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MEMORANDUM NO. 91-614

DATE: June 6, 1991

TO: Mayor Jim Naugle
Vice-Mayor Douglas H. Danziger
Commissioner Cary Keno
Commissioner Carlton Moore
Commissioner Jack Latona

FROM: City Manager/George L. Hanbury II

BY: Paul R. Bohlander, P.E., Engineer III/5729

SUBJECT: Sailboat Bend Neighborhood Master Plan (N.M.P.)
Traffic Modifications Public Hearing

On October 17, 1989, following a public hearing, the City Commission authorized trial implementation of one full street closure, two partial street closures, and one diagonal diverter included in the Sailboat Bend N.M.P. Traffic Plan. These modifications were installed on November 29, 1991. (Locations of temporary barricades are indicated on the attached map). Trial implementation of two partial street closures on Las Olas Boulevard, also in the neighborhood's traffic plan, was not authorized as a result, primarily, of unresolved "local" access issues. For example, concern was expressed regarding the effect of these two partial street closures on access to and exit from the School Board site within the neighborhood.

In July 1990, the trial experience with the one full street closure, two partial street closures, and one diagonal diverter was reviewed at a public hearing. Following the public hearing the City Commission determined that additional information was required before a decision could be made regarding whether or not the modifications should be made permanent. Specifically, additional study was requested in order that the make-up of neighborhood traffic be quantified (i.e., % of local, versus % of cut-through traffic).

An origin-destination study was developed for Sailboat Bend, but was delayed as a result of the temporary closure of SW 2nd Street (at the Performing Arts Center), and logistic problems.

In the meantime, representatives of Sailboat Bend have re-evaluated their traffic plan. Analysis of traffic counts suggests that a great deal of traffic has been re-routed within the neighborhood, specifically from SW 2nd Court to Las Olas Boulevard, as a result of the partial street closures on SW 2nd Court. This undesirable effect has resulted in only marginal support within the neighborhood for these two partial street closures. Therefore, neighborhood representatives have concluded that it would be appropriate to pursue permanent implementation of only the two measures which appear to have super-majority resident approval: The one diagonal diverter, and the one full street closure.

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Additional information on the evaluation of the extended trial experience with the Sailboat Bend Traffic Plan, and on data collected during the origin-destination study conducted during the week of June 3-7, 1991, is attached in report form. This information generally supports the conclusions reached by the Sailboat Bend neighborhood: The two partial street closures on SW 2nd Court have not had the desired effect; but that experience with the single full closure, and the single diagonal diverter has been positive.

It is therefore recommended that, following the public hearing, authorization be given to construct a permanent street closure at SW 15th Terrace/SW 1st Street, and a permanent diagonal diverter at SW 9th Avenue/SW 2nd Street. It is further recommended that the two temporary partial street closures on SW 2nd Court be removed.

GLH/PRB/sag/5409o

ATTACHMENTS

cc: Dennis Lyles, City Attorney

Motion made by Commissioner Keno and seconded by Commissioner Latona that Consent Agenda Item Eng. 3 be approved as recommended. Roll call showed: YEAS: Commissioners Latona, Danziger, Keno, Moore, and Mayor Naugle. NAYS: none.

Sailboat Bend NMP Traffic Modifications
(Project F-3220) (PH-1)

A public hearing was held to review the experience with temporary traffic modifications installed within the Sailboat Bend neighborhood on November 29, 1989, under the City's NMP Program. Notice of the public hearing was published on June 8, 1991.

Mayor Naugle called for those who wished to be heard. The following appeared:

Mr. Paul Bohlander, Public Works Department, explained that on October 17, 1989, the City Commission had considered trial implementation of a traffic plan as shown on the displayed map. The plan was intended to create a maze effect within the neighborhood to discourage short-cutting traffic between Broward Boulevard and Southwest 7th Avenue. The Commission had approved trial implementation of part of the plan, although the proposed partial street closures on Las Olas Boulevard were not approved, primarily due to access to the School Board site.

Mr. Bohlander reported that the approved modifications were installed in November, 1989. On July 17, 1990, a public hearing was held to review the experience, and traffic count data indicated that use of Las Olas Boulevard had increased significantly. The partial street closures there had then been proposed again, and the trial period had been extended to allow for additional study.

Mr. Bohlander stated that neighborhood representatives had modified their traffic plan during the study period. Recognizing that the Las Olas Boulevard partial closures faced considerable opposition, they had decided to delete them from the plan. In addition, in order to re-establish the natural distribution of traffic within the neighborhood, it was determined that the Southwest 2nd Court partial closures should also be deleted.

Mr. Bohlander reported that the modified plan, without the partial closures, had been unanimously endorsed by those in attendance at a subsequent neighborhood meeting. He discussed the findings of the traffic study and presented data in the form of tables.

Mr. Bohlander stated that the results of the study supported the recommendation to delete the Las Olas Boulevard and Southwest 2nd Court partial closures from the traffic plan. Most of the traffic within Sailboat Bend was local; therefore, it was unlikely that internal traffic volumes could be significantly reduced by internal restrictions.

Mr. Bohlander advised that traffic modifications recommended for permanent implementation included the diagonal diverter at Southwest 9th Avenue and 2nd Street, and the full closure of Southwest 15th Terrace at 1st Street. Both of those modifications would reduce the convenience of previously popular shortcuts. Permanent construction of these two modifications was expected to cost between \$15,000 and \$25,000, depending on design features, and they would be funded by master plan monies.

Mr. Brad Gardner, a resident of Sailboat Bend, stated that varied success had been experienced with the originally implemented plan. He explained that the neighborhood recommended removal of the two street closures discussed by Mr. Bohlander because they had felt those were unfair to some of the residents of those streets. The Association had voted unanimously to support the modified plan as recommended by staff.

Mr. William Wright, 1515 Southwest 1st Street, asked if any plans had been made with regard to design features of the closures recommended. Mr. Bohlander explained that there were several different ways the closures could be constructed, but the details had not yet been worked out. He believed the closures could be implemented without affecting Mr. Wright's property.

The City Manager stated that staff would work with the neighborhood on the design of the permanent closures. He was sure they would be much more attractive than the temporary closures.

Motion made by Commissioner Danziger and seconded by Commissioner Moore that the public hearing be closed. Roll call showed: YEAS: Commissioners Latona, Danziger, Keno, Moore, and Mayor Naugle. NAYS: none.

Commissioner Moore recalled that there had been some discussion regarding stop signs on Las Olas Boulevard. He understood that the closures on Las Olas Boulevard were no longer included in the plan. Mayor Naugle agreed that was correct. Commissioner Latona recommended approval of the modified plan.

Motion made by Commissioner Latona and seconded by Commissioner Danziger that permanent implementation of one full closure and one diagonal diverter be approved. Roll call showed: YEAS: Commissioners Latona, Danziger, Keno, and Mayor Naugle. NAYS: Commissioner Moore.

North Coral Ridge Traffic Circulation Modification . . . (PH-2)

A public hearing was held to hear the proposal to remove the trial partial closure on Northeast 37th Street and install a full closure on Northeast 37th Drive. Notice of the public hearing was published on June 8, 1991.

Mayor Naugle called for those who wished to be heard. The following appeared: