

MEETING: BOARD OF COUNTY COMMISSIONERS TRANSPORTATION WORKSHOP, RECESSED

- I. **Call to Order:** October 16, 2002, at 9:48 a.m., recessed from October 15, 2002, 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, Vice-Chair - Absent
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:

John Corbett
Joanne Davis, representing 1000 Friends of Florida
Rosa Durando, representing Audubon Society of the Everglades
Terry Foley
Maryann Garrett, vice-chair, Palm Tran Services Board
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
Town Manager Linda A. Stumpf, Town of Mangonia Park
Craig Unger, representing Community and Economic Development Board

Herbert A. Marlowe, Jr., facilitator

II. **Introductions/Instructions**

Commissioner Newell noted certain issues that needed to be addressed, following which participants introduced themselves.

III. Prioritization of Discussion Points

Facilitator Marlowe reviewed yesterday's discussion points with participant contributions, following which participants voted on the points with Mr. Marlowe noting the vote count on each point:

- A. 2025/2030 plans - 20 votes
 - 1. Population projections
 - a. Assessing carrying capacity
 - b. County establishing its own projections
 - 2. Desired improvements to future failed roadways
 - 3. Level of service

- B. Review current TPS (traffic performance standards) ordinance - 17 votes
 - 1. CRALLS (constrained roadway at a lower level of service) review
 - a. Point system
 - 2. Trip calculation
 - 3. Mitigation
 - 4. Corridor master plans
 - 5. Levels of significance

- C. Intergovernmental coordination and planning - 15 votes
 - 1. School board
 - 2. Municipalities
 - 3. RTA (regional transportation authority)
 - 4. Studies
 - 5. Localized solutions

- D. Level of significance public transit - 21 votes
 - 1. Education
 - 2. Bus routes to major attractions
 - 3. Tri-Rail expansion
 - 4. Bus rider study
 - 5. Paratransit

- E. Land use patterns - 16 votes
 - 1. Density
 - 2. Employment centers
 - 3. Mixed use
 - 4. Workforce housing/affordable housing
 - 5. Home offices
 - 6. Project connectivity
 - 7. Growth management/tier system
 - a. Redevelopment
 - b. Rural preservation

- F. Economic development - 5 votes
 - 1. Impact versus benefit
 - 2. Incentives

- G. Process - 1 vote
 - 1. Development approval process
 - 2. Speed up road building, DOT (Department of Transportation)
 - 3. Alternative distribution of DOT funds
 - 4. FHP (Florida Highway Patrol) rapid response
 - 5. Restrict road removals/lane restrictions
 - 6. Assure completion of proposed roads

III. - Continued

- H. System improvement - 21 votes
 - 1. Best management practices
 - a. Research other communities
 - b. Flex time
 - 2. Free turnpike/turnpike subsidy
 - 3. Reversible lanes
 - 4. Truck lanes
 - 5. Pedestrian planning
 - 6. Bikeways
 - 7. Interconnectivity
 - a. Collector roads

- I. Moratorium/revisit approved developments -- use it or lose it - 8 votes

Mr. Marlowe noted that the participants selected the following issues as today's top four discussion points:

- A. Level of significance public transit (D) and system improvement (H)
- B. 2025/2030 plans (I)
- C. Review current TPS ordinance (B)
- D. Land use patterns (E)

Mr. Marlowe gave instructions for the participants to form four discussion groups, noting the following group assignments: (1) Group 1 -- Commissioner Newell; (2) Group 2 -- Commissioners Aaronson and Masilotti; (3) Group 3 -- Commissioners Greene and Marcus; and (4) Group 4 -- Commissioners McCarty and, if present, Roberts.

The workshop recessed in order to allow the discussion groups to meet individually and to have lunch.

Recess: 10:24 a.m.

Reconvene 1:05 p.m.

IV. Break-out Groups - Group Reports

Mr. Marlowe invited the groups to report their ideas, recommendations, and concept points.

A. Group 1

Dan Miteff reported that Group 1 discussed the level of significance of public transit and system improvement and concluded the following were needed:

- A regional transit authority (RTA).
- Further discussion and study of public transit. People would use the system more if service were more frequent and reliable.
- Continual, cooperative involvement of the county, municipalities, and Metropolitan Planning Organization (MPO) in system improvement.
- Increase of the speed limit on State Road 7 (U.S. 441), possibly.

IV. - Continued

- Concerning the 2030 transportation plan, a countywide ordinance on right-of-way removal so that any change to the roadway network was procedurally correct.
- MPO model updates every year or every two years.
- Population projection updates every year or two.
- As much accurate traffic modeling as possible.
- Continuation by the Traffic Performance Standards (TPS) Committee to study different factors and make periodic presentations to the board.

Later, following Group 2's report, Mr. Marlowe commented that Group 1 also recommended including multiple uses in employment centers and stressed prioritization of corridor management plans.

B. Group 2

Herbert F. Kahlert reported that Group 2 considered several points and made the following recommendations:

- Redirect some money to areas of highest constraints, such as intersections, possibly.
- Work with the Florida Turnpike Authority on offering free transponders (small toll-collector units) to residents, possibly.
- Include pedestrian/bike paths in every plan.
- Emphasize additional collector roads, possibly, as well as the arterial system in order to help traffic distribution and collector identification.
- Lengthen the green light in certain major directions during peak hours.
- Work with Broward and Martin counties to address traffic regionalism.
- Approach industry about flex time and other management elements.
- Provide better east-west connectivity to Tri-Rail and transit system.
- Maintain level of service (LOS) by maximizing the highway system, putting emphasis on intersections and other locations of capacity constraint, and possibly redirecting some budget.
- Cooperate with municipalities to jointly work their comprehensive plan efforts on a fixed population projection.
- Help redirect where some transportation monies go, possibly, and get better emphasis on roads with the highest congestion rating.
- Maintain the goal for the current Comprehensive Plan transportation LOS but be sensitive to lowering it if it does not meet the cost-feasible analysis. If desired LOS cannot be reached by the end of 2030, the county will probably need to lower it or provide more money to satisfy the system.

IV. - Continued

- Let the TPS Committee continue to do its work. Recommend the BCC request a report in the next 90 days.
- Use opportunities of reducing traffic or development intensity to help meet LOS tests.
- Promote more intergovernmental play on land use and zoning issues. County and municipalities should cooperate in trying not to take hard line between unincorporated and incorporated areas and in working on many of their respective developments.
- Identify and work with high-density corridors throughout the county.
- Include annexation in the final recommendations since there are too many artificial boundaries. Annexation should be encouraged in order to help the transportation system.
- Focus the whole planning process on reducing intensity and making sure LOS is not exceeded.

Commissioner Aaronson added that Group 2 recommended a condition of approval requiring developers of large communities to provide internal transportation in order to take more cars off the road. Mr. Kahlert added that the condition could also be applied to communities in which it made sense to require a transit component, either putting a transit system in or charging an impact fee or equivalent in order to develop a transit fund.

C. Group 3

Joanne Davis reported that Group 3 considered operational/system improvements and public transportation and stated the following things were needed:

- Public transit planning by north county.
- Comprehensive transit plan.
- Consideration of waterways for long-range public transit.
- Smaller buses and neighborhood-oriented transit. A small bus, van, or trolley should serve neighborhoods.
- Making public transit “cool” to schoolchildren.
- Making removal of roadways more difficult.
- Revisiting of transfer of development rights because of insufficient coordination with municipalities.
- Comprehensive overview instead of singling out transportation.
- Understanding of economic and natural resources.
- Study of carrying capacity.

IV. - Continued

- Sustainability in comprehensive countywide planning.
- Putting resources into what people want to do, which is to drive. Therefore, more roads should be built.
- Regional analysis worked with corridor master plans.
- Study of 2025 needs and how to satisfy them.
- Link of TPS to the transportation plan.
- Review of land use plans.
- Transit-oriented development in certain areas. Developers should help fund buses.

D. Group 4

John Corbett reported that Group 4 discussed the 2025/2030 plans and made the following suggestions:

- Let the Intergovernmental Plan Amendment Review Committee (IPARC) look at population projection methodology if the county was uncomfortable with the Bureau of Economic and Business Research (BEBR) projections. After that, the MPO should use non-BEBR projections for the 2030 plan.
- Stop eliminating roads on the thoroughfare plan. Enter into an interlocal agreement with municipalities and the MPO.
- Address road network deficiencies: change levels of service, build more roads, provide other means of mobility, make land use changes, and buy land.
- Stop TPS bias against large projects.
- Prioritize infrastructure.
- Stay at 1 percent level of significance.

V. BCC Discussion/Direction

A. Direction

The board made known the following directions and expectations:

- Prepare a list of corridor master plans and prioritize three to five roadways for the Comprehensive Plan adoption hearing in December, at which time a work program can be identified.
- Speak to Broward and Miami-Dade counties about issues they are dealing with or have dealt with in order to benefit from their successes and failures.

V. - Continued

- Report on project definition and LOS to the board in the regular December meeting with recommended language for adoption; give a schedule to the Citizens Task Force. Prepare a schedule for ordinance adoption.
- Move the 1 percent level of significance forward. Address closing the loophole by which developers and builders manipulate the numbers and system.
- Take a graduated level of significance system back to the TPS Committee for them to consider using different levels at different times as well as different levels depending on congestion.
- Bring the peak-hour standards ordinance back to the board in February.
- Start working with the Florida Department of Community Affairs (DCA) on a population recount methodology based on a carrying capacity analysis. Take the result to IPARC for review. Report back to the board by February or March with progress reports in the interim.
- Prepare a pilot program in the next 30-60 days using one or two ideas put forward in this workshop to relieve traffic congestion, such as “jug handles” (a roadway design alternative that eliminates direct left-turn and U-turn movements from the main through-traffic roadway), truck lanes, truck speed limits, and one-way streets. Prepare the pilot program for one road, such as Okeechobee Boulevard or Glades Road.
- Possibly look at an organized zoning approval process for municipalities that tracks developments with units approved and later reduced.
- Encourage governmental agencies to institute flex time.
- Focus on truck lanes.
- Develop a condition of approval requiring the developer of a large community to supply a bus service for residents.
- Possibly improve the appearance of buses by removing the graffiti-type covering.
- Reduce bus rates for certain employers, such as in the service industry.
- Explore feasibility of banning cargo trains between 8:00 a.m. and 9:00 a.m. on weekdays.
- Begin work on a countywide ordinance for restrictions on road removals, lane capacities, and reductions of capacities on roadways.
- Review the ideas presented in the workshop and bring back a report about what is feasible from staff’s perspective.

B. Stakeholder and Public Comment

Howard Kleiner made the following suggestions:

- Have communities can negotiate for PalmTran bus service.

V. - Continued

- Institute flex time for government employees.
- Encourage companies to work staggered four-day week.
- Develop a park-and-ride to take people to Palm Beach International Airport.

Councilor Kuretski discussed the certificate of exemption.

Ron Hyman observed that it was the opinion of the overall group that an RTA should be developed. Commissioner Newell responded that Broward, Miami-Dade, and Palm Beach counties had come to an agreement on that issue. Mr. Hyman asked that Martin and St. Lucie counties be included. Commissioner Marcus commented that Martin County wanted to be involved. Michael J. Busha, executive director of Treasure Coast Regional Planning Council, said that the council brought that idea to the Council of Governments and a resolution was passed in support. Commissioner Newell asked that the Board of County Commissioners be given a copy of the resolution. Mr. Busha replied that the resolution had been sent to Palm Beach County and that another would be sent. He remarked that Martin County said it probably would not join at this time but would stay involved.

Mr. Hyman encouraged action on the employment center concept.

Mayor Albury said he hoped that the special needs of the inner cities would be factored in the planning process.

Skeet Jernigan, president, Community & Economic Development Council of South Florida, expressed disappointment that the commission had fallen into a discussion of minutia instead of prioritizing the much-discussed need for comprehensive planning and a long-range comprehensive transportation plan that reflected the future land use plan and projected population densities. He said he hoped that discussion of population figures would result in the board's coming back to the planning process that the county needed to address. The board responded to Mr. Jernigan's remarks.

Commissioner McCarty asked staff to condense the suggestions and comments and provide a copy to the stakeholders and other persons who wanted one.

Commissioner Newell urged staff to not lose sight of functionality items discussed during the workshop.

VI. Adjournment

At 3:07 p.m., the meeting was adjourned.

Attested:

Approved:

Clerk

Chair

