

Community Oversight & Advisory Team (COAT) MEETING SUMMARY

Meeting 5- Thursday, March 31st 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 1st 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 10th 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 10th 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 10th 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 10th 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 10th 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 10th Street a full interchange, and if so will there be traffic studies to alleviate traffic along SW 10th 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 10th 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 10th 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 10th 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