

LAS OLAS BOULEVARD MOBILITY PROJECT WESTERN CORRIDOR

 **Location:** FAU MetroLab, 111 E Las Olas Blvd

 **Date:** November 13, 2025

 **Time:** 6:00 PM to 7:30 PM

Public Town Hall Summary

Agenda

1. Preliminary Design 6:00 PM
2. Question & Answers at Stations 6:30 PM
3. Wrap-up 7:30 PM

Overview

The City of Fort Lauderdale and its consultant team hosted a public town hall on November 13, 2025, at 6:00 PM to share preliminary design concepts for the Western Section of the Las Olas Boulevard Mobility Project and gather community input.

The presentation provided an overview of project history, cross-section alternatives, proposed streetscape improvements, stormwater modeling, and construction cost estimates across the Downtown, Shops, and Colee Hammock segments.

Following the presentation, attendees participated in three breakout stations—Safety & Mobility, Livability & Landscape, and General Questions—where the consultant team answered questions and collected written and verbal feedback.

Attendees

A total of 53 individuals signed in, and 25–30 written comment cards were collected. Some participants joined later, and their information was not collected.

Attendees included residents from Downtown, Colee Hammock, Beverly Heights, the Isles, South Middle River, and Las Olas-area condominiums; business owners and property managers from the Shops section; representatives from local civic and neighborhood associations; members of advocacy groups such as Better Streets Broward; and additional stakeholders from nearby districts.

City staff, WSP's design team: Marlin Engineering, Local Office, and Brizaga were present to support the meeting and answer questions.

Station 1 – Safety & Mobility

Participants expressed interest in creating a safer, more predictable multimodal corridor- the importance of comfortable, well-lit sidewalks, particularly for visitors in the Shops section.

Metered on-street parking: Many residents supported removing on-street parking in the Shops section to provide wider sidewalks, improve visibility, and make space for shade and pedestrian activity. Others raised concerns about whether removing travel lanes for permanent parking could affect traffic flow or emergency response. The consultant team explained that SE 15th Ave via Broward Blvd is the primary evacuation route from the Isles and the same route used by the city's emergency services. Also, sidewalk expansion is limited without removing on-street parking.

Bicycle facilities: A participant requested dedicated, protected bicycle facilities and clearer signage at transition points. A few participants preferred bicycle lanes located behind parking, where feasible. Residents requested clearer signage to indicate where various pedestrian and bicycle facilities begin and end. Also, they expressed interest in exploring a shared-use crossing near the SE 17th Avenue bridge.

- A participant suggested considering a scramble crosswalk at SE 3rd Avenue.
- Another participant noted the difficulty in exiting SE 5th Ave onto Las Olas Boulevard and the challenges with valet parking at the Lobster Bar.
- Other discussion topics included cut-through traffic on neighborhood streets, anticipated circulation changes, and ensuring updated signals support safe and efficient operations.

Station 2 – Livability & Landscape

Participants focused on shade, comfort, and maintaining Las Olas Boulevard's long-term identity.

Proposed trees: Support for a diverse mix of native, salt-tolerant, and climate-resilient species, and interest in avoiding species with limited canopy potential. Residents emphasized maintaining a cohesive, recognizable canopy character through appropriate species selection and discussed the arborist's assessment of the existing Black Olives.

Shade along sidewalks and nighttime lighting: Residents supported increasing shade along sidewalks and outdoor dining areas and emphasized interest in mature tree plantings to provide meaningful canopy at installation. Many participants supported shaded public seating and discussed balancing programming with enforcement considerations. They noted the need to improve nighttime ambiance and enhance the pedestrian experience year-round. Stakeholders noted they would like to retain specialty lighting, including up-lighting and seasonal or decorative lighting elements.

Mature trees during installation: Several attendees expressed interest in using larger, more mature trees to ensure early canopy establishment. Also, some noted tree bump-outs or 5-ft islands in constrained areas would allow larger canopy growth. Attendees noted the complexity of removing existing trees given deep root systems, utility conflicts, and groundwater conditions.

Public Realm, Seating & Experience: Participants expressed a strong desire for more shaded public seating. Emphasis on preserving the experiential quality of Las Olas as a pedestrian-friendly, culturally active corridor (festivals, closures, street life). Interest was expressed in public art, sculptures, and enhanced public realm features, with questions about placement and funding. There was also interest in improving wayfinding along the corridor.

Station 3 – General Questions

Funding capital investment and long-term maintenance: Attendees asked about construction phasing, estimated costs, funding sources, and the duration of potential disruptions. Also, there was a discussion on long-term funding and maintenance responsibilities.

Construction phasing: Business owners expressed interest in understanding construction timelines and access management. Requests were made for preliminary phasing concepts and for clarification on whether construction would occur block by block or continuously. Attendees emphasized maintaining business access and traffic flow during construction. Some attendees referenced experiences from Miracle Mile and asked about best practices for minimizing construction impacts. Participants emphasized the importance of coordinating all underground work, including stormwater, water, and utilities, to avoid multiple rounds of construction. Questions were raised about the potential for additional underground work costs based on site conditions.

Existing black olive trees: The arborist shared reasons why the existing Black Olive trees are not part of the proposed landscape plan and cannot be relocated. The existing trees are at the end of their life. The typical lifetime of urban trees is about 30 years. The Black Olive trees are older, and some show defects: codominant leaders with included bark, trunk damage, evidence of wood-decay organisms, cavities, and small-diameter dead wood. In addition, the existing trees were planted in elevated planter boxes to create a bonsai effect by limiting the available space. The planter boxes have developed a large root mass, with minimal structural roots extending beyond the boxes. The planter boxes and the resulting root plate mass could potentially act as a pivot point. Also, relocating these is not recommended due to their confined root systems. At the new site, the trees would lack the root network required to establish stability.

Residents noted that certain wildlife, such as parrots, utilize the existing Black Olive trees. The arborist said that the expectation was that the birds would reestablish on the new proposed trees.

Other questions participants raised included how the redesign would affect stormwater performance at SE 15th Avenue.

Attachments

- 1) Attendee sign-in sheet
- 2) Comment cards

SIGN-IN SHEET

Las Olas Boulevard Mobility Project

Public Town Hall - Western Corridor



NO	NAME	AFFILIATION	EMAIL
1	Ted Insevera	River Oaks Pres.	chefted56@msn.com
2	Richard Lillis	Property owner	Rich. Lillis @ outlook.com
3	Glenn Stolzy	S. Gordon Pres	Stolzy4@BellSouth.net
4	Mark Kashishian	S. Gordon VP	Kashmark7@gmail.com
5	Jennifer Pedigo	Las Olas Grand Condo	jennifermopedigo@gmail.com
6	Mike Rumblo	LOG	MICHAEL - peralt @ gmail
7	Ed Schoonveld	LOG	edschoonveld@GMAIL.com
8	Hana Schoonveld	LOG	hana.schoonveld@gmail.com
9	Diane McSwain	Colect Hammock	FLLREZI3@Gmail.com
10	Vince Scullo	Local	VinceScullo@gmail.com
11	Seth Paronick	Nu River Landing	sethparonick@hotmail.com
12	JOHN ROTH	4 SEASONS COV	JOHN.ROTH.FL@gmail.com
13	JACKIE SCOTT	Colect Hammock	
14	Bo Latenvler	Las Olas River House	
15	David Rey	Wilkes Manor	korund@bluewin.ch
16	James Oakden	Hazen & Sawyer	joakden@hazenandsawyer.com
17	Elijah Manley	DFLCA	elijahmanley1@gmail.com
18	MIKE SCHNEIDER	HOMEOWNER	michaelschneider fl@gmail.com
19	Vicci Gargano	FTL	Vicci g @ fortlauderdalegov
20	Sandra Kirby	Grand	sandykirby@verizon.net
21	Rickelle Williams	City of Fort Lauderdale	
22	CHRS BRENNAN	RIVERSIDE PARK	brennanchris12@gmail.com

NO	NAME	AFFILIATION	EMAIL
23	Lionel Austin	100 LAS OLAS	LIONELBAUSTIN@YAHOO.COM
24	Eric Jansen	SELF	Eric@quadcompanies.com
28	Mary Fertig	Edgewood	marycfertig@gmail.com
29	Kate Ors	Delaney H	MAOWEN@AOL.COM
30	Tricia Halliday	50 N. Miami Dr.	jthalliday@cox.net
31	Sabrina Javellana	City of FTL	
32	Rick Katz	VINSON & LOGAN	RKATZ@COMMUNIKATE.com
33	ANDRES RIVERA	ITALEN	ARIVERA@thetransmision.com
34	L. WARREN STARMAN	DFLCA	WMSMD@AOL.COM
35	Melinda Benth	DFLCA	president@dflda.org
36	Olaya Zamora	South Middle River	
37	Matthew McIntosh	Better Streets Boulevard	mettnci92@gmail
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	Name	Affiliation	Email
1	BILLOTT	LAS OLAS GRAND PFLCA	WBOTT@COMCAST.NET
2	AILEEN OTT	LAS OLAS GRAND + DFLCA	AJOTT@COMCAST.NET
3	TAPAN 2 NAMITA CHAKRABARTY	LOG	
4	Karie Orozco	Collee Hammock	KKOROZCO@gmail.com
5	Max Goldstem	Better Streets Broward	maxi.k.goldstem@gmail.com
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11	JOHN BURNS	Central Beach Alliance	john.burns217@gmail.com
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13	Tom Wilmore	Rep. Ricki Wald	thomas.wilmore@flhouse.gov
14	Esthel Brennan	Riverside Park	EsthelBS14@hotmail.com
15	Roger Edwards	Beverly Heights	rogerVMRG@gmail.com
	Stacy Reines	Villas Las Olas	ycats2ycats2@gmail.com

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Comment Card

Name : Chris Nelson

Affiliation: Local Celebrity

Email: cnelsonftl@gmail.com

Station Number:

Comment : The renditions look good. Impressed
w safety + area by Andrews Ave. Concerned
that Olive Trees will go and so will the SHADE
they provide

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Exhibit 4
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When describing specific problem areas, please be as specific as possible as to the exact location (address, cross streets, etc.) and the frequency of occurrence (one time, seasonal, every rain event, etc.)

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Comment Card

Name : Roger Edwards

Affiliation: Resident in Beverly Heights

Email: RogerVMRG@gmail.com

Station Number: Shop area

Comment : IN FAVOR of no medium option

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Comment Card

Name : Olga Zamora

Affiliation: Resident of South Middle River

Email: _____

Station Number: Sidewalk Station

Comment : I support Option 2, Why?

Specifically in the "Shops" area, there will be much wider sidewalks for comfortable pedestrian and

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outdoor dining activity.

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Comment Card

Name : BILL OTT + AILEEN OTT

Affiliation: DFLCA

Email: WFOOT@COMCAST.NET

Station Number:

Comment : ELIMINATE ALL ON STREET PARKING, KEEP THE MEDIAN

IN SHOPS AREA, ADD A BIKE LANE ALONG THE WHOLE LENGTH,

KEEP OLIVE TREES (OR REPLACE WITH ICONIC TREES) + ADD SHADE TREES

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Exhibit 4

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Comment Card

Name :

Melinda Bowker (President of Downtown Civic)

Affiliation:

Downtown Fort Lauderdale Civic Assoc.

Email:

president@dflca.org

Station Number:

Comment :

① No on-street parking on Las Olas, particularly Downtown

② Bike Lanes from Andrews → Tunnel Top (Downtown)

When describing specific problem areas, please be as specific as possible as to the exact location (address, cross streets, etc.) and the frequency of occurrence (one-time, seasonal, every rain event, etc.)

③ Keep median for now

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Exhibit 4

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Comment Card

Name : Olga Zamora

Affiliation: Resident of South Middle River

Email:

Station Number: Parking (?) in the Shops Area

Comment : Is there an option/would where there is no on-street parking? Let's promote walkability and circuit use.

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Exhibit 4

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Comment Card

Name: MICHAEL SCHNEIDER

Affiliation: RESIDENT IN NURMI ISLES

Email: michaelschneiderfl@gmail.com

Station Number:

NO MENTION OF THE HIDDEN COSTS - PROJECT? INCONVENIENCE
TO RESIDENTS
MANY SHOPS GO OUT
OF BUSINESS IN PROCESS
✓ HOW LONG TO DO
COMMENT: LAST TURN LANES (EVEN ONE) IS A NEGATIVE
WHY - IS THE DESIGN BEING RUSHED WITH DEC. 16 COUNSEL MEETING
LOSING 4 POTENTIAL LANES OF TRAFFIC FOR THE FUTURE?
IS A TRAGEDY WITH INCREASED DENSITY COMING &
IN EMERGENCIES
DRAINAGE STANDARDS CURRENTLY MET DOES NOT
ANTICIPATE CHANGES IN FUTURE NEEDS!

When describing specific problem areas, please be as specific as possible as to the exact location (address, cross streets, etc.) and the frequency of occurrence (one time, seasonal, every rain event, etc.)

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Las Olas Boulevard Mobility Project

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Comment Card

Name: JOHN ROTH.

Affiliation: FOUR SEASONS CONDO

Email: JOHN.ROTH.FL@GMAIL.COM

Station Number:

Comment: — 1) Good work need to get to fundamentals

① — WHY (\$ INVEST) ② COST EST. MUST BE SCRUTINIZED ^{BE TO} DESIGN.

↳ WHAT MUST WE REALLY INVEST IN?

WOULD LIKE 1 on 1 w/ Designers w/ MY SLIDES

ASAP

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Comment Card

Name : Mary Fertig 954-494-5001

Affiliation:

Email: marycfertig@gmail.com

Station Number:

Comment : No hard curbing - we need flexibility
for evacuation and events

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Comment Card

Name :

RIC KATZ

Affiliation:

Email:

RKATZ@COMMUNIKATZ.COM

Station Number:

Comment :

FUNDING? FINANCE, NOT BUDGET

When describing specific problem areas, please be as specific as possible as to the exact location (address, cross streets, etc.) and the frequency of occurrence (one time, seasonal, every rain event, etc.)

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Comment Card

Name : RICHARD LILLIS

Affiliation: CANOPY HOTEL (DEVELOPMENT 100 SE 8 AVE)

Email: RICH@BOCAREALTYGROUP.COM

Station Number:

Comment : SHOPS SECTION ~ MAXIMUM EXPERIENCE FOR VISITORS AND
LOCALS AFFORDED BY OPTION 1 - NO MEDIAN.

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Comment Card

Name: TAPAN CHAKRABARTY

Affiliation: LAS OLAS GRAND

Email: TARCHAK@GMAIL.COM

Station Number: SAFETY

Comment: THE JUNCTION OF SE 5TH AVE (N. RIVER DR.)
& LAS OLAS IS A MESS — AN INVITATION TO HAVE
AN ACCIDENT. IT NEEDS TO REIMAGINED

When describing specific problem areas, please be as specific as possible as to the exact location (address, cross streets, etc.) and the frequency of occurrence (one time, seasonal, every rain event, etc.)

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Comment Card

Name: Matthew McIntosh

Affiliation: Better Streets Blount

Email: mattmci92@gmail.com

Station Number: _____

Comment: Fort Lauderdale already has plenty of off street parking (e.g. Riverwalk Center) that are

underutilized. As someone that used to live in Novo on

Las Olas, please get rid of the on street parking. Additionally, please

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close off the shops area from vehicular traffic. It should be...

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Public Town Hall - Western Corridor

Comment Card

Name: Vince Sciuilo

Affiliation: Local

Email: vince.sciuilo@gmail.com

Station Number: Downtown

Comment: I'd love to see a Scramble crosswalk at the intersection of SE 3rd Ave/Las Olas. there is one in Miami (Brickell) that works great.

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Comment Card

Name : Trisia Halliday

Affiliation: _____

Email: jthalliday@comcast.net

Station Number: _____

Comment : Do NOT close SE. 16th

Flooding on SE 15th intersection + downtown area

No hard car bin

When describing specific problem areas, please be as specific as possible as to the exact location (address, cross streets, etc.) and the frequency of occurrence (one time, seasonal, every rain event, etc.)

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Comment Card

Name : Ted Inerra

Affiliation: River Oaks

Email: chefted56@msn.com

Station Number: shops

Comment : NO ON STREET
parking - at all

When describing specific problem areas, please be as specific as possible as to the exact location (address, cross streets, etc.) and the frequency of occurrence (one time, seasonal, every rain event, etc.)

Las Olas Boulevard Mobility Project

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Comment Card

Name: Max Goldstein

Affiliation:

Email: Max.K.goldstein@gmail.com

Station Number:

Comment: Las Olas has plenty of off street parking, with many more on the way via new private and public garages. Street parking is unnecessary. Use the space to build protected bike lanes or shared use paths consistent with the color

When describing specific problem areas, please be as specific as possible as to the exact location (address, cross streets, etc.) and the frequency of occurrence (one time, seasonal, every rain event, etc.)

hamock
CAM 25-1234
Exhibit 4
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