

City of Fort Lauderdale

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Meeting Minutes

Wednesday

June 27, 2018

*City Commission Chambers
100 North Andrews Avenue
Fort Lauderdale, Florida 33301*

Las Olas Corridor Mobility

WORKSHOP

FORT LAUDERDALE CITY COMMISSION

DEAN J. TRANTALIS Mayor - Commissioner
BEN SORENSEN Vice Mayor - Commissioner - District IV
HEATHER MORAITIS Commissioner - District I
STEVEN GLASSMAN Commissioner - District II
ROBERT L. McKINZIE Commissioner - District III

LEE R. FELDMAN, City Manager
JOHN HERBST, City Auditor
JEFFREY A. MODARELLI, City Clerk
ALAIN BOILEAU, Interim City Attorney

ATTENDANCE ROLL CALL

Present: 2 - Vice Mayor Ben Sorensen and Commissioner Steven Glassman

No public comments were submitted by email regarding this meeting.

Call to Order: Vice Mayor Sorensen called the meeting to order at 2:04 p.m.

Vice Mayor Sorensen introduced Diana Alarcon, Transportation and Mobility Director, and thanked those in attendance for participating in the Corridor Workshop. Commissioner Glassman also thanked those in attendance and noted the need to coordinate a continuum along the corridor and move forward.

Diana Alarcon, introduced Robert Modys, Planner, Transportation and Mobility Department. Mr. Modys presented the Las Olas corridor background.

A copy of Mr. Mody's presentation is attached to these minutes.

Commissioner Glassman thanked staff for providing a comprehensive view to enable a discussion. Vice Mayor Sorensen opened the public comment portion of the meeting.

Dan Lindblade, President and CEO of the Greater Fort Lauderdale Chamber of Commerce commented on workshop process moving forward. Diana Alarcon discussed the various methods of advertising for the public meeting and thanked those in attendance. Vice Mayor Sorensen commented that the format moving forward would be open and inclusive for input. Commissioner Glassman noted that the input process could be refined moving forward.

Mary Fertig, Las Olas Isles, commented on life/safety concerns related to various plans.

Mike Weymouth, resident and President of Las Olas Company, discussed ramifications resulting from eliminating the medians. In response to Mr. Weymouth's questions regarding previous discussions concerning the corridor, Diana Alarcon confirmed the discussion would take place at the July 10, 2018 City Commission Conference Meeting. Ms. Alarcon also noted the collaborative effort and process used with a previous working group and community involvement.

Heiko Dobrikow, General Manager of The Riverside Hotel, discussed safety and its importance on the corridor.

Ina Lee, President of Travelhost, noted the need for walkability and maintaining Las Olas as a tourist destination.

Paul Kissinger, resident and Principal for EDSA, commented on shifting the paradigm from cars to walking and the impact on connectivity and need for a connectivity plan.

April Kirk, resident and Executive Director of The Historic Stranahan House, discussed several

items she deemed important to Las Olas. In response to Vice Mayor Sorensen's question about current projects on the corridor, Diana Alarcon noted timing of projects and implications with ADA improvements. Ms. Alarcon confirmed completing ADA projects and continuing with the holistic plans resulting from discussions.

Greg West, resident and developer of Las Olas Walk and Chair of Urban Land Institute's Southeast Council, noted the importance of safety for those who get out of cars along the corridor.

Suzee Bailey, resident and VP of Nurmi Isles Homeowner Association (HOA), commented on impact of safety in conjunction with making Las Olas beautiful.

Bob Moorman, Carol's Jewelers, noted the importance of one-way streets and getting trucks off the street

Tricia Halliday, Nurmi Isles, discussed traffic and construction and the impact of narrowing the streets.

Stan Eichelbaum, Downtown Fort Lauderdale Civic Association, noted the need for lighting and a downtown traffic study expert.

Jacquelyn Scott, Colee Hammock, commented on past studies and those involved in the process should include an expert.

Peter Partington, resident and former City Engineer, presented a portion the 2013 Mobility Study by Tindell Oliver and suggested it be moved forward.

A copy of Mr. Partington's presentation is attached to these minutes.

Carolann Bartholomey, resident, commented regarding bike lanes and the importance of a road design architect.

John Roth, Four Seasons Condominium, noted sea level rise and the impact on the corridor.

Charlie Ladd, developer and former Downtown Development Authority (DDA) Board Member, noted the difficulty meeting the needs within a narrow corridor and importance of working together "to do it right".

Steve Tilbrook, Greater Fort Lauderdale Chamber of Commerce Government Affairs Committee Chair and First Presbyterian Church, encouraged the City to move forward as soon as possible to get as much done as possible and make choices and implement them.

Elizabeth Van Zandt, Executive Vice President of the DDA, discussed timing, getting to the finish line and the DDA interest.

Doug Coolman, Broward Workshop and Co-Chair of the Urban Core, noted his concern with the downtown and interest in being part of the solution.

Brian Gaines, resident of Seven Isles, noted health, safety and traffic as the most important aspects of the corridor.

Boyd Corbin, Wilton Manors, commented on traffic and lane closure.

In response to Vice Mayor Sorensen's question, Alain Boileau, Interim City Attorney commented on working group sunshine requirements. Commissioner Glassman commented on the positive aspects of the meetings and to mirror the 17th Street Mobility Working Group moving forward.

Vice Mayor Sorensen discussed the process of a road design RFP. Commissioner Glassman confirmed a Workshop consensus to obtain professional guidance to include an engineer.

Vice Mayor Sorensen noted many input aspects this working group would seek as follows:

HOAs

Business Owners

Property Owners

Universities

The Museum

Churches

Bicyclists

Tourism

Public Transportation

Landscape Professional

Urban Design

Marine Industry

Michael Weymouth addressed a question regarding tenant vacancies and noted Las Olas Company has a method filling vacancies. Mr. Weymouth asked about road ownership and Vice Mayor Sorensen responded that road ownership is all the City, putting us in a better position than in the past to control the process.

Stanley Eichelbaum added comments.

Mary Fertig noted the impact of "complete streets" and the need for an overarching plan to be done quickly.

Diana Alarcon noted how many surveys were received by staff in response to a question asked and she noted the process to acquire input. Ms. Alarcon confirmed the report would be made part of the July 10, 2018 agenda item.

ADJOURNMENT

Vice Mayor Sorensen adjourned the meeting at 4:34 p.m.

Las Olas Mobility Workshop

June 27, 2018 | 2:00 PM to 4:00 PM

Commission Chambers | 100 North Andrews Avenue



Agenda

1. Existing Plans and efforts for Las Olas Boulevard
2. Godart Proposal
3. Contextual Review of Las Olas
Existing scale, future scale, typical users, roadway configuration, traffic volumes, crash statistics
4. Funding
5. Public Comment

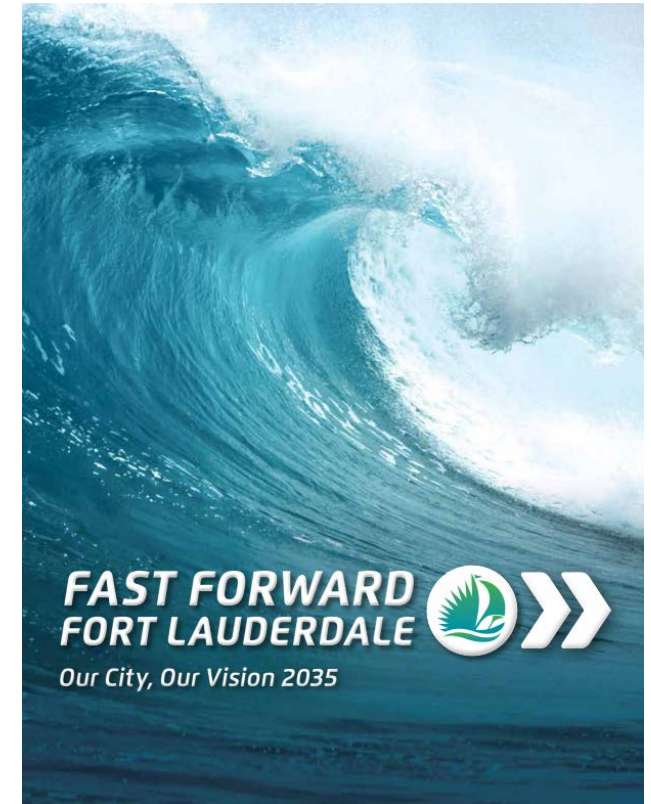
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Existing Plans and Efforts

FastForward Fort Lauderdale Strategic Plan | 2013

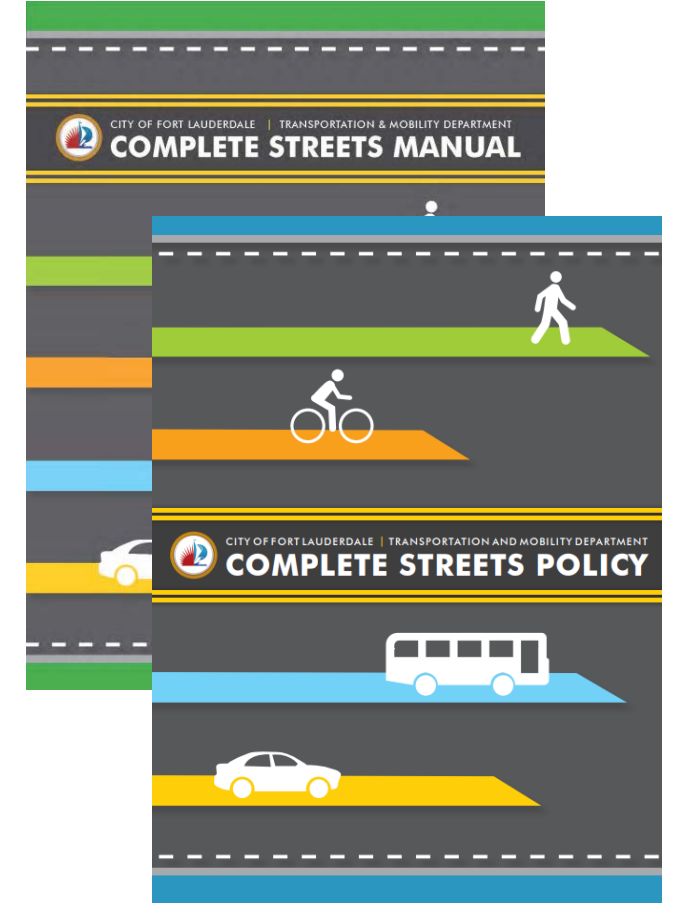
- **Why** Set a vision, based on significant public involvement, for the city through 2035
- **What** Put people first, regardless of which mode being utilized
- **What** Set Complete Street fundamentals such as landscape buffers, narrowing traffic lanes, and including on-street parking
- **What** Prioritized the pedestrian and providing safe transportation options of all kinds



Existing Plans and Efforts

Complete Streets Policy and Design Manual

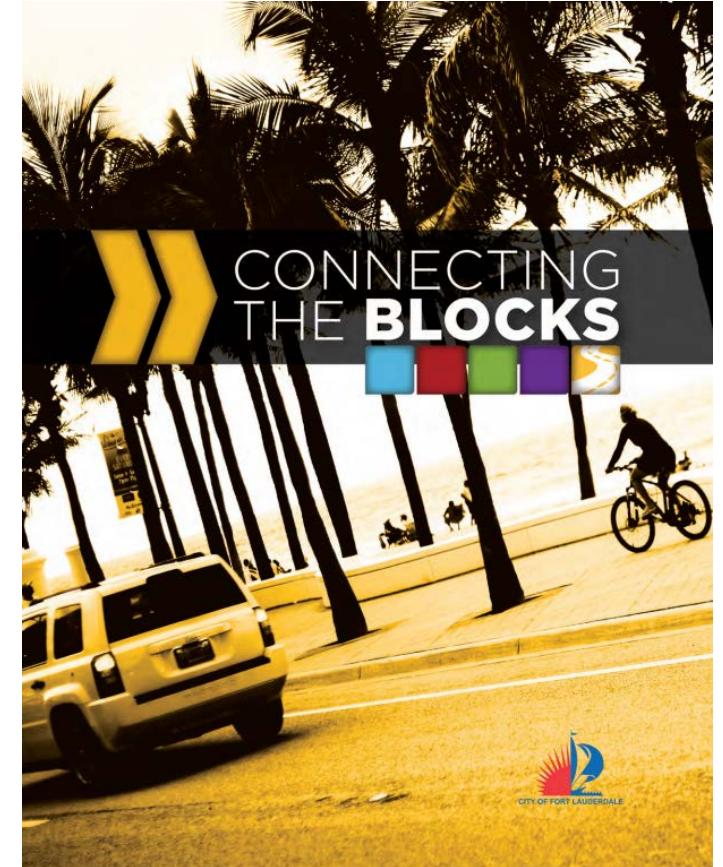
- **Why** Set a context-sensitive design approach to create safe, accessible roadways for all modes
- **Where** On all corridors within the City of Fort Lauderdale unless proven infeasible due to cost or maintenance
- **How** A focus on connectivity for pedestrians, bicyclists, and transit riders.



Existing Plans and Efforts

Connecting the Blocks

- **Why** To provide a detailed and prioritized list of needs for pedestrian, bicycle, and transit infrastructure improvements
- **What** Resulted in the identification of 126 multimodal projects, including 115 projects that improve conditions for pedestrians and bicycles and constituting 609 miles of roadway



Existing Plans and Efforts

Las Olas Mobility Improvement Project - Connecting the Blocks

- **Who** Broward MPO, FDOT, City of Fort Lauderdale
- **Where** Las Olas Boulevard between SE 6th Avenue and SE 11th Avenue
- **What** Grant in the amount of \$2.8 million to install bicycle sharrow markings, relocate stormwater inlets, provide ADA sidewalk crossings, enhance mid-block crossings



Existing Plans and Efforts

Las Olas Mobility Improvement P3 Project - Connecting the Blocks

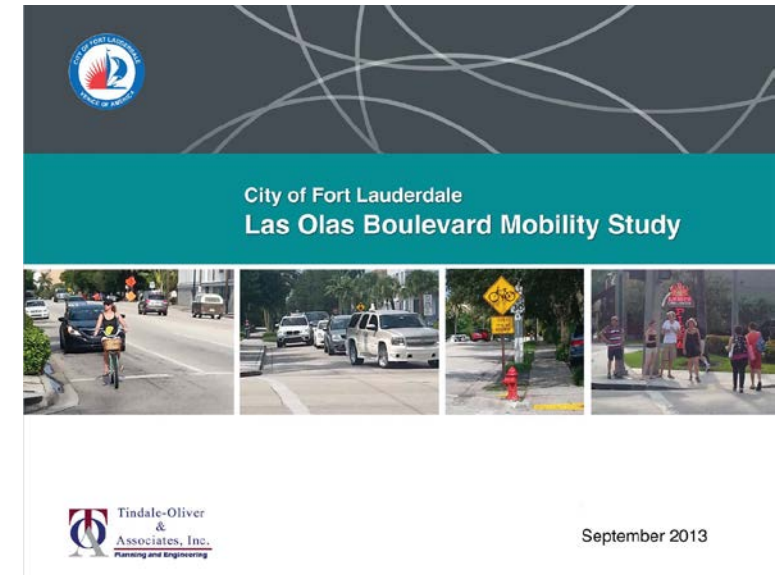
- **Who** City of Fort Lauderdale FDOT, MPO, and property owners
- **Where** Las Olas Boulevard between SE 6th Avenue and SE 11th Avenue
- **What** Increase the \$2.8 million MPO grant to widen sidewalks, increase drainage, relocate median trees to provide shaded sidewalks, formalize on-street parking with curb bulb-outs, lighting improvements



Existing Plans and Efforts

Las Olas Boulevard Mobility Study | 2013

- **Who** Tindale Oliver and Associates
- **Why** Vision Plan, Connecting the Blocks
- **Where** Between the Himmarshee Canal and the Intracoastal Waterway and Colee Hammock
- **What** Key issues and goals included balancing a mix of businesses and travel modes, and addressing cut-through traffic
- **What** Manage speed, provide bike/ped access, reduce vehicular delay, calm traffic, special events, reduce truck traffic



Existing Plans and Efforts

Las Olas Boulevard Mobility Study | 2013

- **Major Takeaways** The following major approaches were introduced:
 - *Flow* Signal timing modifications
 - *Flow* Remove stop sign at SE 15th Ave and SE 2nd St
 - *Flow* Add a second southbound lane on SE 15th Ave
 - *Bike/Ped Safety* Enhanced crosswalks, pavement markings, and signage
 - *Bike/Ped Safety* Reduce lanes on Las Olas Boulevard and add bike lanes
 - *Bike/Ped Safety* Install raised intersections through Colee Hammock
 - *Trucks* Allow through-trucks on SE 15th Avenue
 - *Trucks* Enhance truck turning movements from SE 15th Ave

Existing Plans and Efforts

6-Month Safety Pilot Project - Las Olas Mobility Study

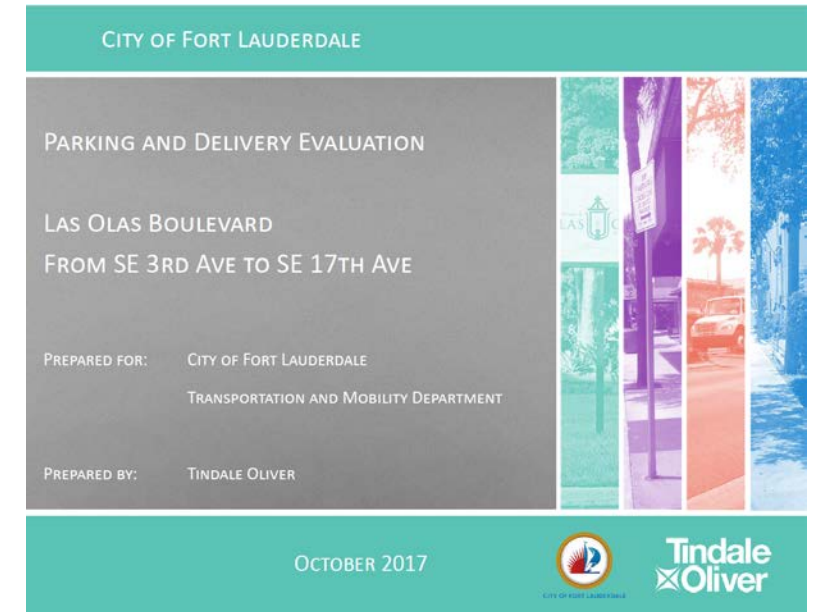
- **What** Installation of parking-protected bike lanes, areas designating future landscaping, and a radar speed sign
- **Where** Between the SE 11th Avenue and SE 15th Avenue
- **Why** To increase awareness and safety for people biking per the 2013 Las Olas Boulevard Mobility Study



Existing Plans and Efforts

Las Olas Loading and Unloading Study | 2017

- **Who** Tindale Oliver and Associates
- **Where** SE 3rd Avenue to SE 17th Avenue
- **Why** To better understand the loading and unloading needs of rideshare/taxi services, delivery trucks, and waste disposal
- **What** Parking utilization inventory, business survey, visual survey in the field



Existing Plans and Efforts

Las Olas Loading and Unloading Study | 2017

- **Major Takeaways** The following major approaches were introduced:
 - Designate loading/unloading and rideshare zones
 - Education and enforcement campaign
 - Stripe on-street parking
 - Enhance signage for designated loading/unloading zones
 - Create a truck route plan
 - Allow loading in private parking lots
 - Improve alley access
 - Fort Lauderdale Hospital loading/unloading improvements

Existing Plans and Efforts

Designated Rideshare and Loading Zones – Loading Study

- **What** Add designated rideshare and loading zones
- **Why** Per the results of the 2017 Loading and Unloading Study
- **Where** Designated zones were installed at:



- (Load/Unload) SE 8th Ave
- (Load/Unload) SE 9th Ave
- (Load/Unload) SE 10th Ter
- (Load/Unload) SE 11th Ave
- (Load/Unload) SE 12th Ave

- (Load/Unload) Tarpon Dr
- (Load/Unload) SE 13th Ave
- (Rideshare) American Social – SE 8th Ave
- (Rideshare) Louie Bossi's – SE 11th Ave
- (Rideshare) Rocco's Tacos – SE 13th Ave

Existing Plans and Efforts

Downtown Walkability Analysis | 2013

- **Las Olas-specific Recommendations:**
 - **Tunneltop Plaza** to provide for more pedestrian open space and increase pedestrian safety and comfort
 - **Consistent Parking** along all of Las Olas Boulevard
 - **On-Street Parking** at all times throughout Las Olas
 - **Bike Lanes and Sharrows** where space allows
 - **Shade trees** throughout the corridor
 - **Riverwalk Connection** to be improved to the core of Las Olas

Existing Plans and Efforts

Raised Intersection at 4th Avenue - Downtown Walkability

- **What** Installation of a raised intersection, median, and crosswalks
- **Why** Increase pedestrian safety in the core of downtown

EXISTING



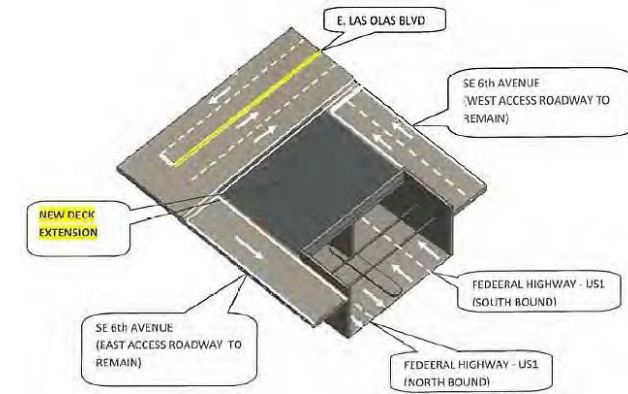
PROPOSED



Existing Plans and Efforts

Tunneltop Plaza - Downtown Walkability

- **Who** FDOT and City of Fort Lauderdale
- **What** A +/- 40' roof extension to the Henry Kinney Tunnel to serve as a pedestrian plaza
- **Why** To serve as a focal point of Downtown and to increase pedestrian safety
- **Status** Undergoing additional engineering review by FDOT



Existing Plans and Efforts

Painted Intersections - Downtown Walkability

- **Who** City of Fort Lauderdale
- **What** Install 3 painted intersections in Downtown at SE 1st, 2nd, and 3rd Avenues
- **Why** To create a sense of place while increasing the safety of people walking and riding bikes



Existing Plans and Efforts

Las Olas Transportation Plan | 2000

- **Who** Kimley-Horn and Associates, Inc.
- **Where** South of Broward, north of Las Olas, east of Federal Highway, west of the Intracoastal Waterway
- **Why** To provide conceptual solutions that define Las Olas "as a community, not a trafficway for moving traffic."

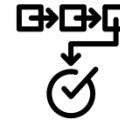


Existing Plans and Efforts

Las Olas Transportation Plan (2000)

- **Major Takeaways** The following major approaches were introduced:
 - *Bike/Ped Safety* Median pedestrian refuges
 - *Bike/Ped Safety* Raised intersections at every SE 15th Ave intersection
 - *Flow* Restriping of major intersections at Broward Blvd
 - *Traffic Calming* Additional landscaping in existing medians
 - *Traffic Calming* Paver treatments
 - *Traffic Calming* Gateway features
 - *Other* Tourist Oriented Directional Signs

Existing Plans and Efforts



Central Beach Master Plan | 2009

- **Why** Develop an overall framework that unifies Central Beach through design guidelines through public realm enhancements
- **Where** Bahia Mar to Sunrise Boulevard
- **How** Balancing Las Olas as a local circulation street for both vehicles and pedestrians

CENTRAL BEACH MASTER PLAN



Existing Plans and Efforts

Las Olas Corridor Improvements - Central Beach Master Plan

- **What** Improvements to the beach streetscape in conjunction with the construction of a parking garage and new park
- **Where** Las Olas Boulevard between the Intracoastal and the beach
- **Why** To create an iconic destination

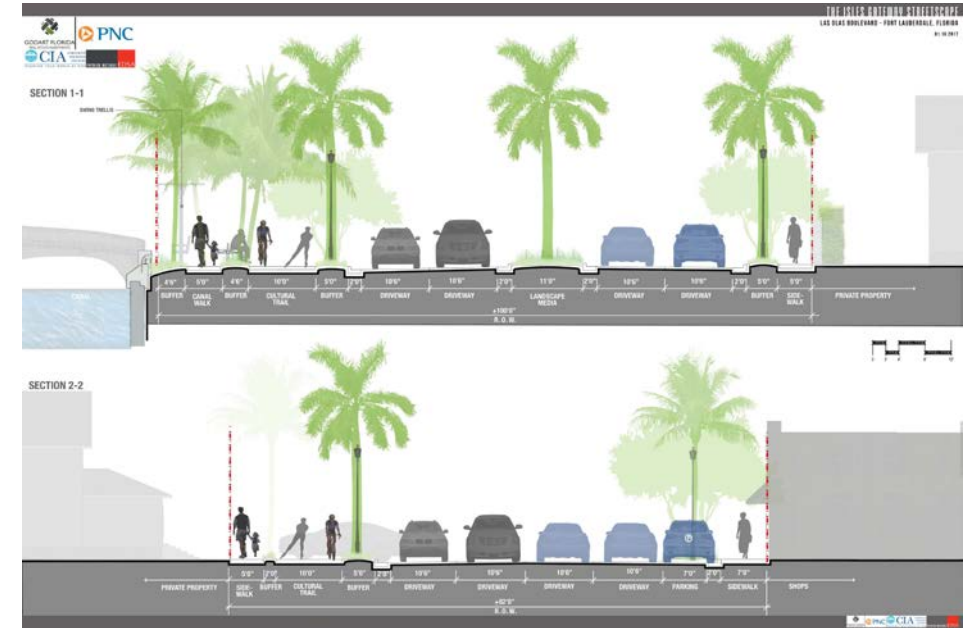


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Godart Proposal

- **Who** Godart Florida Real Estate Investments, PNC Bank, Patrick McTigue, and Corporate Insurance Advisors through EDSA
- **Where** SE 17th Way to Intracoastal
- **What** Define a typical street section for the Las Olas Isles
- **Why** Slow down cars, increase pedestrian and bicycle safety, and improve aesthetics



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Context

Complete Streets

*A Complete Streets approach integrates people and place in the planning, design, construction, operation, and maintenance of our transportation networks. This helps to ensure streets are **safe** for people of all ages and abilities, **balance** the needs of different modes, and **support** local land uses, economies, cultures, and natural environments. To date, over **1140 agencies** at the local, regional, and state levels have adopted Complete Streets policies, totaling over **1200** policies nationwide.*



Smart Growth America
Making Neighborhoods Great Together

Context

Context and Complete Streets

*Federal and State guidelines encourage the use of traffic calming and context-sensitive design to prioritize safety for all modes rather than designing based solely on functional classification. **Designers have the flexibility to take land-use context into account** to select lower design speeds, use narrower lane widths, add on-street parking, and provide geometric designs that balance the needs of all users.*

– Federal Highway Administration Achieving Multimodal Networks

*"The **context classification and transportation characteristics** of a roadway will determine key design criteria" – FDOT Complete Streets Context Classification Guide*

*"**Complete streets are designed to respect the context of their location...** including social and demographic factors that influence who is likely to use the street" – Fort Lauderdale Complete Streets Manual*

Context

Key Planning Contexts

2.4 miles
5 distinct contexts

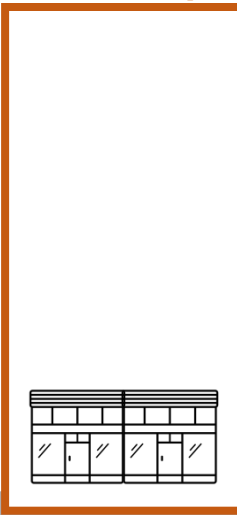
Financial District



Historic Shops



15th Shops



Las Olas Isles



Fort Lauderdale Beach



Andrews

US1

Tarpon Dr.

Sospiro Cnl

Intracoastal

1

2

3

4

5



Context

Financial District

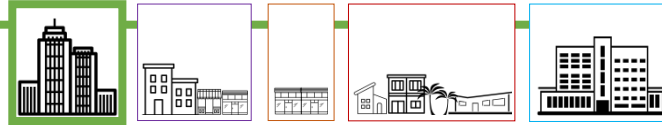


- *Existing Scale:* 40+ story buildings
- *Maximum Height:* 150' to unlimited (RAC-EMU and RAC-CC zoning)
- *Uses:* Office and residential towers with ground-floor retail
- *Typical User:* Office employee, students, park patrons, museum patrons



Context

Financial District

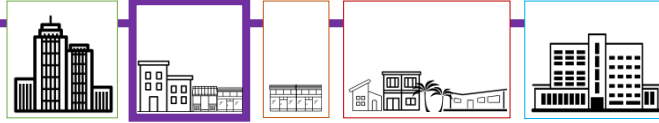


- *Roadway*: four lanes with off-peak street parking
- *Right of Way*: 75' to 80'
- *Traffic Volumes (2017)*: 7,900 to 15,100 AADT
- *Crashes (5 years)*
 - Number of crashes: 168
 - Fatalities/Serious Injuries: 0/1
- *Primary Curb Needs*: On-street parking, deliveries



Context

Historic Shops

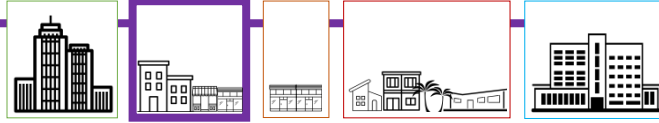


- *Existing Scale:* Between one and seven stories
- *Maximum Height:* Up to 150' (B-1)
- *Uses:* Retail, restaurant, bar, and office
- *Typical User:* Tourists, locals, lunch and dinner patrons, special event attendee



Context

Historic Shops



- *Roadway*: four lanes with off-peak parking
- *Right of Way*: 60'
- *Traffic Volumes (2017)*: 14,100 AADT
- *Crashes (5 years)*
 - Number of crashes: 141
 - Fatalities/Serious Injuries: 0/2
- *Primary Curb Needs*: on-street parking, deliveries, rideshare zones



Context

15th Avenue Shops

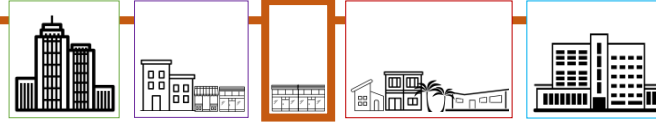


- *Existing Scale:* Mostly single story, up to five stories
- *Maximum Height:* 150' (B-1); 100' (RMH-25); 55' (RMM-25)
- *Uses:* Retail, restaurant, bar
- *Typical User:* Locals and tourists visiting restaurants and bars; some offices and shops



Context

15th Avenue Shops

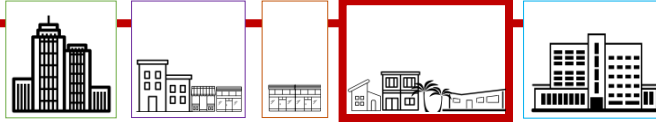


- *Roadway*: Between two and four lanes with on-street parking and bike lanes
- *Right of Way*: 60'
- *Traffic Volumes (2017)*: 22,000 AADT
- *Crashes (5 years)*
 - Number of crashes: 145
 - Fatalities/Serious Injuries: 0/3
- *Primary Curb Needs*: on-street parking, deliveries, ride-share zones



Context

Las Olas Isles

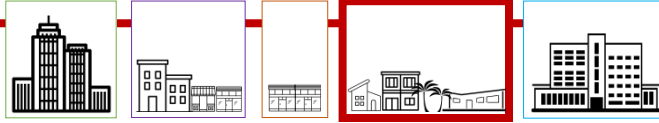


- *Existing Scale:* Typically 1-4 stories set back from the road; low-scale businesses and one dense condo tower
- *Maximum Height:* 35' (RS-4.4 and RS-8); 150' (CB)
- *Uses:* Residential, mixed restaurant and office
- *Typical User:* Drivers heading to/from the beach, residents, bicyclists, joggers



Context

Las Olas Isles

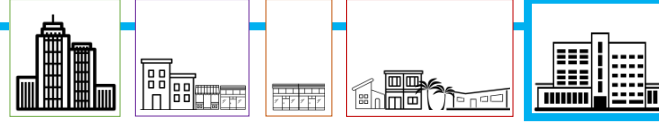


- *Roadway*: 4 lanes with a variable median and bike lane; some on-street parking
- *Right of Way*: Between 70' and 100'
- *Traffic Volumes (2017)*: 13,100 AADT
- *Crashes (5 years)*
 - Number of crashes: 154
 - Fatalities/Serious Injuries: 1/3
- *Primary Curb Needs*: n/a



Context

Fort Lauderdale Beach

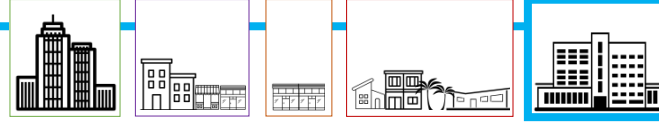


- *Existing Scale:* one to two stories; adjacent 20+ stories
- *Maximum Height:* not to exceed 240' (ABA)
- *Uses:* Hotel, bar, restaurant
- *Typical User:* Tourists, beach residents commuting to the mainland, locals visiting the beach



Context

Fort Lauderdale Beach



- *Roadway (construction)*: four lane curbless "festival street" w/turn lanes
- *Right of Way*: 60' to 100'
- *Traffic Volumes (2017)*: 13,100 AADT
- *Crashes (5 years)*
 - Number of crashes: 74
 - Fatalities/Serious Injuries: 0/2
- *Primary Curb Needs*: pedestrian access



Context

Pinch Points

- *Himmarshee Canal Bridge:* Accommodating all modes on a narrow bridge
- *SE 15th Avenue:* Accommodating turning movements
- *Sospiro Canal Bridge:* Accommodating all modes on a narrow bridge
- *Sunset Drive:* Usable right of way narrows by 40' east toward the bridge
- *Intracoastal Bridge:* Accommodating all modes on a narrow bridge



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4. Funding

5. Public Comment

Funding Sources

Existing Sources

- Community Investment Program (CIP) (City funding)
- Downtown Walkability (City funding)
- Commission Annual Action Priority (CAAP) Dollars (City funding)
- Broward MPO
- Existing Funding: \$800,000 for Andrews to 11th Avenue (Grant funding)

Funding Sources

Potential Sources

- Public Private Partnership (P3)
- Federal grant programs
- State grant programs
- Broward MPO grants (CSLIP, etc.)
- Private grants (PeopleforBikes, AARP, etc.)
- Partnerships (DDA, Broward County, etc.)
- Taxing Districts

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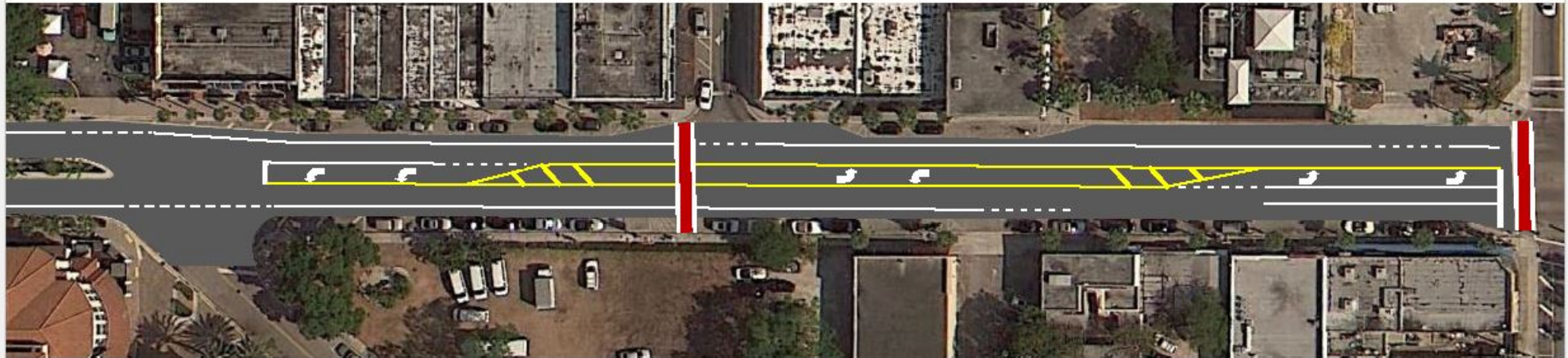
Las Olas Mobility Workshop

Public Comment Period



Mid-Term Recommendations

- Implement a Road Diet along Las Olas Boulevard
 - Provide for bike lanes west of 15th Avenue
 - Provide for painted median
 - Preserve two eastbound lanes at 15th Avenue



Mid-Term Recommendations

- Make Road Diet Permanent
 - Provide landscaped median pedestrian refuge islands
 - Hardscape improvements to pedestrian realm



Tindale-Oliver
&
Associates, Inc.
Planning and Engineering

CAM 14-0010
Exhibit 2
Page 33 of 39