

**17<sup>th</sup> Street Mobility Plan Working Group, 7<sup>th</sup> Meeting**  
**“Explore working with property owners along SE 17<sup>th</sup> Street to install a shared-use path within the 20’ Interdistrict corridor designation”**

**and**

**“Add an additional lane to the I-595 on-ramp”**

Monday, March 26<sup>th</sup>, 2018

Fort Lauderdale City Hall | 8<sup>th</sup> Floor Cafeteria

***I-595 PRESENTATION***

Alexander Estrada, of FDOT District 4 Concept Development Unit, presented a proposed project to expand the existing westbound I-595 on-ramp to two lanes at US1. The project would require additional piers in order to support the ramp in addition to asphalt improvements. The improvements are anticipated to increase the capacity of the on-ramp from an existing Volume-to-Capacity ratio of 0.95 to a Volume-to-Capacity ratio of 0.54 in the PM Peak hour in 2040. A no-build situation would lead to a Volume-to-Capacity ratio of 1.08 in 2040. Alexander noted that nearly 2,000 vehicles utilize the existing on-ramp each hour in the PM Peak hour currently.

Alexander also explained potential improvements to the irregular intersection at SE 28<sup>th</sup> Street and US1 which are proposed as part of the project. The improvements at this intersection would reconfigure the geometry of the intersection to that of a standard 4-legged intersection, removing direct access to US1 from SE 6<sup>th</sup> Avenue. The improvements would result in a reduction in delay for vehicles on US1. Access to the US Post Office would be maintained via SE 28<sup>th</sup> Street. Removal of excess asphalt would also result in the addition of green space. Staff will work with FDOT to potentially enhance the landscaping in this area to provide a more pleasant gateway for those traveling to and from Fort Lauderdale, especially from the airport.

The improvements are currently scheduled for design in 2020 and construction in 2022 pending acceptance by FDOT of the project. The cost estimate is \$4.3 million for construction with a total project cost of \$6 million including design, permitting and other costs.

Discussion included the following:

- Marilyn Mammano expressed support for removing excess asphalt as part of this project to provide more green space along the corridor.
- Jack Loos expressed concern that these improvements would encourage tanker trucks to use this area and reduce the livability of the corridor by removing asphalt.
- Discussion touched on how quickly could this be delivered if this were privately funded or privatized, similar to an I-95 interchange partially funded by property owners in Boynton Beach.
- Discussion touched an Andrews Avenue connection that’s existing via Eller Drive and potential ways to improve that route and local knowledge of the connection.
- FDOT clarified that I-595 access via existing or new ramps is controlled by the Federal government, not FDOT, and any changes would be subject to that review. City Staff will request a full PD&E to explore the possibility of adding access on this street.
- FDOT staff expressed that funding was currently programmed and that the current schedule was the quickest for a traditional project but that design-build could reduce the time between design and construction.

### **INTERDISTRICT CORRIDOR PRESENTATION**

Anthony Fajardo, Director of the Department of Sustainable Design, presented on the existing land development code requirement Section 47-23.9 for the Interdistrict Corridor. The Interdistrict Corridor, which includes the first 20' of a property, is currently required on sections of SE 17<sup>th</sup> Street, US1, and SR84. Anthony clarified that the intention of the corridor is to provide landscaping, outdoor dining, and enhanced pedestrian amenities such as plazas, benches, shade structures, pedestrian access, bus shelters, bicycle racks, and multi-use trails. The 17<sup>th</sup> Street Corridor Mobility Study presented the requirements of Section 47-23.9 as an opportunity to provide a safe, comfortable, off-street trail for pedestrians and cyclists.

Discussion of the existing code requirement included:

- What would trigger this requirement?
  - Anthony clarified that the requirement would be triggered if a full redevelopment of a site or if 50% of the total value or square footage is altered.
- Jack Loos stated that the City would be met with “virtually total resistance” by property owners to the Interdistrict Corridor requirement and suggested that the requirement is comparable to inverse condemnation. Steve Hudson, property owner, agreed with Jack’s sentiments. Jack also clarified that he would be okay if the area was used to add another vehicle lane but not space for people riding bikes or people walking.
- Marilyn Mammano clarified that her previous understanding of the requirement is that the City would construct the Interdistrict Corridor, not that it was required by developers at the time of redevelopment. Marilyn stated that she would be in support if the Interdistrict Corridor was constructed at the cost of the city with fair compensation paid to the property owner.
- Barbara Magill asked for clarification on how this requirement in any way impedes the property owner. Steve Hudson replied that the requirement has the potential to reduce buildable square footage. Jack Loos added that it might require property owners to construct taller, denser buildings.
- Christina Currie reminded the group that this item is being discussed based on a weighted rank score by the group which didn’t consider income or cost. She stated that it’s inappropriate to stop the conversation because two large property owners aren’t in support. She requested that a larger, more appropriate presentation or meeting is needed for the developers to address those concerns.
- An attorney stated that the existing Interdistrict Corridor requirement does not have a significant impact on developments and has been in existence as an adopted ordinance for as long as he has been practicing.

After the discussion it was determined that Staff would schedule a meeting to discuss the Interdistrict Corridor along 17<sup>th</sup> Street in-depth with property owners, potentially at a 17<sup>th</sup> Street Causeway Property Owners meeting.

### **ADDITIONAL ITEMS DISCUSSED**

- Marilyn Mammano noted that a resolution was approved by the Harbordale Civic Association opposing the bypass road in its current form. Specifically, Harbordale’s resolution opposes any routing of the bypass road directly through the neighborhood. Jack Loos noted that the property owners adjacent the bypass road are currently unable to provide a statement of support or opposition at this time until additional information related to the specific design of the bypass can be provided.

- Barbara Magill shared that on Saturday, March 24<sup>th</sup> around 10:00 AM an officer with the Rio Vista Patrol claimed a navigation application (Google Maps, Waze, etc.) was leading cruise passengers down Cordova Road where they were getting stuck. The officer then needed to assist with providing directions back out of the neighborhood. Staff will research to determine which app is suggesting this route.

#### **ACTION ITEMS**

1. Staff to pursue FDOT beautification grant on ROW (greening gateways) for Federal Highway between SR84 and I-595 and coordinate landscape improvements with FDOT's SE 28<sup>th</sup> Street project
2. Future meetings:
  - April 30<sup>th</sup> – Bypass Road update
  - May 24<sup>th</sup> – Topic TBD
  - July meeting date pending
3. Staff to investigate routing of cruise passengers through Harbordale via Cordova Road
4. Staff to provide FDOT's I-595 PowerPoint presentation to all attendees
5. Commissioner Sorensen to provide a letter of support for FDOT's I-595 on-ramp expansion project, including potential public-private partnerships, and a request for a full PD&E of a direct connection from I-595 to Andrews Avenue

#### **FOLLOW UPS FROM PREVIOUS ACTION ITEMS**

1. *Hilton Fort Lauderdale Marina General Manager Melissa Lange promised to share concerns regarding Academy Buses with her Valet Manager, who will be requesting that bus drivers do not stop in the travel lane while waiting to pick up riders.*