




Transportation and Mobility Department

Memorandum # 21-24

DATE: June 9, 2021

TO: Chris Lagerbloom, ICMA-CM, City Manager

FROM: Ben Rogers, Transportation and Mobility Director 

SUBJECT: Las Olas Boulevard Vision Plan - Western 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 State Road A1A.

The Commission requested that staff make modifications to the Downtown and the Shops sections of the vision plan. The following list identifies the modifications that were made to these sections and incorporated into the western corridor vision plan.

Page	Change Summary	Original Text	Modified Text
3	First paragraph: changed spelling of Commissioner Sorensen's name	This effort was led by the two district commissioners, Commissioner Steve Glassman and Commissioner Ben Sorenson, with assistance from the designated Las Olas Working Group.	This effort was led by the two district commissioners, Vice Mayor Steve Glassman and Commissioner Ben Sorensen, with assistance from the designated Las Olas Working Group.
3	Corridor Section: added language		There is a need to evaluate underground infrastructure improvements, particularly related to flooding. This is particularly true in the Isles. It is highly recommended that the streetscape



			recommendations in this analysis be implemented after flood mitigation improvements have been developed.
9	Reformatted Header Graph		
9	Revised Intersection Analysis language to include need for study	To do so it is proposed that the intersection of Las Olas Boulevard and SE 16th Avenue not allow northbound traffic. SE 16th Avenue would remain open to two-way traffic otherwise. A study to determine if this would be a viable solution is currently being coordinated.	Additional study at the intersection of Las Olas Boulevard and SE 16th Avenue is needed to determine the traffic operations at this intersection.
15	Local Leadership section: spelling correction	Commissioner Ben Sorenson.	Commissioner Ben Sorensen.
28	The Shops Existing Conditions: added images		
30	Last paragraph, added language		Due to the age of the of the Sospiro Bridge, at about 75 years old, it may be more efficient to engage in a complete reconstruction. Next steps here should be coordination between the City and FDOT to assure the City CIP and FDOT Work Programs are in alignment relative to what needs to be done, cost and timing.
41	Overall Vision and Area Recommendations: updated concept map to reflect		

	current recommendations		
42	First paragraph, second bullet: copy change clarifying bicycle facilities	Provide well-designed bicycle facilities to ensure not just a bare minimum level of safety, but also provide a desirable environment that is comfortable, enriching and encourages people to prioritize biking as the primary mode of transportation. This includes continuity of pathways to provide better comfort for bicyclists.	Provide well-designed bicycle facilities to ensure mobility and safety to provide a desirable environment that is comfortable, enriching and which encourages people to prioritize biking as a primary mode of transportation. This includes continuity of pathways to provide better comfort for bicyclists.
43	Section 4. The Isles: language change to incorporate Emergency Response Time need	Improved landscaping and integrated resiliency in design for drainage are a must for this neighborhood.	Improved landscaping, integrated resiliency in design for drainage and improved emergency response times are a must for this neighborhood.
45	Bicycle Network Section, first bullet: language to clarify bicycle facilities recommendations	Provide well-designed bicycle facilities to ensure not just a bare minimum level of safety, but also a desirable environment that is comfortable, enriching and encourages people to prioritize biking as a primary mode of transportation.	Provide well-designed bicycle facilities to enhance mobility, to create a desirable environment that is comfortable, enriching, and encourages people to prioritize biking as a primary mode of transportation.

47	Downtown Rendering; modified to reflect recommendation		
48	Recommendations, first paragraph: grammar correction	General recommendations for Downtown include improvements that enhance conditions for Americans with Disabilities, bicycle lanes, wayfinding for accessing nearby facilities such as Riverwalk, Performing Arts District, and Brightline Station.	General recommendations for Downtown include improvements that enhance conditions for Americans with Disabilities, and wayfinding for accessing nearby facilities such as Riverwalk, Performing Arts District, and Brightline Station.
49	Vehicular Travel Lanes Section: revision of all bullets to reflect current recommendations	<p>i. 11' in each direction. There will be one lane in each direction.</p> <p>ii. Where needed such as at SE 3rd Avenue, turn lanes will be retained.</p> <p>iii. SE 2nd Avenue/Las Olas Boulevard: Recommend making the 4-way stop signs at this intersection permanent.</p> <p>iv. Parking: Retain</p>	<p>i. Between Andrews Avenue and SE 3rd Avenue, two travel lanes in each direction. Inside lanes at 10.6', and outside lanes at 10'.</p> <p>ii. Between SE 3rd Avenue and Tunnel Top Plaza, two travel lanes in each direction. All lanes at 10', and outside lanes convertible to parking lanes at certain periods of the day.</p> <p>iii. Where needed such as at SE 3rd Avenue, turn lanes will be retained.</p> <p>iv. SE 2nd Avenue/Las Olas Boulevard: Recommend making the 4-way stop signs at this intersection permanent.</p> <p>v. Parking: Retain on both sides, along</p>

		on the north side, along with rideshare pick up locations. Side street rideshare pick-up locations should be encouraged. Existing south side parking will be removed.	with rideshare pick up locations. Side street rideshare pick-up locations should be encouraged.
49	Pedestrian section: revision of first bullet to reflect current recommendations	i. Sidewalks: 12' – 15' on each side. Sidewalk widths shall be equal or greater than existing widths when plan is implemented.	i. Sidewalks: 4' - 16' on each side. Sidewalk widths shall be roughly equal to existing widths when plan is implemented.
49	Bicycle section: revision of first bullet to reflect current recommendations.	i. A minimum 4' bicycle lane on each side, with a 3' buffer. On the north side, in portions of the corridor where parking will be retained, the bicycle lane will be in-between the sidewalk and the parking lane in order to reduce the likelihood of bicycle and car door collisions.	Bicycle sharrows will be maintained on the corridor. The city should examine placement of formal bicycle lanes on parallel facilities.
50-51	Downtown Site Plan: updated graphics will be		

	added to reflect current recommendations		
52	Downtown Traffic Summary: updated graphic conveys current recommendation		
53-54	Downtown Sectional Drawings: updated graphics will be added to reflect current recommendations		
57	Recommendation section, first paragraph: language change to reflect current recommendations	The recommendations re-assign space from the median and parallel parking to expand the sidewalk area.	The recommendations re-assign space from the median to expand the sidewalk area.
59	Vehicular Travel Lane section, bullet (c): language changed to reflect current recommendations	Parking: Retained on one side of the street, but alternating by block, with a reduction in spaces to accommodate the needs of the other modes.	Parking: Retained on both sides of the street, at least one space per block should be designated as rideshare, pickup/drop-off locations. Side street rideshare pickup locations should be encouraged.
60	Vehicular Travel Lanes section, bullet (e): language changed to reflect	Curbed with no median, and shade trees for	Curbed with no median, and shade trees for pedestrians. Due to special constraints resulting from retention of parking, larger shade trees may not be permissible;

	current recommendations	pedestrians.	however, the recommended plant palate provides for smaller shade trees which may be supplemented by shade structures to complement the reduced canopy.
60	Sidewalks section, bullet (a): language changed to reflect current recommendation	Generally, 9 to 9.5 ft. wide on each side.	Generally, 6 to 12 ft. wide on each side.
62	Shops Traffic Summary Map: removed bicycle traffic light to reflect current recommendations		
64/65	The Shops Landscaping Palette: updated graphics will be added to reflect current recommendations		
69-85	Implementation Sequence and Cost Estimates section: content related to Colee Hammock, The Isles and The Beach removed to reflect Western Corridor recommendations only		