



Transportation and Mobility Department

Memorandum # 21-23

DATE: June 9, 2021

TO: Chris Lagerbloom, ICMA-CM, City Manager

FROM: Ben Rogers, Transportation and Mobility Director 

SUBJECT: Las Olas Boulevard Vision Plan – Eastern Corridor Summary of Plan Modifications

On June 1, 2021 the City Commission heard over three hours of public input regarding the Las Olas Vision Plan. The Commission deferred CAM 21-0206 and requested that staff schedule a special Commission workshop on June 15th to continue discussions. Prior to the special workshop, the Commission directed staff to bifurcate the vision plan into two plans, one for the western corridor and one for the eastern corridor. The western corridor consists of the area between Andrews Avenue and SE 12th Avenue and the eastern corridor expands from SE 12th Avenue to the State Road A1A.

The Commission requested that staff make modifications to the Colee Hammock, the Isles, and the Beach sections of the vision plan. The following list identifies the modifications that were made to these sections and incorporated into the eastern corridor vision plan.

Page	Change Summary	Original Text	Modified Text
9	Reformatted Header Graph		
28	The Shops Existing Conditions: added images		



41	<p>Overall Vision and Area Recommendations: updated concept map to reflect current recommendations</p>		
49	<p>Colee Hammok section, first paragraph: added language about Sospiro Bridge</p>		<p>The Sospiro Bridge can act as a bottleneck for pedestrian and bicycle flow. The bridge is built in three pieces, two of them, comprising the substructure that holds it up, were built in 1946, so effectively the bridge is 75 years old. While the bridge could be repaired to better accommodate pedestrians and cyclists, it may be most efficient and effective to undertake a full replacement, given the size of the Las Olas project in total. This is a practical decision that needs to be carefully considered by the City in partnership with FDOT.</p>
61	<p>The Isles section: added a new second paragraph to address EMS response, flooding, and speeding</p>		<p>The Isles is a complex section of the Las Olas Corridor in and of itself. Emergency response times are some of the worst in the city, flooding is a regular occurrence, and it is the only section of the corridor experiencing a speeding problem. An emergency management substation is needed. It is anticipated that a next phase of study along the corridor will be to provide engineering recommendations on how to combat persistent flooding. Speeding can be mitigated through techniques suggested in this report, which will have no impact on the ability to evacuate during an emergency.</p>

61	The Isles section, fourth paragraph: changed language to address speed limit	Curbside bike lanes exist here, but it can be stressful to ride alongside 40 mph traffic. This is the only section experiencing speeding.	Curbside bike lanes exist here, but it can be stressful to ride alongside traffic on a facility where the posted speed is 35 mph and an observed speed is about 40mph. This is the only section of the corridor experiencing speeding. The overall goal in the Isles section of the Corridor is to allow for an efficient flow of traffic, but not speeding, which creates a host of safety issues. Speeds need to be lowered on this portion of the corridor, not only to make it safer for cyclists who ride along the corridor, but to accommodate safe, signal free, pedestrian crossings of the corridor. Studies have shown that traffic speeds can be lowered by a number of traffic calming techniques. These include, reducing travel lane width, lane removal, pavement marking and striping, signal coordination, speed feedback signs, strict enforcement, and multi-lane roundabouts at intersections replacing signals. The most effective techniques are the most intrusive. The City is in control of the posted speed limit and can do the analysis necessary to lower it.
62	The Isles Mid-block Crossing Site Plan: updated graphic will be added to reflect current recommendations		
62	Vehicular Travel Lanes section, all bullet points: the language changed to reflect current	a. Two lanes will remain in each direction. The outside lane will be at 11'; the inside	a. Two lanes will remain in each direction. The outside lane will be at 11'; the inside lane will be at 10'. The recommendation of a 10' travel lane is in alignment with national engineering

	<p>recommendations.</p>	<p>lane will be at 10'. b. Median: Retained at 12 feet, with existing landscaping. c. Visibility issues at each north-south bridge on the north side of Las Olas Boulevard shall be addressed by providing for sight triangle extensions that will include reconstruction of bridge railings/walls.</p>	<p>standards and poses no safety concerns. Lane width reductions are nationally recommended ways of lowering traffic speeds, and are appropriate. b. Median: Retained at 12 feet, with existing landscaping. c. Visibility issues at each north-south bridge on the north side of Las Olas Boulevard shall be addressed by providing for sight triangle extensions that will include reconstruction of bridge railings/walls. To do this an analysis of the sight triangles should be performed to determining the extent they do not comply with City standards for a corridor of this classification. In its basic form, the sight impediments such as railings would be reconstructed to accommodate an appropriate sight triangle. Due to the nature of these structures, coordination will need to occur not only between the City and FDOT, but with the State Division of Historic Resources. A full methodology will be able to be articulated at that time.</p>
<p>63</p>	<p>The Isles section, Sidewalks, sub-bullet (b): changed language to reflect current recommendations</p>	<p>Multiple new pedestrian crossings are proposed at South Gordon Road, Hendricks Isles, Coral Way, Seven Isles Drive, and the Intracoastal Waterway Bridge.</p>	<p>Up to four pedestrian crossings are proposed. These would be located at South Gordon Road, Hendricks Isles, Isle of Venice Drive, and Coral Way. Due to the posted and observed speed of the road, pedestrian actuated crossing signals may be required to assure pedestrian safety, as per national engineering standards.</p>

63	The Isles section, Recommendation, Bicycle section: added new bullet, (c): new language reflects current recommendations		With the goal of eliminating the need for pedestrian signals at the cross walks, the City should seek to lower the posted speed limit to 30 MPH in order to make it safer for cyclists and pedestrians.
64	West Isles Green Space section, first paragraph: language changed to reflect current recommendations	Benches should not be located within the West Isles Green Space to encourage informal resting.	The West Isles Green Space is contemplated as a passive area. No benches are planned in this space.
64	Isles Rest Nodes section: added paragraph to reflect current recommendations		<p>Rest nodes are contemplated on both the north and south sides of the corridor. On the north, up to four nodes in total are planned. Tentatively large nodes are planned between Nurmi Drive and Royal Palm Drive, and between S. Gordon Drive and Hendricks Isle Drive. A small node is planned between Isle of Venice Drive and NE 20th Avenue.</p> <p>On the south side large nodes are planned between Lido Drive and San Marco Drive, and between San Marco Drive and Coral Way. It should be noted, that there are right of way constraints and flooding on the south side of the street, which may impact the exact design.</p>
65-66	Corrected Fogg Park to Merle Fogg Park		

65/66	East Isles Green Space section: paragraph added to reflect current recommendations		It is necessary to implement a pump station in Merle Fogg Park. City departments including Parks and Recreation, Public Works, and Transportation and Mobility, are coordinating the location of this critical piece of infrastructure to determine if it should be on the north or south side. The goal for this park is to make it more inviting with a pathway to the water and a promenade along the shore.
66	East Isles Green Space section, first sentence: language changed to convey preservation of view.	The East Isles Green Space should add canopy trees and additional shade to Idlewyld Park. Four large trees should work in unison to create a canopy condition over the proposed pathway from Las Olas Boulevard to the edge of the Intracoastal Waterway.	The East Isles Green Space is intended for lower scale landscaping to preserve its views.
67/68	The Isles Site Plan: image will be updated to reflect current recommendations		
69	The Isles Traffic Summary: graphic will be updated to reflect current recommendations		

77	The Beach section, first column: paragraph added to convey further study and engagement with stakeholders.		Further work needs to be done subsequent to this effort which further engages stakeholders on the beach to examine traffic patterns, bicycle and pedestrian mobility, and the placement of traffic operations controls such as a median east of the bridge to supplement the Corridor improvements and coordinate with the parking garage and marina.
83-99	Implementation Sequence and Cost Estimates section: content related to Downtown and The Shops removed to reflect Eastern Corridor recommendations only.		