

MINUTES

BROWARD COUNTY PLANNING COUNCIL

February 28, 2013

MEMBERS PRESENT: Anne Castro, Chair
Louis Reinstein, Vice Chair
Commissioner Bobby B. DuBose, Secretary
Vice Mayor Richard Blattner
Mayor Vincent Boccard
Sara Case
Neal R. de Jesus
Mayor Lamar Fisher
School Board Member Patricia Good
Mary D. Graham
Dan Hobby
Commissioner Michele Lazarow
Commissioner Michael S. Long
Commissioner Rita Mack
Mayor Michael J. Ryan
Nicholas T. Steffens
Mayor Daniel J. Stermer

MEMBERS ABSENT: Tim Bascombe
Commissioner Martin D. Kiar

ALSO PRESENT: Barbara Blake Boy, Planning Council Executive Director
Andy Maurodis, Legal Counsel
Patrice Gillespie-Smith, Urban Health Solutions
Nancy Cavender, The Laws Group

(A sign-in sheet reflecting those present is filed with the supplemental papers to the transcript of this meeting.)

A meeting of the Broward County Planning Council was held at 10:00 a.m. on Thursday, February 28, 2013, in Room 422 of the Broward County Governmental Center, Fort Lauderdale, Florida.

CALL TO ORDER

Chair Anne Castro called the meeting to order.

CHAIR CASTRO: Okay. If I could have your attention, please. We're going to call the Broward County Planning Council regular meeting and Public Hearing for February 28th to order.

ROLL CALL

CHAIR CASTRO: Nancy, would you please call the roll?

THE REPORTER: Yes, ma'am. Mr. Tim Bascombe. Vice Mayor Richard Blattner.

VICE MAYOR BLATTNER: Here.

THE REPORTER: Mayor Vincent Boccia. Ms. Sara Case.

MS. CASE: Here.

THE REPORTER: Mr. Neal de Jesus. Commissioner Bobby DuBose. Mayor Lamar Fisher.

MAYOR FISHER: Here.

THE REPORTER: School Board member Patricia Good.

MS. GOOD: Here.

THE REPORTER: Ms. Mary Graham.

MS. GRAHAM: Here.

THE REPORTER: Mr. Dan Hobby.

MR. HOBBY: Here.

THE REPORTER: Commissioner Martin Kiar. Commissioner Michele Lazarow.

COMMISSIONER LAZAROW: Here.

THE REPORTER: Commissioner Michael Long.

COMMISSIONER LONG: Here.

THE REPORTER: Commissioner Rita Mack. Mr. Louis Reinstein.

VICE CHAIR REINSTEIN: Here.

THE REPORTER: Mayor Michael J. Ryan.

MAYOR RYAN: Present.

THE REPORTER: Mr. Nicholas Steffens.

MR. STEFFENS: Here.

THE REPORTER: Mayor Daniel Stermer.

MAYOR STERMER: Here.

THE REPORTER: Anne Castro, Chair.

CHAIR CASTRO: Here. I called the roll first to give everybody a moment to get back to their seats and get settled. So now could you stand for the Pledge of Allegiance, which will be led by Mr. Reinstein.

(THE PLEDGE OF ALLEGIANCE WAS LED BY VICE CHAIR LOUIS REINSTEIN.)

CHAIR CASTRO: Quickly, we did receive again an electronic communication from Mr. Bascombe that he was going to be out today. He woke up with a really bad flu bug this morning, so if we could excuse his absence, that would be very much appreciated. I don't know if we heard from anybody else.

MS. BOY: Commissioner Kiar, his aide just came in to let us know that he's at the County Commission workshop this morning, at one of the County parks.

CHAIR CASTRO: So we'll also excuse his absence, as well, today.

REAPPOINTMENTS

CHAIR CASTRO: First, I want to congratulate and say thank you to Mr. Louis Reinstein, who has been reappointed by Commissioner Kiar back to our Council. So we're glad to have him back, and thank you to Commissioner Kiar.

VICE CHAIR REINSTEIN: Thank you very much.

OATH OF OFFICE

CHAIR CASTRO: And then we have another new member that we have to actually swear in today. This is an old friend of mine from down south of me, Vice Mayor Dick Blattner, with the City of Hollywood.

So, Vice Mayor, if you would step up here to the circle, we will swear you in and do this oath, and then have a team picture, so we're going to get ready to do a photo shuffle here in a few seconds.

(OATH OF OFFICE ADMINISTERED AS FOLLOWS: I do solemnly swear that I will support, protect, and defend the Constitution and the government of the United States and of the State of Florida; that I am duly qualified to hold office under the Constitution of the State and the Charter of Broward County; and that I will well and faithfully perform the duties of a member of the Broward County Planning Council on which I am now about to enter, so help me God.)

PRESENTATION OF PLAQUE OF APPRECIATION

CHAIR CASTRO: And I have one more. If Mayor Fisher, before he sits down, if he would stand up with me for a second, I'll give him a plaque. We have a presentation of a plaque for him.

This is presented to Mayor Lamar Fisher in recognition and appreciation of your outstanding leadership and service to the Broward County Planning Council and as Chair in 2011 and 2012.

MAYOR FISHER: Not necessary.

CHAIR CASTRO: As I said the last time, he left me figuratively and literally very big shoes to fill, and I hope to do it justice. But, Mayor Fisher, if you want to take a few minutes of privilege to say anything at this point, you're more than welcome to.

MAYOR FISHER: Well, the last time, at the last meeting, it was just an honor and privilege to serve two years as your Chair. And just really enjoyed it, really enjoyed the opportunity of working with staff and with Nancy, but, more importantly, with all the members of this Council.

You are in great hands with Ms. Castro. I've worked closely with her, so it's nice to pass the buck, and I also didn't have to come this morning to the meeting. Just really an honor, folks. Thank you so much for the opportunity.

CHAIR CASTRO: You're very welcome. And, needless to say, we have some exciting items on this morning's Committee meeting, so you are sorely missed, to say the least.

CONSENT AGENDA

AGENDA ITEMS C-1 THROUGH C-4

CHAIR CASTRO: Okay. We're on to the Consent Agenda, C-1, C-2, C-3, C-4.

MAYOR STERMER: Move the Consent Agenda.

COMMISSIONER MACK: Second.

CHAIR CASTRO: We have a motion and a second. Any discussion? All in favor? Any opposed?

VOTE PASSES UNANIMOUSLY.

REGULAR AGENDA

AGENDA ITEM R-1 - PRESENTATION: COMPLETE STREETS

CHAIR CASTRO: Okay. Number 1 on the Regular Agenda, R-1, presentation of Complete Streets.

MS. BOY: Yes. We have Patrice Gillespie-Smith here. She's going to make a presentation regarding the Complete Streets idea or philosophy, and then we'll have a follow-up opportunity for any questions that you may have.

MS. GILLESPIE-SMITH: Good morning, Madam Chair and members of the Broward Planning Council. It's my pleasure to be here this morning.

And I especially wanted to thank Vice Mayor Blattner for being such a vocal supporter of Complete Streets at the MPO. I know that the MPO truly believes in the advancement of Complete Streets here in Broward.

I also need to thank our funding partners, because without them, I wouldn't be here this morning. And those are the Broward Regional Health Planning Council, the Broward Metropolitan Planning Organization, the Health Foundation of South Florida. Thank you. So, first of all, I wanted to define Complete Streets, but I think most of you got a very nice primer this morning.

Just quickly, they are streets that are planned, designed, constructed, and

operated for all modes and all users, regardless of age or ability. And with Complete Streets, the car is no longer the primary concern. Rather, the focus is moving people through a vast infrastructure.

Since Complete Streets began, and it actually began a long, long time ago, almost 30 years ago, but they have been proven to reduce crashes and improve physical activity, the environment, and economic development opportunities.

And as you heard this morning, by creating safe walking, biking, or – a safe walking, biking, and riding environment, you also make it more inviting, which translates into more social interactions and, ultimately, more dollars spent in our communities throughout Broward.

So just to show what a before and after -- I think sometimes pictures are much clearer of a definition -- this is a street before a Complete Street treatment, and this is a street after.

So take a look at the difference in -- there is a road diet, so there were lane eliminations. There was implementation of an attractive median, sidewalks, shade, which comes up time and time again here in Broward as something people really want.

And think about it, if you lived on a street, suddenly walking becomes a much more realistic possibility. And it's a much more inviting idea to build on. So why Complete Streets?

You know, here in South Florida we have been very fortunate. We have received a CDC Transforming Our Communities Health grant that is administered by the Broward Regional Health Planning Council.

That enabled us to develop the Complete Streets guidelines last year. And, with the help of the Broward MPO Technical Advisory Committee, which had a very strong and active County representation, including Pete Schwartz, we were able to develop Broward-specific guidelines in a relatively short period of time. Six months, which I think is a real testament to the groundswell of support we had here in the County.

Since the guidelines were unanimously endorsed by the Broward MPO last July, FDOT, Broward County, and several municipalities have begun advancing Complete Streets policies and practices. And in this tight economy, Complete Streets offer an affordable way to improve walkability, bikeability, and transit in our communities.

When we think of the savings in reduced -- reduced crashes alone, the

savings of precious lives, the savings your Sheriff's Department will experience because they will be reporting fewer crashes and solving more crimes, there's a huge opportunity here to be more efficient with those public resources.

So where do we fall in the trend or the movement of Complete Streets? I think we're in good company. We are in the upper echelon of -- in the nation of the communities that are placing a priority on safety and health in the design of their streets.

More than 350 policies have been adopted at the local, regional, and state levels. And I included several County examples, the closest being Lee County, who have passed a resolution, but they don't quite have the teeth in place yet to enforce it.

So what they've done is they've established an interdepartmental team to review all of their capital improvement projects. And what they have reported since establishing that team only a couple of years ago, they have saved the County more than \$50,000,000 because they look at projects in a completely different way.

This, I believe, is one of the most compelling reasons for Complete Streets. South Florida consistently ranks in the top five major metropolitan areas in the Country, and not as a good list here. It's in the top five worst metropolitan areas in the Country for accidents.

And each of those little black dots on the map represent six to ten accidents. And when you look at that, you can see really no part of the County remains unscathed.

This map alone has prompted FDOT to step up its efforts, and you may be familiar with the campaign Aware Today, Alive Tomorrow. They're actually studying the red star areas to see if their efforts are making a difference.

These headlines here represent just one month of Sun Sentinel headlines showing how terrible some of the conditions can be and how tragic they can be.

This adorable six-year-old, DeAndre, will never see seven because he was struck in a crosswalk one evening in January. With his parents. It's just something that's astounding.

But these accidents show us that speed does determine life or death. And if we didn't have an environment that encouraged cars to go so fast, that little boy may be alive today.

When we started the development of the Complete Streets guidelines, we felt it was very important to touch base with the public. So we first kicked off a survey and we heard from more than 1600 Broward residents.

We also established public workshops throughout the County to have one-on-one interactions. And what we heard was interesting. It's probably common sense, but we felt rather it is really reinforcement of the need for Complete Streets.

Most people said they want to travel more without a car, but they don't feel safe doing so. And many people also said they don't have anything close by to walk or bike to. So that's -- that's also a land use discussion.

We heard the major barrier is safety in getting people out of their cars. Half of the respondents said, yes, I'd use my car less if I felt safe. And ten percent said they will never seek an alternative mode because of safety, meaning they feel they're safer in a car than they ever could be walking, biking, or taking transit. So that's a ten percent -- you know, that group right there I think it's going to be very difficult to change their views.

But what was interesting was that several people defined safety beyond traffic safety. We actually did a focus group with some kids in West Park, and they explained they don't feel comfortable walking out of their development, A, because parents said don't leave the development, but, B, because what they called, shady characters, that they would encounter on their walk even to the school or the library.

So you think about, you know, we may define safety as difficulty crossing the street, and these folks were worried about what their environment might include.

This slide reinforces the theme if you build it, they will use it. Folks are saying if you put more accommodations out there, that they will get out of their cars. One of the most popular amenities people wanted was shade trees. They wanted protection from the sun and the rain here in Broward.

Time and time again, the design of the bus shelters came up, saying -- people saying, I don't feel comfortable taking the bus because what if it rains. Or they'll say they'll get too hot.

So just things like providing shade for those waiting for the bus, relatively simple concept, but, again, that's a major obstacle when people were asked why aren't you using public transportation more.

And others indicated that if more modes were represented on the road, they

may change how they get around. So you see 40 percent of the respondents said, you know what? If there were more lanes or wide paved shoulders, I would be biking more.

I thought that was very interesting. I don't think that probably would translate, in reality, because we all think we will do more physical activity than I think we ultimately do. But, still, even if it's a small percentage that you could see a big difference in the amount of congestion on the roads and just overall traffic flows.

The good news here -- the good news is that here in Broward County, since the MPO endorsed the guidelines, we are definitely building it. Hopefully, you all saw the Sun Sentinel article on Monday saying that Complete Streets are popping up everywhere, and, indeed, they are. You can see Fort Lauderdale painted the County's first green bike lane.

We also have the County's first bunkered bike lane, and that means protected or kind of removed from traffic. That's being put in by FDOT on A-1-A. And then up in the corner, you can see what's proposed in Lauderdale-by-the-Sea would be the -- now I've been told it may not be the County's first, but it -- actually, there is no one of these yet, but the County may actually be installing the first one, but it's an all walk, meaning pedestrians can cross at any point in the intersection because it would be red for all vehicles.

Sometimes that's known also as a scramble. But basically it's giving those pedestrians a cycle of their own. You know, cars often get 30 seconds to go north and south, and then somebody else gets 30 seconds to go east and west, but this would allow pedestrians to safely cross.

And when we did this in Seattle, where I used to work, we found it to be hugely successful. People loved it, because there was no, you know, tense moment where you're turning, making sure nobody's taking a left into your right of way.

We also see that people, as I mentioned, like the roundabouts, the shade. We've seen examples of this throughout the County. And many more municipalities are pursuing how to implement this.

I was also asked to talk about what other communities are doing around the Country and the world to increase awareness about Complete Streets.

And so I showed a few examples there, and in your lower left corner is everyone is born a pedestrian. So Hungary went with the approach of why not remind everyone that at one point in your life -- or one point in your day, you're always going to be a pedestrian.

So think about that as you're driving. Chicago went with a little more candid or in your face approach by putting one mannequin up for every pedestrian that was killed in the previous year.

And then on their T-shirts, they put a message about pedestrian safety. Some other cities pursued ciclovias, which means that they've closed the streets to automobiles and allow people just to come out, walk, bike, stroll, do whatever you want, but enjoy that street on your terms without worrying about auto traffic. And then Ann Arbor, Michigan did a very straightforward campaign just saying, safety is easy, pavement is hard, reminding pedestrians that all you have to do is look left, right, left, and you're giving yourself a much better position to cross the street.

But if you don't do those simple steps, you may be in for a terrible surprise. So I also wanted to point out what's happening here in South Florida is that people are having more fun on the streets.

So Complete Streets doesn't always have to be about the engineering piece. It can also be about celebrating a street. So here in Wynwood, we have a picture of -- they commissioned an artist to create their first crosswalk on a street that actually experiences a ton of automobile traffic, but it had been desolate for so long that they suddenly had to start thinking about how to reincorporate pedestrians back into their fabric.

So they had this pedestrian do a beautiful crosswalk. FDOT held a safety street party a couple of weeks ago here in Fort Lauderdale. Hollywood had the Y Community Tour of a street that runs through the community but also connects to the Y, connects to a park, and connects to a school, so people could see. All different ages came out to see how it would be experienced as a pedestrian.

They came up with some great ideas about how to improve that right of way. And San Francisco is starting to reclaim its streets with something they call parklets. And that means, you know, basically creating a space in the right of way that others can use.

In this instance, it's a restaurant that has put seating out there. And if it's designed properly, it's a very safe way to add more space to your retail and make your street more inviting.

And here in Fort Lauderdale, Fat Village just had its second block party. Again, it's something like -- it's just a party on the street. It brings out artists, children, activities, and it's on a Saturday morning, so it doesn't impact traffic much. But, again, it gives the residents a feeling that that street can be part of their program, as well.

You know, so Broward County has been moving toward Complete Streets for quite some time, as you all know. You established an alternative roadway design plan guidelines. You hired a staff person to review projects to incorporate Complete Streets elements.

And the adoption of the Complete Streets Guidelines seems to be a natural progression, because it will provide you with the standards you need to refine your practices.

We have recommended steps here that we have talked to your planning and highway engineering folks about. So first we said to kick off your efforts, we suggest asking yourselves a few questions, determining benchmarks, and identifying key audiences in developing the implementation plan.

So we asked, you know, where do you want this to apply? On what do you want it to apply, the who, so it's all of Broward County, and who are your partners. Some very basic questions of the MPO, just to get your implementation started -- plan started.

So then as we moved forward, we looked at all your impacted agencies, your impacted documents, and your policies. And you all understand better than we do. We just did a quick cursory overview of what we could find, and we saw that it will require quite a bit of coordination, identifying a lead agency, understanding who is responsible for what.

When we did this in Seattle -- I used to be the Chief of Staff there -- I have to say our staff was not overly excited, because this was something that was, quote, done to us by our City Council, and we had engineers just coming unglued, saying, there's absolutely no way this is going to happen unless you can give us quite a bit more money. And we said that isn't going to happen. We don't have those additional resources.

And we challenged them to re-look at the existing resurfacing projects and construction projects we had on the books. And you know what? After a few years, they were coming to us with their ideas before we even asked them to. They really understood the value of rethinking that right of way.

Oftentimes, you know, with the car, there was worry about speed, but oftentimes they found by providing more order, by actually putting more modes on the street, you did improve your traffic flow because you didn't have cars jockeying everywhere, because suddenly everyone had their own place.

So we found it to be incredibly useful. It did take some time and some coordination. We actually reviewed our permitting process. We looked at

everything, because we suddenly realized by looking at all the roads and trying to look at all users, some of the practices that we had been employing in the past weren't pedestrian friendly. We had a lot of construction going on at the time, and we allowed developers to store their equipment on the sidewalk, not thinking that we were forcing pedestrians to cross extremely busy streets.

And so we had to rethink our permitting process. And in the end, we did -- recovered more fees, because we said to developers, we should be charging you more if you're going to be using the right of way to store things that way.

In the end, we said that's not really how we want you to use our right of way. So it's those kinds of the considerations that your staff will have to go through.

And then, of course, you know, that critical piece is always communicating your changes. Public engagement is something that's critical from the beginning to the end. As we found in our research, people really like this idea. People do want to walk more. They want to drive less. But they also want to understand what's going on.

I've talked to some of your County staff, and they often say people say, I want the Complete Streets, but in the same breath they say, well, I don't want to slow down traffic.

So you do have to educate folks on some of the trade-offs it will take when you balance your infrastructure. We have a demonstration project we're going to be doing later this spring that shows what happens to traffic when you start balancing all those modes, and how really your services can improve overall, even when you are maybe taking away a lane or putting an extra bus bench in place.

These are small improvements, but they make a huge difference in how your traffic flows. So we just recommend really making sure that you're talking with the public, but also with your partners, to your contractors, the developers about what your goals are so that they can be partners with you in this process of adopting or basically refining your existing policies.

So I appreciate, again, on this eve of bike month here in Florida. I appreciate the opportunity to speak to you this morning. And I'm happy to answer any questions.

CHAIR CASTRO: Ms. Graham.

MS. GRAHAM: Thank you, Madam Chair. Two questions. You're Patrice,

and what is your last name, please?

MS. GILLESPIE-SMITH: Oh, sure. It's Gillespie-Smith.

MS. GRAHAM: G-i-l-l-e-s –

MS. GILLESPIE-SMITH: E-s-p-i-e Smith.

MS. GRAHAM: And, secondly, the City of Fort Lauderdale just completed a marketability study and Josh (inaudible) presented and perhaps the City of Fort Lauderdale will have you come and reinforce what he's already been paid to do as a consultant, because it does work hand and hand. And I know that since you're local maybe we'd have a better chance of recommending that. Thank you.

MS. GILLESPIE-SMITH: Sure. Thank you. And I do -- Madam Chair and Commissioner Graham, I want to make it clear that I have been working with the City of Fort Lauderdale. They did have me at their open house. So we appreciate that partnership with the City of Fort Lauderdale.

CHAIR CASTRO: Ms. Boy, do you have any comments from the staff's perspective?

MS. BOY: I would just like to point out, the County Commission received a couple hour presentation on this last week at a workshop, and our staff attended.

And the County staff made several recommendations that may be moving forward to the County Commission on March 12th. Mayor Jacobs is going to bring an item forward.

And I would just quickly like to go through the staff -- the County staff recommendations so that you're aware of what they may be moving forward to the Commission.

Basically, it comes down to formalizing a Complete Streets team, which will be an interagency team, and I believe the Planning Council staff would be invited to participate in that.

And that's taking a look at the County's road planning design and construction standards and moving forward recommendations in that manner. One of the County staff recommendations to the Commission is that the Trafficways Plan Amendment fee for context sensitive corridor overlays be waived for approximately a two year period to encourage right of way plans that could incorporate these Complete Streets standards.

So that's going to be one of the staff recommendations -- or that is one of the staff recommendations. The County staff is also recommending just to initiate focused community and municipal outreach efforts, you know, with using the County staff to discuss these context sensitive corridors, the Complete Streets guidelines. So an outreach effort.

And then also working with federal, state, and local partners to identify potential funding sources. The last thing I would like to point out, at the presentation, the County's Highway Construction Engineering Director gave quite a few examples of the implementation of some of these ideas on pilot projects like Bailey Road and a pilot project on Ravenswood Road, and the different -- the different things that are being implemented without an additional cost, because these roads were already going to be utilizing resurfacing funds and other funds, and they just were shifting -- trying to shift the way that they -- that they implement those, improving pedestrian facilities, bicycle lane facilities, and that sort of thing.

So there may not necessarily be an additional cost for several of these things, because they may be done within funds that are already allocated for improvements and projects. So I just wanted to let you all know that, the timing of the County Commission taking the action potentially March 12th, and then what the County staff recommendations are.

CHAIR CASTRO: If I understand you correctly, the goal by staff to the Commission is to sort of outline the process to move forward on this whole concept, including the tie-in to the Land Use Plan, the trafficways planning, and they will probably be making suggestions or recommendations that will come back before that committee, this Council, to discuss as far as amending things and making changes; is that correct?

MS. BOY: Yes. And that would be the purpose of those committees, also.

CHAIR CASTRO: And you will make sure that we are somehow represented on whatever committee they form? Because I think that would be very important to this group, to have somebody at the table to be in the discussions and get the overall context and the overall picture.

MS. BOY: Yes.

CHAIR CASTRO: Okay. And just so I can make a real quick comment, you already alluded to a lot of cities are kind of doing this and have been doing it on their own, so it's kind of an interesting thing. But one of the things I am concerned about is obviously we have two issues that always face this Council. One is student generation rates, and the other is traffic impact or traffic trip generation rates.

And I can see that, to the speaker's presentation, impacting that in some degree. So I think part of the process should be looking at how we get that information from, you know, County staff when we do evaluations of land use changes and how this would impact it if it's going to be applied in that area so that it's a little bit of a different formula.

So we may have to make sure that we cover that base, as well. So I think everybody knows there's kind of a movement in Broward County to move more toward mass transit and those opportunities as opposed to building more roads and, you know, more lanes and more other things to generate more trips.

I think that's going to be very important to us moving forward in the next year or two, how we do the traffic studies. Go ahead.

MS. BOY: Yes, and I just -- as a follow-up to that, I've been speaking with some of the County staff about the Complete Streets team and some of the subcommittees, and that's one of the conversations that we're having is -- and we'll bring -- we'll talk about this more at the workshop next week, but one of the things for the transportation analysis is how do you account for transit improvements and increased transit uses in -- sorry -- transit usage, multi-modes, pedestrian, bicycle? How does that get accounted for? How is that a credit.

So one of the things that we're going to be looking for and towards in the future is a multi-modal propensity credit, so to speak, when you're proposing a land use change and how that would work. So it's my understanding that that's one of the things that we'll be discussing as part of the Complete Streets team, if so encouraged by the County Commission to initiate it.

CHAIR CASTRO: Thank you. Vice Mayor Blattner.

VICE MAYOR BLATTNER: Yes. One of the interesting opportunities here is connectivity. If Hollywood is working on a plan for A-1-A, it needs to link up with Dania Beach and Hallandale so that you don't go from a two lane road to a three lane road back to a four lane road back to a two lane road.

And I know those things can't necessarily be done at the same time, but in terms of long range planning, there's an opportunity there for cities to cooperate and participate, and benefit, have synergies that don't normally exist. When you pave your road, nobody paves it the same way, the same width.

So I would encourage the Planning Council and other organizations that are involved in Complete Streets to emphasize the need for connectivity

planning.

CHAIR CASTRO: I have Mayor Ryan, then Mr. Steffens.

MAYOR RYAN: Thank you. First of all, thank you for being out here this morning to do this set, and doing the road show, because it's incredibly important.

I think one of the points you raised is creating that discipline so that whatever you're doing, you're trying to think how does this impact. One issue that drives home what the Vice Mayor was saying is that we did a -- kind of a plan study to figure out about bike paths. And what we found is we've had an enormous flexibility on our right of ways that we didn't realize.

One thing that I think would be incredibly helpful is to have the ability of the municipalities to come to a central clearinghouse set for consistent evaluations of what flexibility existed, and then also it would be plugged in, so when a city is making some changes in development, that they can -- they can plug in to what's already maybe going on upstream or downstream, and that would get that consistent connectivity, particularly long term. I know I would like to do that with our neighbors.

And, finally, you know, in Sunrise, we've had two deaths in the last year on roadways, involving cyclists who were recreational cyclists. This wasn't somebody who was crossing a road and wasn't paying attention to the people.

We use our corridors every weekend and every day in the early morning hours, so we see it very clearly that things need to be done more quickly in some sense. We're changing signage, but anything that can be offered in terms of advice and flexibility and funding or otherwise. Smart ideas to change roadways without large dollars, I know that the cities would be very interested in. Thank you.

CHAIR CASTRO: Mr. Steffens.

MR. STEFFENS: First, I'd also like to thank you for coming. As more of a consumer as opposed to an elected official, I was just -- and being from the western part of the County, which is more suburban, I was just wondering if you've had contact with those city officials and how you can see this type of program manifesting itself in more spread out suburban communities and how it can benefit those communities.

MS. GILLESPIE-SMITH: Sure. Madam Chair, members of the Planning Council, we have actually held an implementation training in November of

last year, and we had many participants from the western part of the County, Coconut Creek, Coral Springs, Plantation.

And we heard many of the things -- you know, obstacles that you're talking about, traffic's already going quickly, you have varying wide rights of way. And to that we say, you know, you can't just walk away from that situation. Yes, it is more challenging than the narrower rights of way where cars are going through slower.

But already there are, you know, movements afoot to change some of these things. I know Coconut Creek is pursuing a road diet, and other communities are, as well.

But looking at -- even at University Drive, for instance, the MPO is looking at a multi-modal study to really re-think that corridor, because even I, who -- I really try to watch my speed -- that is a corridor where you can easily be speeding and not even notice it because it is so wide. There are things that can be done. You can do protected bike lanes, for instance, that would allow the cyclists to feel a lot more comfortable than the current bike lanes.

You can narrow up those lanes, and you can drop speeds. You know, that is a difficult move sometimes, but the Florida Department of Transportation has already created a lane elimination process because so many communities are coming to them saying we need to slow traffic down in our community, we cannot tolerate any more of these deaths. What can we do?

So FDOT has put that process out there in an attempt to accommodate those requests. But they -- and they're quick to say, as long as you can show community support for this, we will support you.

And so it is -- you know, they don't want to, let's say, drop speeds and narrow lanes if your community's going to come out and oppose the entire action. So that's why that community education component is so critical to the whole process.

CHAIR CASTRO: Anyone else? Thank you very much again for your presentation. It was wonderful. I think this will be a hot topic for the upcoming year, and I gather you're going to get a lot of participation in the process, which is good.

MS. GILLESPIE-SMITH: Well, thank you for the opportunity.

CHAIR CASTRO: Thank you.

AGENDA ITEM R-2 - COUNSEL'S REPORT

CHAIR CASTRO: R-2, Counsel's Report.

MR. MAURODIS: I have nothing today, Madam Chair.

CHAIR CASTRO: Thank you.

AGENDA ITEM R-3 - EXECUTIVE DIRECTOR'S REPORT

CHAIR CASTRO: R-3, Executive Director's report.

MS. BOY: Good morning. The first thing I'd like to do is just take a moment of personal privilege and recognize Jan Wells Jones, our Office Manager. She just celebrated 35 years with Broward County.

MR. STERMER: Hopefully, she gets more than that.

MS. BOY: Well, we had some cupcakes, and there were some flowers involved, so we tried to make it kind of special for her. So I just wanted to take a moment.

She has been with the Planning Council I think since 1981, so she's been here for every Executive Director, and she's seen a lot of Board members.

And she does a great job, and we're happy to have her. On to the regular business, in your backup, I've included a summary of the Planning Council staff's customer satisfaction survey, which we send out to municipalities, interested parties, consultants, attorneys, anyone who we have contact with over the years.

So I just put the results in your backup for you to see, what the perception of the Planning Council staff is from all those parties. And the comments that we also received, there's a summary of that, also.

And I did want to mention that this will be the last time that we send it out via U.S. mail, and we'll be switching to an online survey. We're just in the process of getting together all the emails and updating our information list that way.

So the next thing that you see will be the results of an online survey. In your chairs were the copies of your Planning Council workshop information for next Thursday, March 7th. Please take that home with you. We're trying to save on postage. We will ship Mr. Bascombe his, and we'll drop Commissioner Kiar's off to his office today also.

COMMISSIONER DUBOSE: That our homework?

MS. BOY: That's your homework. Make sure you read it and are prepared for next Thursday. Thank you, Commissioner. The State Road 7 Collaborative membership, I just wanted to mention Mr. Reinstein has been the Planning Council representative for a couple of years.

He'd like to step aside and offer it to anyone who may be interested. The State Road 7 Collaborative meets quarterly. You don't have to decide today, because there is a meeting today, and someone from our staff will be there. I can put an item on the next agenda, and you can decide at that time if there is no volunteers today.

VICE CHAIR REINSTEIN: And I'd just say it's a very exciting group.

UNIDENTIFIED SPEAKER: Tell us more.

CHAIR CASTRO: And, just quickly, is anybody interested?

MR. STEFFENS: I actually live right off State Road 7, so, if it's quarterly, I'd be more than willing to jump into the fire.

CHAIR CASTRO: I nominate Mr. Steffens. I'm not supposed to do that as Chair, but I'll do it.

MS. GOOD: Second.

MS. BOY: Well, thank you, Mr. Steffens.

MR. STEFFENS: No problem.

CHAIR CASTRO: All in favor. Any opposed?

VOTE PASSES UNANIMOUSLY.

MS. GRAHAM: Is it possible we can have an update as to what that committee does? I mean, it's been two years where I've been here, and I live a stone's throw from State Road 7, but I'd like to know what they're doing.

MS. BOY: Sure. We can actually put that on the agenda for the next meeting and just have some information. And, Mr. Steffens, we'll make sure the Regional Planning Council gets your contact information. They send their agendas out via email.

MR. STEFFENS: Okay.

CHAIR CASTRO: We'll let Mr. Reinstein update us today, and then we will pass that on to Mr. Steffens.

VICE CHAIR REINSTEIN: Actually, well, what I did want to add is that occasionally, when there's been some substantive reports from the committee, we have sent them out to the Council via emails and attached them.

But what I can do is prepare something a little bit more so that Mr. Steffens is better prepared, and something for the Council, as well. So I'll do that prior to our next meeting.

CHAIR CASTRO: Thank you.

MS. BOY: Thank you. The final item I have is the potential cancellation of the March 28th Planning Council meeting.

The Land Use Trafficways Committee took up an item this morning, and that was going to potentially be our only item on the agenda this month. They have asked to table the item for more information. So it's the pleasure of the Council, but there's nothing for the Public Hearing agenda for March, at this time.

CHAIR CASTRO: Any interest in canceling?

MAYOR FISHER: Move to cancel.

CHAIR CASTRO: Thank you.

MS. GRAHAM: Second.

CHAIR CASTRO: Second. All in favor. Any opposed? It carries unanimously.

VOTE PASSES UNANIMOUSLY.

MS. BOY: Thank you. And I will mention that the April and May agendas are shaping up to be a little bit busier. We've had several land use plan amendments filed. There's going to be some public meetings, and we'll definitely have Land Use Trafficways Committee meetings in April and May, just so that you know, because that's how the agendas are shaping up. And with that, that concludes my report. Congratulations to Commissioner -- I'm sorry -- Mr. Reinstein on your reappointment.

VICE CHAIR REINSTEIN: Thank you.

CHAIR CASTRO: And Vice Mayor Blattner for his appointment.

MS. BOY: And Vice Mayor Blattner for your appointment. And thanks to Mayor Fisher for being a great Chair for a couple of years.

AGENDA ITEM R-4 – CORRESPONDENCE

CHAIR CASTRO: R-4, any correspondence?

MS. BOY: No correspondence.

PUBLIC HEARING

AGENDA ITEMS PH-1 THROUGH PH-2

CHAIR CASTRO: Okay. We're on PH-1, Amendment PC 13-1.

MS. BOY: We have no speakers signed in for Items Ph-1 or PH-2. PH-2 was heard by the Land Use Trafficways Committee immediately preceding this meeting, and they recommended approval of the Land Use Trafficways item.

PH-1, which there's no speakers for, is the second Public Hearing for an amendment in the City of Pompano Beach. And it was recommended unanimously for approval last month by the Board. And there's no additional information that's been provided.

CHAIR CASTRO: Does anyone want to pull one of the items?
Seeing none, is there a motion?

MR. DE JESUS: Move the items.

MAYOR STERMER: Second.

CHAIR CASTRO: Both items or just PH-1?

MR. DE JESUS: Both items.

CHAIR CASTRO: Both items. Second? Thank you. Do we have a second?

MR. STEFFENS: Second.

CHAIR CASTRO: All in favor? Any opposed?

VOTE PASSES UNANIMOUSLY.

OTHER BUSINESS

WORKSHOP

CHAIR CASTRO: Okay. Quickly, a reminder. Workshop March 7th. Bagel and coffee fund, if you have a couple dollars, put it in the stash, the little bucket thing.

MS. BOY: And there will be lunch at the workshop.

CHAIR CASTRO: And there will be lunch at the workshop.

MS. BOY: It'll be delivered at 11:30, so don't worry about eating. Thank you.

ADJOURMENT

(The meeting concluded at 10:48 a.m.)