

WEBVTT

1

00:00:00.719 --> 00:00:01.350

Benjamin Restrepo, P.E.: Ice cream.

2

00:00:07.379 --> 00:00:11.099

Benjamin Restrepo, P.E.: Does everyone see my screen for the presentation.

3

00:00:14.190 --> 00:00:14.639

Karen Warfel: I see up

4

00:00:16.320 --> 00:00:16.800

Pratima Raju: On the screen.

5

00:00:18.449 --> 00:00:20.400

Benjamin Restrepo, P.E.: All right, how about now still there.

6

00:00:23.490 --> 00:00:26.040

Benjamin Restrepo, P.E.: Is it like in presentation mode or is it the regular one.

7

00:00:26.610 --> 00:00:29.400

Karen Warfel: Regular right now okay we try some notes.

8

00:01:04.860 --> 00:01:20.850

Benjamin Restrepo, P.E.: Hi. There we go. Alright. So thank you everyone for for meeting. Today we're going to discuss today is some roadway improvements enhancements that the city has been working with Broward County and FCC and we're

9

00:01:22.290 --> 00:01:31.350

Benjamin Restrepo, P.E.: Purpose of this meeting is to discuss with the community and as well as the Commissioner to get some feedback and see if this is the direction that the neighborhood wants to go through

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00:01:37.380 --> 00:01:56.880

Benjamin Restrepo, P.E.: topics of discussion are the connectivity slash accessibility issues the crash. History The proposed concept plan to correct some of these issues. What are the traffic impacts of the proposed concept plan. And then last would be when we asked for feedback and open it up for for questions.

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00:02:00.210 --> 00:02:11.400

Benjamin Restrepo, P.E.: Um, the biggest issue right now on progress or drive or the Northeast thurs less progress, who drives northeast Fourth Avenue is the lack of Ada sidewalks.

12

00:02:11.910 --> 00:02:23.970

Benjamin Restrepo, P.E.: Specifically, and progressive drive the lack of sidewalk on the FEC tracks lack of proper punishment crosswalks and where there's kind of seems to be a shoulder where petitions.

13

00:02:24.750 --> 00:02:35.370

Benjamin Restrepo, P.E.: Try or attempt to walk on there definitely are samples that are in the way and then forces pedestrians to travel into the travel and welcome to the traveling

14

00:02:37.800 --> 00:02:46.920

Benjamin Restrepo, P.E.: This area between northeast Ninth Street and northeast. Third Avenue, or the train tracks along progress or drive

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00:02:47.820 --> 00:02:58.020

Benjamin Restrepo, P.E.: Definitely has its share of crashes and on the screen right now. You can see the crashes three of 2018 and 2019 2018 we had about 11

16

00:02:58.860 --> 00:03:08.310

Benjamin Restrepo, P.E.: Crashes in this area and then in 2019 we had about 18 you definitely see that this is only been increasing, it has decreased.

17

00:03:09.240 --> 00:03:26.490

Benjamin Restrepo, P.E.: The crash types are numerous we have some rollover left turn sideswipes which are some of the most dangerous crashes and luckily we haven't had any fatalities within these two years, but we do have injuries and any any crashes too many

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00:03:29.190 --> 00:03:46.050

Benjamin Restrepo, P.E.: So now on the slide, we have the proposed concept that the three agencies, I mentioned before FEC broward county and city Fort Lauderdale. I've been trying to coordinate on and finally realized the plan that was put together by Broward County.

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00:03:47.160 --> 00:04:01.800

Benjamin Restrepo, P.E.: On the proposed concept would be to repurpose the southbound lane on northeast Fourth Avenue up to northeast nine street if you can everyone see my arrow pointer.

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00:04:04.500 --> 00:04:15.600

Benjamin Restrepo, P.E.: Yes. Okay, good. So just north of here is sunrise bow, where I apologize for the, the North scale Aramis it's it's a little misleading North actually points to the right of the screen.

21

00:04:16.440 --> 00:04:26.100

Benjamin Restrepo, P.E.: So from sunrise Boulevard down to northeast nine street that that outside southbound lane will be repurposed to a right turn only lane.

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00:04:26.820 --> 00:04:33.900

Benjamin Restrepo, P.E.: And that right turn only lane ends and where these nine streets. So essentially, you just have

vehicles TRAVELING SOUTH in the outside lane.

23

00:04:34.350 --> 00:04:44.250

Benjamin Restrepo, P.E.: Orange right onto northeast nine Street and we will still have a southbound through lane that goes from sunrise Boulevard all the way into northeast. Third Avenue.

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00:04:45.870 --> 00:04:59.460

Benjamin Restrepo, P.E.: Once we get south and north east Main Street that they're the through lane they previously existed or the existing now through lane will be repurposed into a buffer protected history and path.

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00:05:00.840 --> 00:05:06.660

Benjamin Restrepo, P.E.: And that pedestrian path will connect to the crosswalk here just

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00:05:08.820 --> 00:05:20.610

Benjamin Restrepo, P.E.: Don't know, just south of this crazy intersection and then that crosswalk will then connect to the new proposed concrete sidewalk. That would connect progressive drive

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00:05:21.150 --> 00:05:32.370

Benjamin Restrepo, P.E.: In Flagler drive over the FEC tracks and then also the proposal is to have the pedestrian arms prevent pedestrians from crossing. I'm going to train is crossing the tracks or crescents intersection

28

00:05:33.900 --> 00:05:52.350

Benjamin Restrepo, P.E.: Some other enhancements that are being proposed here are generalizing devices one specific is here at the intersection of progressive drive and northeast nine Street. This channelized device would prevent the northbound left turn from progressive drive onto northeast nine Street.

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00:05:53.670 --> 00:06:06.990

Benjamin Restrepo, P.E.: You know, if you're a regular driver here. You definitely realized that there are like queuing issues and potential for for left turn crashes sideswipes, things like that. So this channelized device here.

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00:06:08.070 --> 00:06:14.940

Benjamin Restrepo, P.E.: Would help prevent or will prevent that left turn, and will reduce the crash rate and actually improved efficiencies going northbound

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00:06:16.650 --> 00:06:36.000

Benjamin Restrepo, P.E.: Another a catalyzing devices, south of northeast nine Street is right where my arrow is here essentially form a workshop which will force drivers that are headed northbound on progressive drive the only be able to make a right turn the head southbound on northeast. Third Avenue.

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00:06:39.090 --> 00:06:52.530

Benjamin Restrepo, P.E.: The northbound lanes from Northeastern average sunrise Boulevard won't be altered, they will remain so. No, no. Removal capacity and availability of lanes, everything will remain as existing

33

00:06:55.410 --> 00:07:08.460

Benjamin Restrepo, P.E.: So some key cons constantly and benefits are the sidewalk crossing on FEC tracks designated Mark crosswalks can connect in the FEC trackside want to the new created protected pedestrian path.

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00:07:09.150 --> 00:07:18.090

Benjamin Restrepo, P.E.: Designated pressuring path on the west side of progress or drive, which will be protected. The Punisher path will be buffered from the travel lanes.

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00:07:19.110 --> 00:07:28.950

Benjamin Restrepo, P.E.: And then the channels and devices, like I mentioned before, will reduce the confusion of, how do I access these different streets and will reduce the potential of crashes.

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00:07:32.190 --> 00:07:38.730

Benjamin Restrepo, P.E.: This the channels and devices will be created using a quick curb

37

00:07:41.490 --> 00:07:49.830

Benjamin Restrepo, P.E.: Device, such as the one on the screen. It's gonna be very similar to this one, if not the same one. And what this is is essentially a hard plastic

38

00:07:51.180 --> 00:08:05.520

Benjamin Restrepo, P.E.: Curb that we put that on the street. And then on top of the hard plastic. Are these bollards def to make it visible that this is an area where vehicle should be crossing and also prevent vehicles from driving over the curb.

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00:08:08.310 --> 00:08:17.850

Benjamin Restrepo, P.E.: Traffic impacts with this new concept northeast, like I mentioned before, it's not his Fourth Avenue south down and we'll go from two lanes.

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00:08:19.620 --> 00:08:26.370

Benjamin Restrepo, P.E.: To one through laying on from sunrise Boulevard to progress or drive and then one right turn on the land from sunrise Boulevard to northeast nine Street.

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00:08:27.150 --> 00:08:39.510

Benjamin Restrepo, P.E.: Progress or drive will have one southbound through lane between northeast nine Street and warranties. Third Avenue and then on progressive drive more northbound

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00:08:40.170 --> 00:08:46.920

Benjamin Restrepo, P.E.: will only have one right turn only lane into northeast. Third Avenue. So that's the one that I mentioned was the right term only

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00:08:48.330 --> 00:08:50.730

Benjamin Restrepo, P.E.: That makes you go south down to northeast. Third Avenue.

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00:08:54.840 --> 00:09:16.320

Benjamin Restrepo, P.E.: So Broward County was able to provide us these figures and what these figures show are essentially the existing conditions of the AM 95th percentile queue and with existing conditions with the two lanes without making any improvements am pick our Q is about 99 feet.

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00:09:18.270 --> 00:09:26.310

Benjamin Restrepo, P.E.: And this graph this red shaded area essentially shows what the length of 99 theaters and how far the queue is existed.

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00:09:27.960 --> 00:09:31.920

Benjamin Restrepo, P.E.: With enhanced improvements or with the concept plan being developed.

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00:09:33.540 --> 00:09:40.260

Benjamin Restrepo, P.E.: The queue goes from 99 feet all the way to 171 feet. So it does increase the q a little bit

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00:09:43.950 --> 00:09:55.440

Benjamin Restrepo, P.E.: And then this next slide shows the existing conditions during the PM peak hour without the project or without the concept design and PMT Gary Q's about hundred and 84 feet.

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00:09:57.960 --> 00:10:05.010

Benjamin Restrepo, P.E.: And with the project, the expected PM DVR queue is only 94 feet so only net difference of 10 feet.

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00:10:07.500 --> 00:10:10.320

Benjamin Restrepo, P.E.: So this kind of summarizes the net difference in

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00:10:11.520 --> 00:10:27.930

Benjamin Restrepo, P.E.: During an existing Q versus the build out. Q So there's an increase in the and pick our 72 feet, which is essentially three vehicles, more or less, and PM pick our net difference is 10 feet, which is Africa.

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00:10:32.850 --> 00:10:36.900

Benjamin Restrepo, P.E.: And now we open it up for questions.

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00:10:38.160 --> 00:10:40.680

Benjamin Restrepo, P.E.: On staff. We have me bench and Restrepo

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00:10:41.700 --> 00:10:48.960

Benjamin Restrepo, P.E.: Ish Van Buren Karen Werfel, and we have Carmelo from the county online. So we're open for any questions.

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00:10:50.460 --> 00:10:57.870

Pratima Raju: Hi, Ben, I guess my only question is, if I'm going north on Progresso and I'm trying to go to that.

56
00:10:59.070 --> 00:11:02.100
Pratima Raju: Bar restaurant. I think it's called American icon.

57
00:11:03.240 --> 00:11:05.190
Pratima Raju: Yeah how enter

58
00:11:06.420 --> 00:11:22.530
Benjamin Restrepo, P.E.: If you're going to American icon from the northbound the new direction of flow would be taken Andrews Avenue. Instead, and then take Progresso up until eight straight I'm believe and

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00:11:24.870 --> 00:11:32.130
Benjamin Restrepo, P.E.: Or take Andrew is a sunrise Boulevard and then sunrise Boulevard as a curb cut on northeast. Third Avenue.

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00:11:33.120 --> 00:11:34.200
Benjamin Restrepo, P.E.: South Bend on Third Avenue.

61
00:11:35.490 --> 00:11:42.450
Pratima Raju: Okay, I think we might just need to reach out to them and let them know that this change is happening. So they're prepared to

62
00:11:44.550 --> 00:11:44.940
Pratima Raju: Get there.

63
00:11:45.510 --> 00:11:47.910
Benjamin Restrepo, P.E.: So nothing is concrete yet.

64
00:11:48.990 --> 00:12:06.450
Benjamin Restrepo, P.E.: This is new prevent that we do believe helps it, it gives at accessibility to pedestrians from the east side of the train tracks to the west side of the train tracks definitely reduces crashes in the area or potential crashes.

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00:12:08.220 --> 00:12:18.960
Benjamin Restrepo, P.E.: We haven't. We're not close to construction yet, but this is more of exploratory trying to get feedback from the community and see if everyone or most people

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00:12:20.070 --> 00:12:26.490
Benjamin Restrepo, P.E.: are in agreement with this design and so will definitely reach out to icon or the business owners to see how they feel, or what their temperatures

67
00:12:29.130 --> 00:12:29.670
Pratima Raju: Okay, great.

68

00:12:30.570 --> 00:12:33.990

Vice Mayor Steven Glassman: Benjamin. Yep. It Stephen, how are you

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00:12:34.230 --> 00:12:34.800

Benjamin Restrepo, P.E.: Yeah, you're so

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00:12:35.520 --> 00:12:37.800

Vice Mayor Steven Glassman: Good. Thank you. Welcome back to the city, by the way.

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00:12:37.920 --> 00:12:38.310

Thank you.

72

00:12:39.450 --> 00:12:48.420

Vice Mayor Steven Glassman: Welcome, um, I just wanted to find out what is the timeline proposal that you have in mind in terms of reaching out to all of the contiguous neighborhood associations in the area.

73

00:12:48.750 --> 00:12:58.680

Vice Mayor Steven Glassman: To get everyone's feedback. And I also want to hear from the folks that are on this meeting right now and I see a few that are from the neighborhood, and especially Jay was right at that corner.

74

00:12:58.980 --> 00:13:10.860

Vice Mayor Steven Glassman: I want to hear what they have to say. But what is the timeline in terms of going to progress so Flagler mass, you know, everyone in and around that area.

75

00:13:12.090 --> 00:13:21.720

Benjamin Restrepo, P.E.: This mean timeline. I don't have an exact timeline to give you right now. So this meeting was the first step. And then also, as we're presenting information.

76

00:13:22.590 --> 00:13:36.240

Benjamin Restrepo, P.E.: Some of the committee members here. We're also going to ask them the community members when, when do they believe are the best opportunities to have public involved in meetings or if they have a quicker quicker options for us to

77

00:13:37.320 --> 00:13:41.040

Benjamin Restrepo, P.E.: Contact the business owners that, you know, a jay Adams.

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00:13:42.090 --> 00:13:51.480

Benjamin Restrepo, P.E.: Been very vocal about improvements in this area. He's very believe he's excited about this concept on and then we grow on top of this concept.

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00:13:52.110 --> 00:14:00.600

Benjamin Restrepo, P.E.: And I do know he has good relationships with other business owners in this area. So we'll

definitely be reaching out to him to figure out how to reconnect with the other business owners.

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00:14:01.530 --> 00:14:05.910

Vice Mayor Steven Glassman: Okay, good. But definitely, and I would definitely contact you know like

81

00:14:06.930 --> 00:14:13.260

Vice Mayor Steven Glassman: Flagler mass and progressive for sure and try to get in front of one of their membership meetings and

82

00:14:14.430 --> 00:14:23.910

Vice Mayor Steven Glassman: You know, just roll it out to them as well. And I'm sure you guys have all the contact information for all those folks and we can certainly help if you don't, but I'm sure you guys have been there before.

83

00:14:27.690 --> 00:14:29.490

Benjamin Restrepo, P.E.: So ideally, we would take this

84

00:14:32.370 --> 00:14:36.060

Benjamin Restrepo, P.E.: Ideally, we try to meet with them as soon as possible, hopefully.

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00:14:37.440 --> 00:14:38.160

Benjamin Restrepo, P.E.: By January.

86

00:14:39.570 --> 00:14:53.880

Benjamin Restrepo, P.E.: Then once we get enough feedback from the public that this is how they would like to move forward, then we would try to move this to commission to resolution support, then we can find funding opportunities and project constructed

87

00:14:55.470 --> 00:14:59.820

Vice Mayor Steven Glassman: Okay, so what are you anticipating in terms of a funding cost for this project.

88

00:15:00.780 --> 00:15:09.810

Benjamin Restrepo, P.E.: That I don't have a cost estimate right now. I do know the county has been working on that. So we'll ask for the county for a constant.

89

00:15:10.950 --> 00:15:14.370

Vice Mayor Steven Glassman: Okay. Great. Well, thank you, guys, appreciate it. Thank you.

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00:15:17.910 --> 00:15:20.610

Karen Warfel: I'll explain how people can comment and ask questions.

91

00:15:33.780 --> 00:15:35.340

Lisa Marie Glover: You have any additional questions.

92
00:15:36.000 --> 00:15:37.620
Benjamin Restrepo, P.E.: Why I believe people have some

93
00:15:37.620 --> 00:15:38.340
Benjamin Restrepo, P.E.: Questions I just

94
00:15:41.670 --> 00:15:49.890
City Moderator 3: Oh, I have to give them permission to speak. So anybody specifically want to start with first from the panelists side.

95
00:15:50.640 --> 00:15:50.910
Vice Mayor Steven Glassman: Tell me.

96
00:15:54.900 --> 00:15:58.410
Karen Warfel: If you could start with Michael Memphis, please. He's the first on the list.

97
00:16:14.280 --> 00:16:14.970
Karen Warfel: We can hear you.

98
00:16:15.510 --> 00:16:17.490
Michael Madfis: Okay, so I took me a few minutes to find a button.

99
00:16:19.620 --> 00:16:26.010
Michael Madfis: Yeah, I just was curious what this meeting was, it wasn't clearly described so I wasn't sure if you were looking for.

100
00:16:27.240 --> 00:16:33.210
Michael Madfis: Feedback from the public at this time. One of my thoughts, though, is that this does connect to.

101
00:16:35.400 --> 00:16:52.560
Michael Madfis: pedestrian facilities that access the lighthouse for the blind, which is a challenge to get to from other locations. Besides this intersection as well, including the one at Andrews. But, however, this one is moving ahead. So I think they should be contacted and engaged.

102
00:16:54.540 --> 00:17:06.810
Michael Madfis: This would be a great opportunity to connect them to the green way and perhaps they could actually use some of the space outside their building. Anyway, so I'm just concerned that all the parties that

103
00:17:08.400 --> 00:17:09.060
Michael Madfis: You know, are

104

00:17:10.620 --> 00:17:18.360

Michael Madfis: You know affected by this should be sought out and contacted the information that I received wasn't like

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00:17:18.900 --> 00:17:33.690

Michael Madfis: Accessible I was not readable through a scheme screen reader and today's presentation. It's very difficult to follow as well for a blind person. So I did invite some my blind friends, but they couldn't even figure out if they were on or not.

106

00:17:34.920 --> 00:17:47.040

Michael Madfis: So I suggest next time you take a look at that. I think the MPL has some standards on the thank you very much for allowing me to have some input today appreciate

107

00:17:49.560 --> 00:17:50.640

Benjamin Restrepo, P.E.: Thank you for the feedback.

108

00:17:52.020 --> 00:17:54.060

Benjamin Restrepo, P.E.: Definitely do try to do better next time.

109

00:17:57.420 --> 00:18:00.060

Benjamin Restrepo, P.E.: Or for for the blind people. I apologize for that.

110

00:18:09.540 --> 00:18:11.160

Karen Warfel: Next on the list is Jay Adams.

111

00:18:18.150 --> 00:18:18.630

jay adams: Can you hear me.

112

00:18:20.640 --> 00:18:21.240

Karen Warfel: We can hear you.

113

00:18:21.840 --> 00:18:22.170

Okay, good.

114

00:18:23.370 --> 00:18:26.640

jay adams: Alright, so we're making progress, which is awesome.

115

00:18:28.290 --> 00:18:37.650

jay adams: A couple concerns. Yeah, just it's a simple solution, it should have been FEC I know it's hard to work with. But if they could straighten this road out cut that corner.

116

00:18:38.250 --> 00:18:48.540

jay adams: And be within their 25 foot setback that they've always adhere to, we wouldn't have this bad turn we'd get a bike lane a sidewalk. It would be a no brainer.

117

00:18:49.050 --> 00:19:00.300

jay adams: Great solution and then we would have, you know, landscaping, the right kind of crosswalks but we have to get FTC to agree to that. So this to me is kind of temporary

118

00:19:01.830 --> 00:19:15.600

jay adams: This is fine because again, my bill has been hit twice. I'm out like \$800,000 three years or Brent So it's been a disaster for me. So this is called a full time job. If I have to have it.

119

00:19:16.950 --> 00:19:24.810

jay adams: A couple things on this plan, the left turn. I didn't know that that was going to be cut out because without that left turn into American icon.

120

00:19:25.440 --> 00:19:33.240

jay adams: In my building and bar 27 and why watch and all the other businesses back there. There's really no access from the majority

121

00:19:33.900 --> 00:19:41.730

jay adams: Of traffic coming is coming north on Third Avenue and that left turn. I don't think having a left turn, there is causing accidents.

122

00:19:42.420 --> 00:19:53.310

jay adams: One of the main things that cause accidents here. The main thing is really the cars going too fast will get hard right turn over a hump than a hard right turn. It's a hit on waiting to happen that way.

123

00:19:54.960 --> 00:20:01.470

jay adams: And that's why of course split there and everything else the car stopped to turn left there should be a gap there between the light

124

00:20:02.130 --> 00:20:13.620

jay adams: And good room there and some sort of signal. Maybe we can turn left in there but if you'd stop that left turn on a nice street that's going to kill those businesses, I think.

125

00:20:15.300 --> 00:20:17.190

jay adams: That's the majority of where people are coming from.

126

00:20:19.290 --> 00:20:34.500

jay adams: That I would say anybody I think actually have a left turn there and slowing traffic down in that one lead might slow cars down. So without that causes go as fast as they can run that corner is crazy trucks, whatever.

127

00:20:36.000 --> 00:20:39.690

jay adams: So some traffic calming and a left turn, would be really important

128

00:20:40.980 --> 00:20:52.620

jay adams: When we're talking about budget. I think this is a county road or most of it and the county. I think my step out and pay for most this that they told me that so

129

00:20:53.250 --> 00:21:00.540

jay adams: And they're kind of waiting on the city. So they're saying you know what the city agrees with us and the Commission votes for it. We're ready to go.

130

00:21:00.930 --> 00:21:05.730

jay adams: And they're basically saying, hey, what do you need city, you know, we'll give it to you because I've done a lot of homework on it.

131

00:21:06.420 --> 00:21:18.330

jay adams: So I'm glad. Ben has been working on this. It's focused on in that good thank you guys notice there are thousands of people now crossing these tracks, my foot on like art weekend.

132

00:21:19.380 --> 00:21:34.440

jay adams: Is going to start happening in about a year from now, where this little entertainment district at night, you know, people are gonna be walking across this track window sidewalk. Is this horribly dangerous. So it's more of a life safety issue than it is anything else.

133

00:21:38.760 --> 00:21:42.270

jay adams: Really, really appreciate your feedback will definitely

134

00:21:42.840 --> 00:21:45.270

Benjamin Restrepo, P.E.: Try to make the alterations, we can and Ninth Street.

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00:21:48.510 --> 00:21:53.580

Benjamin Restrepo, P.E.: Yeah, and will continue to work on reaching out to the the business owners to see how the Ninth Street.

136

00:21:54.930 --> 00:21:57.210

Benjamin Restrepo, P.E.: Lack of left turns effects businesses.

137

00:21:58.560 --> 00:22:04.740

jay adams: Yeah, and I can help out with a little legwork if I need to, again, this, this is really important to me. So, and I appreciate

138

00:22:14.100 --> 00:22:16.140

Karen Warfel: I believe, Renee Quinn had a question.

139

00:22:17.430 --> 00:22:31.290

RenÃ©e Quinn: Now, I just wanted to let everybody know I'm going to step in our secretary fabiano who was originally going to be part of this is not able to someone going to be in the meetings and I'm getting up to speed on everything that Karen gave us

140

00:22:33.870 --> 00:22:34.470

Karen Warfel: Okay, great.

141

00:22:43.200 --> 00:22:44.880

Karen Warfel: Um, does anybody else have a question.

142

00:22:45.390 --> 00:22:45.930

Or comment.

143

00:22:51.420 --> 00:22:55.380

Benjamin Restrepo, P.E.: I believe there's a common has there been consideration of using one way

144

00:22:56.820 --> 00:22:57.240

Benjamin Restrepo, P.E.: Well,

145

00:22:59.190 --> 00:23:02.670

Benjamin Restrepo, P.E.: Progressive drive almost becomes a one way southbound

146

00:23:06.840 --> 00:23:08.700

Benjamin Restrepo, P.E.: Between nine Street and

147

00:23:10.050 --> 00:23:11.880

Benjamin Restrepo, P.E.: The Third Avenue intersection

148

00:23:15.210 --> 00:23:17.790

Benjamin Restrepo, P.E.: Is what am I trying to say here. I guess this area here.

149

00:23:19.260 --> 00:23:26.940

Benjamin Restrepo, P.E.: Essentially becomes a one way. There's no more southbound access here. I mean, northbound access. It's only becomes one way south down

150

00:23:30.120 --> 00:23:32.250

Raul Dominguez: But it's still a two way road, Ben.

151

00:23:32.850 --> 00:23:33.180

Yeah.

152

00:23:34.590 --> 00:23:44.250

Benjamin Restrepo, P.E.: We haven't really we considered making progress or drive one way, but that's more of a bigger project with the way pairs where it's between

153

00:23:45.570 --> 00:23:48.780

Benjamin Restrepo, P.E.: Sunrise Boulevard and southeast 17th Street.

154

00:23:51.570 --> 00:24:03.960

Karen Warfel: Hey, maybe if you could expand. I don't know if that is what grows asking about, but there is a larger initiative to look at the feasibility of one way pairs between Andrews. And third, and what that might look like.

155

00:24:04.710 --> 00:24:11.490

Karen Warfel: I don't think that I don't know what the status of that is, but there that will take quite a bit of analysis together.

156

00:24:14.280 --> 00:24:26.190

Raul Dominguez: Because as this community continues to expand into an entertainment district, they're going to continue to have demand for parking and for more walk walkability

157

00:24:26.790 --> 00:24:37.740

Raul Dominguez: Along a pro pro progressive there. I believe there's another building that is under construction, where the owner planned to have a few a few

158

00:24:38.820 --> 00:24:46.740

Raul Dominguez: A few a few restaurants going so white building. It's just a block away from from laser with here.

159

00:24:48.510 --> 00:25:03.240

Raul Dominguez: So I thought about it a lot because there's never a lot of traffic there. It's a relatively unused stretch of pavement. So switching it to one way. I don't know how that would work from a traffic perspective, but it may

160

00:25:04.680 --> 00:25:11.100

Raul Dominguez: Give us some right away for better on street parking and to better time to this intersection here.

161

00:25:14.130 --> 00:25:16.710

Raul Dominguez: Something that I've been thinking about as I drive through there.

162

00:25:20.190 --> 00:25:22.950

Benjamin Restrepo, P.E.: And we can we can we can look into that.

163

00:25:25.950 --> 00:25:32.340

Benjamin Restrepo, P.E.: It takes a whole holistic study to understand how it affects the rest of the network in this neighborhood.

164

00:25:34.410 --> 00:25:35.850

Karen Warfel: It's but it is interesting.

165

00:25:36.120 --> 00:25:39.300

Karen Warfel: It is think about it. What's Flagler drive maybe

166

00:25:42.600 --> 00:25:54.390

Raul Dominguez: I think bloggers, a little bit busier you you you tend to have people going in both directions there and on progress. So just

167

00:25:56.070 --> 00:26:10.530

Raul Dominguez: Just north of here gets pretty busy to where it splits into four lanes, but south of this or southwest, it's pretty industrial and and it's not that it's not that busy.

168

00:26:12.450 --> 00:26:20.010

Jay Adams: I agree. It's too late now. And then kind of taper down because of this new design, but the two way traffic, there's almost non-existent.

169

00:26:21.960 --> 00:26:24.030

Jay Adams: So it works as to way, in my opinion.

170

00:26:28.620 --> 00:26:32.040

Jay Adams: Then you did. One way is if you added parking

171

00:26:38.010 --> 00:26:43.410

Michael Madfis: Well, the idea was to reduce traffic overall because that area won't stay industrial for that much longer.

172

00:26:43.830 --> 00:26:55.080

Michael Madfis: And the density will increase on both sides, along with more hopefully pedestrian level businesses like entertainment pedestrian mentioned become the primary and perhaps the one way

173

00:26:56.460 --> 00:27:03.870

Michael Madfis: For both Flagler and progressive would be appropriate, because that would facilitate street crossing by pedestrians better

174

00:27:04.380 --> 00:27:20.010

Michael Madfis: But I think that's really the direction, things will be going is not very much staying the way they are, or slightly increasing I think it'll be dramatic and the focus should be on discouraging the use of the automobile in this area and not facilitating it with more

175

00:27:21.330 --> 00:27:27.090

Michael Madfis: Roadway improvements so much as pedestrian improvements, of course, that's my opinion I don't try

176

00:27:28.500 --> 00:27:33.090

jay adams: I agree there's a nice side what they're already, but in the future. I agree.

177

00:27:36.210 --> 00:27:45.360

Raul Dominguez: To ask another question, folks, the sidewalk crossing on the, the FCC tracks what sidewalk with is being proposed.

178

00:27:50.370 --> 00:27:51.570

Benjamin Restrepo, P.E.: By foot wide sidewalk.

179

00:27:53.610 --> 00:27:54.060

Raul Dominguez: Should

180

00:27:55.140 --> 00:27:57.600

Raul Dominguez: Should we try to match the trail.

181

00:27:59.970 --> 00:28:15.930

Raul Dominguez: So that cyclists can can also pass there because there's just one one point to cross maybe should be a shared use path or not technically he labeled it should use path, but just a wider sidewalk.

182

00:28:18.330 --> 00:28:29.280

Raul Dominguez: Particularly because when this place gets busy at night, you have people crossing in both directions. And another concern that I've thought of is, once this is built.

183

00:28:29.820 --> 00:28:40.500

Raul Dominguez: How do you prevent people or how do you encourage people to use it, rather than just crossing the tracks diet diagonally as they're accustomed to and what

184

00:28:40.920 --> 00:28:43.140

Raul Dominguez: If some landscaping.

185

00:28:44.130 --> 00:28:57.210

Michael Madfis: Well, make it exciting, I think, get the business district to make a contribution to an archway that could be dramatic and helping them bring business to the area. Perhaps it could be even

186

00:28:58.380 --> 00:29:05.160

Michael Madfis: Pop up vendors along that path that would encourage people to go to that in that direction. We're currently there in an area where

187

00:29:05.640 --> 00:29:14.940

Michael Madfis: pedestrians have a hard time getting to them. Again, this is when you focus on pedestrian moving in the post of squeezing it in between the particular movement that you begin to

188

00:29:15.900 --> 00:29:23.790

Michael Madfis: Be able to address those public spaces better but you know anything, getting across those tracks safely is an improvement but

189

00:29:24.270 --> 00:29:34.290

Michael Madfis: I think if we do have some time and we could look at it in a much broader context, taking the left on tonight Avenue would be appropriate, or just making it a

190

00:29:35.250 --> 00:29:44.430

Michael Madfis: One late south and then you still have that right hand turn on to ninth to get around. I will try one way north and you would take the

191

00:29:45.870 --> 00:29:52.080

Michael Madfis: Bill to come south to Ninth Street to get on to those business access. But anyway, I think.

192

00:29:53.220 --> 00:30:02.040

Michael Madfis: anything's in improvement. This is looking good, but I would love to see a much broader plan that was pedestrian and maybe

193

00:30:03.660 --> 00:30:07.920

Michael Madfis: Transit access friendly. You know, some type of tram.

194

00:30:08.970 --> 00:30:15.570

Michael Madfis: That could be shared again by the business district, there could promote some type of mobility.

195

00:30:16.320 --> 00:30:29.310

Michael Madfis: System. They had the freebie which is a great example of what could be, you know, used in this area to get again to discourage people using their automobiles. They may not want to walk, but if they could take a simple

196

00:30:30.480 --> 00:30:33.030

Michael Madfis: tram. It can be fun anyway.

197

00:30:34.380 --> 00:30:41.910

AB: I just have a quick question. Um, was it I missed. I joined a little bit late. I don't know if some of the other side show the different concepts.

198

00:30:42.510 --> 00:30:52.710

AB: Was supposed to like close the crossing and just keep it open for pedestrian or bike, since there's one on six just a

little bit north of there for automobile traffic.

199

00:30:55.440 --> 00:31:02.040

Benjamin Restrepo, P.E.: So there's only, the only concept that we presented was this one or aren't any alternatives.

200

00:31:03.210 --> 00:31:07.560

Benjamin Restrepo, P.E.: Could, could you elaborate a little bit more on the the six and six street crossing

201

00:31:08.580 --> 00:31:11.190

AB: Yeah, I think there's just one up north for cars to us but

202

00:31:12.540 --> 00:31:22.440

AB: That when we did our field review, I believe, last year we noticed there was one close by to actually just close this one for automobiles and just open it for like peds

203

00:31:23.130 --> 00:31:24.930

Benjamin Restrepo, P.E.: Or you're you're talking about closing the

204

00:31:25.470 --> 00:31:28.200

AB: Closing this cross into traffic to car traffic.

205

00:31:28.830 --> 00:31:32.340

Benjamin Restrepo, P.E.: Yeah, then that's that's definitely something that

206

00:31:33.360 --> 00:31:38.460

Benjamin Restrepo, P.E.: Could be studied. It's not in our scope right now, but it's definitely

207

00:31:40.140 --> 00:31:41.640

Benjamin Restrepo, P.E.: Could be an option. Okay.

208

00:31:41.670 --> 00:31:51.420

AB: And you've contacted FEC about adding the sidewalk, is there, you would probably have to have funding for the pedestrian safety gates. Yeah.

209

00:31:51.840 --> 00:31:52.290

Aside

210

00:31:53.340 --> 00:32:06.930

Benjamin Restrepo, P.E.: From the county and city I have had multiple, multiple meetings with FEC about this concept. They seem to be comfortable with this one. So this is the one we're trying to push forward with

211

00:32:07.980 --> 00:32:15.600

jay adams: And I think that is important. Yes, so hard to get FPC in the county and the city on the same page. But if we can make those silos, a little wider and

212

00:32:17.820 --> 00:32:20.160

jay adams: Yeah, I think they should look at making a wider because

213

00:32:21.600 --> 00:32:30.060

AB: You right now where the sidewalks cross you're right adjacent to the roadway and they have these panels which everyone can walk over and drive over

214

00:32:30.540 --> 00:32:40.980

AB: But it looks like here you possibly need to extend the panels to where the existing ones are now or widen the sidewalk and have some extended panels so people don't

215

00:32:41.490 --> 00:32:46.830

AB: You know accidentally walk off the sidewalk or etc. Then they'll be in the track.

216

00:32:47.310 --> 00:32:55.980

AB: You could twist your ankle, there won't have a smooth surface to walk over, so should be extended beyond the limits of the width of the sidewalk or connected to

217

00:32:56.610 --> 00:33:06.780

AB: The existing a roadway panels that they have now or have some suffice to deter people from walking from the sidewalk to the the street walking and that little piece of tracking

218

00:33:08.010 --> 00:33:10.950

AB: And balance between the roadway in the sidewalk.

219

00:33:11.220 --> 00:33:13.710

jay adams: Why, why does your good

220

00:33:16.050 --> 00:33:17.880

jay adams: This may be a one time shot with FPC

221

00:33:18.570 --> 00:33:27.570

AB: Yeah, exactly. You don't want to try do it twice. So you gotta hit it the right way. You know, right now, because you want to come back later and do some

222

00:33:28.140 --> 00:33:29.940

Benjamin Restrepo, P.E.: Years. Definitely. We can definitely look at

223

00:33:31.020 --> 00:33:35.910

Benjamin Restrepo, P.E.: Why did the sidewalks. You know, I said five foot wide, it actually may be larger than five.

224

00:33:37.170 --> 00:33:39.240

Benjamin Restrepo, P.E.: By the scale of it actually looks closer to eight.

225

00:33:41.220 --> 00:33:41.670

Benjamin Restrepo, P.E.: So,

226

00:33:42.780 --> 00:33:59.850

AB: Yeah, because that has potential, the people walking on on the track because I was too narrow. If you look at other crossing the sidewalks adjacent to the roadway. So they have panels where people don't actually step on the on the wood cross it a concrete ties and I'm going to

227

00:34:00.870 --> 00:34:04.320

AB: Step off the sidewalk in and then they'll be in to the track.

228

00:34:06.120 --> 00:34:19.350

Raul Dominguez: So Alex. Are you saying that the roadway panel that is used to plateau that crossing there is right at the edge or ends right where the sidewalk crossing is being proposed, so they kind of have to extend that

229

00:34:21.780 --> 00:34:22.320

Raul Dominguez: Do it.

230

00:34:22.710 --> 00:34:23.100

Raul Dominguez: Okay.

231

00:34:23.490 --> 00:34:34.830

AB: I gotta find out. Maybe the, the length of the panels. Because if you're you propose a five foot sidewalk sidewalk. I don't know if I have five foot wide panels, you'd need a possibly

232

00:34:36.120 --> 00:34:38.670

AB: Like 10 foot length and panels so

233

00:34:38.730 --> 00:34:42.450

AB: First off the sidewalk, they don't fall into the tracks around the ties.

234

00:34:42.600 --> 00:34:54.780

Benjamin Restrepo, P.E.: The dimensions that will figure out later down the road. This is just a concept that there's a minimum. With that, we have to hit and then minimum with has to be eight or 10 feet for these panels and that's probably what's going to be installed.

235

00:34:56.370 --> 00:34:57.510

Benjamin Restrepo, P.E.: If he sees design.

236

00:34:57.510 --> 00:35:02.250

Benjamin Restrepo, P.E.: Standards for any type of material and with the cross their crossings.

237

00:35:02.730 --> 00:35:03.210

Mm hmm.

238

00:35:04.560 --> 00:35:20.670

Benjamin Restrepo, P.E.: So the purpose of this was just to get a feel if this proposal is good when we when we're talking about sidewalk with or linguists and things like that. We can definitely work with either shrinking or increasing the with

239

00:35:22.470 --> 00:35:36.240

Benjamin Restrepo, P.E.: The ultimate goal of this meeting was to figure out the operations wise the figure out if the community, the business owners okay with this and sounds like we definitely want to keep the Northeast nine street left turn, or the progressive northbound left turn onto nine street open

240

00:35:36.660 --> 00:35:37.140

Benjamin Restrepo, P.E.: And

241

00:35:37.500 --> 00:35:38.910

Benjamin Restrepo, P.E.: Everything else seems to be

242

00:35:40.140 --> 00:35:46.320

Benjamin Restrepo, P.E.: Acceptable we just need to work on the width of lanes and sidewalks and and

243

00:35:47.280 --> 00:35:49.770

AB: buffers. Okay, the only

244

00:35:49.860 --> 00:35:54.540

AB: Example I see this type is in downtown Fort Lauderdale near the New River Bridge.

245

00:35:54.930 --> 00:36:00.600

AB: Right there, new this stranahan house. We have a separate pedestrian walkway over the rail.

246

00:36:02.460 --> 00:36:09.900

AB: That's a good example to look at and all the safety features that they have there, and the working the length of the of the panels to to cross it safely.

247

00:36:10.410 --> 00:36:18.420

jay adams: I think the FBI was living some funds to do some designs, maybe a year ago and they come up with one. Do we know

248

00:36:20.370 --> 00:36:23.430

Benjamin Restrepo, P.E.: Damage. You know, I knew there was there was

249

00:36:23.490 --> 00:36:33.720

Carmelo Caratozzolo: Funds to you here. Thank you hear me yes we hear from him yet. But the ones that you're talking about those for review. Like some plans, a county prepared.

250

00:36:34.290 --> 00:36:43.080

Carmelo Caratozzolo: Okay, not for the staffer IPC to come up with, but to go back to the sidewalk on a call the designer is at wide it's going across the tracks.

251

00:36:45.660 --> 00:36:50.760

jay adams: That needs to be designed right because he's right. You don't want to get them in the region call off with the threats.

252

00:36:50.910 --> 00:37:00.720

Carmelo Caratozzolo: Into the price. So the design this concept that you guys are looking at the AP AP white. It's a match up with the concrete on the outside.

253

00:37:02.490 --> 00:37:05.130

Michael Madfis: The example down by Riverwalk or south of second

254

00:37:05.610 --> 00:37:16.860

Michael Madfis: Street. I think just talking about is is is good. I have though sometimes sounded a little difficult to be aware of that. That is offset from the road, path.

255

00:37:17.190 --> 00:37:23.730

Michael Madfis: A little bit. So you're walking down the side walking across the street and you think you just keep going straight. You know, if you don't

256

00:37:24.180 --> 00:37:36.210

Michael Madfis: See, and your dog isn't trained to go that way if sometimes you know think that's the way to go. And I remember when I was more excited. So I'm familiar with that area and it works well.

257

00:37:37.530 --> 00:37:44.070

Michael Madfis: That area also has a little bit more. I don't know context. Others like some landscape around it and

258

00:37:45.270 --> 00:37:58.710

Michael Madfis: That helped identify it. One of these are this thing. I can see people almost ignoring it. If it's not defined and still walking across the sidewalk. I mean, you know, I know my dog now is trying to walk across

259

00:37:59.640 --> 00:38:10.380

Michael Madfis: The street they are rather and he probably that's the first day. So come, it would be the natural instinct to go straight. So I think that yeah I celebrating that

260

00:38:10.860 --> 00:38:18.720

Michael Madfis: Crossing is is going to be helpful, even if it's just a little bit, just a post or something that people can really identify with.

261

00:38:19.800 --> 00:38:25.380

jay adams: It. And I think this is a temporary plan taught and I don't want to stop it. I think this has this is what we need.

262

00:38:26.040 --> 00:38:30.570

jay adams: But you know the future coming from mass coming down that Flagler nice green sidewalk.

263

00:38:31.440 --> 00:38:36.690

jay adams: They're going to take that path. And then over the tracks and there's no sidewalk on the west side of the tracks.

264

00:38:37.380 --> 00:38:48.900

jay adams: And that would be a good sidewalk bike lane that connects into Wilton manors that's for another day. Cause I don't want to add it to this, but this will be redesigned hopefully even better on the next one.

265

00:38:51.720 --> 00:38:52.740

Raul Dominguez: On question, folks.

266

00:38:52.770 --> 00:39:03.300

Benjamin Restrepo, P.E.: Correct. I just want to emphasize what Jay said, you know, this is the first step of improvements and the reason why we're using the Quick carb type material is the first and judge

267

00:39:04.230 --> 00:39:17.040

Benjamin Restrepo, P.E.: How are not judged evaluate how the operations work here. And if it seems to be working efficiently safely and then we can go move on to more permanent materials such as carbon gutter.

268

00:39:17.850 --> 00:39:27.120

Benjamin Restrepo, P.E.: The white sidewalks, the landscaping, you know, just the really beautiful this area. So this is just the first step to evaluate if this proposal does work.

269

00:39:28.350 --> 00:39:50.880

AB: I got a two one question at one comment on your noise scales in the north arrows in the wrong direction. And how much say comments review has FEC done on this. Maybe I missed it from earlier but they put input. Have they seen this plan any feedback from them.

270

00:39:52.050 --> 00:40:00.540

Benjamin Restrepo, P.E.: Yeah. So at the beginning we discussed a little bit of coordination that's been done between the city. The county and the FEC

271

00:40:01.590 --> 00:40:10.680

Benjamin Restrepo, P.E.: This proposal right here is seems to be the one that is the most comfortable between all three parties. So this is the one that

272

00:40:11.100 --> 00:40:20.490

Benjamin Restrepo, P.E.: All three parties do want to move forward with and once we get through the evaluation process, then we can start thinking about bigger proposals for for this intersection

273

00:40:20.880 --> 00:40:21.990

AB: Okay, thank you.

274

00:40:22.710 --> 00:40:30.450

jay adams: But maybe I'll say this long term if you can straighten out that curve and still be within the setbacks, the hippie see would like

275

00:40:30.990 --> 00:40:34.650

jay adams: That would be by far the best plan because it would give us 10 more feet.

276

00:40:35.520 --> 00:40:43.830

jay adams: along that road. We could do it right. If we did that FEC just doesn't want to do anything. They don't even want to cross. What can we call it. So, but I think there are green. Now,

277

00:40:44.280 --> 00:40:56.310

jay adams: But if they allow this curve to be straightened out just a little bit. It would be so much safer for cars pedestrians give us way more room. It's a no brainer, in my opinion, but we're not there yet with them.

278

00:40:58.590 --> 00:40:59.070

Raul Dominguez: Back.

279

00:41:00.720 --> 00:41:02.040

Raul Dominguez: Row row here.

280

00:41:03.330 --> 00:41:06.240

Raul Dominguez: Is that an ass full path.

281

00:41:07.290 --> 00:41:09.840

Raul Dominguez: On the other side of that quick curb, is that just

282

00:41:10.380 --> 00:41:10.680

Yes.

283

00:41:12.000 --> 00:41:20.700

Benjamin Restrepo, P.E.: The pressure that's on the west side of progressive drive is essentially the traveling that will be protected with that quicker material presented a little earlier.

284

00:41:22.410 --> 00:41:23.610

Raul Dominguez: Playing I called him late

285

00:41:24.540 --> 00:41:26.220

Raul Dominguez: I missed the first 30 minutes

286

00:41:26.790 --> 00:41:41.400

Benjamin Restrepo, P.E.: Let me, let me go back a little bit. So this is the quick curb type material or product that will be using I essentially it's about a three to four foot high

287

00:41:42.810 --> 00:41:43.470

Benjamin Restrepo, P.E.: Curb

288

00:41:45.000 --> 00:41:57.330

Benjamin Restrepo, P.E.: Or not for three to 434 inches. And it's a yellow curve and on top of the curving there's bollard markers that will allow know provider vertical

289

00:41:59.580 --> 00:42:03.600

Benjamin Restrepo, P.E.: Visual able to separate the pressure from the travel lanes.

290

00:42:05.580 --> 00:42:08.010

Raul Dominguez: Do you know what what with

291

00:42:09.960 --> 00:42:11.760

Raul Dominguez: Set aside for that. Yeah.

292

00:42:12.090 --> 00:42:12.480

Benjamin Restrepo, P.E.: The with

293

00:42:12.540 --> 00:42:13.350

Raul Dominguez: The with his

294

00:42:13.410 --> 00:42:30.300

Benjamin Restrepo, P.E.: With his lead is less than a flight. So the way we repurpose the travel and the traveling, I

believe it's 10 feet wide. So we'll take a flight away from that travel in and then we'll have maybe some separation between

295

00:42:31.590 --> 00:42:42.420

Benjamin Restrepo, P.E.: Other south down traveling and this Caribbean and create about an eight foot eight to nine foot pedestrian path with that.

296

00:42:45.930 --> 00:42:49.950

Raul Dominguez: That's that seems a lot safer don't want to have there now.

297

00:42:51.480 --> 00:42:55.680

Raul Dominguez: One more thing I noticed that there's been a couple

298

00:42:56.730 --> 00:42:59.100

Raul Dominguez: Couple food trucks that use that area there.

299

00:43:00.480 --> 00:43:03.360

Raul Dominguez: And and this this path.

300

00:43:04.680 --> 00:43:14.970

Raul Dominguez: Is very important to introduce but it seems to almost like overlap with with the spot that they set up at almost every weekend.

301

00:43:16.350 --> 00:43:17.790

Raul Dominguez: Which is why

302

00:43:18.870 --> 00:43:19.620

Raul Dominguez: I

303

00:43:20.970 --> 00:43:34.380

Raul Dominguez: I keep on considering the possibility of turning that progressive section into a one way south southbound with parking on one side so that food trucks.

304

00:43:34.800 --> 00:43:50.220

Raul Dominguez: And whenever they have like an art walk or like an event can facilitate and use that space, like I'm street vendors and like, things like that. I, I really think that we should see if maybe we can strike that out and maybe test.

305

00:43:51.450 --> 00:43:52.260

Raul Dominguez: test that out.

306

00:43:54.150 --> 00:44:01.560

Raul Dominguez: Because once we introduce this then the food trucks won't have space to park in front of late laser wolf.

307
00:44:02.790 --> 00:44:05.370
jay adams: You can you go back to that plan. I think probably right.

308
00:44:10.950 --> 00:44:14.580
Benjamin Restrepo, P.E.: Um, as far as the food trucks go that's

309
00:44:15.810 --> 00:44:23.160
Benjamin Restrepo, P.E.: We're trying to find location for them. But the priority here is accessibility and connection so

310
00:44:24.690 --> 00:44:31.410
Benjamin Restrepo, P.E.: You know, sometimes. Sometimes things need to be given up for the better. Good, the greater good.

311
00:44:32.880 --> 00:44:35.220
Raul Dominguez: That's a balancing act. It's never easy

312
00:44:35.820 --> 00:44:44.580
jay adams: I think this plan, though, really does make that way safer there. So this is much, much better than what's existing for what you're talking about.

313
00:44:46.500 --> 00:44:47.550
Raul Dominguez: Definitely safer.

314
00:44:48.120 --> 00:44:48.390
It.

315
00:44:49.410 --> 00:44:54.540
jay adams: Didn't you know testing this out, then we could think about striping on or whatever. But that's a good idea.

316
00:44:57.240 --> 00:45:00.870
jay adams: But for now, this, this works. This I think this will be the good test.

317
00:45:03.450 --> 00:45:04.500
Raul Dominguez: I concur, folks.

318
00:45:06.060 --> 00:45:08.940
Raul Dominguez: Thanks for working on this, Ben and and Karen.

319

00:45:10.920 --> 00:45:19.560

Benjamin Restrepo, P.E.: And big thank you to the county. The county has definitely been spearheading this one too, and big thanks to the county. Um, so

320

00:45:20.580 --> 00:45:32.880

Benjamin Restrepo, P.E.: I think we've received a lot of feedback will go back to the drawing board and we'll do some more public outreach and then hopefully get this commission for resolution to support, support sooner than later.

321

00:45:34.920 --> 00:45:39.510

Benjamin Restrepo, P.E.: But before we get the resolution support will make some edits and percent back to the public.

322

00:45:41.010 --> 00:45:43.440

Michael Madfis: Yeah, thank you very much. See you next time.

323

00:45:45.090 --> 00:45:56.580

Vice Mayor Steven Glassman: Benjamin. Thank you. Cameron county everyone really appreciate and folks that are on here. Excellent input. And again, just to reiterate, yeah. Let's get this in front of the membership for Flagler and mass and progress. So, and

324

00:45:57.240 --> 00:46:05.250

Vice Mayor Steven Glassman: Even open up, you know, for more input, but I think we're on our way. Eventually also Benjamin. You know what Jay saying about it. The see

325

00:46:05.520 --> 00:46:18.750

Vice Mayor Steven Glassman: What are the chances of actually having some progress with them and making some appointments and maybe even just explaining what ultimately we would like to see there in terms of the items that Jay brought forward. What do you think about that.

326

00:46:20.010 --> 00:46:20.850

Benjamin Restrepo, P.E.: I didn't realize

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00:46:20.940 --> 00:46:22.920

Vice Mayor Steven Glassman: That even realistic in the near future.

328

00:46:25.140 --> 00:46:40.560

Benjamin Restrepo, P.E.: It's going to take a lot of undertaking spending a lot of effort. I do agree with Jay is proposals are probably what's best. I mean, some of these characters aren't aren't the greatest and they're definitely can be some realignment that definitely makes this intersection better

329

00:46:41.640 --> 00:46:56.190

Benjamin Restrepo, P.E.: But it's just continuing conversations and essentially presenting them something that they want to see or they can see fathomable but we have to make it as easy as possible for them to accept it without giving too much of a headache.

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00:46:57.000 --> 00:47:04.890

Vice Mayor Steven Glassman: Know exactly maybe down the road. We actually, you know, put our heads together. Maybe if it's not a meeting right away, maybe it's even just

331

00:47:05.310 --> 00:47:16.920

Vice Mayor Steven Glassman: Some sort of letter that introduces the concepts that we're thinking about after this, and if my office can be of any help in something like that in terms of communication letters, just let me know. Okay.

332

00:47:17.310 --> 00:47:18.630

Benjamin Restrepo, P.E.: Absolutely. Thank you very much.

333

00:47:20.190 --> 00:47:22.140

jay adams: They're actually working with them on lot of trail.

334

00:47:23.550 --> 00:47:29.400

jay adams: You know, for two years now that they're going to get anywhere with a PC or not, but a lot of trial could tie into discern it should

335

00:47:30.060 --> 00:47:30.570

Yes.

336

00:47:31.680 --> 00:47:34.050

Benjamin Restrepo, P.E.: It absolutely can. Yeah, yeah.

337

00:47:36.210 --> 00:47:45.570

Vice Mayor Steven Glassman: All right, let's let's give him a good communication and we'll put it all together and let them know what we're working on now. And what we'd like to see actually happen eventually, and we'll get it done.

338

00:47:46.590 --> 00:47:47.070

Will do.

339

00:47:48.330 --> 00:47:57.810

Vice Mayor Steven Glassman: All right. Again, thank you. Benjamin. Thank you, Karen, and everyone else on the meeting. I appreciate listening to everyone's excellent suggestions and comments. Thank you.

340

00:47:59.760 --> 00:48:01.170

Michael Madfis: Thank you for being there. Appreciate it.

341

00:48:01.650 --> 00:48:05.730

Vice Mayor Steven Glassman: You bet. Happy holidays everybody stay safe stay healthy. Okay.

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00:48:06.210 --> 00:48:08.100

Karen Warfel: All right. Happy Hanukkah vice, man.

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00:48:08.640 --> 00:48:23.460

Vice Mayor Steven Glassman: Well, thank you very much. So he will be lighting them and over tonight. It lasts all the social side pockets six o'clock. If you're around anybody feels, like, having a lot of nice delicious fried food for your heart will have jelly donuts and we'll have potato pancakes and come on by

344

00:48:26.280 --> 00:48:28.110

jay adams: All right, great. Thank you.

345

00:48:28.710 --> 00:48:30.390

Karen Warfel: Take care, bye.

346

00:48:31.440 --> 00:48:32.010

Vice Mayor Steven Glassman: Bye bye.