SW 10th Street Consensus Building

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It has long been my belief that those in charge of planning and building roads fit one or more of the following descriptions — naive, cowardly, stupid, foolish, wasteful or crooked.

Shouting “save your money,” the senior citizens booed a transportation planner and cheered their neighbors who said the Sawgrass cut

In February, over 100 homeowners and half of Deerfield’s city commission voiced their anger at a Florida Department of Transportation hearing on the project at Broward Community College.
Agenda

• Background – Why is this corridor significant?
• Lessons Learned – How can you recreate success?
• Moving Forward – Results of the effort.
• Connects 3 major highways:
  • I-95
  • FL Turnpike
  • Sawgrass Expressway

• Within the city of Deerfield Beach

• Local road

• 8 signalized intersections

Interchange Projects
Where are we going?

**SW 10th Street east of Powerline Road - 4LD**

**Sources:**
- Historical Data from FDOT Traffic Database
- Feasibility Low from FDOT SW 10th Street Feasibility Study (2008)
- Feasibility High from FDOT SW 10th Street Feasibility Study (2008)
- Interchange Concept Development Report I-95 at SW 10th Street (January 2016)
- Traffic Projections for the I-95 PD&E Study from SW 10th Street to Hillsboro Blvd (draft April 28, 2016)
- LOS D service volume for 4LD and 6LD State arterial with 40mph posted speed limit

**AADT vs Year**

<table>
<thead>
<tr>
<th>Year</th>
<th>SW 10th Street 4LD</th>
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<tbody>
<tr>
<td>2010</td>
<td>39,800</td>
</tr>
<tr>
<td>2015</td>
<td>40,000</td>
</tr>
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<td>2020</td>
<td>50,000</td>
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<td>2035</td>
<td>80,000</td>
</tr>
<tr>
<td>2040</td>
<td>90,000</td>
</tr>
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</table>
What’s there today?

Describe road
What’s the Worry?
SW 10th Previous Studies
History
1960-88

1960: Planned to connect the northern and western parts of the county before I-95 was constructed.

1985: Planned to connect between FL TPK and I-95.

1988: Sawgrass Expressway opens. Link to be constructed.
History

1993
- Project Development & Environmental (PD&E)
- Developed alternatives to move traffic
- Standard outreach process

2008
- Feasibility Analysis
- Developed alternatives to move traffic
- Standard outreach process

• Technically driven
• Strong public dislike
• Little political support
• Rejected by BMPO

SW 10th St Express
Over Powerline Rd

SW 10th St Express
Over Military Trail

SW 10th St Express at ground level
Separated by a barrier from the SW 10th St General Purpose lanes, also at ground level
History

2014

• Citizen letter sent to the BMPO Board
• BMPO Board directs staff to build consensus on the need for improvements
• The goal is to start with public outreach and weigh support
• Recommend a study if support exists
Lessons Learned

- Commit to Continuous Stakeholder Engagement
- Manage the Meetings
- Bring Experts to the Table
- Have Flexibility to Meet Stakeholder Needs
- Continued Focus on the Objective
Commit to Stakeholder Engagement

• Meet with…
  • Elected officials of jurisdictions directly and indirectly affected
  • Home Owner’s Associations
  • Chambers of Commerce
  • Local businesses large and small
  • Local staff

• Paint a picture with a variety of viewpoints

• Be Honest About Outcomes
Commit to Stakeholder Engagement

Real estate values would increase if SW 10th Street was more business/user friendly.

The I-95 Interchange is the cause of the problem and needs to be fixed.

Roadway improvements will generate additional traffic and noise.

Air quality will improve if stop and go traffic is minimized.

Widening the roadway, and the addition of noise walls will reduce property values.

I-95 Interchange improvements will increase traffic volumes.

Noise will get worse if nothing is done and congestion increases.

Circulating dirt and dust from SW 10th Street will worsen with construction.
Commit to Stakeholder Engagement

Formation of the Community Oversight Advisory Team (COAT)

- **9 Members from the City of Deerfield Beach**
  - 4 residents from communities adjacent to SW 10th Street
  - 2 business representatives
  - 3 citywide representatives

- **8 Members from the SW 10th Street Study Area**
  - 2 from the City of Coconut Creek
  - 2 from the City of Coral Springs
  - 2 from the City of Parkland
  - 2 representing area wide Broward County interests
Continued Focus on the Objective

• The purpose of the SW 10th Street initiative was to build consensus and members were continually reminded of this.
• Working towards a goal helps to overcome the “us vs. them” mentality.
• Encourage positive and constructive interaction and dialog.
• Respond to all questions, even those that can’t be answered at the time.
• Set an expiration date.
• Be honest about outcomes.
Manage the Meetings

• Present in pairs
  • Capitalize on strengths
  • Take mental breaks

• Agree on norms/rules for the meetings
  • Decorum
  • Public comments
  • One conversation

• Stick to the agenda
  • “Parking Lot”
Manage the Meetings

• Norms and Expectations

Expectations of the COAT

The COAT is expected to:
• Understand and respect the concerns of the entire community
• Have an open mind in reviewing options
• Share meeting information with their communities
• Develop consensus on high-level concepts and strategies that enhance mobility and quality of life in the SW 10th Street corridor

The COAT is NOT expected to:
• Choose a specific roadway design solution
• Identify targeted solutions along the SW 10th Street corridor
• Consider or justify project costs
• Factor complicated transportation analyses into their consensus building process
Bring Experts to the Table

**Broward County Government:** Traffic engineers, land use planners

**FDOT:** design engineers, provided data, truth testing

**Florida’s Turnpike Enterprise:** explained long term plans

**Broward MPO:** planning process

**Consultants:** gathered data, facilitation
Have Flexibility to Meet Stakeholder Needs

• Staff realized that the COAT members needed a better understanding of planning principles

• Provided a 2 hour “primer” class on:
  • Land use: History and Present
  • Traffic
  • Regional Projects
Have Flexibility to Meet Stakeholder Needs

Open House

- 7 interactive and informative stations designed to be visited in progression
- 20 professional staff to engage in one-on-one discussions
- Written and video feedback station
- 200 attendees
Have Flexibility to Meet Stakeholder Needs

Public Meeting

- Format was dictated by the COAT in detail
- Held in local High School Auditorium
- Formal Presentation
- Public Comment Period
Outcomes - In July 2016…

…an advisory group, through evaluation of the community needs and concerns, envisions improvements along SW 10th Street which:

- Minimize visual obstructions
- Enhance community connectivity
- Minimize traffic noise
- Promote economic development and access to businesses
- Preserve local access
- Provide community greenspace
- Minimize negative impacts to the environment
- Reduce SOV demand for travel by encouraging tolling, carpooling and transit
Outcomes - Concepts

- Powerline Rd Over SW 10th St Express
- SW 10th St General Purpose Lanes at ground level
- SW 10th St Express Lanes depressed under the SW 10th St General Purpose Lanes
- Powerline Rd Over SW 10th St Express
- Existing Culvert Crossing underneath SW 10th St (no impact)
- SW 10th St General Purpose Lanes at ground level at Military Trail
- SW 10th St Express Over Military Trail
- Military Trail over SW 10th St Express
- Relocate existing Culvert Crossing underneath depressed roadway
Outcomes

Waterford Courtyards
SW 28th Avenue
EB SW 10th St Frontage Rd
SW 10th St Through Lanes
WB SW 10th St Frontage Rd
Century Village
Potential Sound Wall
Outcomes

This has been an unprecedented level of public outreach and a new best practice for the district. -Gerry O’Reilly, Secretary FDOT D4

Michael Routburg, 67, a resident of Century Village for four years, said he was encouraged by the advisory team's recommendations.

"I think this is a situation that has evolved, I think a lot of people are against anything happening on 10th Street because they are afraid of it, but if the information comes across in a proper way they will be for it," he said.

Deerfield Beach commissioner — a member of the Southwest 10th Street Community Oversight Advisory Committee that put together the 18-point plan — said he is happy with the outcome as long as the recommendations are followed.
Moving Forward

- BMPO approved funding for PD&E (LRTP Amendment)
- FDOT holds regular meetings to coordinate projects along the corridor
- COAT will continue to represent community interests
- PD&E began August 2017
Contact Us

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