

**BROWARD METROPOLITAN PLANNING ORGANIZATION
CITIZENS' ADVISORY COMMITTEE
Wednesday, April 25, 2018, 6:00 p.m.
100 West Cypress Creek Road, Suite 850
Fort Lauderdale, Florida 33309**

Present

Chair: John Rude, City of Fort Lauderdale
District 1: Jose Luis Rodriguez, City of Coral Springs
Bonnie Campbell, City of Tamarac
District 2: Lu Venci, City of Deerfield Beach
Gregory Gayle, City of Coconut Creek
District 3: [Chair Rude]
Gustavo Schmidt, City of Plantation
Ralph Caraglia, City of Oakland Park
District 5: Paul Girello, City of Pembroke Pines
Rafael Borrero, Broward County Board of County Commissioners
Ervin Brown, Realtors' Association of Greater Fort Lauderdale
Patience Cohn, MIA SF
Dave Fletcher, Citizens' Advisory Committee
Nadia Locke, Smart Growth Partnership
John Michael Perez, Rotary Club
Ken Reinhardt, AARP
Susan Robbins, Broward County Board of County Commissioners
Michael Smith, Citizens' Advisory Committee
Doris Span, Citizens' Advisory Committee

Others Present

Michael Ronskavitz, Broward MPO Chief of Staff
Paul Calvaresi, James Cromar, Carl Ema and Peter Gies, MPO Staff
Bill Ball, Tindale Oliver
Mayur Patel, Florida Department of Transportation (FDOT)
Cassie Piche, Reynolds Smith & Hill (RS&H)
Anson Sonnett, Florida Department of Transportation (FDOT)
Victoria Williams, MPO Liaison, Florida's Turnpike Enterprise (FTE)
Michael Mitchel, Recording Secretary, Prototype, Inc.

A meeting of the Broward Metropolitan Planning Organization Citizens' Advisory Committee was held at 6:00 p.m. on Wednesday, April 25, 2018, in Broward Metropolitan Planning Organization's Board Room at 100 West Cypress Creek Road, Fort Lauderdale, Florida.

REGULAR ITEMS

1. Call to Order, Roll Call and Recognition of Quorum

Chair Rude called the meeting to order at 6:07 p.m. and it was noted a quorum was present.

2. Approval of Minutes – March 28, 2018

Motion made by Mr. Perez, seconded by Ms. Campbell, to approve.

Mr. Smith requested that the phrase “to enhance the systems used in positive train control” be added to his comments on p. 11, paragraph 2.

In an electronic vote, the **motion** passed 18-0 (as amended).

3. Approval of Agenda

Motion made by Mr. Perez, seconded by Mr. Rodriguez, to approve. In an electronic vote, the **motion** passed 18-0.

4. Public Comments

None.

5. 2045 Metropolitan Transportation Plan (MTP) Updates:

<http://www.browardmpo.org/index.php/commitment-2045-metropolitan-transportation-plan>

Peter Gies of MPO Staff provided an update on the 2045 Metropolitan Transportation Plan (MTP), which is one of the MPO's core products. The MTP helps inform other MPO programs, including the Multimodal Priorities List (MMPL) and Transportation Improvement Program (TIP), which establish funding priorities for the next 5 to 25 years.

Mr. Gies continued that the MPO's call for projects with municipalities is ongoing, and MPO Staff is meeting with municipal representatives, including MPO Board members and technical staff, to determine which candidate projects they would like to bring forward for consideration in the MTP. Municipalities are asked to prepare a list of potential projects in advance of these meetings so Staff may determine if they are MTP projects or are more suitable for other programs, such as the Complete Streets and Other Localized Initiatives Program (CSLIP), which provides funding through a competitive process. Formal MTP candidate project submission will be done online. Call for projects meetings will continue throughout June 2018.

At least one upcoming Technical Advisory Committee (TAC) and Citizens' Advisory Committee (CAC) meeting will be held in a workshop format, with time for one-on-one discussion with the members regarding project prioritization and performance measurement. Staff hopes to build the prioritization criteria in conjunction with the TAC and CAC members.

Mr. Gies encouraged the members to visit www.Commitment2045.org and participate in the MTP survey available on this site. The MPO has received 917 responses to date. Concerns expressed via the survey include traffic light signalization, improving traffic flow at intersections, and expanding rail options. Responses to the scenario planning element of the survey emphasize resiliency to climate change and building a community vision.

Public outreach meetings have been held throughout March and April and will continue through May 2018. Staff has met with homeowners' associations, community groups, public commissions, and other organizations. They have also held five workshops, which differ from outreach meetings because they are predicated on larger community events. Upcoming workshops are planned for the Fort Lauderdale Art Walk on April 28, 2018 and Farmers' Markets in the cities of Lauderdale-By-The-Sea and Tamarac.

Mr. Gies concluded that the deadline for submission of MTP candidate projects is June 1, 2018. Staff hopes to have met with all municipalities by this date. The CAC is asked to vote on the MTP's goals and objectives at today's meeting, as well as to endorse the five recommended scenarios. Over the summer, Staff will conduct a needs assessment, culminating in the vetting of a list of projects by the advisory committees in November 2018. A draft MTP is anticipated to be available to the public by early 2019.

Mr. Smith commented that a rendering of the three counties included in the members' backup materials seemed to show what he referred to as "urban boundary creep," which results in continuous congestion in the eastern and central portions of the County. He suggested that the MPO's literature promote greater public awareness of the urbanization of all three counties.

Mr. Reinhardt encouraged the MPO to focus more closely on bicycle and pedestrian connectivity in the future, not only in conjunction with roadway projects. Mr. Gies explained that the MPO seeks to keep its transportation options open and make investments in safe infrastructure to ensure that bicycle and pedestrian facilities are both safe and comfortable. He concluded that the Complete Streets Master Plan falls under the umbrella of the MTP.

ACTION ITEMS

1. MOTION TO RECOMMEND BROWARD MPO:

A. ADOPT the Goals and Objectives for the Commitment 2045 Metropolitan Transportation Plan (MTP)

Motion made by Mr. Fletcher, seconded by Mr. Perez, to adopt.

Mr. Gies recalled that the MTP's goals and objectives were presented to the CAC earlier in 2018 and have been adjusted in response to feedback from various advisory bodies, the MPO Board, and the public.

Bill Ball of Tindale Oliver provided a presentation on the MTP goals and objectives, explaining that the documents used to determine them include the Strategic Business Plan, various required State and federal guidance documents, and the 2035 LRTP. Staff also took the advisory committees' input into account.

The MTP's three key goals are:

- Move people and goods
- Create jobs
- Strengthen communities

The objectives for these three goals are related to planning factors required by the federal Fixing America's Surface Transportation (FAST) Act. These factors are addressed directly by the MTP's goals and objectives. Staff has identified nine objectives, which were first presented in January 2018 and have undergone language modifications for greater clarity. Mr. Ball reviewed the changes that were made based on direction from the advisory committees.

Mr. Girello asked if the intent of the objectives is to reach 100% compliance with the three goals. Mr. Ball replied that 100% compliance is unlikely: Staff is working to develop performance measures that will ensure progress toward meeting the objectives. Specific numbers to quantify this progress have not been established. These performance measures will be discussed in greater depth at the upcoming workshop.

In an electronic vote, the **motion** passed 18-0.

B. ENDORSE the Scenario Planning and Transit Evaluation Approach for the Commitment 2045 MTP

Mr. Gies advised that the 2045 MTP will use test scenarios, which consider what might happen in the future under different conditions. Staff is seeking the Committee's endorsement of the scenario approach.

Motion made by Ms. Span, seconded by Mr. Fletcher, to endorse.

Mr. Ball continued the presentation, explaining that Staff is seeking the CAC's endorsement of the approach that will be implemented over the next several months. The goal is to consider the five proposed scenarios and their pros and cons, and use the best

elements of each scenario to create a hybrid scenario. Because regional input will be important to this process, the Broward MPO is coordinating with partner agencies in Miami-Dade and Palm Beach Counties.

Mr. Ball described the five proposed scenarios:

- Trend scenario: provides a baseline to which other scenarios may be compared, reflecting recent decisions regarding land use and transportation
- Compact development scenario: assumes focus on greater population growth and targeting this growth into higher-density locations
- Technology scenario: assumes the aggressive integration of new and emerging technologies such as autonomous/connected vehicles, signal coordination, and transportation network companies (TNCs)
- Resiliency scenario: assumes an aggressive response to sea level rise and severe weather events
- Community vision scenario: integrates input from all Broward municipalities and partner agencies regarding the projects they would like to see in their visions for the community

Mr. Smith asked if planning for transit improvement and evaluation will be tied to plans for the roadway network, which has received most of the funding in the past. Mr. Ball responded that Staff will develop a transit vision as part of the MTP and will advocate for improvements if funding is identified for them in the Financially Feasible Plan. Even if there is no funding, this vision will be established as part of the 2045 Needs Plan for transit.

In an electronic vote, the **motion** passed 18-0.

2. MOTION TO RECOMMEND THE BROWARD MPO ENDORSE the Revised Criteria, New Typologies and Elements for Mobility Hubs

Motion made by Mr. Girello, seconded by Mr. Rodriguez, to endorse.

James Cromar of MPO Staff advised that this is the third presentation to address mobility hubs. Previous presentations have focused on analysis of the previous mobility hub program and the criteria, typologies, and elements associated with these hubs. Today the CAC is asked to recommend that the MPO Board endorse the revised criteria, typologies, and elements.

Mr. Cromar continued that the revised criteria include elements related to market readiness, which consider where economic development activities already exist. These aspects are considered in relation to the types of land uses and the number of potential transit trips in an area. Social equity and demographic concerns, such as communities with a greater propensity to use transit, are also considered.

Network readiness now applies to areas where there is already existing transit, typically Broward County Transit (BCT) and Tri-Rail, and its level of service, frequency, and riders. This readiness is considered in conjunction with land uses and qualified transit areas.

While previous mobility hub criteria often resulted in multiple areas across the County with similar scores, typologies such as land use and transects were used to distinguish these areas from each other. Developed areas in Broward County were defined as urban core, urban general, suburban commercial, and suburban residential. Future land use was considered based on the desires expressed by communities to the Broward County Planning Council. Types of transit activity were also considered: for example, a station such as Cypress Creek differs widely from the station in Downtown Fort Lauderdale.

Elements include three different types of physical improvements:

- Mobility improvements: tied to transit use, shelters, and wayfinding
- Safety improvements: include pedestrian crossings, lighting, and other safety-related enhancements
- Placemaking: these elements can be incorporated into mobility and safety improvements, or may be implemented as a stand-alone element

Mr. Cromar pointed out that while mobility and safety improvements may be eligible for Federal Transit Administration (FTA) funds, local or private funds would likely need to be used to implement placemaking improvements.

Staff will finalize documents and post them to the website once they have been endorsed by the advisory committees and the MPO Board. Mr. Cromar cautioned that once the plans have been endorsed, the approach will require additional work with the MTP team to determine how mobility hubs fit into available funding as reflected in the Cost-Feasible Plan. Information about candidate locations will be incorporated into these scenarios in order to better understand the relationship between land use, transit, and other modes. Staff also hopes to use the competitive CSLIP process to approve sidewalk, bicycle, or connectivity projects at or near hubs.

Mr. Reinhardt requested clarification of “stop-level ridership” within one-quarter mile of a hub location. Mr. Cromar explained that while Staff has some data about existing routes and their ridership, they do not have current information on all locations where passengers are boarding and alighting. Projections were made regarding the number of people served by a route to determine how ridership is distributed throughout a corridor. They also studied potential land uses: for instance, a stop in an area consisting of primarily single-family neighborhoods may have less ridership than a stop close to a large commercial office park. BCT is working to secure this additional information.

Mr. Reinhardt recommended that the team consider a broader area than one-quarter mile. Mr. Cromar cautioned that there may be locations where an individual is only one-quarter mile from his/her destination, but that destination is inaccessible on foot.

Mr. Schmidt requested additional information on the possibility of hubs in Pembroke Pines. Mr. Cromar replied that the mobility hub planned for Downtown Fort Lauderdale is currently under design, and the design phase for a Hollywood Boulevard/SR 7 hub is about to begin. Master Plans are also underway at multiple locations. The team is looking at existing connectivity and how to best take advantage of it, as well as transit proposed for the future. He briefly reviewed the details of three potential locations.

Mr. Schmidt asked if the work currently underway includes partnering with both city staffs and private developers. Mr. Cromar advised that in Plantation, for example, MPO Staff will coordinate mostly with city staff, but will also work with stakeholders from the private sector near the proposed location.

Mr. Gayle asked if Staff is taking the locations of schools, including colleges and universities, into consideration when planning mobility hubs. Mr. Cromar explained that while Staff is not currently working with the Town of Davie to plan near its education center, they plan to work closely with the town in the future. Staff will need to determine where different modes of transit can be accommodated in order to serve different users. The locally preferred alternative for the Central Broward East-West Project calls for the extension of the Wave streetcar to the Davie educational campus.

Mr. Gayle also asked how Staff is working with Brightline with respect to mobility hubs. Mr. Cromar advised that Staff is considering the Downtown Fort Lauderdale hub, which was originally intended to serve the prospective Tri-Rail Coastal Link. Fort Lauderdale participated in a "land swap" with Brightline, which affected the scope of work for the proposed mobility hub. There are plans to improve this area for safety, comfort, and convenience of individuals transferring between different transit modes.

Mr. Borrero asked if a proposed pedestrian bridge over Pines Boulevard would connect to additional bus lines. Mr. Cromar explained that one concern about pedestrian bridges is whether or not people will choose to use them. The team will need to determine if the bridge is feasible or if the area includes appropriate space for landings, ramps, and/or elevators. The team will also look at street-level options, such as an improved median, as part of their analysis.

Mr. Fletcher asked if bike sharing is considered its own mode of transportation. Mr. Cromar replied that bike sharing is typically seen as part of cycling. He added that it is viewed as a good first/last mile connector to transit, and noted that there are opportunities to expand this option.

In an electronic vote, the **motion** passed 18-0.

3. MOTION TO RECOMMEND BROWARD MPO APPROVE the MPO's Fiscal Year (FY) 2018/19-2019/20 Unified Planning Work Program (UPWP) / Business Plan and Budget for Submittal to Funding Agencies for Approval

Motion made by Mr. Girello, seconded by Mr. Rodriguez, to approve.

Mr. Ronskavitz explained that the Unified Planning Work Program (UPWP) serves as the MPO's budget and operations plan. This two-year plan includes the fiscal year beginning in July 1, 2018 and runs through June 30, 2020.

Mr. Ronskavitz recalled that the CAC has approved this UPWP in draft form at the February 2018 meeting. It was approved by the MPO Board for submission to federal and state partners for comments. Those comments have since been received and have been incorporated into the document. If approved once more by the CAC, the revised UPWP will go before the MPO Board once more on May 10, 2018 and will subsequently be submitted to funding agencies for final approval by May 15, 2018.

In an electronic vote, the **motion** passed 18-0.

NON-ACTION ITEMS

1. Report from Partner Agencies – I-95 Interchanges from Planning to PD&E

Mayur Patel, representing the Florida Department of Transportation (FDOT), stated that this presentation will serve as an update on the most recent planning study conducted on several I-95 interchanges in Broward County.

Projects typically move through several phases, beginning with planning, in which needs are evaluated within both the short and long terms to identify where capacity or safety improvements will be necessary. This phase takes approximately two years to develop a general idea of what needs to be done. The next phase is project development and environmental (PD&E), which takes another two years and develops further details on the project. This phase is followed by the design, right-of-way, and construction phases.

FDOT undertook a study of the I-95 interchanges in 2016, after which a report on all the interchanges was prepared. This brought an end to the planning phase and moved the study forward into PD&E. The team looked at all information collected on the interchanges and divided them into short- and long-term projects. Smaller-scale improvements requiring little or no right-of-way purchase were considered short-term. Cost was also a factor in determining short-term improvements, as was the National Environmental Policy Act (NEPA) process. These projects typically take two to three years once they are programmed. The remaining projects are long-term and may take seven to 10 years, depending upon the necessary details.

Part of the PD&E phase included considering different options for interchanges. Mr. Patel reviewed some of the possible configurations for the I-95 interchanges, pointing out that some of the interchange projects would include ramp improvements to help traffic flow

more quickly or add capacity. High-level details are sketched out in the planning phase and their details more fully developed during PD&E. At the end of the two-year cycle, the team will arrive at a preferred alternative.

Typical considerations during the PD&E phase include costs, the surrounding socioeconomic environment, cultural environment, natural/physical environment, and traffic operations/safety. Mr. Patel advised that there are five I-95 interchanges that are in the design phase, while the remaining interchanges are in the PD&E phase.

Mr. Gayle asked when the public would be able to provide input on the design. Mr. Patel replied that this occurs throughout the process, beginning with a citizens' workshop at the planning level so the project team can hear their concerns. Additional public meetings are held during the PD&E phase.

Mr. Gayle also addressed quality of life, asking what part of the planning process reflected an intent to improve the way of living. Mr. Patel stated that the planning and PD&E phases focus on how to improve life.

Mr. Cromar advised that today's presentation was intended to provide an overview of the different Interchange Master Plans. Information about specific interchanges will be brought back before the Committee at a later date.

2. Report from Partner Agencies – Southwest 10th Street Update

Paul Calvaresi of MPO Staff explained that two years ago, the Broward MPO adopted the Community Oversight Advisory Team's (COAT's) 18 recommendations for the SW 10th Street initiative, as well as a PD&E study. The 18 recommendations called for SW 10th Street's alternatives to be underground to the greatest extent possible. Today's presentation will provide an overview of the two alternatives recently presented to the public, based on public outreach and the COAT recommendations adopted by the MPO Board.

Anson Sonnett and Cassie Piche, representing FDOT, advised that the alternatives were presented at a public workshop held in conjunction with a workshop on the I-95 interchange from SW 10th Street to Hillsboro Boulevard. The project area is located along the SW 10th Street corridor as well as the I-95 mainline and is currently in the PD&E phase, undergoing the NEPA process.

The intent of the SW 10th Street project is to improve connectivity of the strategic intermodal systems (SIS) connectors between the Sawgrass Expressway and I-95. A local facility will also be addressed along this corridor, as will the corridor's role in evacuation and emergency conditions. It will close the gap in the existing express lane network. The purpose and need of the I-95 study is to enhance operational and existing deficiencies.

The alternatives for SW 10th Street have been developed with extensive public outreach and are intended to avoid or minimize any negative effects to the community and environment. Two facilities are planned within the corridor: a managed lanes facility to move people through the area, and entrances/exits to the managed lanes from SW 10th Street.

The limits of the below-grade section are still being determined. An improved local roadway facility is also planned, featuring bicycles and sidewalks. Access to the business and residential communities will be maintained.

The first managed lane alignment is a center alignment, where managed lanes are located in the center of the right-of-way and local lanes are on either side, operating as frontage roads. The second alternative is a northern alignment, with managed lanes on the northern side of the corridor and local east-/westbound lanes are on the southern side of the managed lanes. The advantage to the northern alignment is that most residential and business access to SW 10th Street is from the south side of the roadway. Most public input has favored the northern alignment.

Some issues faced during the project include construction of a depressed section of the roadway, which is complicated due to South Florida's high water table. There are also a number of major utilities along the corridor with both above-ground and buried connections. All these utilities would need to be relocated with the construction of a depressed section. This would not be included in the three- to five-year time frame anticipated for the project.

Groundwater is detected at roughly 6 to 7 ft. underground in South Florida, which means if a structure is planned below ground, the area must be dewatered. The structure must also be held in place with ground anchors, which would necessitate driving and securing of sheet pile. The ground anchors would extend an additional 40 ft. past the planned underground location of the structure. This construction would have significant effects on nearby residents.

Advantages and disadvantages of the depressed section include:

- Visually less obstructive, with opportunities for landscaping
- Much more expensive and time-consuming
- Requires extensive utility relocation
- Requires permanent pump stations within the corridor

Options for the I-95 interchange at SW 10th Street include elevated lanes, which would extend from the managed lanes from SW 10th Street to the express lanes and median of I-95. Local lane and intersection improvements would be beneath the elevated lanes in either the center or northern alignments.

Because noise is a significant concern for residents, existing noise levels have been measured and the project team is in the noise modeling and analysis phase. A noise report will be prepared for each project to determine where noise barriers are feasible and warranted for each project. These results are expected to be available in fall 2018. Another round of public involvement activity will follow the release of the noise results, and noise surveys will be administered to the affected communities.

Ms. Piche continued that wells for drinking water are located along the south side of SW 10th Street in Deerfield Beach. The project team will perform groundwater modeling in summer 2018 to determine if there would be any adverse effects to these wells from dewatering activities during construction, or from the depressed section. Two additional landscaping projects have been programmed after the construction of the roadway improvements. These projects' schedules are closely aligned.

The alternatives public workshop was held the previous day, and additional public hearings are scheduled for January 2019. The location design concept acceptance (LDCA) is scheduled for May 2019 and will signify the end of the PD&E stage. The project will then move into its final design phase. A website, www.sw10street.com, includes all the materials shown at the alternatives public meeting.

Mr. Fletcher requested clarification of the type of bike lanes planned for the project. Ms. Piche advised that these are 7 ft. buffered lanes, separated from vehicular traffic by chevron striping.

Mr. Smith commented that he would like to see a rescue area included in the design as a safety precaution, particularly in the event of pump failure. He also expressed concern with the risk of inundation for the depressed section. Mr. Perez added that the project team will need to consider rising sea level, which will raise the water table further, when planning for a depressed area.

Ms. Robbins expressed concern with the plans for the depressed section, asking if any plans have considered an elevated or other above-ground structure. Mr. Calvaresi replied that the COAT members were not interested in discussing an above-ground section and asked that FDOT commit to looking exclusively at depressing the connection as far as possible. Ms. Robbins continued that her community was not kept informed of the COAT process or presentations to the area, and did not feel the process had been sufficiently open to all nearby residents.

Ms. Robbins asked if the study will consider the effects of the proposed project on nearby residential property values. Mr. Sonnett advised that these are not studied as part of the process, although socioeconomic factors are considered with respect to improved mobility and access. He suggested the improvements would benefit property values by alleviating nearby congestion issues.

ADMINISTRATIVE ITEMS

1. Member Comments

Mr. Smith addressed SR 842, also known as Las Olas Boulevard, noting that the Fort Lauderdale City Commission will hold a public hearing on May 1, 2018 to discuss the transfer of this roadway from state to municipal responsibility. Because this roadway serves as an evacuation route, he expressed concern that this transfer could affect other areas, as well as whether or not Fort Lauderdale might request funds from the MPO for future maintenance.

Mr. Gayle stated that he was concerned with FDOT's plans to install toll or express lanes on toll highways. He felt this comprised a tax on the people in the state who can least afford it, and represented an attempt to build a way out of congestion rather than investing in other modes of transportation.

Victoria Williams, MPO Liaison for Florida's Turnpike Enterprise (FTE), advised that there is a difference between toll lanes on the I-95 express and the Turnpike itself, where individuals already pay for access. She noted that the State Legislature determined that the level of service will affect FTE's ability to charge and upcharge; if the level of service is not failing, the express lane will not be an additional charge. Mr. Gayle reiterated that this was the same as a tax, and would disproportionately affect the middle class and the working poor, as they have no option but to use these lanes.

2. 2018 Participation Record

3. Broward MPO Outreach & Events – March 2018

4. Broward MPO Call for Projects for the Metropolitan Transportation Plan (MTP) – Commitment 2045

5. Metropolitan Transportation Plan Outreach Toolkit

6. The MPO hosted an e-TownHall to receive feedback from the public on its 2045 Metropolitan Transportation Plan (MTP). To see a video of the event, please visit <https://www.facebook.com/SpeakUpBroward/videos/1625106887609246/>

7. 2045 Regional Transportation Plan (RTP) Update

8. The Broward MPO and Florida Department of Transportation (FDOT) will perform an interim roadway functional class assessment upon request, with special emphasis placed upon public roads not currently eligible for federal aid funds from the Florida Highway Administration (FHWA) for disaster recovery and other purposes. For agencies interested in participating in an

interim assessment, please visit <http://browardmpo.org/index.php/federal-functional-classification>

9. **Alternatives Public Workshop for the State Road (SR) 9 / I-95 from SW 10th Street to Hillsboro Boulevard Project Development and Environment (PD&E) Study – April 24, 2018**
10. **7th Annual City of Fort Lauderdale Transportation Summit – May 16, 2018**

There being no further business to come before the Committee at this time, the meeting was adjourned at 8:11 p.m.

NEXT MEETING: MAY 23, 2018