

TOWN OF DAVIE TOWN COUNCIL AGENDA REPORT

TO: Mayor and Councilmembers

FROM/PHONE: Thomas J. Willi, Town Administrator - 797-1035

SUBJECT: Resolution

TITLE OF AGENDA ITEM: A RESOLUTION OF THE TOWN OF DAVIE, FLORIDA, OPPOSING ALTERNATIVE 3, AND ALTERNATIVE 5 OF THE FLORIDA DEPARTMENT OF TRANSPORTATION I-75 MASTER PLAN TIER 2 ANALYSIS WHICH PROPOSE SPECIAL USE INTERCHANGES AT SOUTHWEST 14 STREET, SOUTH POST ROAD, AND STIRLING ROAD.

REPORT IN BRIEF: This resolution amends Resolution 2001-74 to identify Northwest 14 Street as an additional street that may be affected. The Winter 2001 edition of the I-75 Master Plan Study published by the Florida Department of Transportation (FDOT) identified 5 alternatives being considered for addressing the future carrying capacity of the corridor. Alternative 3, and Alternative 5 of the I-75 Master Plan Tier 2 Analysis proposed special use interchanges at several roads including Southwest 14 Street, South Post Road, and Stirling Road. Construction of these interchanges could increase traffic along these roads and have a negative impact on the rural lifestyle enjoyed by Davie residents. The Town of Southwest Ranches has officially opposed any proposal that would construct an interchange to I-75 at Stirling Road.

PREVIOUS ACTIONS: N/A

CONCURRENCES: N/A

FISCAL IMPACT: N/A

RECOMMENDATION(S): Motion to approve the resolution

Attachment(s): Resolution

RESOLUTION _____

A RESOLUTION OF THE TOWN OF DAVIE, FLORIDA, OPPOSING ALTERNATIVE 3, AND ALTERNATIVE 5 OF THE FLORIDA DEPARTMENT OF TRANSPORTATION I-75 MASTER PLAN TIER 2 ANALYSIS WHICH PROPOSE SPECIAL USE INTERCHANGES AT SOUTHWEST 14 STREET, SOUTH POST ROAD, AND STIRLING ROAD.

WHEREAS, the Florida Department of Transportation (FDOT) published an I-75 Master Plan Study Newslettter indicating that 5 alternatives are being considered as part of the I-75 Master Plan Tier 2 Analysis to address the future carrying capacity of the corridor; and

WHEREAS, Alternative 3 and Alternative 5 of the Analysis propose special use interchanges at several locations including Southwest 14 Street, South Post Road, and Stirling Road; and

WHEREAS, the construction of these interchanges could increase traffic along these roads thereby negatively impacting the rural lifestyle enjoyed by residents of the Town of Davie.

NOW THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF DAVIE, FLORIDA.

SECTION 1. The Town Council of the Town of Davie hereby opposes any plans by FDOT to construct any interchanges to I-75 at Southwest 14 Street, South Post Road, and Stirling Road.

SECTION 2. The Town Clerk is hereby directed to mail a copy of this resolution to the District 4 Secretary of the FDOT, the Metropolitan Planning Organization, and the Town of Southwest Ranches.

SECTION 3. This resolution shall take effect immediately upon its passage and adoption.

PASSED AND ADOPTED THIS _____ DAY OF _____, 2001.

MAYOR/COUNCILMEMBER

ATTEST:

TOWN CLERK

APPROVED THIS _____ DAY OF _____, 2001.

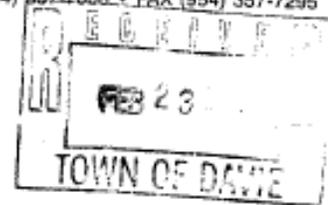


DIANA WASSERMAN-RUBIN
Commissioner - District 8
Board of County Commissioners

(954) 357-7008 • FAX (954) 357-7295

Wednesday, February 21, 2001

Mr. Rick Chesser, District Secretary, District 4
Florida Department of Transportation (FDOT)
3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309



Dear Secretary Chesser:

I am aware of your commitment to keeping our communities informed with reference to upcoming projects, and it is for that reason that I must bring to your attention a statement made by one of your staff members which appeared in a recent article in our local Sun-Sentinel. I have enclosed the article for your perusal. As you can see, I am also quoted in the article as a representative of Broward's Metropolitan Planning Organization (MPO), as well as a representative of Southwest Ranches and of course, as a County Commissioner. Mr. Kent Rice's statement that "no plans for an interchange have been discussed although the possibility of express-only lanes were talked about," gives the reader the impression that I was ill informed.

I have also attached for your perusal a copy of the I-75 Master Plan Study (Winter 2001, Newsletter 2), which was produced and generated by your department. I call your attention to Alternative 3 and Alternative 5, where specific mention is made to Stirling Road as a possible alternative placement for an interchange. I respectfully request that you inform your staff of the contents of this informational newsletter promulgated by your own department.

It is of the utmost importance that Broward County, the MPO, the affected municipalities and other government entities, including the FDOT, work together in order to present facts and relevant information to our communities. This would enable community members to buy into the project; thus, their input can be heard and considered by those making the ultimate decisions.

I trust that we will be able to work together on upcoming issues of mutual interest.

Sincerely,

Diana Wasserman-Rubin
Commissioner
District 8

DWR/jw
Attachments (8)

cc: The Honorable Lori Nance Parrish, Broward County Commissioner, District 5
The Honorable Mecca Fink, Mayor, Town of Southwest Ranches
The Honorable Forest Blanton, Council Member, Town of Southwest Ranches
The Honorable Freddy Fisikelli, Council Member, Town of Southwest Ranches
The Honorable Aster Knight, Council Member, Town of Southwest Ranches
Mr. John Canada, Town Administrator, Town of Southwest Ranches
The Honorable Harry Venis, Mayor, Town of Davie
The Honorable Richard Weiner, Vice Mayor, Town of Davie
The Honorable Geri Clark, Council Member, Town of Davie
The Honorable Judy Paul, Council Member, Town of Davie
The Honorable Kathy Cox, Council Member, Town of Davie
✓ Mr. Tom Willi, Town Administrator, Town of Davie
Mr. Joe Kollin, Staff Writer, Sun-Sentinel

3/12/01 - 007 Pm

Southwest Ranches: Forget road projects

Residents fear area will lose its urban flavor

By **JOE KOLLIN**
STAFF WRITER

SOUTHWEST RANCHES — "Just say no" is what residents are saying when it comes to roads.

They don't want to encourage more traffic with a new ramp off the interstate or a wider main highway.

The anti-traffic campaign seemed to start recently when the Town Council prepared to consider Broward County's request to widen Dykes Road from two lanes to four lanes between Griffin Road and Sheridan Street.

Even before the council had a chance to consider its response, opposition developed.

Then a story spread that the county might build an interchange on Interstate 75 at Stirling Road that would dump traffic into the heart of Southwest Ranches. State officials say there are no such plans.

On Feb. 8, the council, in a unanimous vote, went on record asking the county not to widen Dykes Road, a link between Pembroke

Pines and Weston. The town formally asked the county to spend the money on making the two-lane road safer rather than on widening it.

Opposition to four lanes was strong.

"It will become a drag strip to connect Pembroke Pines with Weston," resident Bob Robinson said.

The Town Council also unanimously went on record "adamantly" opposing construction of an interchange or any change to I-75 at Stirling Road. Its action came after Broward County Commissioner Diana Wasserman-Rubin, a resident of Southwest Ranches, warned that an interchange would "ruin" neighborhoods in the town.

"It will totally destroy the rural way of life in that community," she said. "I would be vehemently opposed to that."

Wasserman-Rubin, the area's representative on the Metropolitan Planning Organization — the group that oversees how federal road money is spent in Broward — said she knows an interchange isn't planned but "we want to start opposing it early."

Kent Rice, the state Department of Transportation engineer responsible for long-term planning for the interstate, said no plans for an interchange have been discussed al-

though the possibility of express-only lanes were talked about. Nothing is definite, however.

The state won't be coming up with concrete plans for another three or four years, he said, with construction at least 20 years off.

As long as they were talking about traffic, the Town Council discussed limiting traffic on north-south roads through the town.

"I really don't like folks from outside town cutting through," Council Member Forest Blanton said.

"Is there any way to limit north-south roads from through-trucks?" Vice Mayor Johnny Dollar asked.

Town Attorney Gary Poliakoff said the town can't stop the public from using its roads, but Town Administrator John Canada said it could make the public not want to use them.

"If things impede their progress, they won't want to go on them. Maybe we can use traffic-calming devices," he said.

Canada said he would look into the possibility of using devices such as speed humps, speed bumps and roundabouts to slow down and, possibly, discourage traffic.

Joe Kollin can be reached at
jkollin@sun-sentinel.com or
954-385-7913.

SWI

Newsletter



Florida Department of Transportation
3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309
(954) 486-1400 fax (954) 77-4671



Winter 2001

Newsletter 2

Improvement Alternatives to be Unveiled

The Florida Department of Transportation will present five (5) alternatives to the public in 4 separate forums over the next 30 days. The purpose of these meetings will be to receive input from the various groups and individuals that may be impacted by changes to I-75. These alternatives, part of the I-75 Master Plan Tier 2 Analysis, will demonstrate the variety of solutions being considered for addressing the future people carrying capacity of the corridor.

These meetings will be held in late January and early February in Miami-Dade and Broward Counties. In Miami-Dade County, a public workshop will be held on Monday, January 29, 2001, from 6:00pm to 8:00 pm, at Barbara Goleman Senior High School. In addition to this meeting, a presentation will be made to the Transportation Planning Technical Advisory Committee (TPTAC) of the Metropolitan Planning Organization on Tuesday, February 7, 2001. In Broward County, a workshop will be conducted for the public on Tuesday, February 1, 2001 from 6:00 pm to 8:00 pm at Flanagan High School. A presentation will be made to the Technical Coordinating Council of the Metropolitan Planning Organization on Wednesday, February 7, 2001.

Tier 2 Alternatives

Alternative 1: Fixed Guideway Transit Only: This alternative will consider a Fixed Guideway Transit system only. Only corridor modifications required to accommodate Fixed Guideway Transit or transit access/stations will be considered. No interchange or vehicular improvements will be considered as a part of this alternative. The purpose of this alternative is to determine the impact that a dedicated Fixed Transit System would have on meeting future transportation travel demand in the corridor. This fixed guideway could be either a bus or rail transit system.

Alternative 2: Collector-Distributor (C-D) Roads / Frontage Roads (F-R): This alternative will consider either frontage or collector-distributor roads along the corridor, depending on the segment of the corridor. This alternative will consider modifications to existing interchanges. These interchange modifications will accommodate both those associated with the FR & C-D systems as well as other interchange modifications that might be required to meet future transportation travel demand. This would include the Pembroke Road interchange.

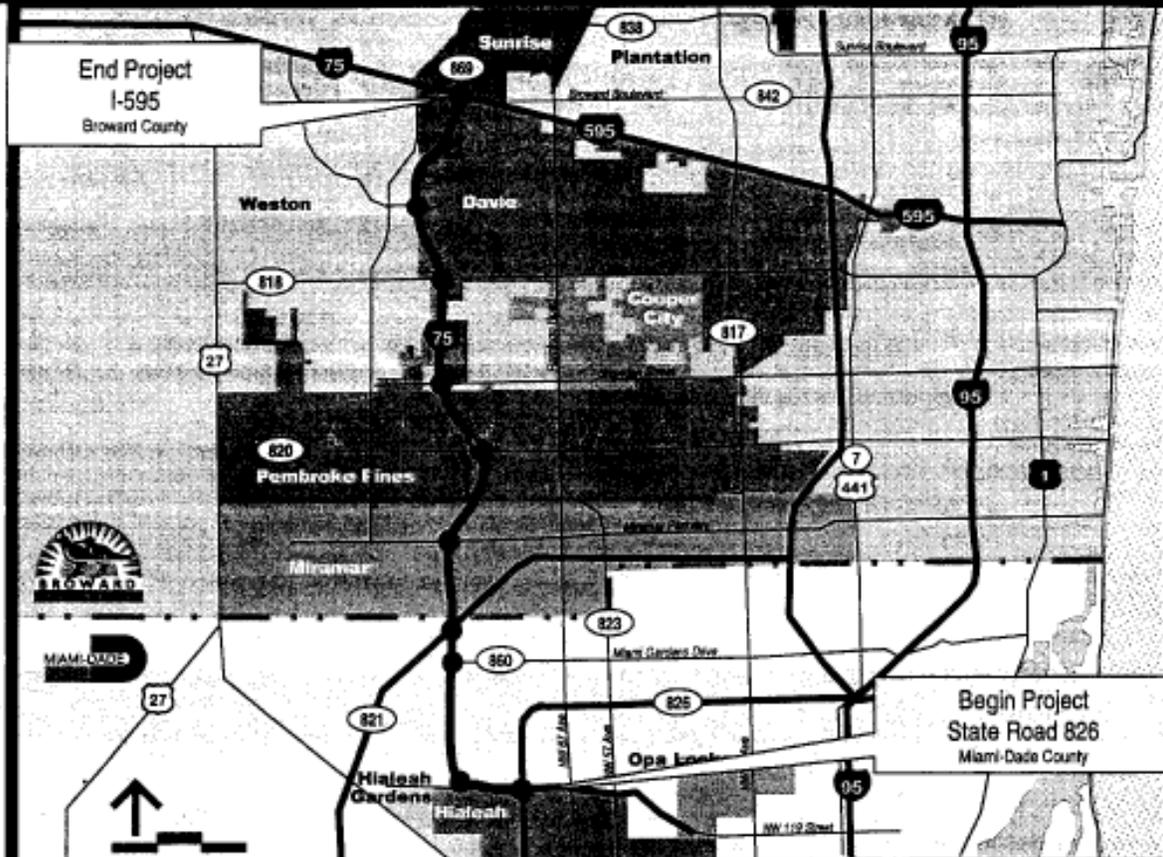
Alternative 3: Express Lanes combined with Collector-Distributor Roads: The installation of express travel lanes within the median of I-75 will be considered. Access to these proposed median express lanes would be provided exclusively through a series of special use interchanges located at Indian Trace Boulevard/NW 14 Street, South Post Road, Stirling Road, Bass Creek Road and NW 170 Street. Pembroke Road would be considered a special use interchange only for this alternative. No access to these lanes from the mainline of I-75 would be provided. Solutions to existing interchange and mainline problems will also be addressed by considering collector-distributor roads and major modifications to existing interchanges.

Alternative 4: Separated High Occupancy Vehicle (HOV) Lanes combined with Collector-Distributor Roads: This alternative will consider the installation of separated High Occupancy Vehicle (HOV) lanes within the median. Access to these median HOV lanes will be provided directly from the mainline of I-75 via a series of slip ramps. External access to these facilities will be provided from the existing interchanges only. No special use interchanges will be considered as a part of this alternative. Major modifications to existing interchanges will also be considered in this alternative.

Alternative 5: Reversible Lanes combined with Collector-Distributor Roads: The installation of reversible travel lanes within the median of I-75 will be considered. Access to these proposed median reversible lanes will be provided exclusively through a series of special use interchanges located at Indian Trace Boulevard/NW 14 Street, South Post Road, Stirling Road, Bass Creek Road and NW 170 Street. Pembroke Road would be considered a special use interchange only for this alternative. No access to these lanes from the mainline of I-75 would be provided. Solutions to existing interchange and mainline problems will also be addressed by considering collector-distributor roads and major modifications to existing interchanges.

No Build Alternative: The no build condition will be used as a baseline to measure the effectiveness of each of the alternatives in meeting future travel demand within the corridor, as well as to measure impacts to the social, physical and natural environment.

Project Location Map



The Study Process

Public Involvement Program: The project has been conducted in a way that public input has guided the selection of concepts. The public will also play an active role in the selection of the final locally preferred alternative. The public will be afforded numerous opportunities to provide input at various stages of the project. This will include during the various public meetings and workshops and/or by providing your comments directly through the internet or by mail.

Determine Travel Demand Characteristics: This phase of the project has been completed. It was accomplished using the Broward and Miami-Dade County transportation planning models. This travel demand estimation formed the basis for the identification of multi-modal concepts being considered for the I-75 corridor.

Analyze Existing and Future Traffic Operations Conditions: This phase has been completed. The existing and future traffic demand in the corridor was analyzed to characterize the quality of flow through the I-75 corridor. This included the use of computer models to "Micro-Simulate" the conditions that exist today.

Develop Alternatives: The development of alternatives is an iterative process that involves technical professionals as well as the public. 13 concepts were developed in Tier 1 (shown inside of this newsletter) and formed the basis for the 5 Tier 2 alternatives being considered and described within this newsletter. The goal of these alternatives will be to provide for high speed, high volume travel in the I-75 corridor in the future.

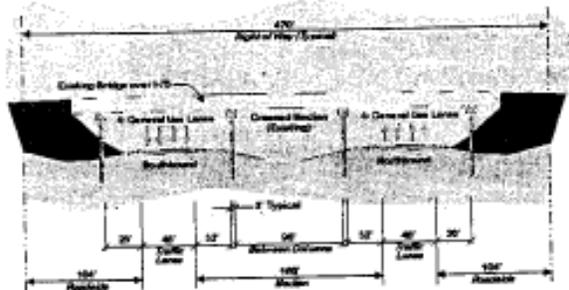
Comparing Alternatives (Tiering Process): As a method of distinguishing between a multitude of possible alternatives, a tiering process was used to compare and select alternatives for consideration. Three (3) tiers of analysis will be undertaken. Tier 1, which has been completed, considered 23 concepts. These 23 concepts were analyzed for fatal flaws to identify those that should not be considered further. These included concepts that were too costly, require significant right of way acquisition, or have flaws that technically make them impossible to implement. From this list, 13 Tier 1 concepts (presented in the middle section of this newsletter) were considered. In Tier 2 five (5) alternatives have been developed from the Tier 1 concepts. During Tier 2, detailed documentation of the five (5) alternatives will occur. Following tier 2, and during Tier 3, a single locally preferred alternative will be selected. The final step of tier 3 will be to fully document the locally preferred alternative.

Selection of Locally Preferred Alternatives: Following the tiering process, the Metropolitan Planning Organizations of Miami-Dade and Broward Counties, in conjunction with the Florida Department of Transportation and the Federal Highway Administration, will select a locally preferred alternative. During this selection process, both the technical data developed during the study, as well as the input from the public will be presented to these decision makers for their consideration.

Master Plan Documentation: The final step in this master planning process will be to document all decisions and analysis undertaken. This documentation will also identify the staging of proposed improvements, along with all actions required by the agencies involved to implement the locally preferred alternative. This will include the preparation of concept plans, estimation of cost for all phases of development, and the steps that must be followed to fully construct the improvements.

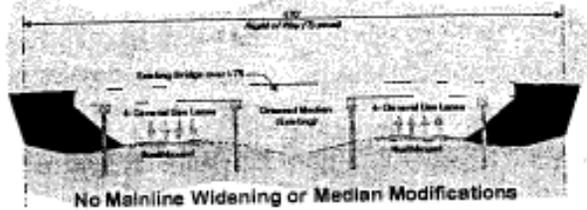
Tier 1 Concept Sketches

Concept 1: No Build



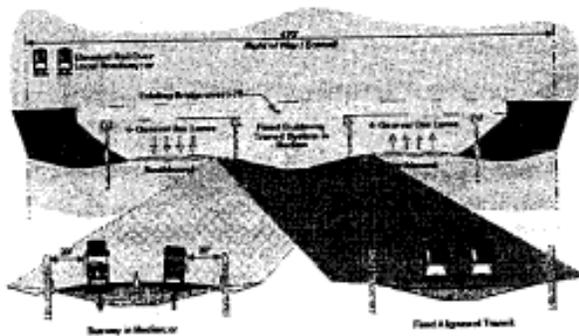
Concept 1: No Build: This concept measures the impacts due to future travel demand if no new improvements are implemented within the corridor.

Concept 2: Minimum Build (ITS)



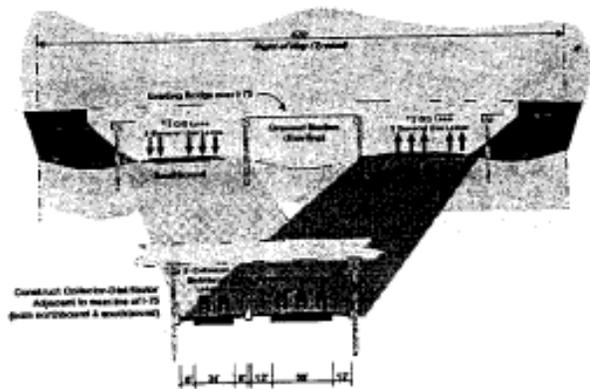
Concept 2: Minimum Build: Intelligent Transportation (ITS) improvements can increase the efficiency of the existing capacity that exists within the I-75 corridor. The intent of this concept is to measure the effect that traffic operational improvements will have on meeting future travel demand.

Concept 3: Fixed Guideway Transit Only



Concept 3: Fixed Guideway Transit Only: This concept, intended to be technology neutral, will measure the relief a major fixed guideway transit system would provide for I-75. This concept would assume construction of a separated guideway facility to accommodate either rail or bus transit systems within the I-75 corridor.

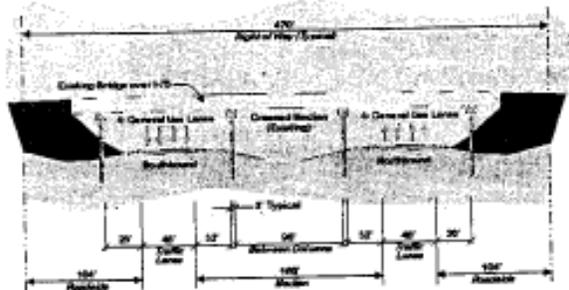
Concept 4: Collector-Distributor Roads Only



Concept 4: Collector-Distributor (C-D) Roads Only: This concept will address only the effects that a collector distributor might have on the mainline of I-75.

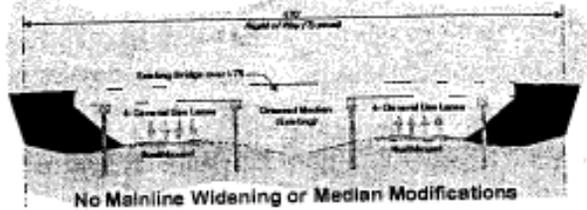
Tier 1 Concept Sketches

Concept 1: No Build



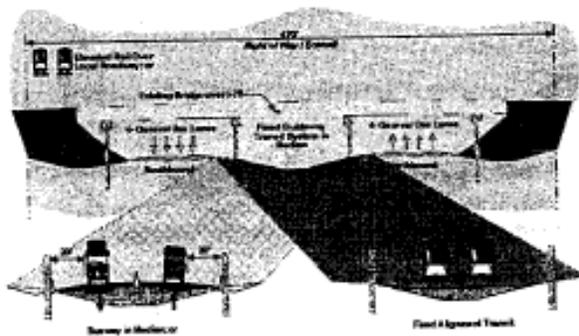
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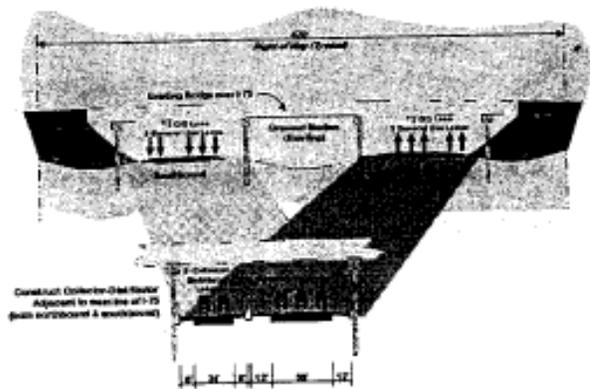
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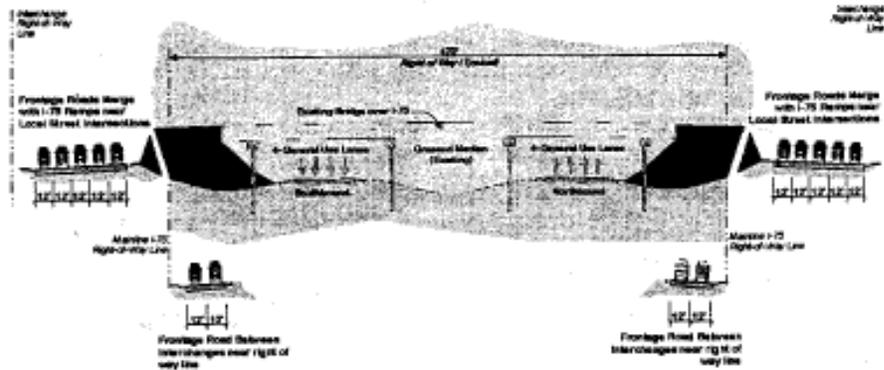
Concept 4: Collector-Distributor Roads Only



Concept 4: Collector-Distributor (C-D) Roads Only: This concept will address only the effects that a collector distributor might have on the mainline of I-75.

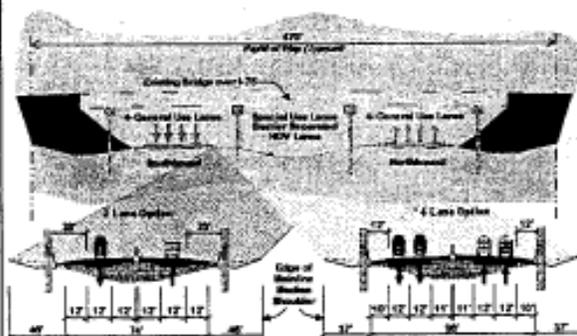
Tier 1 Concept Sketches

Concept 5: Frontage Roads Only



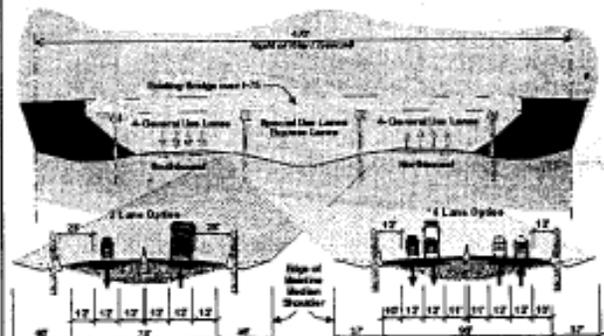
Concept 5: Frontage Roads (FR) Only: This concept will measure the mitigation value associated with the removal of short trips from the mainline of I-75. This concept will address only the effects that a frontage road might have on the mainline of I-75.

Concept 6: Separated HOV Lanes Only



Concept 6: Separated HOV Lanes Only: Separated HOV facilities provide for carpooling, express bus and other high occupancy travel separated from the general use lanes. These facilities could be either barrier separated or spatially separated from the general use lanes of I-75.

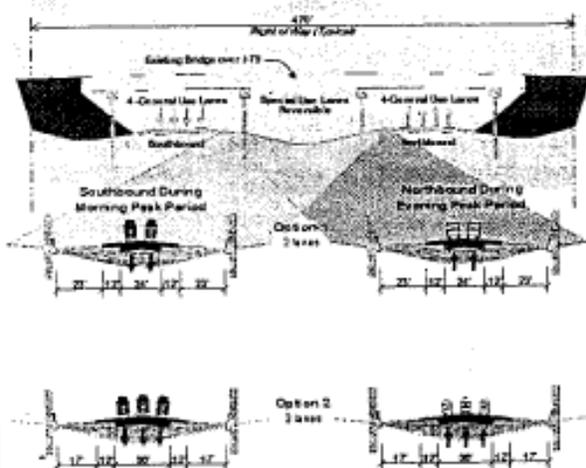
Concept 7: System to System Express Lanes



Concept 7: System to System Express Lanes Only: This concept will measure the benefits of providing special use lanes that separate express traffic from the mainline, for movements between I-595 and the Turnpike, as well as movements from the Turnpike to SR 628.

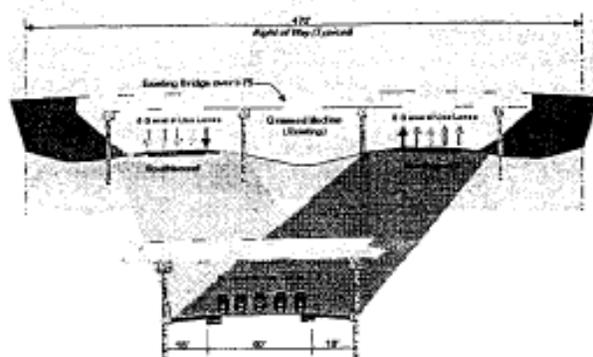
Tier 1 Concept Sketches

Concept 8: Reversible Lanes Only



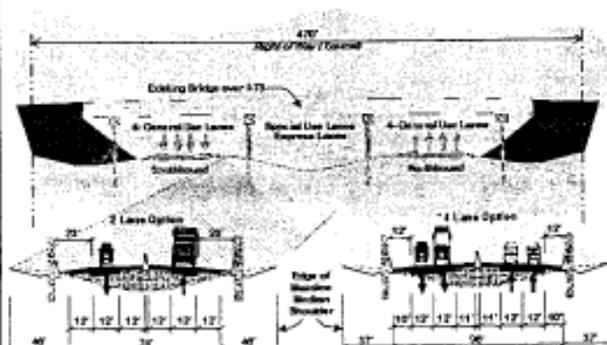
Concept 8: Reversible Lanes Only: This concept will determine whether providing special lanes that serve southbound travel in the morning and northbound travel in the evening peaks will benefit the I-75 corridor.

Concept 9: New General Use Lanes



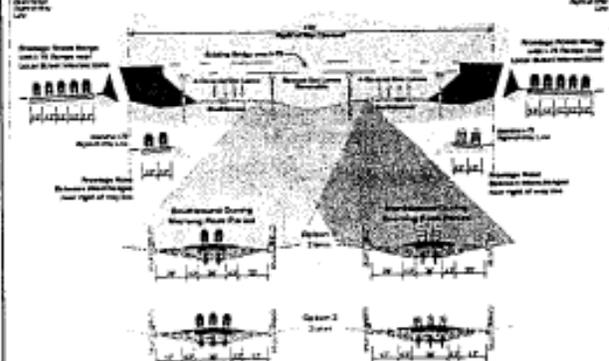
Concept 9: New General Use Lanes: This concept will determine how many new general use lanes would be needed to meet the projected travel demand.

Concept 10: Localized Express Lanes



Concept 10: Localized Express Lanes: This concept will measure the benefits of providing special use lanes that separate express traffic from the mainline, for the heavier localized movements.

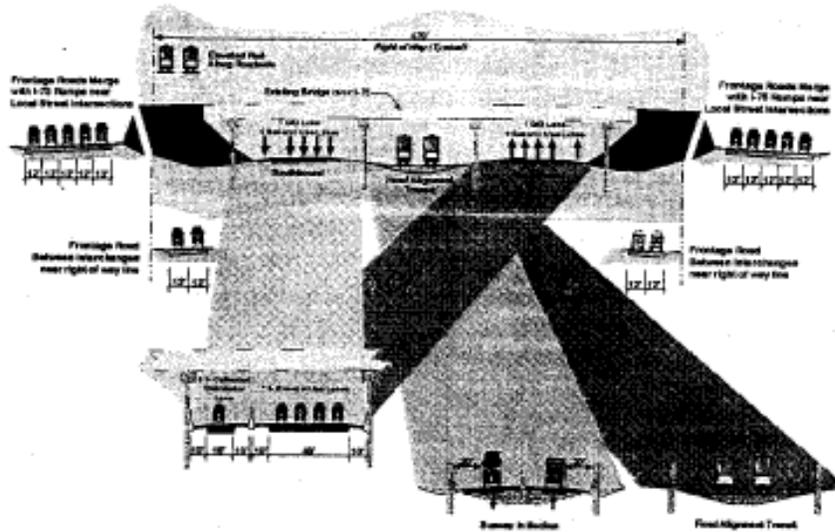
Concept 11: Frontage Roads + Reversible Lanes



Concept 11: Frontage Roads + Reversible Lanes: This concept will measure the combination of benefits from frontage roads with reversible lanes within the median of I-75. This concept will assume that reversible lanes will run the entire length of the project within the existing median from SR 826 in Miami-Dade County to I-595 in Broward County.

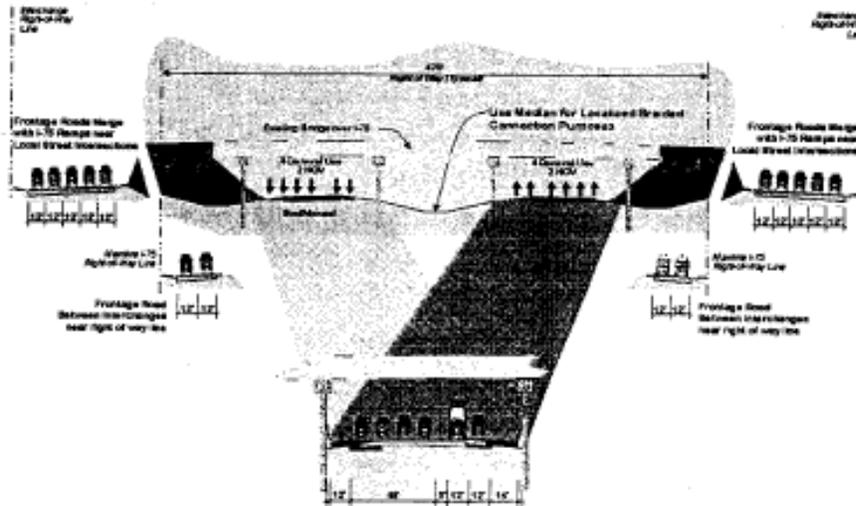
Tier 1 Concept Sketches

Concept 12: Collector-Distributor Roads / Frontage Roads + Fixed Guideway Transit



Concept 12: C-D / FR + Fixed Guideway Transit: This concept will measure the combination of benefits from collector distributor roads and/or frontage roads with reversible lanes within the median of I-75.

Concept 13: Frontage Roads + Concurrent HOV Lanes



Concept 13: Frontage Roads + Concurrent HOV Lanes: This concept will measure the combination of benefits from collector distributor roads and/or frontage roads with reversible lanes within the median of I-75.

Comparing Alternatives

Each of the alternatives developed in Tier 2 will be compared to one another to determine the most appropriate solutions in meeting the future travel demand within the I-75 Corridor. These comparisons will be made in a qualitative and quantitative fashion, to measure the relative impact each alternative will have as compared to the others. This evaluation is not intended to quantify the level of impacts specifically. More specific measures of impacts will be made at later stages of project development, separate from this Master Plan Study.

The specific areas that will be measured and compared for each alternative will include the following:

Level of Impact to the Environment: Wetlands, threatened and endangered species, noise levels, air quality, contamination, right of way acquisition, residential / business properties (relocation) and cultural/historical features.

Engineering Characteristics: Utility impacts, geometry of the proposed transportation system, stormwater management needs, constructibility impacts of alternatives, and the ease in maintaining the improved transportation system.

Costs to Implement: Including the cost of construction, design, right of way acquisition, maintenance and other public costs.

Transportation Mobility: The mobility of the local area roads, arterial streets, Florida Intrastate Highway System, transit systems, freight and HOV systems will be measured and compared.

Public Safety: Including considerations for emergency evacuation, incident management and traveler safety will be compared.

Other Considerations: The alternatives flexibility for change, the potential for controversy that it generates and the community's acceptance of the alternative will be compared also.

Project Schedule

