

## Response to Friday Memo Update on Heritage Oaks/Doherty Extension

The meat of the “project update” was ***copied from obsolete and incorrect 2019 documents***.

An effective stormwater system is essential because the road will pave over a lot of green space that currently absorbs stormwater. ***But the Friday Memo justifies a stormwater design that was rejected by city engineers in 2020*** because of poor soil conditions, high water table levels, and inadequate space.

A second design was also rejected by SJRWMD in 2021 because it provided no flood protection. The city resisted dealing with the flood protection requirement, but SJRWMD insisted.

The current approach is that all of the stormwater would be dumped into the canal behind the house where the resident is shown kayaking in the road after Irma. The detention pond is ***almost a mile*** away. Especially after back-to-back storms, debris and large objects can obstruct flow in canals and under bridges. Our stormwater systems should be more robust to deal with real-world storms.



In April, SJRWMD notified the city of a large number of serious flaws in the rationale for this design. The city has been unable to respond to the criticisms and has requested a 90-day extension of the deadline.

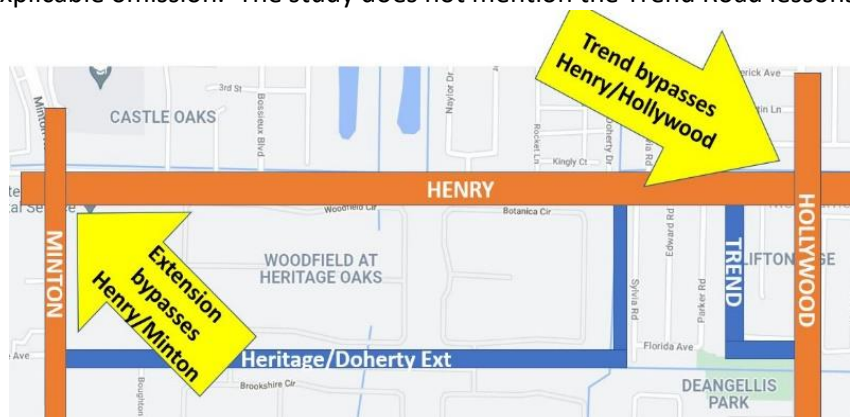
So despite three years of effort, the city has not succeeded in designing a stormwater system for this road. Why is it so tough? There is a hidden difficulty: Many years ago the original detention pond system for the subdivisions was undersized, due to an engineering error. There is no easy fix for that.

But even if the city eventually succeeds in meeting the standards for nominal storms, Florida has been experiencing many storms that exceed the nominal levels, and we are sure to have more. When that happens, some homes that would have been safe without the new road will be flooded. Even the city project manager conceded that in a council meeting. Bottom line: ***A vote for this road is a vote to flood some homes.***

***The Memo also misrepresents the results of the city traffic study.*** The traffic study actually said there will be a lot of cut-through traffic: "... an estimated 20% of vehicles originating from the east that travel to a final destination south of Heritage Oaks Boulevard may use the extension as an alternate during afternoon commutes".

***Also, it is now clear that the actual traffic will be considerably worse than portrayed in the traffic study.*** The study relied on traffic counts taken over only a few hours, completely ignoring large quantities of highest-credibility traffic data available for free from SCTPO. The data from SCTPO, a disinterested organization, paints a much worse picture. The study did not project into future years, an inexplicable omission. The study does not mention the Trend Road lessons.

Trend Road bypasses the Henry/Hollywood intersection, much like the Doherty/ Heritage Ext would bypass the Minton/ Henry intersection. Traffic on Trend was as much as four times the level predicted by traffic modeling, because of cut-through traffic. The new road will funnel cut-through traffic, which tends to be high-speed and dangerous, through two school crossing intersections.



Please remember: Florida has the worst record in the nation for pedestrian fatalities, and this region is one of the worst in Florida. A school girl was recently killed on A1A and the accident was widely attributed to intersection design.

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