CITY OF
FORT LAUDERDALE

Venice of America

Las Olas Mobility Workshop

100 North Andrews Avenue
First Floor Commission Chambers
June 27, 2018
2:00 PM to 4:00 PM

Agenda

1) Introductions by Vice Mayor Sorensen and Commissioner Glassman
2) Presentation Covering the Following Items:
   a) Existing Plans and Efforts
      i) Fort Lauderdale Vision Plan
      ii) Complete Streets Policy and Design Manual
      iii) Connecting the Blocks
         (1) Las Olas Mobility Grant Project
         (2) Las Olas Mobility P3 Project
      iv) Las Olas Boulevard Mobility Study (2013)
         (1) 6-Month Safety Pilot Project
      v) Las Olas Loading and Unloading Study (2017)
         (1) Designated Rideshare and Loading/Unloading Zones
      vi) Downtown Walkability Analysis
         (1) Raised Intersection at SE 4th Avenue
         (2) Tunneltop Plaza
         (3) Painted Intersections
      vii) Las Olas Transportation Plan (2000)
      viii) Central Beach Master Plan
         (1) Las Olas Corridor Improvements
      ix) Godart Proposal (Las Olas Beautification Plan)
   b) Corridor Context
      i) Existing and Planned Scale
      ii) Typical Uses and Users
      iii) Rights of Way
      iv) Roadway Configuration and Existing ROW
      v) Traffic Volumes and Crashes
      vi) Primary Curb Needs
      vii) Pinch Points
   c) Funding
      i) Existing Funding Sources
      ii) Future Funding Sources
3) Public Comment on the Future of Las Olas (2 minutes per person)
4) Adjourn

CITY OF FORT LAUDERDALE

IMPROVING SAFETY AND MOBILITY FOR EVERYONE!

Las Olas Boulevard Mobility Workshop with Vice Mayor Sorensen and Commissioner Glassman

Wednesday, June 27, 2018 | 2 PM – 4 PM

City Hall, Commission Chambers
100 North Andrews Avenue, Fort Lauderdale, FL 33301

The City of Fort Lauderdale is working with its neighbors to create a definitive vision for Las Olas Boulevard between S. Andrews Avenue and the Intracoastal Waterway to live, work, and play.

Join Vice Mayor Ben Sorensen and District 2 Commissioner Steven Glassman as they bring the community together for a public meeting to review prior planning efforts for the Las Olas corridor and provide your comments on its future. This meeting will include a presentation of the existing master planning and construction efforts, traffic data, and current and future funding.

Neighbors are invited and encouraged to provide their vision for the future of the Las Olas Boulevard corridor at this meeting.

We look forward to working with you to enhance safety and mobility on the Boulevard.

For more information, please visit www.fortlauderdale.gov/lasolasproject or contact the Transportation and Mobility Department at (954) 828-4826 or transportation@fortlauderdale.gov.

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If you would like this publication in an alternate format or if you need reasonable accommodation to participate in this event, please call (954) 828-4755 or email strategiccommunications@fortlauderdale.gov. ♻ Printed on recycled paper.

Two or more City Commissioners and /or Advisory Board members may be present at this meeting.

Las Olas Mobility Workshop

June 27, 2018 | 2:00 PM to 4:00 PM

Commission Chambers | 100 North Andrews Avenue

VISION ZERO
SAFER STREETS FOR FORT LAUDERDALE

Agenda

1. Existing Plans and efforts for Las Olas Boulevard
2. Godart Proposal
3. Contextual Review of Las Olas

   Existing scale, future scale, typical users, roadway configuration, traffic volumes, crash statistics
4. Funding
5. Public Comment

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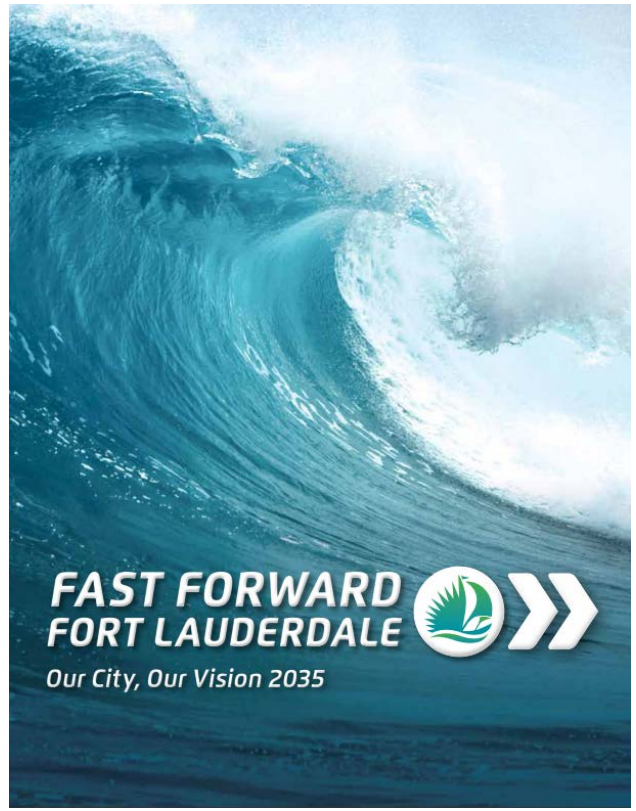
Existing Plans and Efforts

FastForward Fort Lauderdale Strategic Plan | 2013

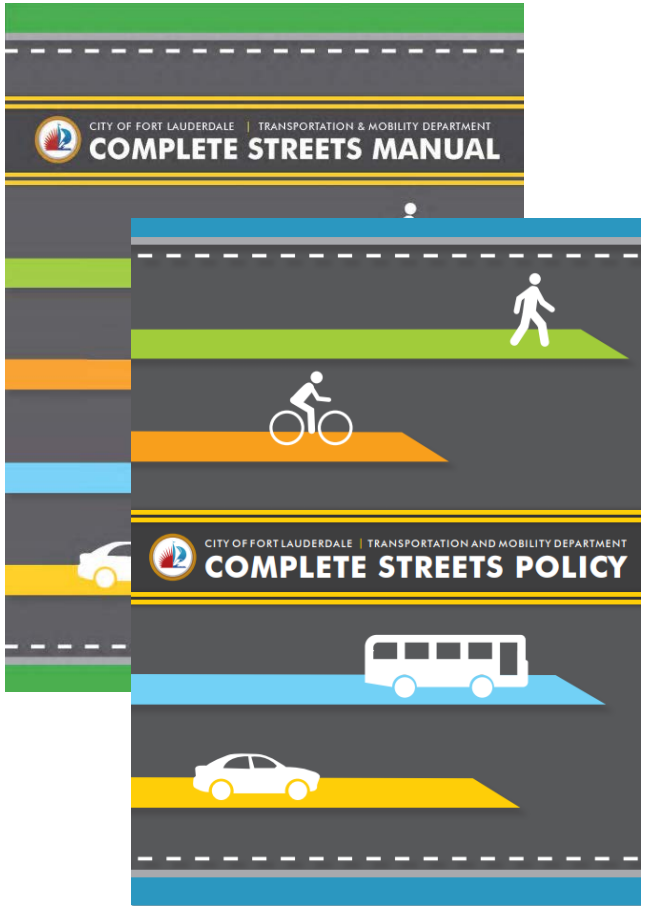
- **Why** Set a vision, based on significant public involvement, for the city through 2035
- **What** Put people first, regardless of which mode being utilized
- **What** Set Complete Street fundamentals such as landscape buffers, narrowing traffic lanes, and including on-street parking
- **What** Prioritized the pedestrian and providing safe transportation options of all kinds



Existing Plans and Efforts

Complete Streets Policy and Design Manual

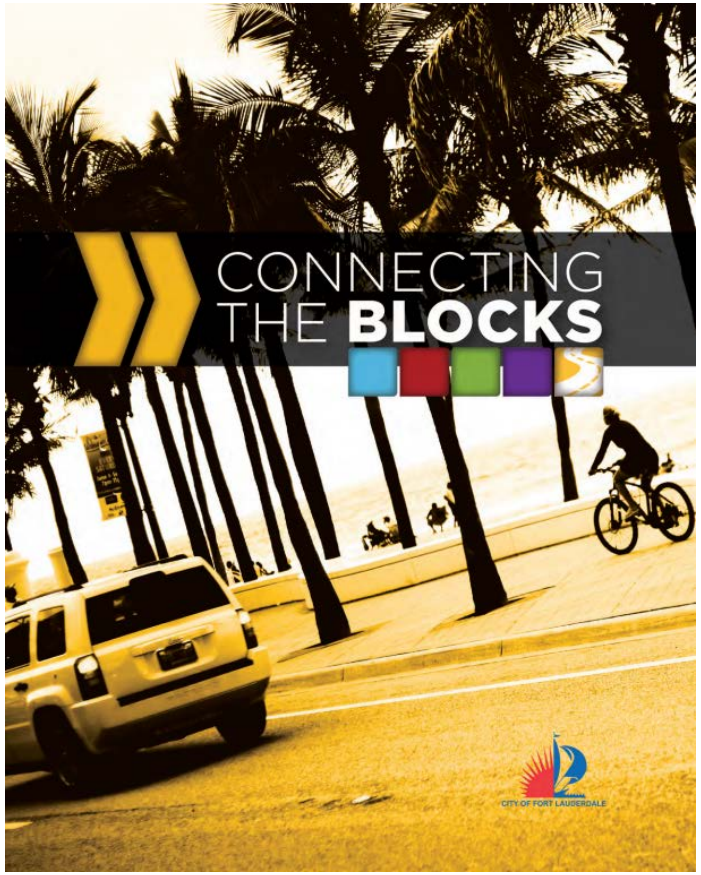
- **Why** Set a context-sensitive design approach to create safe, accessible roadways for all modes
- **Where** On all corridors within the City of Fort Lauderdale unless proven infeasible due to cost or maintenance
- **How** A focus on connectivity for pedestrians, bicyclists, and transit riders.



Existing Plans and Efforts

Connecting the Blocks

- **Why** To provide a detailed and prioritized list of needs for pedestrian, bicycle, and transit infrastructure improvements
- **What** Resulted in the identification of 126 multimodal projects, including 115 projects that improve conditions for pedestrians and bicycles and constituting 609 miles of roadway



Existing Plans and Efforts

Las Olas Mobility Improvement Project - Connecting the Blocks

- **Who** Broward MPO, FDOT, City of Fort Lauderdale
- **Where** Las Olas Boulevard between SE 6th Avenue and SE 11th Avenue
- **What** Grant in the amount of $2.8 million to install bicycle sharrow markings, relocate stormwater inlets, provide ADA sidewalk crossings, enhance mid-block crossings

Existing Plans and Efforts

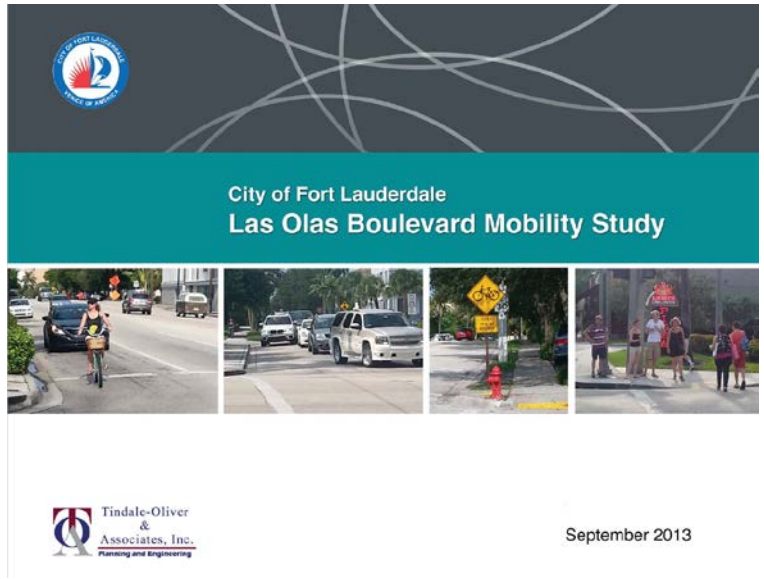
Las Olas Mobility Improvement P3 Project - Connecting the Blocks

- **Who** City of Fort Lauderdale FDOT, MPO, and property owners
- **Where** Las Olas Boulevard between SE 6th Avenue and SE 11th Avenue
- **What** Increase the $2.8 million MPO grant to widen sidewalks, increase drainage, relocate median trees to provide shaded sidewalks, formalize on-street parking with curb bulb-outs, lighting improvements

Existing Plans and Efforts

Las Olas Boulevard Mobility Study | 2013

- **Who** Tindale Oliver and Associates
- **Why** Vision Plan, Connecting the Blocks
- **Where** Between the Himmarshee Canal and the Intracoastal Waterway and Colee Hammock
- **What** Key issues and goals included balancing a mix of businesses and travel modes, and addressing cut-through traffic
- **What** Manage speed, provide bike/ped access, reduce vehicular delay, calm traffic, special events, reduce truck traffic



Existing Plans and Efforts

Las Olas Boulevard Mobility Study | 2013

- **Major Takeaways** The following major approaches were introduced:
  - *Flow* Signal timing modifications
  - *Flow* Remove stop sign at SE 15th Ave and SE 2nd St
  - *Flow* Add a second southbound lane on SE 15th Ave
  - *Bike/Ped Safety* Enhanced crosswalks, pavement markings, and signage
  - *Bike/Ped Safety* Reduce lanes on Las Olas Boulevard and add bike lanes
  - *Bike/Ped Safety* Install raised intersections through Colee Hammock
  - *Trucks* Allow through-trucks on SE 15th Avenue
  - *Trucks* Enhance truck turning movements from SE 15th Ave

Existing Plans and Efforts

6-Month Safety Pilot Project - Las Olas Mobility Study

- **What** Installation of parking-protected bike lanes, areas designating future landscaping, and a radar speed sign
- **Where** Between the SE 11th Avenue and SE 15th Avenue
- **Why** To increase awareness and safety for people biking per the 2013 Las Olas Boulevard Mobility Study

Existing Plans and Efforts

Las Olas Loading and Unloading Study | 2017

- **Who** Tindale Oliver and Associates
- **Where** SE 3rd Avenue to SE 17th Avenue
- **Why** To better understand the loading and unloading needs of rideshare/taxi services, delivery trucks, and waste disposal
- **What** Parking utilization inventory, business survey, visual survey in the field

Existing Plans and Efforts

Las Olas Loading and Unloading Study | 2017

- Major Takeaways The following major approaches were introduced:
  - Designate loading/unloading and rideshare zones
  - Education and enforcement campaign
  - Stripe on-street parking
  - Enhance signage for designated loading/unloading zones
  - Create a truck route plan
  - Allow loading in private parking lots
  - Improve alley access
  - Fort Lauderdale Hospital loading/unloading improvements

Existing Plans and Efforts

Designated Rideshare and Loading Zones – Loading Study

- **What** Add designated rideshare and loading zones
- **Why** Per the results of the 2017 Loading and Unloading Study
- **Where** Designated zones were installed at:

- *(Load/Unload)* SE 8th Ave
- *(Load/Unload)* SE 9th Ave
- *(Load/Unload)* SE 10th Ter
- *(Load/Unload)* SE 11th Ave
- *(Load/Unload)* SE 12th Ave
- *(Load/Unload)* Tarpon Dr
- *(Load/Unload)* SE 13th Ave
- *(Rideshare) American Social – SE 8th Ave*
- *(Rideshare) Louie Bossi's – SE 11th Ave*
- *(Rideshare) Rocco's Tacos – SE 13th Ave*

Existing Plans and Efforts

Downtown Walkability Analysis | 2013

- **Who** Jeff Speck, AICP, CNU-A, LEED-AP
- **Where** Downtown, including Las Olas east to US1
- **Why** Draft short- and mid-term projects that would provide immediate benefits to walkability
- **What** Providing more shade trees, narrower streets with a maximum 10’ travel lane, integrating bike lanes, avoid widening pavement, and maintaining parallel parking

Existing Plans and Efforts

Downtown Walkability Analysis | 2013

- Las Olas-specific Recommendations:
  - **Tunneltop Plaza** to provide for more pedestrian open space and increase pedestrian safety and comfort
  - **Consistent Parking** along all of Las Olas Boulevard
  - **On-Street Parking** at all times throughout Las Olas
  - **Bike Lanes and Sharrows** where space allows
  - **Shade trees** throughout the corridor
  - **Riverwalk Connection** to be improved to the core of Las Olas

Existing Plans and Efforts

Raised Intersection at 4th Avenue - Downtown Walkability

- **What** Installation of a raised intersection, median, and crosswalks
- **Why** Increase pedestrian safety in the core of downtown

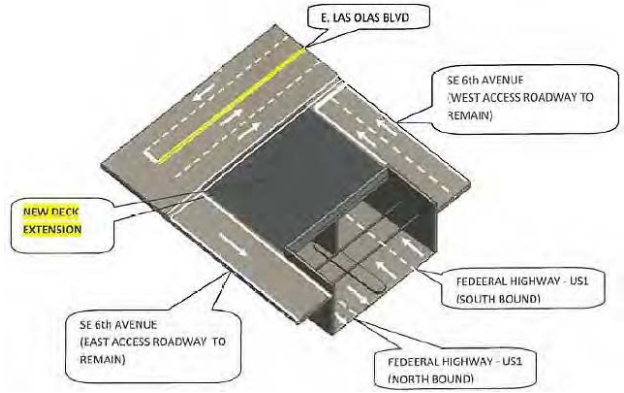
EXISTING

PROPOSED

Existing Plans and Efforts

Tunneltop Plaza - Downtown Walkability

- **Who** FDOT and City of Fort Lauderdale
- **What** A +/- 40’ roof extension to the Henry Kinney Tunnel to serve as a pedestrian plaza
- **Why** To serve as a focal point of Downtown and to increase pedestrian safety
- **Status** Undergoing additional engineering review by FDOT



Existing Plans and Efforts

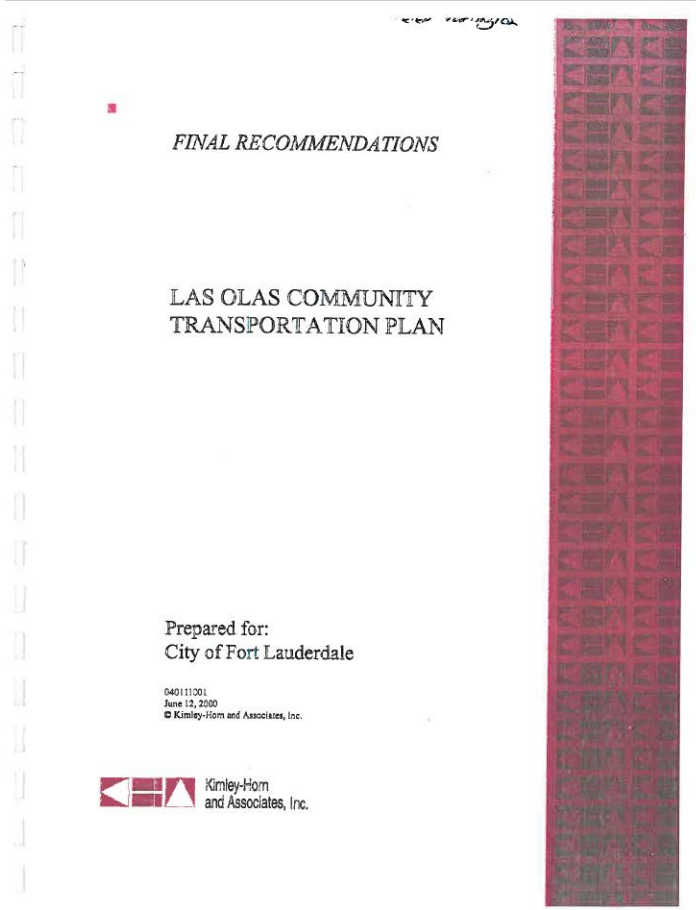
Painted Intersections - Downtown Walkability

- **Who** City of Fort Lauderdale
- **What** Install 3 painted intersections in Downtown at SE 1st, 2nd, and 3rd Avenues
- **Why** To create a sense of place while increasing the safety of people walking and riding bikes

Existing Plans and Efforts

Las Olas Transportation Plan | 2000

- **Who** Kimley-Horn and Associates, Inc.
- **Where** South of Broward, north of Las Olas, east of Federal Highway, west of the Intracoastal Waterway
- **Why** To provide conceptual solutions that define Las Olas "as a community, not a trafficway for moving traffic."



Existing Plans and Efforts

Las Olas Transportation Plan (2000)

- Major Takeaways The following major approaches were introduced:
  - *Bike/Ped Safety* Median pedestrian refuges
  - *Bike/Ped Safety* Raised intersections at every SE 15th Ave intersection
  - *Flow* Restriping of major intersections at Broward Blvd
  - *Traffic Calming* Additional landscaping in existing medians
  - *Traffic Calming* Paver treatments
  - *Traffic Calming* Gateway features
  - *Other* Tourist Oriented Directional Signs

Existing Plans and Efforts

Central Beach Master Plan | 2009

- **Why** Develop an overall framework that unifies Central Beach through design guidelines through public realm enhancements
- **Where** Bahia Mar to Sunrise Boulevard
- **How** Balancing Las Olas as a local circulation street for both vehicles and pedestrians

Existing Plans and Efforts

Las Olas Corridor Improvements - Central Beach Master Plan

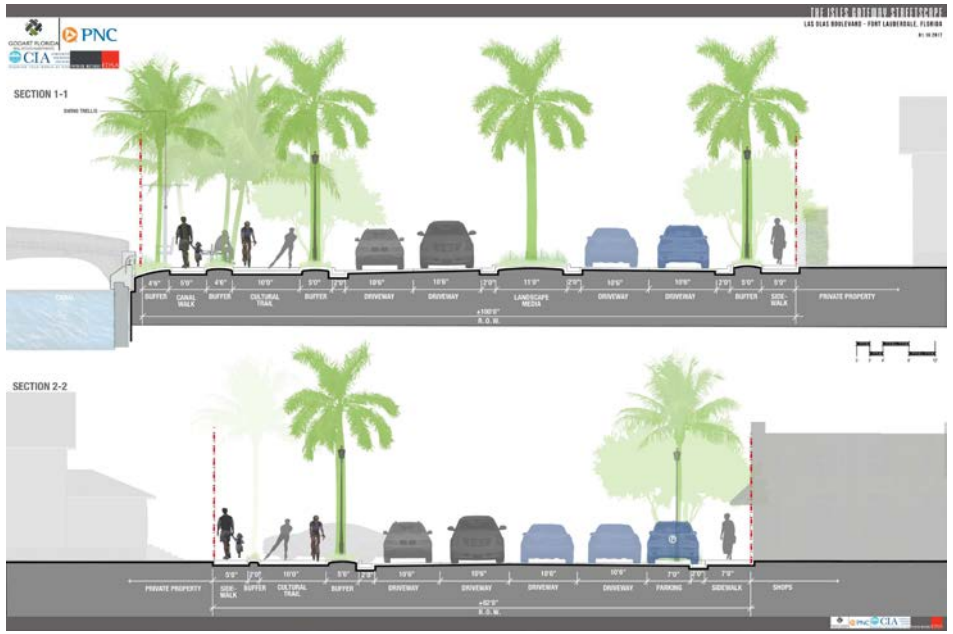
- **What** Improvements to the beach streetscape in conjunction with the construction of a parking garage and new park
- **Where** Las Olas Boulevard between the Intracoastal and the beach
- **Why** To create an iconic destination

Agenda

1. Existing Plans and Efforts for Las Olas Boulevard
2. **Godart Proposal**
3. Contextual Review of Las Olas
   Existing scale, future scale, typical users, roadway configuration, traffic volumes, crash statistics
4. Funding
5. Public Comment

Godart Proposal

- **Who** Godart Florida Real Estate Investments, PNC Bank, Patrick McTigue, and Corporate Insurance Advisors through EDSA
- **Where** SE 17th Way to Intracoastal
- **What** Define a typical street section for the Las Olas Isles
- **Why** Slow down cars, increase pedestrian and bicycle safety, and improve aesthetics



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Context

Complete Streets

*A Complete Streets approach integrates people and place in the planning, design, construction, operation, and **maintenance of our transportation networks**. This helps to ensure streets are **safe** for people of all ages and abilities, **balance** the needs of different modes, and **support** local land uses, economies, cultures, and natural environments. To date, over **1140 agencies** at the local, regional, and state levels have adopted Complete Streets policies, totaling over **1200** policies nationwide.*

Smart Growth America
Making Neighborhoods Great Together

Context

Context and Complete Streets

Federal and State guidelines encourage the use of traffic calming and context-sensitive design to prioritize safety for all modes rather than designing based solely on functional classification. Designers have the flexibility to take land-use context into account to select lower design speeds, use narrower lane widths, add on-street parking, and provide geometric designs that balance the needs of all users.
– Federal Highway Administration Achieving Multimodal Networks

"The context classification and transportation characteristics of a roadway will determine key design criteria" - FDOT Complete Streets Context Classification Guide

"Complete streets are designed to respect the context of their location... including social and demographic factors that influence who is likely to use the street" - Fort Lauderdale Complete Streets Manual

Context

Key Planning Contexts

2.4 miles
5 distinct contexts

Context

Financial District

- *Existing Scale:* 40+ story buildings
- *Maximum Height:* 150' to unlimited (RAC-EMU and RAC-CC zoning)
- *Uses:* Office and residential towers with ground-floor retail
- *Typical User:* Office employee, students, park patrons, museum patrons

Context

Financial District

- *Roadway:* four lanes with off-peak street parking
- *Right of Way:* 75’ to 80’
- *Traffic Volumes (2017):* 7,900 to 15,100 AADT
- *Crashes (5 years)*
  - Number of crashes: 168
  - Fatalities/Serious Injuries: 0/1
- *Primary Curb Needs:* On-street parking, deliveries

Context

Historic Shops

- *Existing Scale:* Between one and seven stories
- *Maximum Height:* Up to 150’ (B-1)
- *Uses:* Retail, restaurant, bar, and office
- *Typical User:* Tourists, locals, lunch and dinner patrons, special event attendee

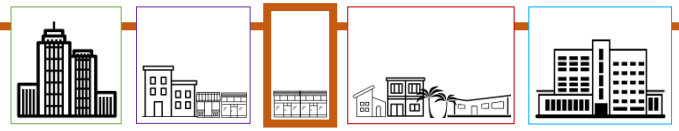
Context

Historic Shops

- ***Roadway:*** four lanes with off-peak parking
- ***Right of Way:*** 60'
- ***Traffic Volumes (2017):*** 14,100 AADT
- ***Crashes (5 years)***
  - Number of crashes: 141
  - Fatalities/Serious Injuries: 0/2
- ***Primary Curb Needs:*** on-street parking, deliveries, rideshare zones

Context

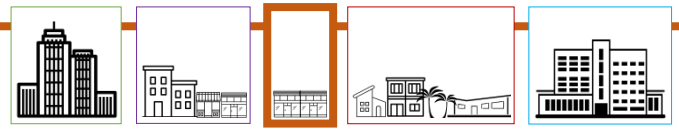
15th Avenue Shops



- ***Existing Scale:*** Mostly single story, up to five stories
- ***Maximum Height:*** 150′ (B-1); 100′ (RMH-25); 55′ (RMM-25)
- ***Uses:*** Retail, restaurant, bar
- ***Typical User:*** Locals and tourists visiting restaurants and bars; some offices and shops

Context

15th Avenue Shops



- *Roadway:* Between two and four lanes with on-street parking and bike lanes
- *Right of Way:* 60'
- *Traffic Volumes (2017):* 22,000 AADT
- *Crashes (5 years)*
  - Number of crashes: 145
  - Fatalities/Serious Injuries: 0/3
- *Primary Curb Needs:* on-street parking, deliveries, ride-share zones

Context

Las Olas Isles

- *Existing Scale:* Typically 1-4 stories set back from the road; low-scale businesses and one dense condo tower
- *Maximum Height:* 35' (RS-4.4 and RS-8); 150' (CB)
- *Uses:* Residential, mixed restaurant and office
- *Typical User:* Drivers heading to/from the beach, residents, bicyclists, joggers

Context

Las Olas Isles

- *Roadway:* 4 lanes with a variable median and bike lane; some on-street parking
- *Right of Way:* Between 70' and 100'
- *Traffic Volumes (2017):* 13,100 AADT
- *Crashes (5 years)*
  - Number of crashes: 154
  - Fatalities/Serious Injuries: 1/3
- *Primary Curb Needs:* n/a

Context

Fort Lauderdale Beach

- *Existing Scale:* one to two stories; adjacent 20+ stories
- *Maximum Height:* not to exceed 240’ (ABA)
- *Uses:* Hotel, bar, restaurant
- *Typical User:* Tourists, beach residents commuting to the mainland, locals visiting the beach

Context

Fort Lauderdale Beach

- *Roadway (construction)*: four lane curbless "festival street" w/turn lanes
- *Right of Way:* 60' to 100'
- *Traffic Volumes (2017):* 13,100 AADT
- *Crashes (5 years)*
  - Number of crashes: 74
  - Fatalities/Serious Injuries: 0/2
- *Primary Curb Needs:* pedestrian access

Context

Pinch Points

- ***Himmarshee Canal Bridge:*** Accommodating all modes on a narrow bridge
- ***SE 15th Avenue:*** Accommodating turning movements
- ***Sospiro Canal Bridge:*** Accommodating all modes on a narrow bridge
- ***Sunset Drive:*** Usable right of way narrows by 40' east toward the bridge
- ***Intracoastal Bridge:*** Accommodating all modes on a narrow bridge

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4. **Funding**
5. Public Comment

Funding Sources

Existing Sources

- Community Investment Program (CIP) (City funding)
- Downtown Walkability (City funding)
- Commission Annual Action Priority (CAAP) Dollars (City funding)
- Broward MPO
- Existing Funding: $800,000 for Andrews to 11th Avenue (Grant funding)

Funding Sources

Potential Sources

- Public Private Partnership (P3)
- Federal grant programs
- State grant programs
- Broward MPO grants (CSLIP, etc.)
- Private grants (PeopleforBikes, AARP, etc.)
- Partnerships (DDA, Broward County, etc.)
- Taxing Districts

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Las Olas Mobility Workshop

Public Comment Period

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SAFER STREETS FOR FORT LAUDERDALE