

## Working Group Summary – June 4, 2018

### ***BYPASS ROAD***

Alan Cohen provided an update on the Bypass Road. Atkins, the County's consultant, is actively working on a PD&E Study. The current plan is to have a deliverable available to present to neighbors at the August 2018 Working Group meeting. Transportation & Mobility staff will be present at meetings with the County and Atkins meeting during development.

### ***ORIGIN-DESTINATION (O&D) STUDY***

Jessica Josselyn and Bryan Graveline from Kittelson & Associates presented the preliminary results of the Origin-Destination Study. Kittelson staff utilized Streetlight, a data platform that utilizes smart device data, such as smartphones, wearables, or connected vehicles, to determine the origin and destination of people traversing a given corridor. The study found the following major takeaways:

- Based on an average of all trips in 2017, the majority of drivers are using SE 17<sup>th</sup> Street to pass through the corridor rather than stop at destinations such as Harbor Shops or the Convention Center.
- Morning traffic (6-10 AM) typically heads west on SE 17<sup>th</sup> Street and proceeds south on US1
- Afternoon traffic (3-8 PM) is split between those headed east and westbound on SE 17<sup>th</sup> Street, though very few drivers proceed north on US1 toward Downtown
- 59% of northbound traffic on Miami Road is cut-through traffic
- 3% of traffic on SE 15<sup>th</sup> Street is cut-through traffic

Below is a summary of the questions asked during the presentation and their answers.

- What devices are picked up by StreetLight?
  - Any devices with GPS connectivity such as iPhone, FitBit, Android, car satellite navigation, etc.
- What's the specific timeframe for the data?
  - All of 2017 – January 1 to December 31; This data includes breakdowns by AM, PM, Weekday, and Weekend.
- What's the total traffic for the corridor?
  - StreetLight isn't intended to be used to generate total trips for a corridor. Instead, StreetLight is intended to know what direction a percentage of trips along a given corridor were headed. The 2017 Corridor Mobility Study found that actual traffic is about 40,000 vehicles per day. The LOS confirms congestion but specific data confirms that the "peak" traffic is unique to the corridor. However, further study will take this data into a smallest unit possible in StreetLight (a week) to see how a major event can change the outcome.
- How will you look at event vs. non-event week?
  - We will compare multiple scenarios, including peak of the peak (big event) data, a regular snowbird day, and a non-peak day.
- Do you look at mode?
  - Data could be any mode from a bicyclist with a phone to a single-occupant car to a full bus. We don't use commercial data such as large trucks.
- How is cut-through traffic understood? Particularly with SE 15<sup>th</sup> Street rather than Cordova Road.
  - The study methodology assumes that people are going on Cordova to/from SE 15<sup>th</sup> Street. Staff can take a look at better capturing cut-through on Cordova.

- Is there a reason you didn't look at Rio Vista cut-through? If you do something in one spot, you'll make it worse elsewhere.
  - The study focused on the major cut-through areas but staff can take a look at better capturing cut-through on Cordova.
- How do you define "rest of Fort Lauderdale?"
  - Anything that isn't Downtown, the Port, or the Airport but is within the city limits.
- How do you define "South Florida?"
  - Anything that isn't incorporated City of Fort Lauderdale.
- How does this describe the use of the road by the people who live on the road?
  - What we're seeing is that people who live in that area make up about 17% of the traffic on the corridor.
- Does Miami Road cut-through traffic correlate with crashes and speeding?
  - Statistically you would have more crashes with higher volumes, though this hasn't been specifically studied. You can submit a request for speed enforcement to the Fort Lauderdale Police Department if you observe an issue with speeding on any street in Fort Lauderdale, including Miami Road.

Jack Loos expressed that congestion increased when medians were installed on SE 17<sup>th</sup> Street approximately 10 years ago, particularly due to the restriction on Miami Road at SE 17<sup>th</sup> Street. Jack expressed that calming traffic in one area will increase traffic on other roads. Marilyn Mammano concurred that calming traffic in neighborhoods leads to congestion elsewhere, including on major arterials.

Members of the Working Group also noted that traffic volumes along SE 16<sup>th</sup> Street appear to have increased after the completion of Broadstone at Harbor Beach causing backups.

Alan Cohen commented that the County realizes the individual case-by-case effects of large events at the Convention Center and high cruise days at Port Everglades are profound and should be mitigated where possible even though they are not as prevalent when looking at these annual numbers.

Jonathan Ford of FDOT added that data from FDOT's Bluetooth readers can be provided to Transportation & Mobility for further study as an additional data source.

***PORT EVERGLADES PRESENTATION***

Natacha Yacinthe provided an update on the Port Everglades Master Plan which is currently underway. The Port Master Plan is intended to guide the long-range development of the port including aspects such as petroleum, natural gas, and cruise operations. Major points from the presentation included the following:

- The update to the master plan will be completed in spring 2019
- Master plan includes major projects such as a new aggregate facility, the installation of Super Post-Panamax cranes, new multimodal facilities, and dredging and widening
- The master plan seeks to balance future operations needs, including changes in the volume of cruise passengers as well as the types of goods handled through the port, including cargo, petroleum, and liquefied natural gas (LNG)

Q&A was handled by Natacha, Peg Buchan, Assistant Director of Port Everglades, and Alan Cohen, Assistant County Administrator. Below is a summary of the questions asked during the presentation and their answers.

- Is there an opportunity to provide a centralized distribution area for companies like UPS to keep parcels so that they can break down into smaller vehicles? This would reduce the number of 18 wheelers operating in the city.
  - Some distribution already takes place in the Port today.
- When you say community, what do you mean? Stakeholders will be involved in outreach such as business owners, neighbors, and civic associations?
  - Adjacent municipalities, business associations, civic associations; This is the community's master plan, and we want to hear from you. Natacha also offered to attend neighborhood meetings as requested.
- Have you looked at how the profit generated by the port might impact the adjacent neighborhoods and local jobs?
  - We are a landlord port, we lease facilities. Anytime someone wants to create a facility it would be through an agreement with the port. Tenants do pay taxes on building improvements.
- What happens if LNG tanks at the port explode? Is there a study and can you make that study available?
  - We don't have an LNG facility at the port. The master plan will consider introducing such a facility at the port, though any actual construction would require full review.
- You say the port is responsible for 220,000 jobs – are they at the facility or across the state?
  - 220,000 jobs are generated statewide; directly the port contributes 12,000 to 13,000 jobs.
- Does the Port revenue go into the Broward County general fund?
  - Port Everglades is self-funded through an enterprise fund, profits do not go into the general fund. Although the port doesn't pay property taxes, the customers (tenants) pay taxes, including taxes to improvements to the land.
- Enterprise funds don't pay into the general fund.
  - This isn't necessarily true, you can take money out of the enterprise fund and there are general internal services (HR, Accounting, Purchasing, etc.) funded by the enterprise fund. Profits are turned back into improvements to the Port.
- Does money generated by the port stay in the port?
  - Yes.
- Is the port using money it generates to clean up pollution in the port?
  - Yes, cleanup is being performed through grants that are publicly available and administered through FDEP. Port Everglades is also the #1 seaport in the United States for cooperating with the EPA in cleaning up the environment and being a clean facility.
- Can you comment on the status of any environmental impact statements regarding corals, manatees, etc.?
  - We have NEPA (National Environmental Policy Act) deepening and dredging approval and it will be shared.
  - The impacts of an increase in berths on surrounding neighborhood streets needs to be considered.
- How much time/effort is put into thinking about the impacts of Port Everglades cruise growth?
  - Analysis was conducted for a 9<sup>th</sup> cruise berth during the last master plan update and it wasn't viable given the market forecast at the time. The market forecast and data can change and it may be reviewed again. Alan Cohen added that the County Administrator does not feel that additional cruise berths are advantageous at this time but instead the focus should be on a balance of uses.

- How can we better manage trucks access I-595 to help reduce congestion on adjacent streets?  
How can we get vehicles through security checkpoints more efficiently to avoid congestion?
  - Specific trip types are not scoped in the master plan – we can get specific to trucks but not the type of truck. However, we can look at truck access in general.
  - An issue with security checkpoints comes down to the human element, not just volume. For example, cruise passengers can sometimes not have the proper credentials ready when arriving at the security checkpoint, increasing the time spent at a booth. It also comes down to both the number of gates and the number of gates that are appropriately staffed.
  - It was recommended that hours and number of gates opening and improved screening methods be incorporated to improve operations at the checkpoints.

Alan Cohen commented that, although the port’s goal is growth, the considerations of stakeholders such as community groups are important and taken into consideration.

**17<sup>TH</sup> STREET INTERDISTRICT CORRIDOR MEETING**

It was announced that a meeting with major property owners regarding the existing Interdistrict Corridor requirements was scheduled for June 20, 2018. Discussion directed that the conversation about the existing Interdistrict Corridor requirements needs to include a focused discussion which wouldn’t be possible with too many attendees. Including all Working Group members in the meeting would prevent business owners from having an organized and informative conversation.

**OTHER**

Marilyn Mammano expressed concern that the Port Master Plan doesn’t contemplate Eisenhower Boulevard north of SE 17<sup>th</sup> Street, while the entire intersection is problematic from a pedestrian perspective, especially due to the Convention Center. Marilyn also asked that an analysis be performed on the effects of eliminating connection of Grande Drive under the SE 17<sup>th</sup> Street bridge. Staff stated that the road is under FDOT jurisdiction and that the City already requested that FDOT study solutions for Eisenhower Boulevard, including under the bridge.

Jack Loos expressed concern that he is not currently in support of the utilization of SE 20<sup>th</sup> Street behind Harbor Shops as part of a bypass road proposal and that his concerns weren’t included in the April 2018 meeting summary.

The board voted to have a meeting break in month of July and resume again in August.

**FOLLOW UPS FROM PREVIOUS ACTION ITEMS**

1. Staff is continuing to work with the City’s Legal Department to enter into the Waze Government Agency Partnership Program.
2. A Transportation & Mobility staff liaison to the County’s Bypass Road effort has been designated.
3. The Interdistrict Corridor meeting has been scheduled with large property owners along SE 17<sup>th</sup> Street to help them better understand the existing requirements of the Interdistrict Corridor.

**Action Items**

1. Transportation & Mobility staff will consider how to incorporate StreetLight Origin-Destination data into existing efforts, including the Beach Mobility Study and the Las Olas Mobility Working Group.