

**MEETING: BOARD OF COUNTY COMMISSIONERS TRANSPORTATION WORKSHOP**

- I. **Call to Order:** October 15, 2002, at 9:45 a.m., in the Clayton Hutcheson Agricultural Services Center, 559 North Military Trail, West Palm Beach, Florida.

**Board of County Commissioners:**

Commissioner Warren H. Newell, Chair  
Commissioner Carol A. Roberts, ViceChair  
Commissioner Burt Aaronson  
Commissioner Addie L. Greene  
Commissioner Mary McCarty  
Commissioner Karen T. Marcus  
Commissioner Tony Masilotti  
County Administrator Robert Weisman  
County Attorney Denise Dytrych  
County Engineer George T. Webb  
Recording Clerk Donna Atwood  
Condensing Clerk Joan Haverly

**Stakeholders:**

Mayor William Albury, Town of Mangonia Park  
Reeve Bright, chair, Aviation and Airports Advisory Board  
John Corbett  
Joanne Davis, representing 1000 Friends of Florida  
Sidney Dinerstein, chair, Palm Tran Services Board  
Lewis J. Doctor, president, Coalition of West Boynton Residential Associations (COWBRA)  
Rosa Durando, representing Audubon Society of the Everglades  
Terry Foley  
Sandra Greenberg, vice-president, COWBRA  
William Hall, chair, Land Use Advisory Board  
Deputy Mayor Susan Haynie, City of Boca Raton  
Bennie Herring  
Ron Hyman, president, Gold Coast Builders Association  
Herbert F. Kahlert  
Howard Kleiner, representing Alliance of Delray Associations  
John F. ("Jeff") Koons, chair, Metropolitan Planning Organization  
Councilor Jim Kuretski, Town of Jupiter  
Dutch Lipschutz  
Jeff Livergood, director, Public Works, City of Boynton Beach  
Dan Miteff, chair, Traffic Performance Standards Committee  
Leo Noble, representing Economic Council of Palm Beach County  
Councilmember Carmine Priore, Village of Wellington  
Councilman Richard C. Radcliffe, City of Greenacres  
Eric Sain, chair, Governmental Affairs Committee, Realtors Association of the Palm Beaches  
Dairell J. Snapp III, chair, Citizens Task Force  
Commissioner Priscilla Taylor, Port of Palm Beach  
Craig Unger, representing Community and Economic Development Board  
  
Herbert A. Marlowe, Jr., facilitator

## II. Opening Statements; Introductions/Instructions

Commissioner Newell welcomed the participants and commented on their variety--residents, community activists, engineers, developers, and elected officials. He said the basic purpose of the workshop was to develop and prioritize better ways to manage traffic and transit throughout the county. According to a community issues survey received today, he said, the least liked issue about living in Palm Beach County was traffic. The two issues of most concern were traffic and schools. The one issue the county should focus on for the next one to three years was schools, with growth management and traffic coming in as second and third, respectively. Commissioner Newell exhorted the participants to focus on countywide, not local, issues.

Facilitator Marlowe reviewed the agenda for the day.

## III. Presentations; Major Issues

- Randy Whitfield, director of Metropolitan Planning Organization (MPO), gave overviews of the county development pattern from 1910 through 2000, the work performed by the MPO, and the Palm Beach MPO 2025 Long Range Transportation Plan.

Commissioner Newell noted that the county had gone from a position of average daily trips (ADT) on a 24-hour cycle to an hourly peak, which is more reflective of what development and problems occur on peak levels of service. Since the MPO level of service map reflected only ADT, its model needed to be updated. Such a change may affect the MPO's volume-to-capacity figures (v/c), he said. Mr. Whitfield responded the MPO would try to incorporate the county's peak hour standard in the 2030 plan, which it would begin developing next summer. He did not expect overcapacity links to change, he said.

- Perry J. Maull, executive director of Palm Tran, addressed the following issues: paratransit for seniors and disabled persons, fixed route bus service, and Palm Tran/Tri-Rail interface.
- Dennis Neujar, representing Tri-County Commuter Rail Authority (Tri-Rail), discussed the following Tri-Rail projects that would impact Palm Beach County: upgrade of the South Florida rail system, TriRail/Palm Tran interface, transit analysis study, the possibility of purchasing the Florida East Coast Railway (FEC) rail corridor to support public transit, and plans to improve service.
- Maggie Cortez-Kirkpatrick, project director of South Florida Commuter Services for the Florida Department of Transportation (FDOT), focused on solutions to traffic congestion: expansions of and improvements to roadways, flexible work hours, public transit, land use, and commuter services. She highlighted the following project initiatives: Commuter Tax Benefit program, carpool matching, vanpooling, Emergency Ride Home program, and transportation management initiatives (TMIs).
- Denis Eirikis, program coordinator for West Palm Beach Commuter Services, a program formed by FDOT's South Florida Commuter Services in partnership with the City of West Palm Beach to reduce traffic congestion and parking demand by encouraging people to commute in any mode of transportation other than driving alone, discussed current and future plans for expansion into a larger county and tricity area.

### III. - Continued

Commissioner Aaronson asserted that high occupancy vehicle (HOV) lanes were not serving the purpose for which they were intended and proposed taking a different approach to building roads with the creation of truck-only lanes. He further recommended truck lanes and Uturns on Okeechobee Boulevard. Ms. Kirkpatrick responded that FDOT was exploring the option of truck-only lanes.

- Lorenzo Aghemo, planning director, Palm Beach County, addressed county population projections.
- George T. Webb, county engineer of Palm Beach County, discussed growth in the county since 1980 and how the transportation system has responded.

Commissioner Newell commented that an analysis of overcapacity state-maintained roads versus overcapacity county-maintained roads was needed, including the effect of those systems on their funding requirements.

Commissioner Aaronson introduced the possibility of reversible lanes, express lanes, and a different speed limit for trucks than that required for automobiles. Mr. Webb commented on the significant cost of reversible lanes and the confusion they would generate in tourists and resident seniors and said he would have no problem asking FDOT and the federal highway administration to look at truck-only lanes on the interstate highway system.

Commissioner Marcus asked Mr. Webb to find out Broward County's level of service (LOS) as well as its ratio of LOS to exemption areas.

**Recess: 12:18 p.m.**

**Reconvene: 1:09 p.m.**

### IV. Stakeholder/BCC Discussion

#### A. Introductions

The stakeholders and Board of County Commissioners introduced themselves.

#### B. Discussion

A brainstorming session produced several suggestions and ideas for further discussion. The following were written on an easel pad and acted on the following day (brief clarifications added):

1. Effect of 2025 plan on transportation countywide. Will impact be less on smaller areas? Focus on larger areas.
2. Tighter link between land use plan and transportation plan is needed. Current system not addressing.
3. Look at alternative funding levels on FDOT roads.
4. Municipalities must be involved in rezoning accounting for TPS (traffic performance standards). Some mechanism must be in place.
5. Expand Tri-Rail to north counties. Shall the county fund the double-tracking with bus systems?

#### IV. - Continued

6. How to prevent further road deterioration?
7. How can the 2025 plan be improved?
8. Projection (2030).
9. High density.
10. RTA (regional transportation authority).
11. Focus on main corridors and employment centers.
12. Give incentives to businesses to keep jobs in a sector.
13. Look at other transportation links, e.g., bus.
14. Look at potential lane shifts.
15. Look at how to increase eastwest corridors.
16. TDM (traffic demand management); TSM (transportation systems management).
17. Increase number of incentives.
18. County should do its own population count.
19. How to get public to change transportation.
20. Implement "best manager and best practice plans."
21. Can county receive more grant money?
22. BEBR (Bureau of Economic and Business Research) 1.9 million population projection may be too high.
23. Redevelopment concentration and incentives – mixed use.
24. Explore Interstate 27 (I-27) corridor.
25. "Free" turnpike.
26. Try out a pilot program (reversible lane) on Okeechobee Boulevard for three months.
27. Speed up road-building process.
28. FHP (Florida Highway Patrol) needs to move accidents quicker on Interstate 95 (I-95).
29. Alternative I-95 routes.
30. Better communication with school district on site locations. Government buildings, too.
31. Pinpoint potential bus riders.
32. Complete uncompleted roads.
33. Need regional variance.
34. Look at approved development.
35. Analyze ridership of Palm Tran and Tri-Rail; increase public education.
36. Look at how other communities have resolved same problems.
37. Have joint government studies – local, county, federal.
38. Study ways to move people, e.g., to major attractions.
39. Review current rules.
40. RTA -- county be more aggressive (in using buses).
41. Localized solutions.
42. PSAs (public service announcements).
43. County start flex hours for employees.
44. Involve school district.
45. TPS only a planning tool.

**Recess: 2:46 p.m.**

**Reconvene: 3:11 p.m.**

## V. Public

Speakers included: Steven Bell, co-chair, Palm Beach County Environmental Coalition; Susan Hayden-Daniels; Jim Jackson, president, Juno Isles Homeowners Association; Skeet Jernigan, president, Community & Economic Development Council of South Florida; Brian Klute; John Koch; Rita Miller; JoAnn Miner, conservation chair, Sierra Club Loxahatchee Group; Michael Nussbaum; Jim Smith; Susan Stechnij, representing Maternal Child Family Health Alliance; Nancy Sylvio-Lodise; Bobbi Valentine; and Michael Yustin.

Suggestions included:

- Take pedestrians, including senior and handicapped pedestrians, into consideration when widening roads; make such roads pedestrian-friendly. (Ms. Valentine)
- Impose a user tax (e.g., gasoline tax) on motor vehicles; use proceeds to solve gridlock and to connect vehicles with expanded public transportation system. Connect Tri-Rail by light van or rail service to urban and suburban locations; run shuttle service every few minutes. Build parking garages to serve as hubs for transportation system. Discourage motor vehicle use by encouraging walking, bicycling, and other alternative transportation; make the alternative transportation safe with linkage to rest of transportation network. Hire both a pedestrian coordinator and a bicycle coordinator as was done by Broward County. Have these coordinators work with municipalities in establishing local bike-ped advisory boards and in hiring local bike-ped coordinators. Make safe, separate physical space in road rights-of-way for cyclists as well as more sidewalks and wider sidewalks. (Mr. Smith)
- Institute a moratorium on development, pending resolution of the traffic problem. (Mr. Koch)
- Slow growth in development, figure out existing and future water resources, determine what the land can support, and then plan on how much development the county can sustain. (Mr. Yustin)
- Have bus routes in grid system with community shuttle routes to the grid routes; have grid routes run frequently. Have more frequent bus service overall. Have bus shelters in all spots where large numbers of riders wait; where there are not shelters, have benches. Have sidewalks near the routes. Have wide sidewalks for bicyclist use as a safe alternative to the unsafe roadways. (Ms. Stechnij)
- Provide more affordable housing for retail, service, construction, and other workers so they do not have to travel the great distances to work they currently do. Provide incentives to developers to not build gated communities, which discharge heavy traffic onto arterial roads. Divert traffic from I-95 to the Florida Turnpike by partial county subsidization of the sun pass. Consider further state widening of the turnpike through the county. (Ms. Sylvio-Lodise)
- Prioritize interconnectivity of roads. Buy more development rights perhaps. Do not use canals for road expansion. Do not allow deterioration until people move elsewhere. (Mr. Jackson)
- Prioritize long-range planning issues. (Mr. Jernigan)

**V. - Continued**

- Impose a moratorium on development, pending a complete analysis of the Everglades restoration project and the county's role in it. Provide incentives to train people who may lose their jobs through the moratorium and help them to find other jobs. Divide county into grids, making each grid basically self-sustaining with sub-stations to manufacture and distribute basic necessities. Require permitted developments to have mixed uses and to be pedestrian-friendly so people do not have to travel throughout the county to get what they need. (Mr. Bell)
- Work on getting fuel-efficient, non-polluting public transportation. Set a moratorium on new growth and new permitting for a minimum of 18 months or until resolution of increasing traffic, growing sprawl, diminishing natural environments, and a myriad of other issues that are impinging on the county's quality of life. (Ms. Miner)

**VI. Stakeholder/BCC Prioritization; Discussion Points for Day 2**

Discussion points were identified and would be prioritized tomorrow (see October 16, 2002, minutes, section III).

**VII. Recess**

**At 4:18 p.m., the meeting was recessed until October 16, 2002, at 9:30 a.m.**

Attested:

Approved:

Clerk

Chair