

Working Group Summary – August 20, 2018

INTERDISTRICT CORRIDOR

Robert Modys provided an update on the Interdistrict Corridor meeting with the Vice Mayor, property owners and their representatives, and staff including Legal, Urban Design and Planning, and Transportation. The meeting included legal precedent that indicates the existing Interdistrict Corridor requirements as written are not considered a taking as the construction of any of the items required by the code section are not compulsory. Robert explained that follow-up was needed regarding potential incentive to allowing placement of a shared use path within the existing Interdistrict Corridor.

The group discussed the perspective of property owners that the existing code requirement constitutes a legal taking, although the city's Legal Department could not locate case law that agreed with that position. One issue in particular is that of sidewalks existing on private property and what kind of legal liability comes with that.

Robert also clarified that the 17th Street Corridor Mobility Study does not call for construction of the Interdistrict Corridor, just that it be modified to promote an off-street pedestrian and bicyclist path. Discussion was had regarding how this could be completed as one large capital project. Marilyn Mammano also stated that she would like to see this addressed by the city's grant-funded TOD effort and was willing to include density bonuses or other related incentives should it be required for developers.

There was also discussion of the high volume of pedestrians along the corridor, including those who need to cross the corridor when heading north or south. Bill Cole brought up his concept for an elevated plaza, potentially to be funded through a Business Improvement District (BID), that would run the full length of the corridor and connect at the second floor of each hotel and property.

Vice Mayor Sorensen requested that staff look into streamlining easement processes needed for sidewalks constructed on private land while addressing the liability to property owners and the city related to this action. The Vice Mayor also requested that staff look into how to implement the Interdistrict Corridor, including incentive ideas, predefining a right-of-way, and other related approaches.

ORIGIN-DESTINATION STUDY

Jorge Barrios of Kittelson and Associates, Inc. provided a presentation on the results of the Origin-Destination Study. A final report with additional data not provided in the presentation will be available before the next Working Group meeting scheduled for September 21, 2018.

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

- Why was high season defined at November-December instead of February-March?
 - To capture high-cruise season as defined by Port Everglades.
- Observation: In the summer we're looking at a 7% all-day difference between all day for season vs. summer.
- Should we look at weekends?
 - Weekends only will be in the final report.
- When will we receive the report?
 - About two-weeks from today.

- How about Cordova north of 15th Avenue?
 - It was out of scope and determined to not be significant on the scale of the 17th Street Working Group and Plan.
- Neighbor Observation: Traffic on Miami Road south of SE 17th Street appears to be cruise-related commercial vehicles, primarily tour operators.
- Can we look at cut-through traffic at SE 16th Street at the Bimini Boatyard?
 - It is unlikely that Streetlight would be able to do this because SE 16th near Bimini Boat Yard is essentially a parking lot, making it hard to count with Streetlight's interface. Traditional car counts are likely a better option for this purpose.
- Why is the beach only 6% of traffic?
 - For the purpose of the study, the beach is defined as a specific area between Sunrise Boulevard and SE 17th Street and only captures local trips originating in those defined areas. The seemingly low number of 6% of trips doesn't account for Fort Lauderdale communities such as the Las Olas Isles (which are captured in the overall Fort Lauderdale number) or regional trips beginning outside of the City of Fort Lauderdale. For example, a trip from Atlantic Avenue and Federal Highway in Pompano Beach that utilizes A1A and SE 17th Street to reach I-595 would not be captured in this number.
- How are Uber and Lyft quantified?
 - From Streetlight's perspective, it doesn't matter where the home location is registered, this is from actual vehicles passing through these pre-defined areas.
- What can we do about regional traffic?
 - Not much, but there are things you can do to improve the 48% of traffic that is "local" to Fort Lauderdale.
- Is bike sharing an option?
 - There is a convention center B-Cycle station consisting of 7 total docks, which amounts to about 5 bikes available due to bikeshare operational needs. Dockless bikes and scooters are happening in November, bringing more options throughout the city soon.
- Does Sun Trolley go through this area?
 - Today the Sun Trolley travels through the area as the Beach Link route. We are looking at combining the three beach and downtown routes into one that would traverse 17th Street.
- What would you do if you had an unlimited budget in the next 24 months?
 - Enhance Sun Trolley as a one seat ride from Downtown to SE 17th Street to the Beach, especially as a free service (current \$1/ride or \$3 all day). I'd propose additional network improvements such as the bypass road to provide more routes and better distribute existing trips. Finally, I'd look at pedestrian and bike improvements while increasing the cost of parking (dynamic pricing, etc.) to control the peaks and valleys of demand and encourage other modes.
- Sun Trolley doesn't seem to be utilized enough but can be used to solve some of these problems. When do you see Sun Trolley as a way to do this?
 - Transit is not a moneymaking business, and the city is proposing major cuts in September both in routes and in schedules. We are looking at new schedules and routes to help cut the budget and make money go further. Our first step was the Northwest and

Neighborhood Link routes in August. The next round of public outreach will be for a new route.

- Why did ridership drop on Sun Trolley?
 - The fleet was old and unreliable, increasing the time it takes to get on a trolley and thereby harming ridership. Many routes were completely shut down for this reason, resulting in further major reductions in ridership. We are using an FTA grant to purchase a new fleet of vehicles. Prior to that purchase, we are looking at what the future of a new fleet looks like, potentially moving away from trolleys that might be easier to get on and off, etc. Vice Mayor Sorensen stated that he wants to help champion piloting improved fleets or routes

There was also a general discussion of how to make biking more comfortable and safe for users, such as tourists, who might prefer these options to driving.

BYPASS ROAD

Alan Cohen provided an update on the County's Bypass Road. Alan shared that the County has been having issues with their contracted consultant. The consultant's team has had significant turnover, delaying the work product that was expected a couple of months ago. Until the consultant is back on track from a staffing perspective, the project can't move forward to the city for more formal review.

OPEN DISCUSSION

David Wells discussed Aspen, Colorado's approach which included a development moratorium, substantially increasing parking costs, providing access to electric, on-demand shuttles, and increasing access to shared bikes.

Marilyn Mammano proposed a pair of cul-de-sacs to flank both sides of the SE 17th Street Causeway west of the Intracoastal. These would separate neighborhood, local traffic from Convention Center traffic, reducing cut-through while maintaining emergency access. This proposal would, upon vetting by FDOT, require discussion between the City, State, County, and Convention Center. Marilyn believes that, ultimately, the proposal could result in a general safety improvement. Allison Glunt from FDOT will share Marilyn's proposal with the proper channels within the agency for vetting.

Comic Con was also discussed. Overall, the group decided that this year went very well. Christina Currie stated that she would prefer to have these big events in Fort Lauderdale, powering the local economy and introducing the city to many groups, even if it meant occasionally putting up with traffic. A general discussion of the work that went into planning for this year's Comic Con, including six months to one year of planning, was held.

The group also agreed that the Port Everglades Smooth Sailing newsletter is an excellent resource and that this level of communication has been a great help in setting traffic expectations in the neighborhood.

FOLLOW UPS FROM PREVIOUS ACTION ITEMS

1. Staff met with property owners concerned regarding the Resolution of Support of FDOT's I595 On-Ramp Expansion and SE 28th Street Reconfiguration Project. Staff will draft a Resolution of Support that omits the SE 28th Street Reconfiguration component of the project.

ACTION ITEMS

1. Staff to set up internal meeting to look into streamlining easement processes, checking how this is possible to implement, potential incentive ideas, pre-defining a ROW, addressing liability, etc.
2. Upcoming Working Group Meetings:
 - Friday, September 21 at 10 AM and Friday, October 12 at 10 AM