

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 10th Street. If a project is approved for SW 10th 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 10th 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 10th 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 10th 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 10th 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 10th 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 10th 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 10th Street in combination with smart signals alone will solve the congestion issues along SW 10th 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.