



## SW 10<sup>th</sup> Street Frequently Asked Questions



Summary of questions, scroll down for questions and responses.

- What part of SW 10<sup>th</sup> Street is being studied?
- What Cities are included in the Study Area?
- What are the transportation characteristics of the existing corridor?
  - How many lanes?
  - Where are the traffic signals located?
  - Are there any bridges in the corridor?
  - Is transit service provided?
  - Are there pedestrian and bicycle facilities in the corridor?
- Why is there so much vacant land adjacent to the roadway?
- **What is a "Typical Section" and how does it apply to SW 10<sup>th</sup> Street?**
- What communities are impacted by transportation in the corridor?
- Who are the Major Employers in the area?
- How well is the SW 10<sup>th</sup> Street corridor handling current transportation needs? What are the Existing and Future Conditions if nothing is done?
- Are there any issues with Trucks?
- Were there past attempts to improve the Corridor?
- What are the Planned/Programmed Improvements?
- History of Long Range Plans:

## SW 10<sup>th</sup> Street Frequently Asked Questions



### What part of SW 10<sup>th</sup> Street is being studied?

The segment of SW 10<sup>th</sup> Street between the Florida's Turnpike and the northbound exit ramp from I-95 to SW 10<sup>th</sup> Street is being studied for consensus on potential transportation improvement opportunities. The segment is 3.35 miles in length.

The study area includes the communities along the east/west segment of Sawgrass Expressway and SW 10<sup>th</sup> Street including Coral Springs, Parkland, Coconut Creek and Deerfield Beach. It is typical to have a study area larger than the specific roadway segment being analyzed so that every day users of the roadway are included.



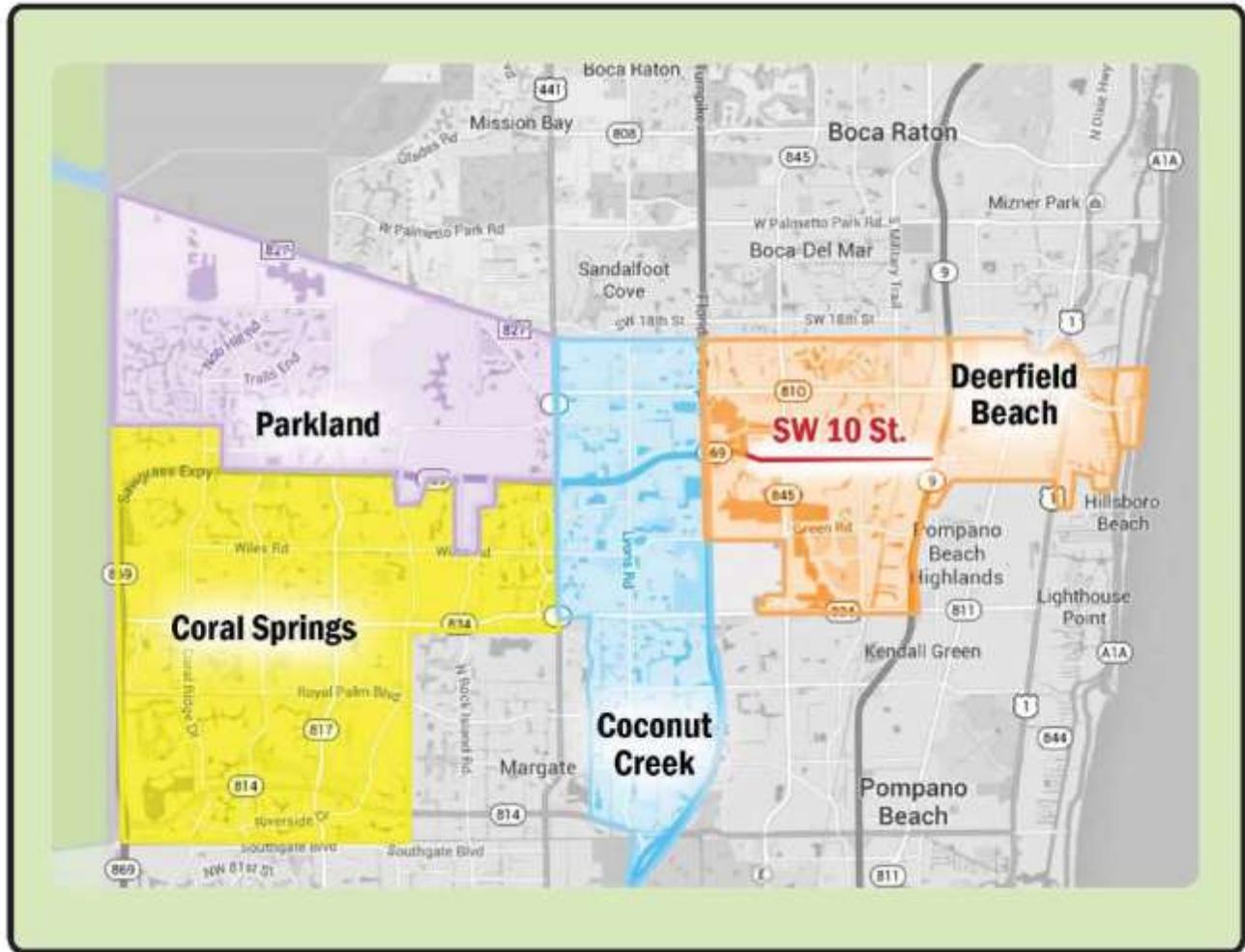


# SW 10<sup>th</sup> Street Frequently Asked Questions



What Cities are included in the Study Area?

The Cities of Coral Springs, Coconut Creek and Deerfield Beach are within the study area.





# SW 10th Street Frequently Asked Questions



**What are the transportation characteristics of the existing corridor?**

**How many lanes?**

The roadway is 6 lanes with a median on the west and east ends which narrows to four lanes with a median in the middle between Powerline Road and Military Trail.



-  = 6 Lanes with median
-  = 4 Lanes with median

**Where are the traffic signals located?**

There are eight traffic signals within the project limits including SW 10th Street at: Waterways Drive, Independence Bay Drive, Powerline Road, SW 28th Avenue, Military Trail, Newport Center Drive, I-95 Westside Access and I-95 Eastside Access.



-  = Traffic Signal

**Are there any bridges in the corridor?**

There are 2 existing bridges where the roadway is elevated to go over the South Florida Rail Corridor (SFRC) and to go over I-95. Note that CSX Railroad and TriRail both operate on the SFRC. There is no station for passengers to access TriRail in the corridor.



-  = Bridge



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### Is transit service provided?

There is no transit service on SW 10<sup>th</sup> Street, however, Broward County Transit (BCT) Route 14 is accessible from stops on Powerline Road at the SW 10<sup>th</sup> Street intersection. Route 14 provides local service between Downtown Ft. Lauderdale and Hillsboro Boulevard 7 days a week with buses arriving and departing every 20 minutes on weekdays and every 45 minutes on weekends. Full details are provided at <http://www.broward.org/BCT/Schedules/Documents/rt14web.pdf> or you can call 954-357-8400 to speak to a BCT customer service representative.



 = Broward County Transit Route 14     = Bus Stop

In addition to its regular bus service BCT does have a countywide door-to-door transportation program for individuals who are not able to use the bus service due to permanent or temporary physical and/or mental disabilities, Transportation Options (TOPS!) to provide shared-ride. Applicants seeking ADA Paratransit are strongly encouraged to contact Customer Service to discuss the eligibility criteria and other transportation options available through the TOPS! Program at 954-357-8400  954-357-8400.

### Are there pedestrian and bicycle facilities in the corridor?

Existing sidewalks and bicycle facilities are deficient as there 2 segments on the north side of road where sidewalks are missing and there are no bicycle facilities in the corridor at all.



 = Sidewalk  
 = No sidewalk  
 = Not applicable within Florida's Turnpike Right of Way

Note that the sidewalks on the bridge over the railroad tracks are unusually steep making it difficult for persons in wheelchairs, pedestrians and bicyclists. In fact they do not meet federal standards from the Americans with Disabilities Act which requires no more than a 5% slope. The actual slopes are as follows:

- NE quadrant sidewalk slope ranges from - 4.2% to 6.9%
- NW quadrant sidewalk slope ranges from - 4.2% to 7.6%
- SE quadrant sidewalk slope ranges from - 4.2% to 6.7%
- SW quadrant sidewalk slope ranges from - 5.8% to 7.5%



# SW 10<sup>th</sup> Street Frequently Asked Questions



## Why is there so much vacant land adjacent to the roadway?

The land was obtained by Broward County from the adjacent developers specifically for transportation purposes. Going back to the early 1960's Broward County developed what is called the Trafficways Plan. This plan was the long range map that identified the needed width for each roadway, what is referred to as the right-of-way, necessary to build new or to expand existing roads.

This process assured that buildings weren't constructed within a planned roadway corridor by requiring developers to dedicate the land for transportation. As properties were developed along these corridors the developer was required to dedicate the right-of-way to meet the width shown in the plan including SW 10<sup>th</sup> Street. Today almost all of the roadways shown on the plan have been built out to the maximum extent of the right-of-way plan and it is unusual to see so much vacant property alongside a Broward County roadway.

Below find the legend and an inset of the northeast corner of the Broward County Trafficways Plan. The plan covering the entire county can be found at: <http://gis.broward.org/maps/webPDFs/PCouncil/trafficways24by24.pdf>

### BROWARD COUNTY TRAFFICWAYS PLAN

LEGEND			AREA PLANNING BOARD Adoption Dates	
Classification	Symbol	R/W	North: 10/9/62	Southeast: 11/7/63
Limited Access/Controlled	[Symbol]	325'	Central: 9/11/63	Southwest: 4/17/69
Arterial	[Symbol]	200'	<b>GENERAL NOTES</b> 1. TRAFFICWAYS LOCATIONS ARE NOT PRECISE This plan shows traffic corridors, not precise alignments. Alignments will be determined as a result of detailed studies. 2. LOCAL ROADS Local roads are not included in the Trafficways Plan. 3. RIGHT-OF-WAY REQUIREMENTS The standard right-of-way requirements shown on the Trafficways Plan may be less than the standard width shown only where existing conditions preclude additional width and as determined and approved by the Planning Council.	
	[Symbol]	144'		
	[Symbol]	120'		
	[Symbol]	110'		
	[Symbol]	106'		
	[Symbol]	100'		
Collector	[Symbol]	94'		
	[Symbol]	80'		
One-Way-Pair	[Symbol]	54'		
	[Symbol]	42'		
Irregular Designation	[Symbol]	0.0'		
Context Sensitive Corridor	[Symbol]	Subject to Specific Plans		

Date of Last Revision: April 23, 2010



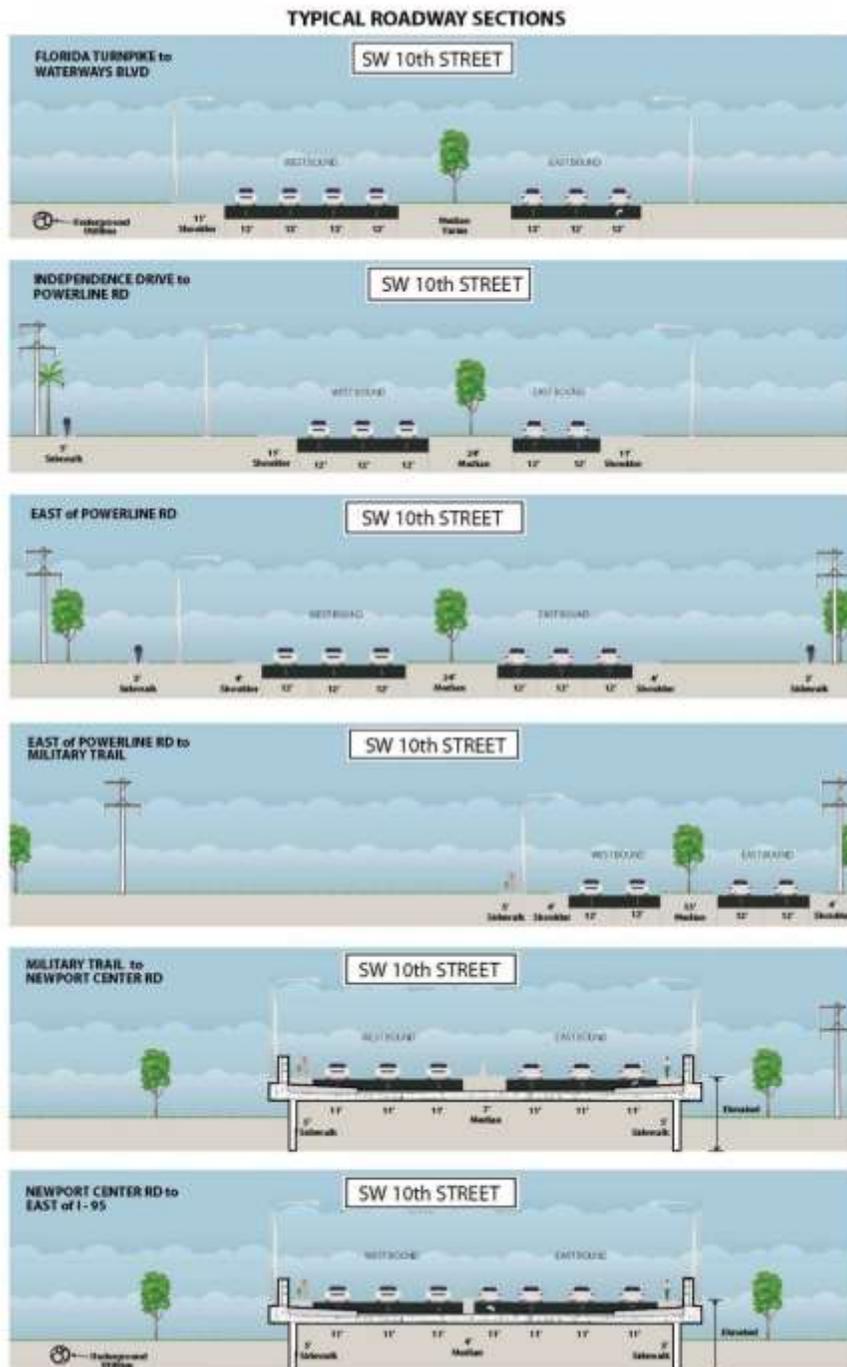


# SW 10<sup>th</sup> Street Frequently Asked Questions



## What is a “Typical Section” and how does it apply to SW 10<sup>th</sup> Street?

A “Typical Section” is a cross section of roadway that is the predominate design for a specific section of roadway. If there is a change in number of lanes, the median, sidewalks or alignment of the roadway another segment with a different “Typical Section” can be identified. The Team has identified 6 different typical section in the corridor within a right-of-way that varies from 250’ to 211’.



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Broward County. Community groups to special requests



## SW 10<sup>th</sup> Street Frequently Asked Questions



### What communities are directly impacted by transportation congestion in the corridor?

#### Adjacent residential communities

There are 5 residential communities that directly access or are immediately adjacent to the segment of SW 10<sup>th</sup> Street:

Home Owners Association	#Units
• Century Village Condo Associations (COOCVE)	8,500
• Independence Bay Home Owners Association (HOA)	821
• Waterford Courtyards (HOA)	204
• Waterford Homes (HOA)	100
• Waterways Master (HOA)	800

In addition to the adjacent communities there are a number of **communities in the surrounding area** that could benefit from transportation improvements on SW 10<sup>th</sup> Street, or conversely, experience more congestion from diverted traffic as capacity on SW 10<sup>th</sup> Street diminishes. These communities include:

• Common Highlands (HOA)	500
• Crystal Lake Meadows (HOA)	400
• Riverglen (HOA)	258
• Harbours of Riverglen (HOA)	180
• Gates of Hillsboro (HOA)	240
• Hammocks of Riverglen (HOA)	120
• Discovery Point (HOA)	300
• Highlands Meadows West (HOA)	222
• Highlands Meadows East (HOA)	173
• Crystal Lakes Golf Villas Phase 1 (HOA)	105
• Crystal Lakes Golf Villas Phase 2 (HOA)	325
• Enclave at Waterways (HOA)	N/A

In addition to the communities in the area the roadway is part of a regional network and is used by commuters, freight handlers, students, businesses, shoppers and tourists. Based on the most current traffic data from 2013 traffic counts range from 40,000 to 56,500 vehicles per day.

#### Who are the Major Employers in the area? Major employers located on, or in proximity to the corridor include:

<u>Company Name</u>	<u>Employees</u>	<u>Company Name</u>	<u>Employees</u>
Publix Distributing	1705**	Republic National Distribution	327 ***
J.M. Family Enterprises	1179**	Broward Sheriff Office	305**
North Broward Medical Center	1118**	Health Benefits Direct	263*
United Parcel Service	519**	Sylvester Cancer Center	250 + Source (Website)
City of Deerfield Beach	478**	List Industries	216*
Sun Sentinel	466*	Medics Ambulance Services	163**
Peoples Trust	346**	Moving Waters Industries	140 Source (website)
		Pomeroy Electric	140*

Source: Comprehensive Annual Financial Report:\*2009; \*\*\*2013; \*\*2014

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## How well is the SW 10<sup>th</sup> Street corridor handling current transportation needs?

Traffic engineers and planners use the term “Level Of Service” (LOS) to communicate the current or future capability of a transportation facility to handle users. The system uses grades from A to F to indicate conditions, however, one should not assume that the grades are comparable to school grades where LOS A is the desired condition. LOS A for roadways would mean that users would have the ability to drive the corridor free of any inhibition by other drivers changing lanes at will at high speeds. This is not practical or affordable as the width and number of lanes required to handle an economic vibrant city would be overwhelmed with pavement and debt. It is pretty much common practice to find that LOS D is tolerable/affordable where traffic may cause some delay to users during peak periods and the community can typically budget to maintain

## Examples of LOS By Mode for Urban Roadways

Level of Service	Automobile	Bicycle	Pedestrian	Bus
A/B				
C/D				
E/F				

\* <http://www.dot.state.fl.us/planning/systems/programs/SM/los/pdfs/2013%20QLOS%20Handbook.pdf>



## SW 10<sup>th</sup> Street Frequently Asked Questions



### What are the Existing and Future Conditions if nothing is done?

Existing: Roadway =	<b>E</b> for morning and daily volumes between Powerline Rd. and Military Trail
Intersections =	<b>F</b> for morning and afternoon at Military Trail and SW 10 <sup>th</sup> Street <b>F</b> for afternoon at Newport Center Drive and SW 10 <sup>th</sup> Street
Bicycle =	<b>F</b> No designated facilities, if sidewalk to south were 10' LOS = <b>A</b>
Pedestrian =	<b>A</b> on south side and <b>F</b> on north side of the road
Transit =	<b>N/A</b> or <b>F</b> No service available except for north/south service at Military Trail and Powerline Rd.
Future: Roadway =	<b>F</b> for daily volumes for the entire corridor (2040 MPO Long Range Transportation Plan) <b>F</b> for morning and afternoon at Military Trail and SW 10 <sup>th</sup> Street <b>E</b> for morning and <b>F</b> for afternoon at Newport Center Drive and SW 10 <sup>th</sup> Street <b>F</b> for morning and afternoon at Military Trail and SW 10 <sup>th</sup> Street <b>F</b> for morning and afternoon at I-95 and SW 10 <sup>th</sup> Street
Bicycle =	<b>F</b> No designated facilities, if sidewalk to south were 10' LOS = <b>A</b>
Pedestrian =	<b>A</b> on south side and <b>F</b> on north side of the road
Transit =	<b>F</b> No service available except for north/south service at Military Trail and Powerline Rd.



## SW 10<sup>th</sup> Street Frequently Asked Questions



### Are there any issues with Trucks?

There are 7% trucks on the roadway which is consider high to be mixed with residential traffic. Truck traffic is particularly significant at the Newport Drive signal due to the Publix Distribution Center

- This amount of truck traffic brings additional noise and congestion particularly at traffic signals (stopping and starting loud and slow moving)
- Trucks have been parking in the swale for a number of years now, this is part of a larger regional problem for SE Florida
- Local officials have also indicated truck parking issues underneath the RR Grade separation and on the SW 10<sup>th</sup> Street frontage road.
- On April 7, 2015 the City passed an Ordinance prohibited on street parking on the Frontage Road

Picture of Trucks parking on swales was caught on Google Maps back in 2010



Source: FDOT 4 OMD Scoping form for FM# 424665-1. Pictures from 2005



## SW 10<sup>th</sup> Street Frequently Asked Questions



### Were there past attempts to improve the Corridor?

In 1990, the Broward MPO produced the 2010 Long Range Transportation Plan that included the extension of the Sawgrass Expressway from the Turnpike to I-95. The proposed improvements were consistent with the Broward County Comprehensive Plan.

In 1993, the Florida Department of Transportation (FDOT) completed a Project Development and Environment (PD&E) study that evaluated alternatives to extend the Sawgrass Expressway. At that time, the need for the project was attributed to the substantial projected growth within Broward County resulting in future traffic demands along SW 10th Street. The PD&E study concluded that the only viable alternative was to construct SW 10th Street as a limited access six-lane facility with the elimination of all at-grade crossings.

Soon after, opposition to the project began to build among the residents of Deerfield Beach. Representatives of Century Village and the Independence Bay Association, as well as other business and residential interests along the corridor began to voice objections to the increased traffic and restricted access proposed for SW 10th Street. In November 1993, the Broward MPO unanimously voted against the project. Further, in August 2000, the Florida Department of Transportation noted that funding to connect the Sawgrass Expressway to I-95 via SW 10th street would be unavailable due to the lack of support from the public and elected officials.

In September 2008, a Feasibility Study from the Florida Department of Transportation noted the 2007 recorded traffic volumes, based on Broward County Traffic count stations, exceeded the 2010 projections from the previous PD&E (1993) by 47% to over 98%, and was expected to continue to increase. As a consequence, the Feasibility Study noted that transportation improvements along the corridor were needed in order to accommodate future regional travel demands and because this was a technical study, it did not fully address the local concerns. The Feasibility Study recommended further analysis and development of the potential congestion solutions during a Project Development and Environmental Study if this project were to move forward into the next phase. Since the Feasibility Study's completion, no further direction has been provided to continue to explore alternatives for SW 10th Street improvements.

### FDOT Alternatives prepared in 2008

- No Build
- Alternative 1 – Intersection Improvements including Traffic Signal Management
- Alternative 2 – Widen 4 Lane Divided Segment to 6 Lane Divided
- Alternative 3 - Widen 4 Lane Divided Segment to 6 Lane Divided with Frontage Roads and Overpasses at Powerline Rd and Military Trail
- Alternative 4 – Express Lanes with frontage roads
- Improve Interchange at Florida's Turnpike



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**Public Commentary on past alternatives:** On January 17, 2009 the alternatives were presented at a public meeting held by the Florida Department of Transportation, 117 members of the public attended, 99% of attendees were from Deerfield Beach and 31 provided written comment. Summary of concerns:

- Existing and/or future noise 55%
- Impacts of a flyover/elevated highway 45%
- Alternatives to flyover or elevated should be analyzed 23%
- Emissions/Dust/Air Quality 23%
- Congestion 16%
- Property Value 16%
- Requested a noise wall 13%
- Indicated widening (4 lane section to 6 lane) is OK 13%

### What are the Planned/Programmed Improvements?

Short Range Improvements: I-95 Interchange Improvements Ramp improvements and widening  
 Long Range Improvements: [Commitment 2040](#) Needs Plan 4LD to 6LD Powerline Rd to Military Tr\*  
[Commitment 2040](#) Funded Plan None

\*Reference to the 2035 plan which shows an improvement from 4 Lanes Divided to a 6 Lane Expressway.

209 | Page Exhibit 75-2035 Illustrative Roadway Projects

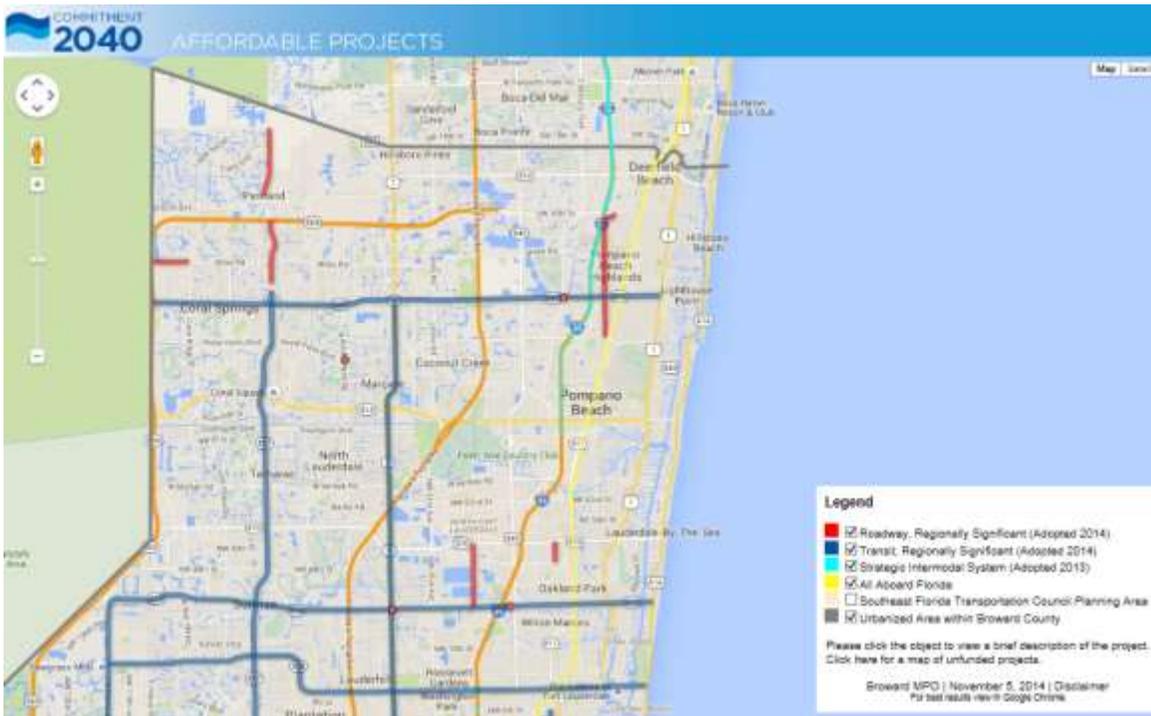
Project ID	Project Name	From	To	Miles	Project Description	Total Cost (2009 dollars)	Cumulative Project Cost (2009 dollars)	Score	Project Ranking
Illustrative Projects									
38	SW 10th St	At I-95 Interchange	-	NA	Interchange Modification	\$200,000,000	\$200,000,000	12	4
39	SW 10th St	Florida's Turnpike	I-95	3.1	Convert to 6 lanes divided Exwy (includes new interchanges at Powerline Rd and Military Trail)	\$181,000,000	\$381,000,000	11	5
56	Florida's Turnpike	At Sawgrass Exwy Interchange	-	0.2	Interchange Modification	\$167,000,000	\$548,000,000	11	



## SW 10<sup>th</sup> Street Frequently Asked Questions



Broward MPO 2040 Long Range Transportation Investment Plan adopted December 11, 2014:  
<http://www.browardmpo.org/commitment-2040/investment-plan>



**Commitment 2040** builds on previous efforts by integrating existing ideas, concepts and plans with the latest available information and public opinion. **Projects** are specific improvements to bicycle, pedestrian, greenway, transit, roadway and Intelligent Traffic Systems. **Affordable Projects** are those that the Broward MPO can afford to build over the next 26 years. There are no projects identified for the SW 10<sup>th</sup> Street Corridor between Florida’s Turnpike and I-95 on the affordable list.

**Commitment 2040** also provides a list of projects that are **Unfunded Needs**. These are projects that have been identified as needed based on future population, employment and transportation analysis and funds are not expected to be available through traditional funding mechanisms. The list of needs includes 2 projects on SW 10<sup>th</sup> Street including:

Location	From	To	Type of Improvement
*SW 10 <sup>th</sup> Street	Military Trail	Waterways Blvd	Bicycle Improvement
**SW 10 <sup>th</sup> Street	Military Trail	Powerline Rd	Roadway Improvement

\* page 6 of list  
 \*\* page 42 of list and it references the improvements from the 2035 Plan

A link to the entire list is provided below:  
<http://www.browardmpo.org/userfiles/files/Results-NeedsAssessment-ProjectList.pdf>

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## History of Long Range Plans:

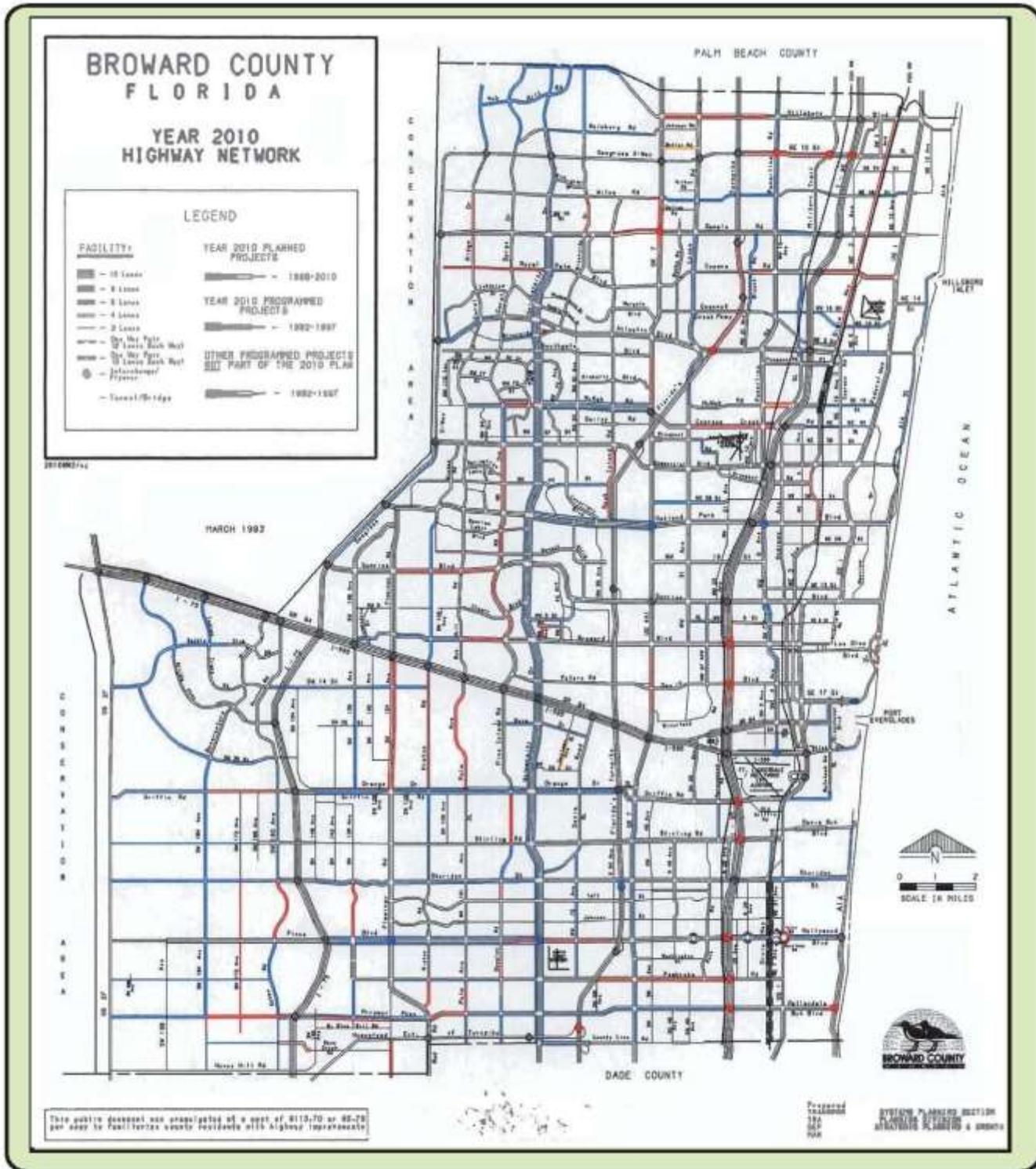


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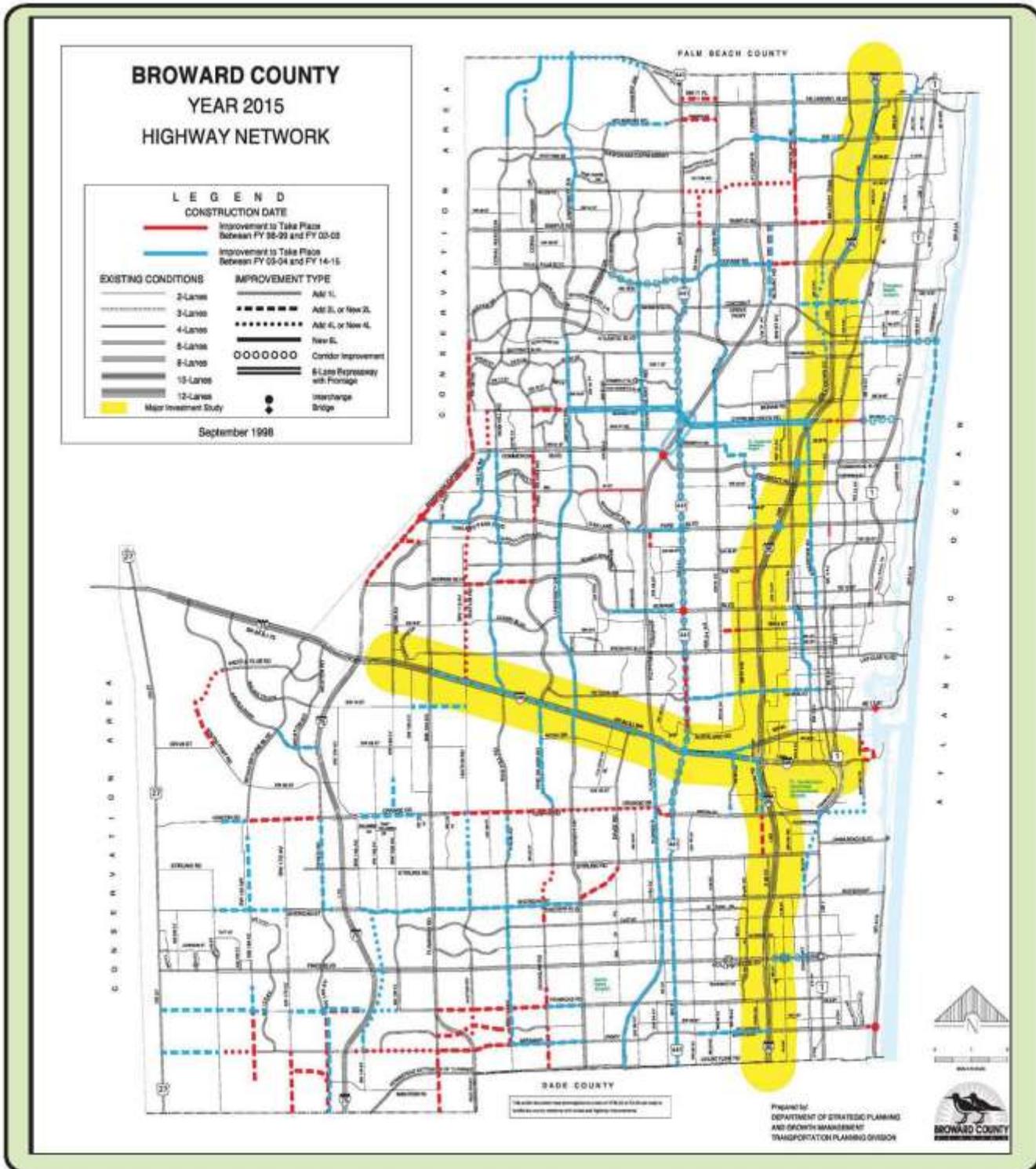
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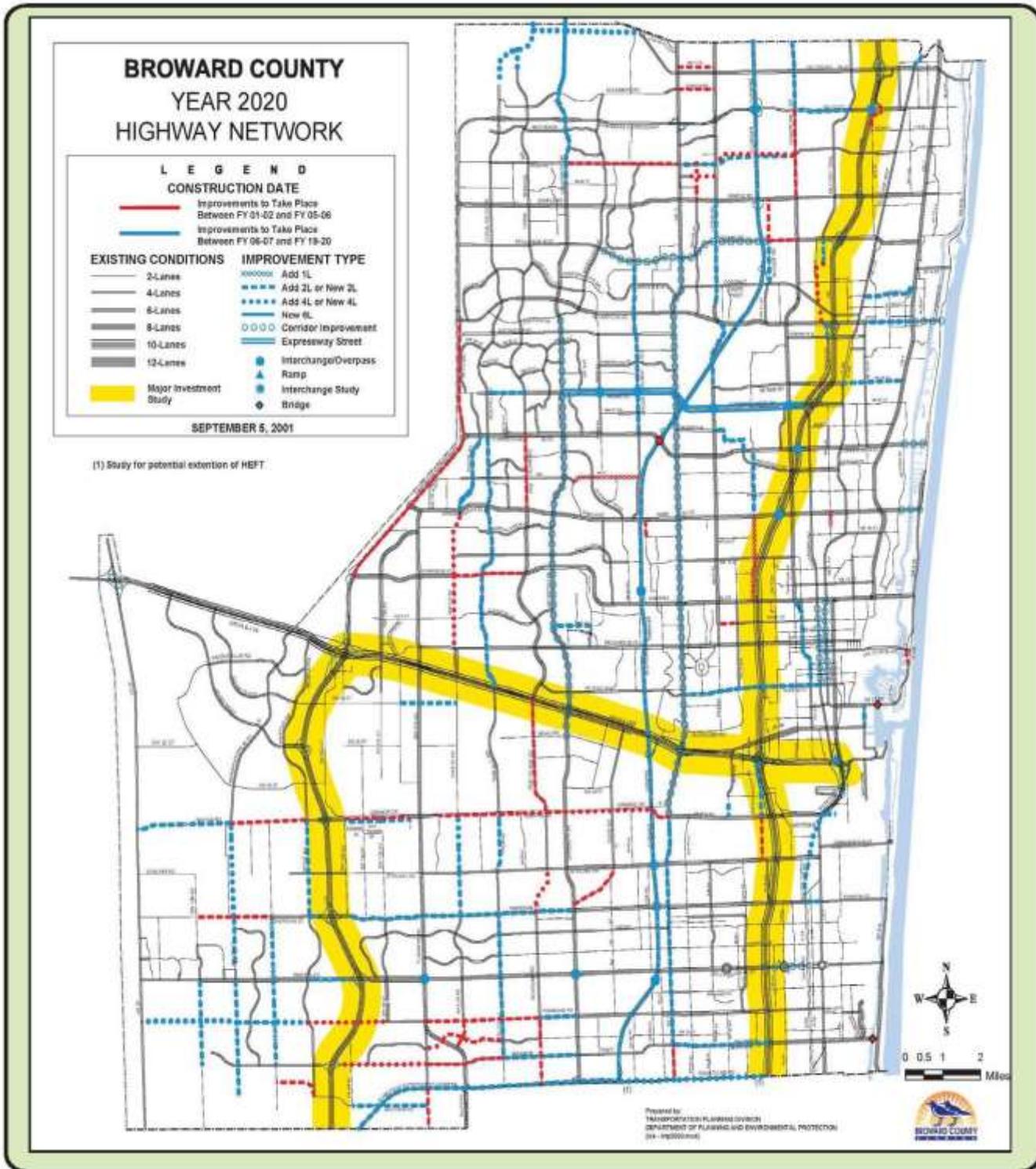
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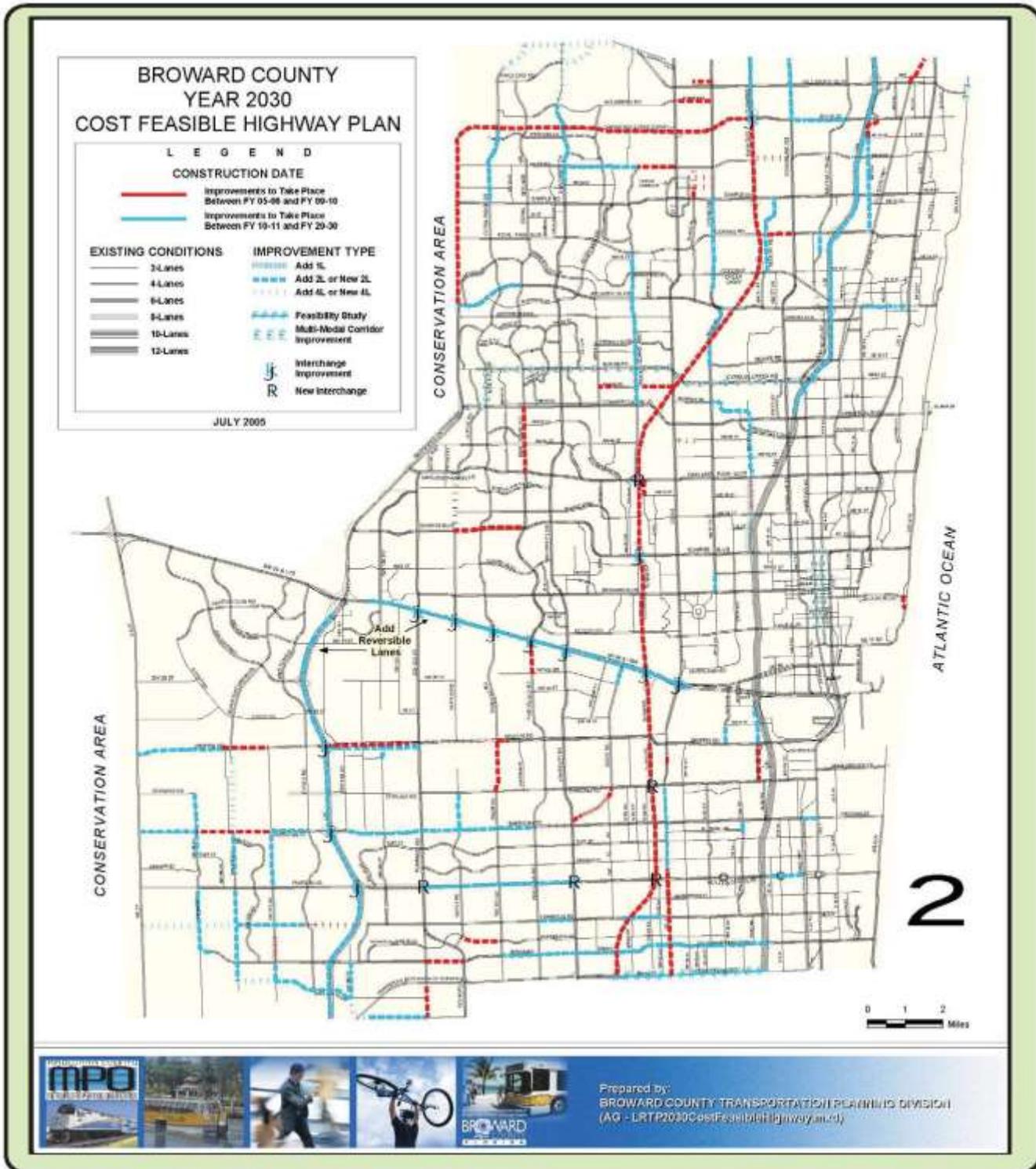
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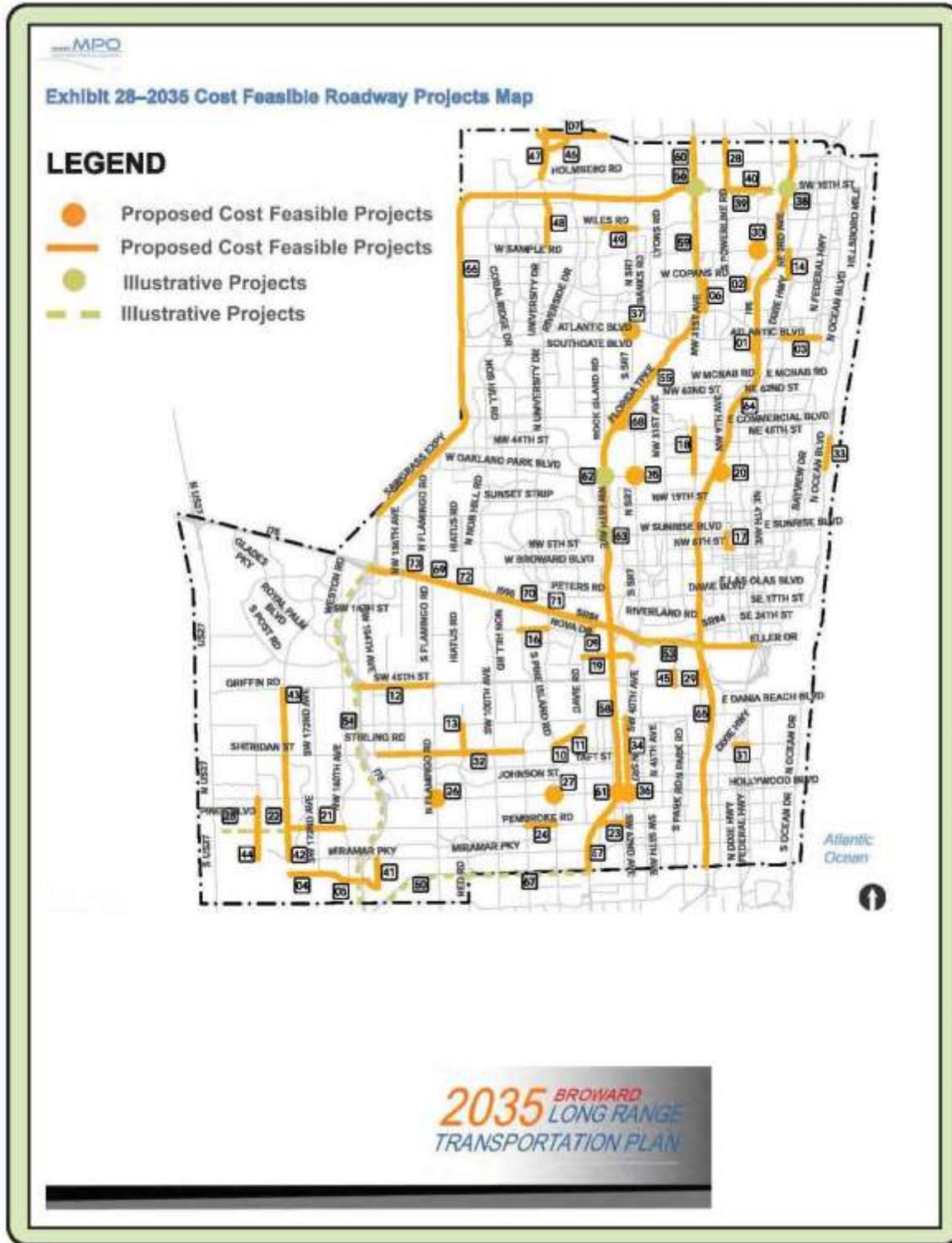
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