schedules of these projects is subject to change since the FDOT Work Program is updated on an annual basis.

Q19. Will signal improvements on SW 10th be a part of the interchange improvement Projects with the Turnpike and I-95?

Since the I-95 study area extends to Military Trail, it is possible the signals at Military Trail and Newport Drive would need to be relocated or replaced if improvements are recommended which affect those existing signals. Turn lane configurations at these intersections may also be revised to accommodate the interchange improvement. The study at the Turnpike ends west of Powerline Road, so it will likely affect the signal and intersection at Waterways. It has not yet been determined if the Powerline Road and SW 28<sup>th</sup> Avenue intersections will be altered by the interchange projects.

Q20. What would the projected time frames be for the various improvement scenarios?

The funding and schedule for a project would be determined once the MPO provides direction to the Department to program the project. The initial phases to be programmed would be the PD&E study and the Design phases. Based on similar projects, it is expected the PD&E and design phases would take approximately three to four years before construction could begin.

Q21. Are there any short-term improvements that are being considered?

There are no projects planned or programmed, short or long term, in the Department's work program along SW 10<sup>th</sup> Street. Improvements to the interchanges at I-95 and the Turnpike are in the Department's work program.

Q22. What is the timeframe for inclusion into the next update of the Long Range Transportation Plan for Broward County.

The Long Range Transportation Plan (LRTP) is revised every 5 years. The last update was adopted in December 2014. The LRTP may be amended as needed and are presented to the MPO Board for consideration.

Q23. What is the SW 10th Street, Military Trail to Powerline Rd Roadway Improvement project included in the Commitment 2040 Plan “Unfunded Needs”.

This project is not in the LRTP. The only unfunded project identified by the MPO is a transit project to extend local bus service. It is a project by reference in the LRTP from the FDOT Strategic Intermodal System plan and the regional freight plan.

Q24. Where are the opportunities for “Table Top” Parks

There appears to be an opportunity for one or more sections of table top parks between Powerline Road and Military Trail. However, consideration of many factors and further analyses of the concept considered are required to determine the locations and lengths that are feasible. This type of in-depth analysis would be performed during the PD&E study. The Department welcomes feedback from the COAT regarding the desirable locations for the “Table Top Parks”.

Q25. What is driving the timeframe for the public meeting process?

Regional transportation plans identified the SW 10<sup>th</sup> Street connection in the 1970s. Over the last 20 years, there have been studies that have not resulted in a project to manage current and future traffic. In 2014, the Broward MPO Board deemed SW 10<sup>th</sup> Street to be important to the region and directed staff to move forward with public outreach to determine whether a PD&E should occur. Furthermore, since PD&E studies for the Sawgrass Expressway and I-95 interchanges are proceeding in May 2016 and June 2016, respectively, this creates a unique opportunity to look at the corridor holistically and coordinate the potential improvements.

Q 26. What is the "person throughput" in a no-build and with various alternatives?

"Person throughput" is a performance measure used to determine the total number of people served during a period of time under a certain alternative. Please see the projected minimum and maximum 2040 Annual Average Daily Traffic (AADT) for the no-build based on the information contained in the FDOT SW 10<sup>th</sup> Street Feasibility study conducted in 2008. Using a vehicle occupancy rate of 1.55 person/vehicle (according to the 2009 National Household Travel Survey), the person throughput for the no build alternative is shown below.

SW 10th Street between Sawgrass and I-95	
	No-build
Min-Max 2040 Est. Annual Average Daily Traffic AADT (# of vehicles)	50,700 - 68,500
Min-Max 2040 Est. # of Person Throughput	78,585 - 106,175

Please note that since the year 2008, when the Feasibility Study was completed, existing conditions and future traffic projection methodologies have changed. Therefore, projections of AADT and person throughput for a no build and various build alternatives would be reevaluated if a new study of SW 10<sup>th</sup> Street were to be prioritized.

Q27. How much will improvements cost?

The range of costs vary widely between the alternatives depending on the number of overpasses constructed and/or the length of depressed roadway section that is provided.

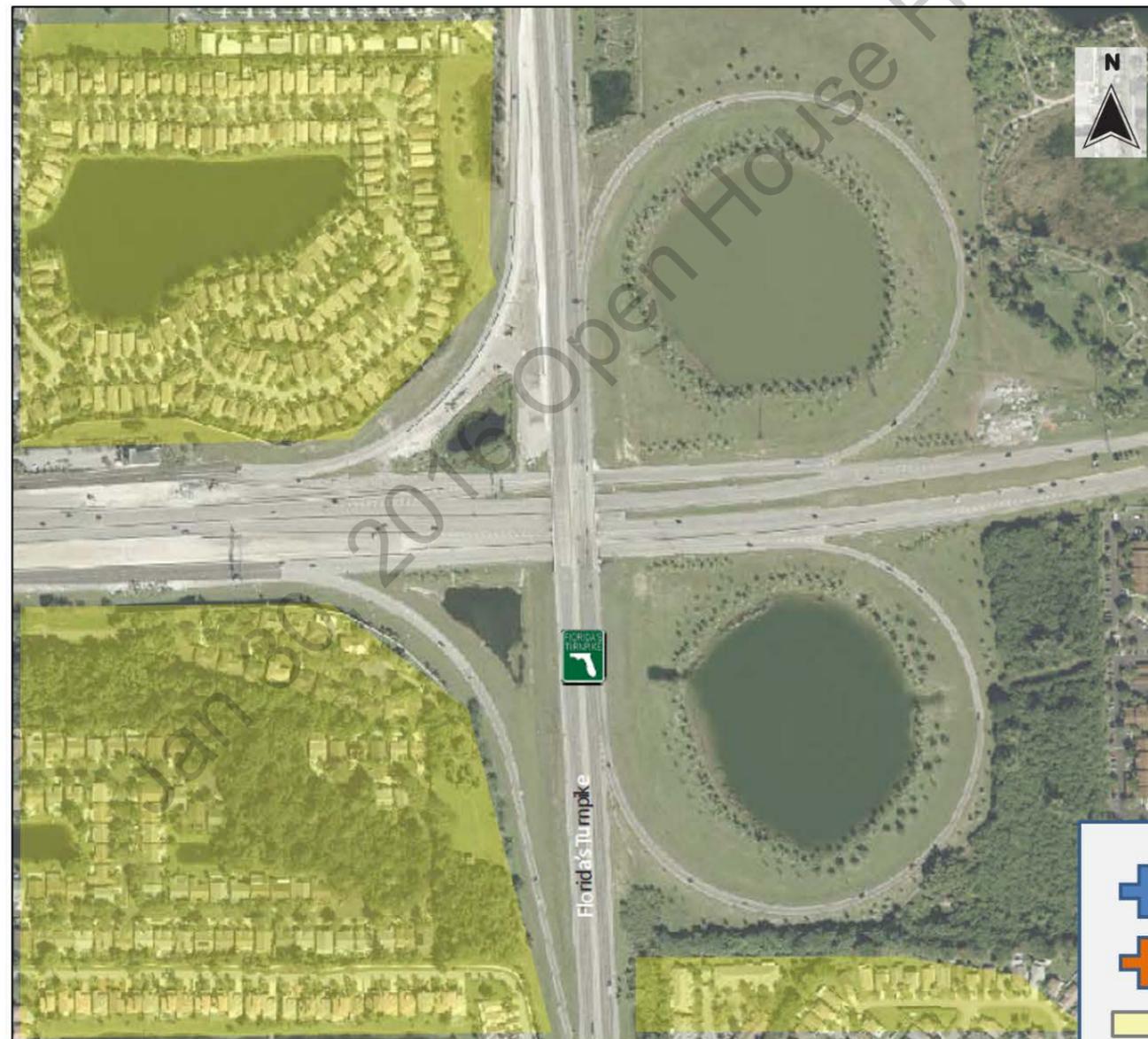
Q28. How will a project along SW 10th Street affect the value of my home?  
A literature review of this topic revealed mixed findings running the gamut of negative impacts to no impact to positive impacts. However, studies agree that increased connectivity will raise property values. It is important to note that each study focused on corridors with unique characteristics unto themselves, meaning that it is nearly impossible to predict how home values along SW 10<sup>th</sup> Street would be affected.



# SW 10<sup>th</sup> Street Today

1 of 4

## Turnpike Interchange



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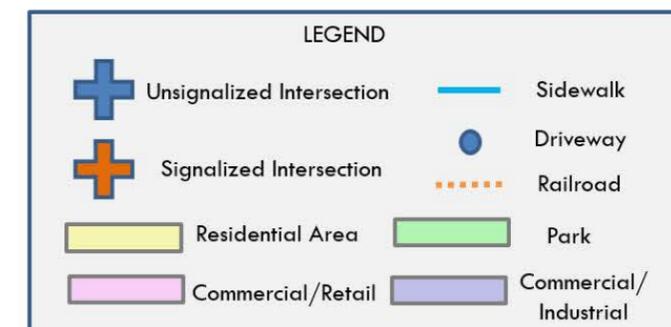
LEGEND

Unsignalized Intersection	Sidewalk
Signalized Intersection	Driveway
Residential Area	Railroad
Commercial/Retail	Park
	Commercial/Industrial



# SW 10<sup>th</sup> Street Today

2 of 4





## SW 10th Street Today

3 of 4



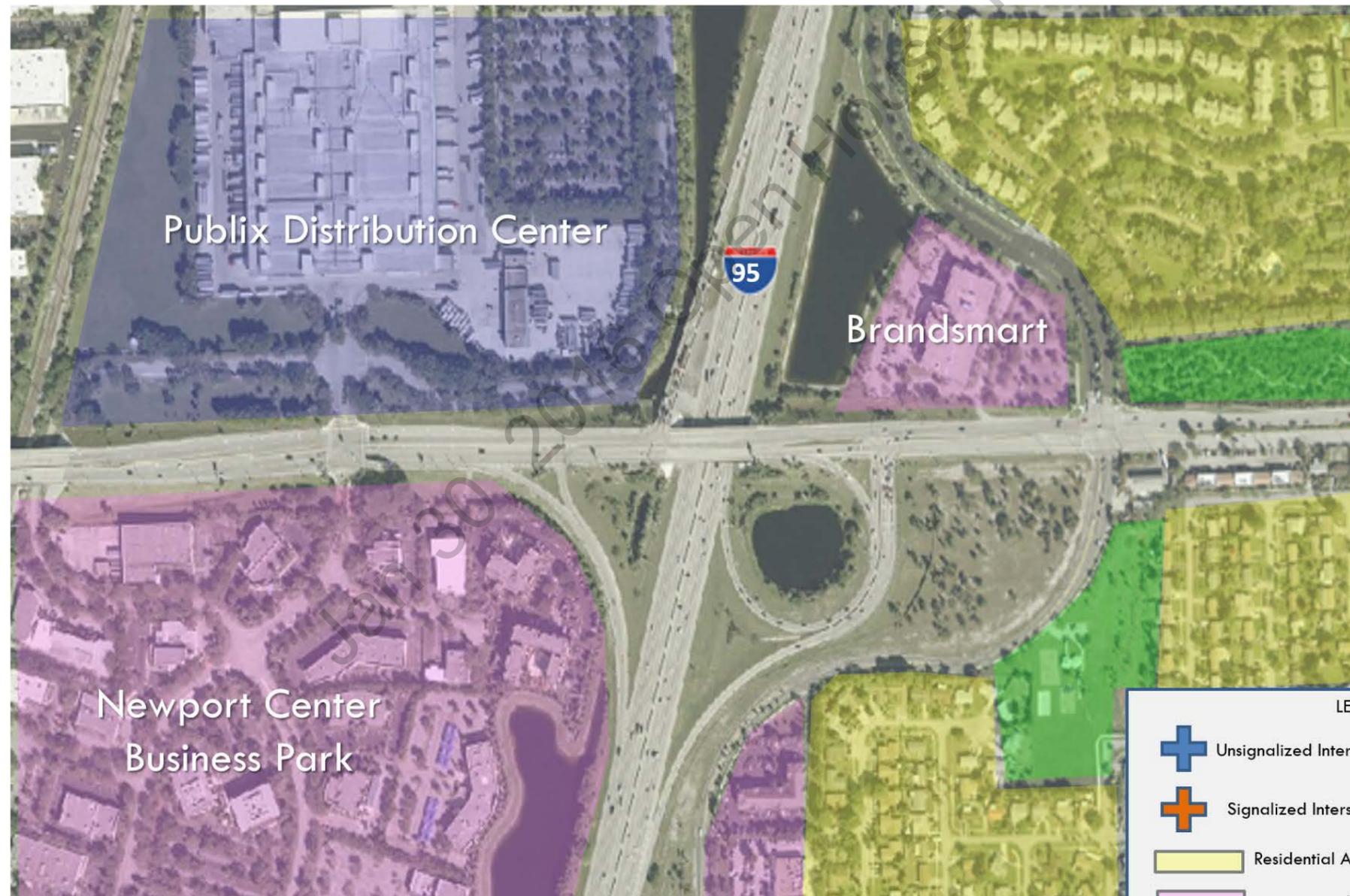


# SW 10<sup>th</sup> Street Today

4 of 4

## I-95 Interchange

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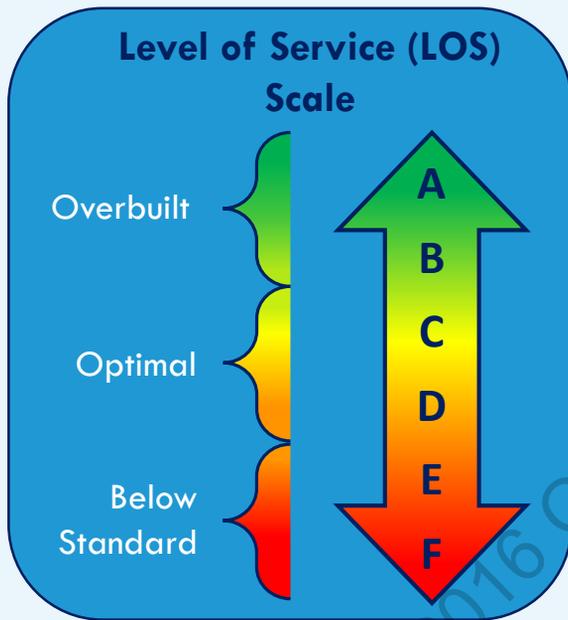
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LEGEND

Unsignalized Intersection	Sidewalk
Signalized Intersection	Driveway
Residential Area	Railroad
Commercial/Retail	Park
Commercial/Industrial	

# SW 10<sup>th</sup> STREET EXISTING & FUTURE CONDITIONS

The quality of travel conditions can be measured by **Level of Service (LOS)**



## SW 10<sup>th</sup> Street Projections:

Year 2015	Vehicle Level of Service	Year 2040*
F	Morning Rush Hour	F
C	Other times of day	F

## Bike, Pedestrian, and Transit Level of Service

F	No transit along corridor	F
F	Sidewalk on one side of the street	F
F	No bike facilities	F



### Crash Information

From 2009-2014 there were 269 crashes.

163 of these were rear-end crashes.

This type of crash is common in heavy congestion.



### Traffic Volume (vehicles per day)

Year 2015		Year 2040
33,000	Turnpike to Powerline	60,372 ↑83%
42,000	Powerline to Military Trail	57,129 ↑36%
51,000	Military Trail to I-95	64,466 ↑26%

\*Projected traffic volumes for the year 2040 indicate poor Level of Service for all modes of transportation if no changes are made along SW 10<sup>th</sup> Street.

For more information, call the SW 10<sup>th</sup> Street Team at 954-822-7955 or email [info@SW10thStreetVision.org](mailto:info@SW10thStreetVision.org).

# TYPICAL PROJECT PROCESS

For Florida Department of Transportation projects



## Project Phases

## Public Involvement Opportunities

### Planning

Preliminary, thorough evaluation of corridor needs.

- ✓ 40 community meetings to date
- ☐ **Public Workshop/COAT meeting (January 30<sup>th</sup>)**

### Project Development & Environmental (PD&E) Study

Evaluate impacts on corridor's environment.  
Identify all options for corridor.  
Conduct in-depth data collection and analysis about the corridor and surrounding areas.

- ☐ At least 3 public meetings
- ☐ One public hearing

### Design

Develop construction plans based on PD&E study.  
Hold meetings with the community and the city to inform and get feedback of on specific design options.

- ☐ Public meetings for the community
- ☐ City engineers will have opportunity to review engineering design plans

### Right-of-Way (ROW)

If needed, identify, appraise, and acquire right-of-way (land) necessary to build project.

- ☐ Coordination with Property Owners

### Construction

Break ground.  
Set up maintenance of traffic (traffic detours).  
Build the project and bring project from paper to reality.

- ☐ Construction Kickoff meeting
- ☐ Regular Public Information updates

*\*If consensus on a preferred solution can be reached during the PD&E phase, it is possible to begin preliminary Design and ROW during the PD&E phase.*

For more information, call the SW 10<sup>th</sup> Street Team at 954-822-7955 or email [info@SW10thStreetVision.org](mailto:info@SW10thStreetVision.org).

\*Phases may overlap



Move People | Create Jobs | Strengthen Communities

### Broward Metropolitan Planning Organization

Trade Centre South

100 West Cypress Creek Road, Suite 850, 8<sup>th</sup> Floor

Fort Lauderdale, FL 33309

[info@browardmpo.org](mailto:info@browardmpo.org)

(954) 876-0033 Office

(954) 876-0062 Fax

For more information on activities and projects of the Broward MPO, please visit:

[BrowardMPO.org](http://BrowardMPO.org)

For complaints, questions or concerns about civil rights or nondiscrimination; or for special requests under the Americans with Disabilities Act, please contact Christopher Ryan, Director of Public Involvement and Communication/Title VI Coordinator at (954) 876-0036 or [ryanc@browardmpo.org](mailto:ryanc@browardmpo.org).

For more information, please contact:

Christopher Ryan - Public Information Officer/Title VI Coordinator

Broward Metropolitan Planning Organization - Trade Centre South

100 West Cypress Creek Road, Suite 850, Fort Lauderdale, Florida 33309

Phone: (954) 876-0033 | Email: [ryanc@browardmpo.org](mailto:ryanc@browardmpo.org)

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