

RESOLUTION NO. 17-125

A RESOLUTION OF THE CITY COMMISSION OF THE CITY
OF FORT LAUDERDALE, FLORIDA, ADOPTING THE
SOUTHEAST 17TH STREET MOBILITY PLAN.

WHEREAS, the SE 17th Street Mobility Plan is a Fiscal Year 2015 Commission Annual Action Priority (CAAP) with the objective of improving mobility along SE 17th Street in the City of Fort Lauderdale, Florida, and providing for safe pedestrian and bicycle options; and

WHEREAS, a copy of the SE 17th Street Mobility Plan recommendations is provided in Exhibit 1, which is attached hereto and incorporated herein; and

WHEREAS, City staff has worked together with agency partners, local stakeholders and neighbors on identifying the issues in the corridor and to develop solutions to improve mobility options for all modes, including capital infrastructure improvement, operational changes, signalization enhancements and policy changes; and

WHEREAS, a presentation of the SE 17th Street Mobility Plan was made to the City Commission at the March 7, 2017 Commission Conference meeting; and

WHEREAS, the proposed SE 17th Street Mobility Plan recommendations were sent to the City Commission via memorandum #17-042 on April 13, 2017; and

WHEREAS, the SE 17th Street Mobility Plan has been revised to reflect comments received from the City Commission;

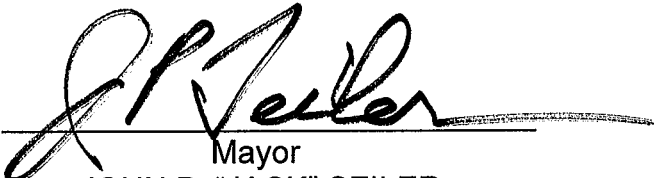
NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF FORT LAUDERDALE, FLORIDA:

SECTION 1. That the SE 17th Street Mobility Plan submitted for consideration to the City Commission, as revised, is hereby accepted.

SECTION 2. That all resolutions or parts of resolutions in conflict herewith, be and the same are hereby repealed.

SECTION 3. That this Resolution shall be in full force and effect upon final passage.

ADOPTED this the 20th day of June, 2017.



Mayor
JOHN P. "JACK" SEILER

ATTEST:



City Clerk
JEFFREY A. MODARELLI

Goals & Strategy Development

Based on the review of the previous plans and studies; case studies; the existing and future conditions analysis; and discussions with the PAWG and the public, five goals were created to guide the strategy development. Strategies were then developed to address the issues identified. Each strategy aims to improve the multimodal environment in and around SE 17th Street. The strategies were grouped into four

major categories based on the issues they address. The relationship of the strategies to the issue types and project goals is displayed below, along with a high level gauge of the volume of public input received for each strategy type. The following section begins with key study recommendations, continues a graphic depiction of all of the strategies developed, and includes supporting examples and definitions where

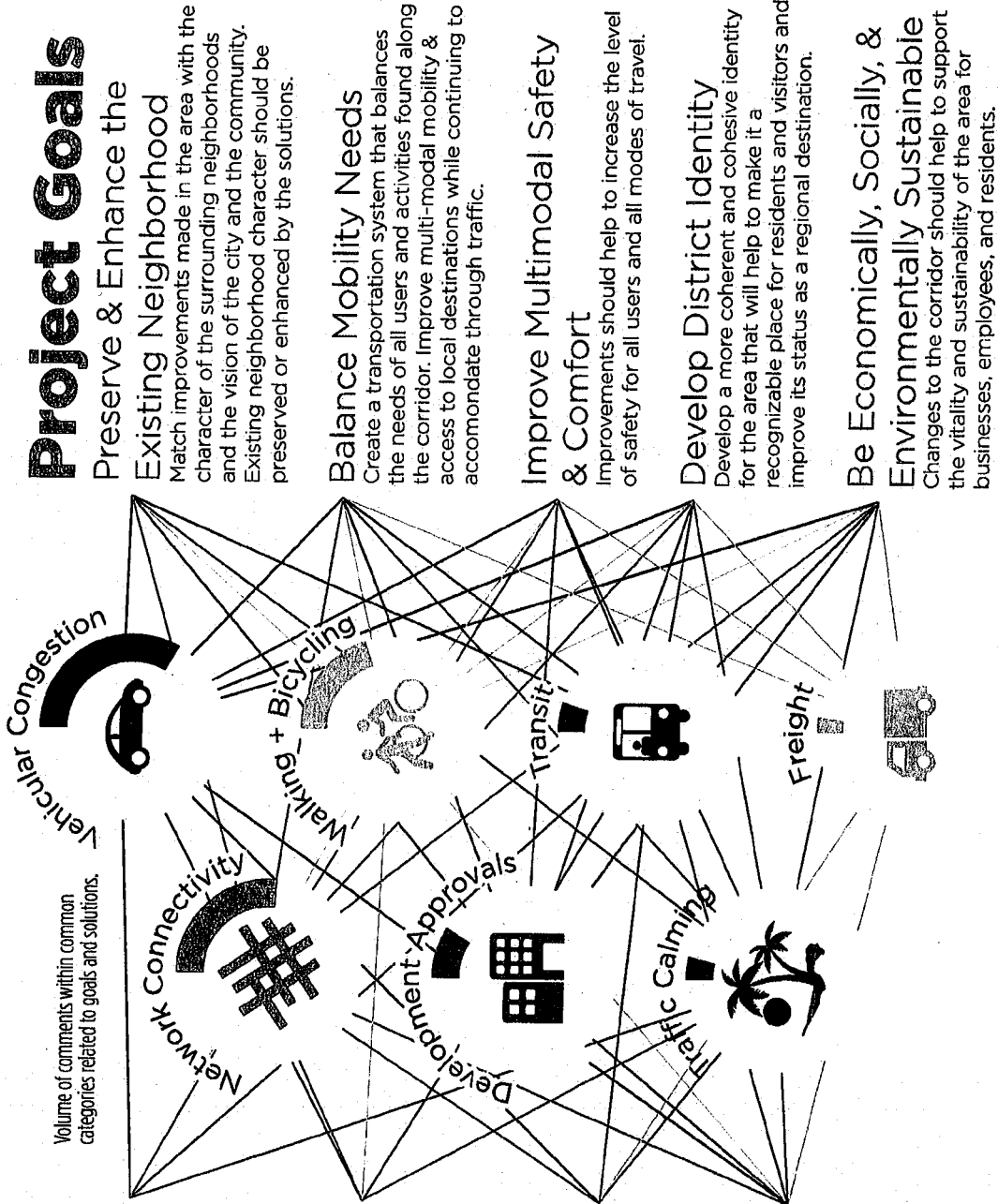
Category

Pedestrian , Bicycle, Transit, & Complete Streets
These strategies aim to improve the walking, bicycling, and transit environment and create Complete Streets. They include network changes; upgrades to facilities; new mobility options; and improvements to safety and comfort.

Network & Access Management
These strategies include changes to the street network and roadway. Network strategies aim to provide safe alternative routes to local destinations. Access management strategies look at improving safety and mobility through changes to driveways and turning movements.

Vehicular Operations
These strategies aim to improve driving and traffic. They include modifying traffic signals to create more efficient movements and better facilitating movement in and out of the area.

Wayfinding, Policy & Other Strategies
These strategies support the transportation improvements. Land use changes can encourage development that is better for walking, bicycling, and transit. Policy and Wayfinding help to change how people navigate the area.



Key Recommendations to Move us Forward

appropriate. It is organized based on the major categories and includes descriptions of the types of issues addressed. For more information, including details of each strategy, time frames, feasibility, next steps, benefits, issues, lead agencies, and coordination partners, please see the **APPENDIX**.

Many of the recommendations from the SE 17th Street Mobility Plan can be completed separately and will create small improvements. However, there are a few key recommendations that can help to significantly change the corridor. They are described on the next three pages.

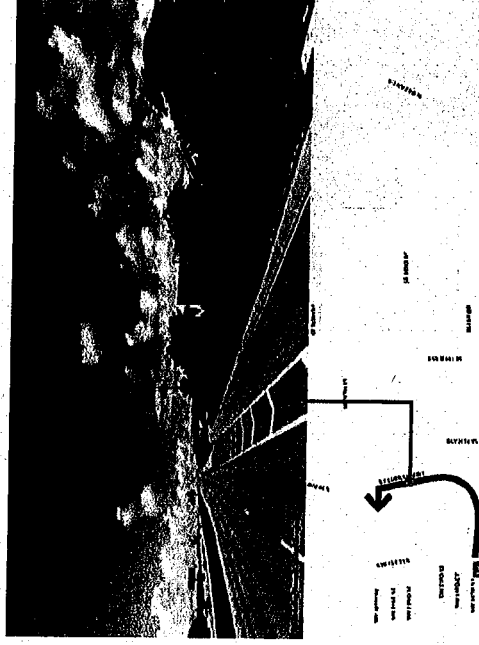
595 On-ramp Widening Study

Key issues noted by neighbors & study team:

- The exiting ramp to 595 only has one lane
- Traffic backs up on Federal Highway to SE 17th Street

Solution:

- Based on concerns raised in this study, FDOT initiated a study to assess the potential to widen the ramp to two lanes
- Initial findings show that widening is feasible and will help to address ramp-related congestion



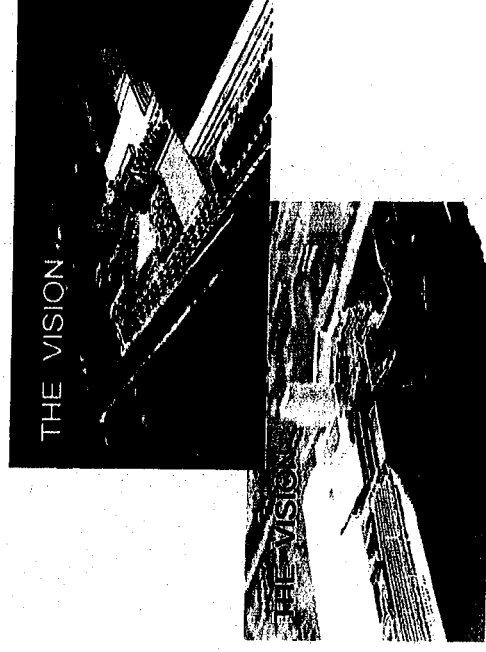
Development Review Changes

Key issues noted by neighbors & study team:

- Development review (in some cases) did not address impact of new development
- Money may not be spent directly on or around 17th Street

Solution:

- Reduce the threshold for the requirement of traffic studies related to development projects.
- Identify policy changes needed to ensure that any fee collected from development related traffic studies are used in the influence area of the development



Key Recommendations to Move us Forward, Continued

Local Connectivity Improvements

Key issues noted by neighbors & study team:

- Local traffic is forced to use SE 17th Street for most trips due to lack of street connectivity

Solution:

- Determine routes that can be used to improve local connectivity around the 17th Street area
- Design and construct complete street treatments on the identified routes
- Include traffic calming treatments to maintain low speeds and volumes on local streets



Walking & Bicycling Path Along SE 17th Street

Key issues noted by neighbors & study team:

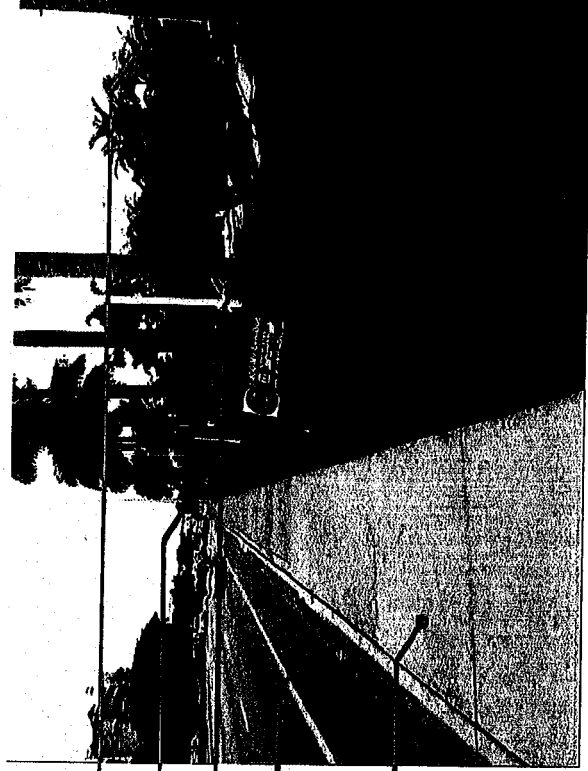
- Bicycling in the street is not safe
- Bicyclists & pedestrians do not fit on the sidewalk
- The sidewalk is not wide enough for the volume of pedestrians

Solution:

- Work with businesses to gain approval to create separate walking and bicycling paths with landscaping in existing 20' buffer
- May be completed through the Wave Streetcar Extension Project or other new development and projects

Before

- Development set far from sidewalk
- Lights focused on streets
- Lacks Shade
- Bike lanes are narrow with no separation from traffic
- No separation between sidewalk and street



Phase I

- Pedestrian focused lighting
- Trees provide shade
- Separate, comfortable space for bicyclists and pedestrians
- Bicyclists can travel in both directions



Wayfinding Signage

Key issues noted by neighbors & study team:

- Current signage does not encourage drivers to take optimal routes to destinations

Solution:

- Better sign Andrews and 3rd as routes to Downtown and Las Olas
- Better sign SR 84 & Eller Drive as access to Port
- Better sign SE 10th Ave as access to Harbor Shops

Event Management Plan

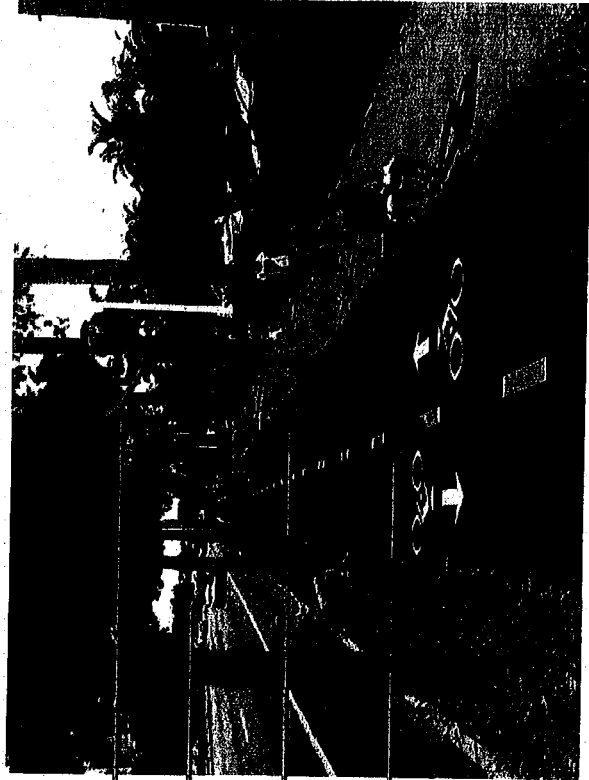
Key issues noted by neighbors & study team:

- Major events at the Port, Convention Center, Beach, and other 17th Street destinations can disrupt traffic in the study area

- Residents are not always informed of traffic impacts from events

Solution:

- Develop a process to notify residents of events that will impact SE 17th Street & ensure traffic management plans are created and implemented



Phase II

Permit mixed uses that provide a range of apartments, retail, and office Development fronts the street and provides direct access Space provided for sidewalk dining

