



NORTH  
17th  
AVENUE

CONVENTION  
CENTER  
→

SPEED  
LIMIT  
30



# 17TH STREET

CORRIDOR MOBILITY PLAN

MAY  
2017



MY 17<sup>TH</sup> STREET

Priorities  
Update

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## 17<sup>th</sup> Street Working Group Final Ranking Recommendations

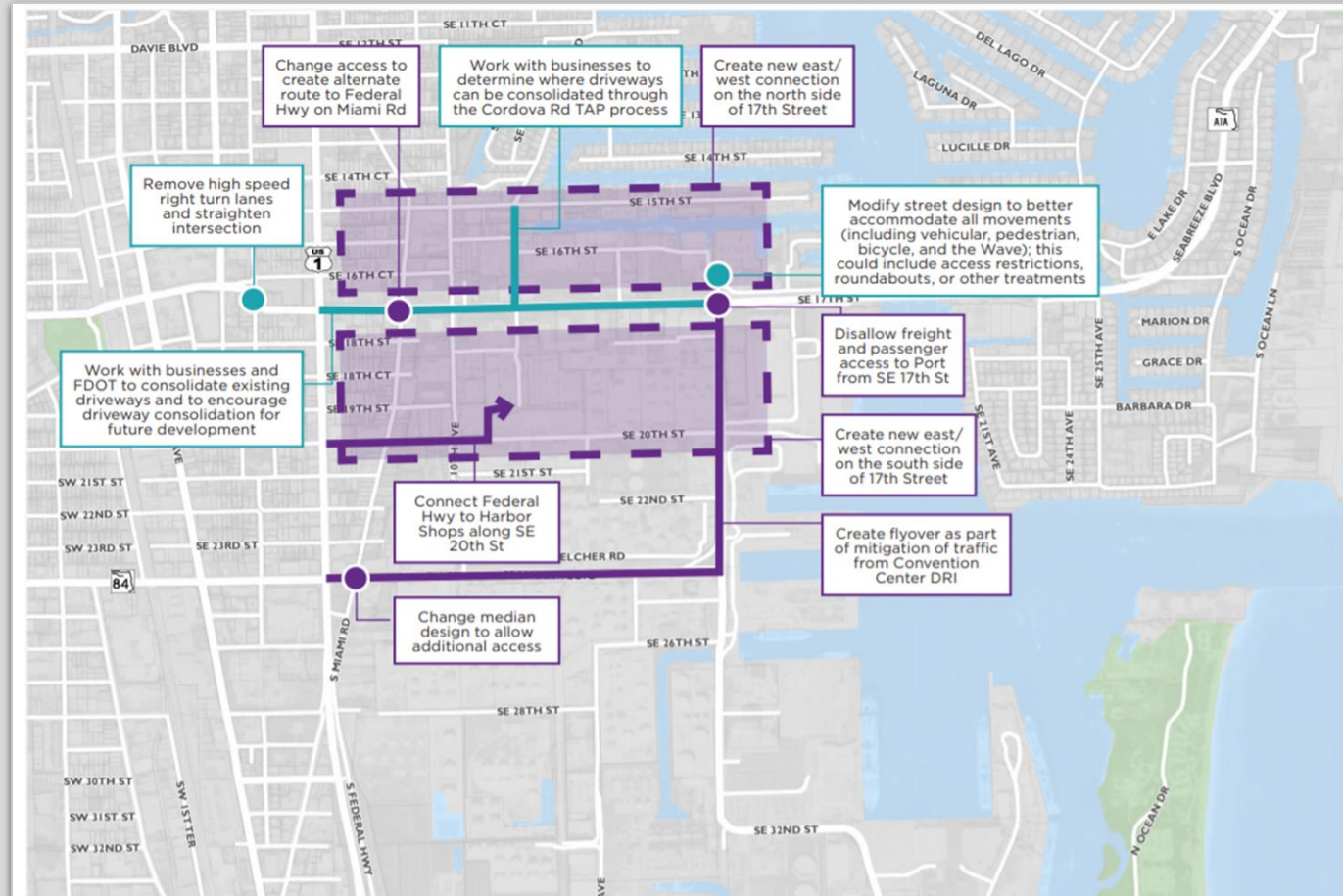
Final Rank	Survey Item
1	Enforce truck routing to the Port using Eller Drive
2	Institute special event signal timing plans for events at the Convention Center and for high cruise days at the Port
3	Evaluate establishing a southern parallel street to SE 17th Street
4	Explore working with property owners along SE 17th Street to install a shared-use path within the 20' interdistrict corridor designation
5	Add an additional lane onto the 595 on-ramp
6	Construct a bypass road for Port/ Convention Center direct access
7	Form a working group to shepherd the plan recommendations to implementation
8	Install wayfinding signage through the corridor
8	Redesign the intersection of Eisenhower Boulevard and Grande Drive
9	Make changes to the development review and mitigation process

## 17<sup>th</sup> St Mobility Master Plan Prioritization Ranking

17<sup>th</sup> St Working Group was established and over the first few meetings established priorities to focus on

This is the 17<sup>th</sup> meeting of the working group

# Priority #1 – Eller Drive Truck Routing



## UPDATE

Port has made improvements to Eller Drive to encourage use of these entrances instead of SE 17<sup>th</sup> St and US1

# Priority #2 – Event Management

## Event Management Plan

Key issues noted by neighbors & study team:

- Major events at the Port, Convention Center, Beach, and other 17th Street destinations can disrupt traffic in the study area
- Residents are not always informed of traffic impacts from events

Solution:

- Develop a process to notify residents of events that will impact SE 17th Street & ensure traffic management plans are created and implemented

**UPDATE**



Coordination occurs with City, Broward County, FDOT, Port and Convention Center on Major events.

City receives list of major cruise and event days and shares with neighborhoods to distribute.

# Priority #3 – Southern bypass road

## Network Connectivity & Access Management Solutions

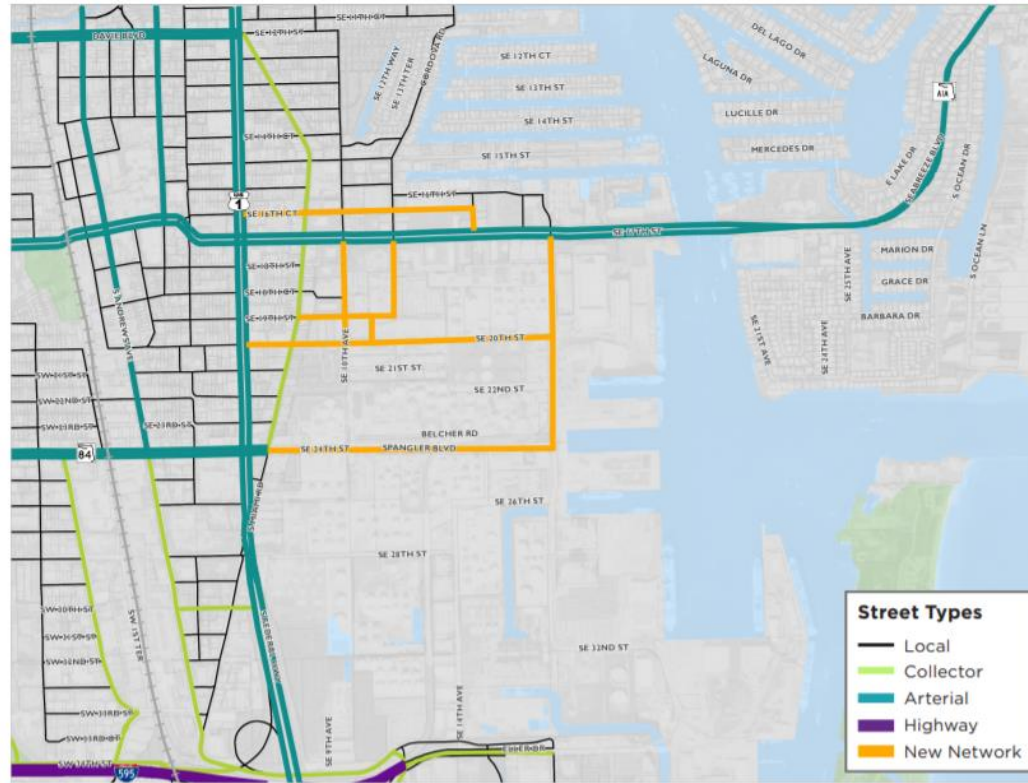
### Completing the Street Network

New network connections can help to improve mobility in the study area:

- An east-west connection on the north side of SE 17th Street can help move local traffic between designations without needing to access SE 17th Street.
- An east-west connection on the south side of SE 17th Street can help to provide easier access to Harbor Shops, alleviating an estimated and potentially to the Convention Center.

The intention of these improvements is to provide better access for local trips while being sensitive to the residential context of the surrounding area. Therefore, any new network connectivity will need to be accompanied by traffic calming solutions, to be determined in the design phase.

The exception to this is the proposed flyover on Spangler and Eisenhower Boulevards, which would route those making longer trips around SE 17th Street.



### UPDATE

Opportunities were explored

Was not strong support for this item with residents and property owners in the area

# Priority #4 – Shared use Path

## Walking & Bicycling Path Along SE 17th Street

Key issues noted by neighbors & study team:

- Bicycling in the street is not safe
- Bicyclists & pedestrians do not fit on the sidewalk
- The sidewalk is not wide enough for the volume of pedestrians

Solution:

- Work with businesses to gain approval to create separate walking and bicycling paths with landscaping in existing 20' buffer
- May be completed through the Wave Streetcar Extension Project or other new development and projects



## UPDATE

IDC currently does not allow this proposal and property owners are not in favor. Changes to the ordinance would need to occur to incentivize owners. DSD to explore possibilities.

TAM is also exploring the ability to accomplish the shared use path within the existing right of way

# Priority #5 - I595 On-ramp Widening

**UPDATE**



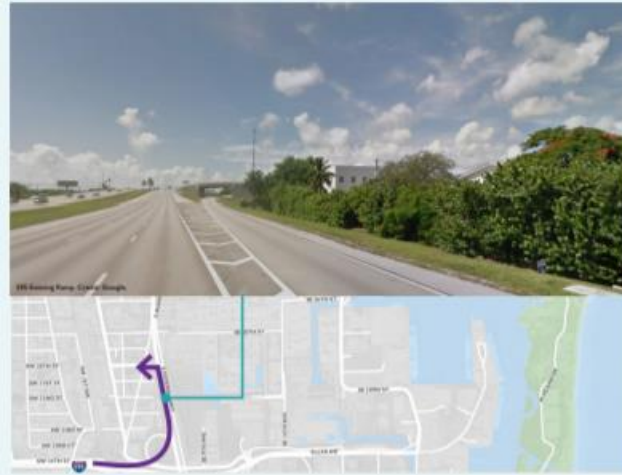
## 595 On-ramp Widening Study

Key issues noted by neighbors & study team:

- The exiting ramp to 595 only has one lane
- Traffic backs up on Federal Highway to SE 17th Street

Solution:

- Based on concerns raised in this study, FDOT initiated a study to assess the potential to widen the ramp to two lanes
- Initial findings show that widening is feasible and will help to address ramp-related congestion



Successful in advocating for this project

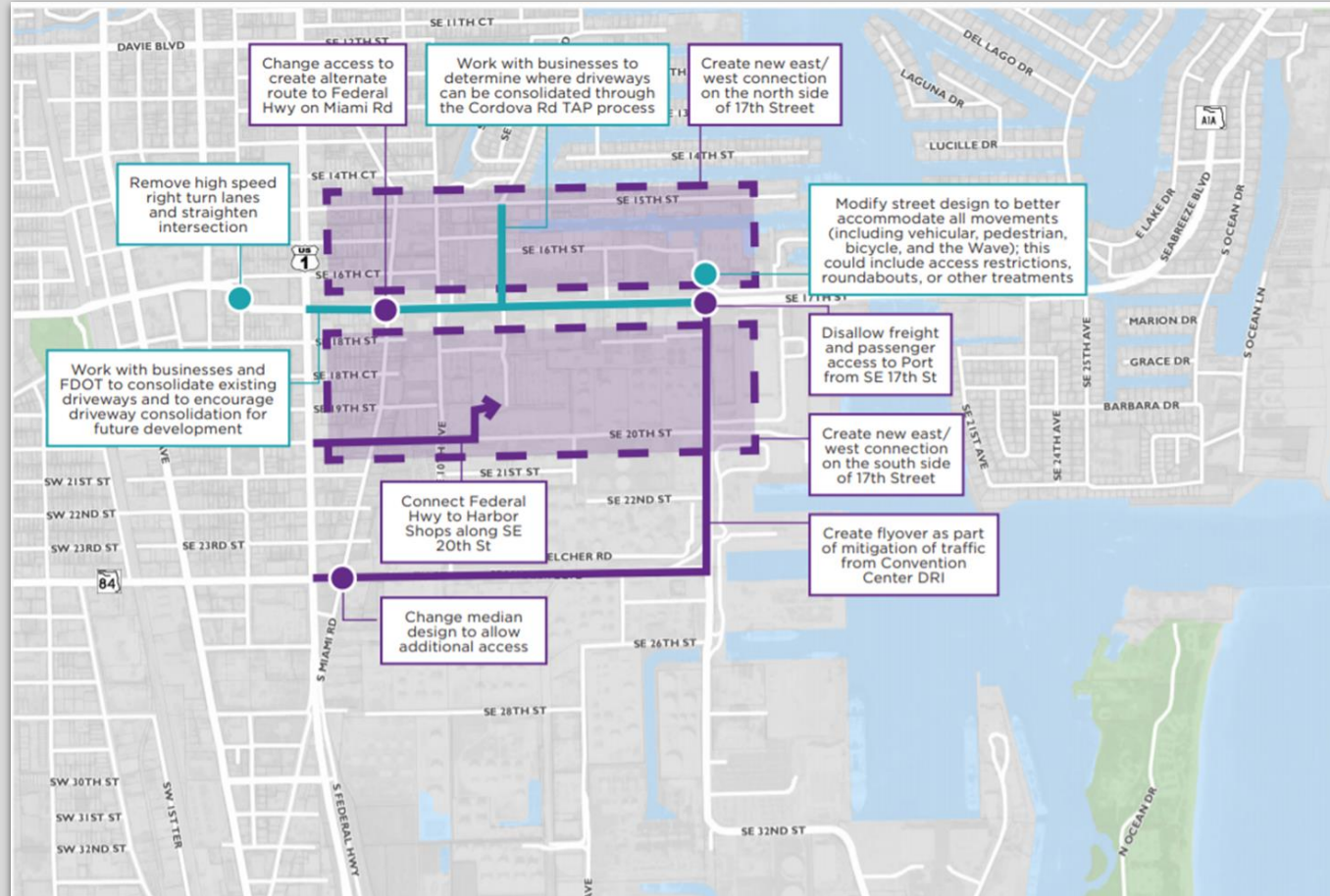
FDOT conducted concept development and is now in design

Right of way is necessary therefore is taking longer.

Construction FY24



# Priority #6 – Port/Convention Center Bypass Road



**UPDATE**

Broward County Project

Design began Summer 2020

Construction begins 2023

# Priority #7 – Form a Working Group

## Explore Developing a 17th Street Stakeholder Working Group

A working group focused on SE 17th Street could be formalized that includes agency employees and decision makers. The working group could be responsible for advocating for and moving forward the projects in the SE 17th Street Mobility Master Plan in conjunction with other projects or on their own. This working group could also ensure that recommendations not yet fully agreed upon by all parties are further discussed and finalized. This working group could use the list of projects found in Appendix A as their guide. Appendix A also identified agency leads; all of which should sit on the working group.



### **UPDATE**

Working Group Formed

First meeting held August 29, 2017

# Priority #8a – Wayfinding Signage

## Wayfinding Signage

Key issues noted by neighbors & study team:

- Current signage does not encourage drivers to take optimal routes to destinations

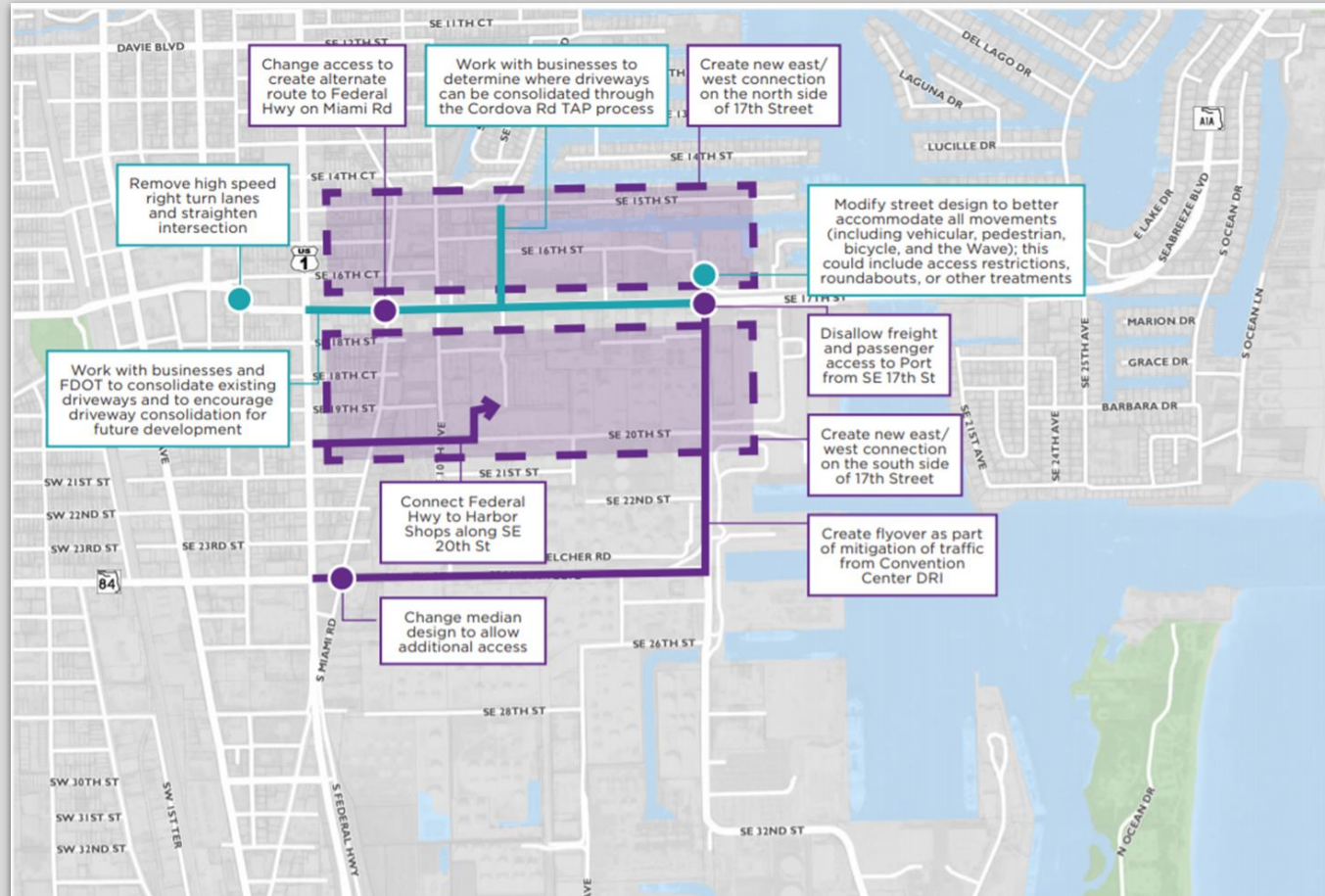
Solution:

- Better sign Andrews and 3rd as routes to Downtown and Las Olas
- Better sign SR 84 & Eller Drive as access to Port
- Better sign SE 10th Ave as access to Harbor Shops

### **UPDATE**

Wayfinding defunded by Commission due to budget restrictions

# Priority #8b – Eisenhower & Grande Dr



## UPDATE

Several concepts have been developed and reviewed

The project has been identified in the MPO's MTP as a needed project

Next step is to identify funding for the needed traffic study and design with coordination from FDOT

# Priority #9 - Development Review Changes

## Development Review Changes

Key issues noted by neighbors & study team:

- Development review (in some cases) did not address impact of new development
- Money may not be spent directly on or around 17th Street

Solution:

- Reduce the threshold for the requirement of traffic studies related to development projects.
- Identify policy changes needed to ensure that any fee collected from development related traffic studies are used in the influence area of the development

## UPDATE

Changes have not been made to the traffic study thresholds in the city Ordinances.

Transportation Concurrency is collected by the County and is not district specific. Advocacy was done during the County Comp Plan update to have them move to a Mobility Fee that is area specific but did not get implemented.

The City could create a new Mobility Fee however it has not been supported to add additional fees.

# Other Actions



## UPDATE



Traffic signal added at SE 15<sup>th</sup> Ave & SE 17<sup>th</sup> St

Origin & Destination Study was completed

FDOT reviewed the signal timing and made timing improvements

Broward County & FDOT implemented LPIs at Eisenhower, Cordova Rd, and SE 10<sup>th</sup> St

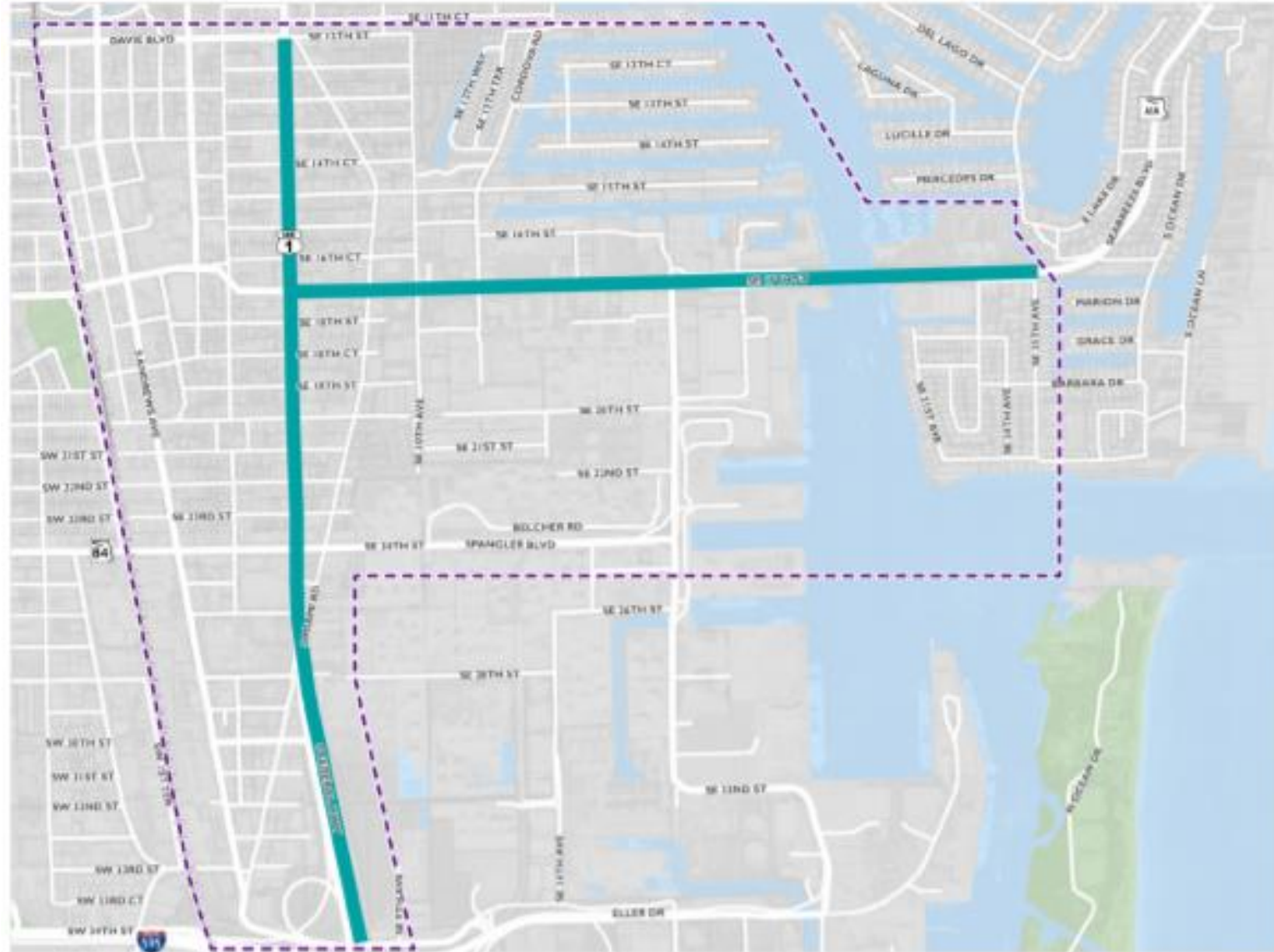
Worked with FDOT to install signs informing drivers of bridge opening times

Had discussions with the Hilton regarding Academy Buses

Revisit  
Strategies &  
Next Steps for  
Priorities



# SE 17<sup>th</sup> St Master Plan Area





# Category

## Pedestrian, Bicycle, Transit, & Complete Streets

These strategies aim to improve the walking, bicycling, and transit environment and create Complete Streets. They include network changes; upgrades to facilities; new mobility options; and improvements to safety and comfort.

## Network & Access Management

These strategies include changes to the street network and roadway. Network strategies aim to provide safe alternative routes to local destinations. Access management strategies look at improving safety and mobility through changes to driveways and turning movements.

## Vehicular Operations

These strategies aim to improve driving and traffic. They include modifying traffic signals to create more efficient movements and better facilitating movement in and out of the area.

## Wayfinding, Policy & Other Strategies

These strategies support the transportation improvements. Land use changes can encourage development that is better for walking, bicycling, and transit. Policy and Wayfinding help to change how people navigate the area.

Volume of comments within common categories related to goals and solutions.



# Project Goals

## Preserve & Enhance the Existing Neighborhood

Match improvements made in the area with the character of the surrounding neighborhoods and the vision of the city and the community. Existing neighborhood character should be preserved or enhanced by the solutions.

## Balance Mobility Needs

Create a transportation system that balances the needs of all users and activities found along the corridor. Improve multi-modal mobility & access to local destinations while continuing to accommodate through traffic.

## Improve Multimodal Safety & Comfort

Improvements should help to increase the level of safety for all users and all modes of travel.

## Develop District Identity

Develop a more coherent and cohesive identity for the area that will help to make it a recognizable place for residents and visitors and improve its status as a regional destination.

## Be Economically, Socially, & Environmentally Sustainable

Changes to the corridor should help to support the vitality and sustainability of the area for businesses, employees, and residents.

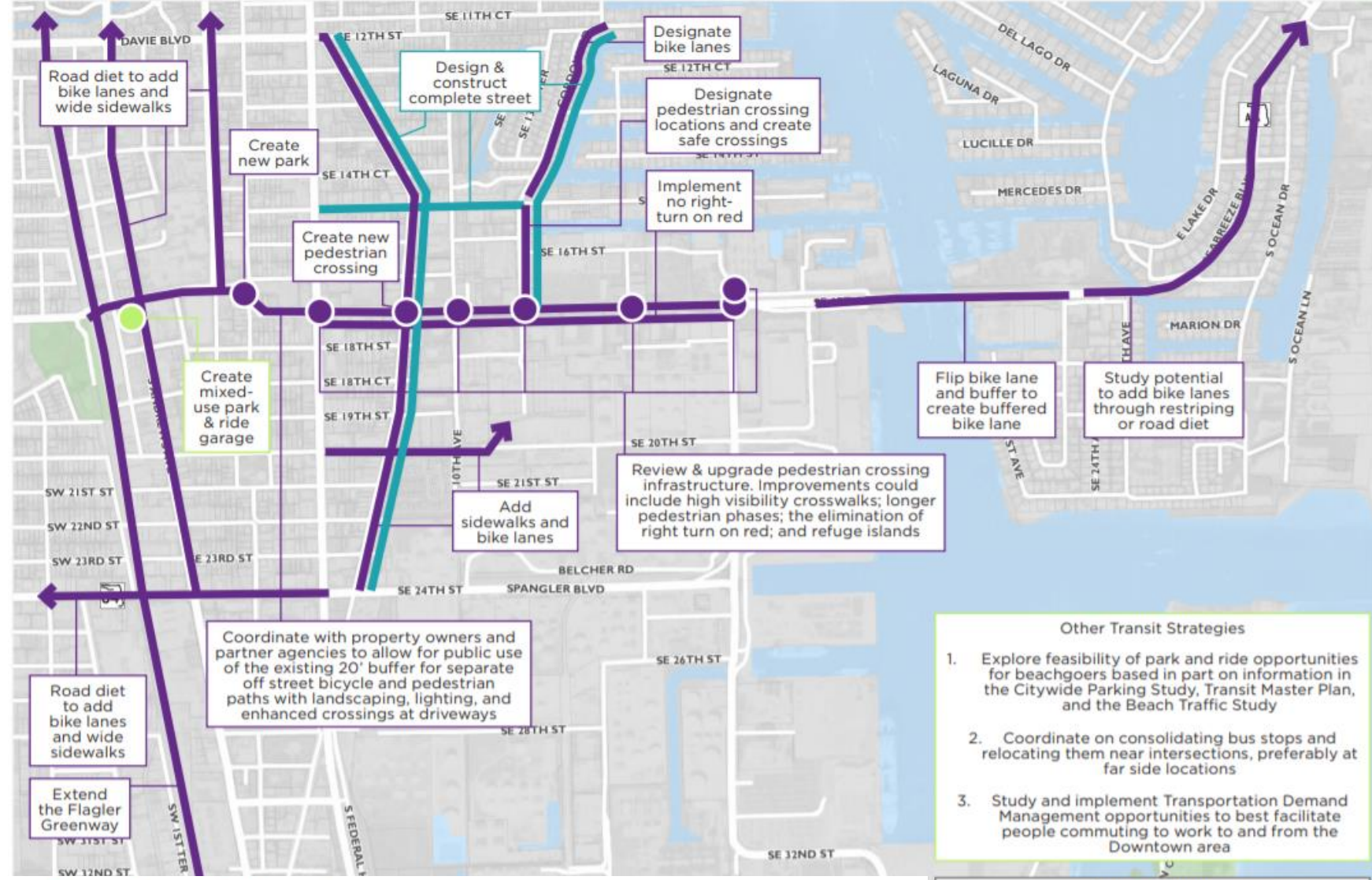
# Pedestrian, Bicycle, Transit, & Complete Streets Projects

## Complete Streets Improvements

**What Are Complete Streets?**  
 "A street where the entire right-of-way is planned, designed, and operated for all modes of transportation and all users regardless of age or ability."  
 -National Complete Streets Coalition

- Who are the Users?**
- Pedestrians
  - Bicyclists
  - Transit riders
  - Motorists
- Why Complete Streets?**
- They're safer
  - They're healthier
  - They accommodate everyone
  - They're equitable
  - They stimulate the economy
  - They're sustainable
  - They're adaptable
  - They operate better

**What do Complete Streets Look Like?**  
 Complete Streets can look very different, depending on the context. Below are a few examples from around Florida.



- Other Transit Strategies**
1. Explore feasibility of park and ride opportunities for beachgoers based in part on information in the Citywide Parking Study, Transit Master Plan, and the Beach Traffic Study
  2. Coordinate on consolidating bus stops and relocating them near intersections, preferably at far side locations
  3. Study and implement Transportation Demand Management opportunities to best facilitate people commuting to work to and from the Downtown area

Types of Issues Addressed:



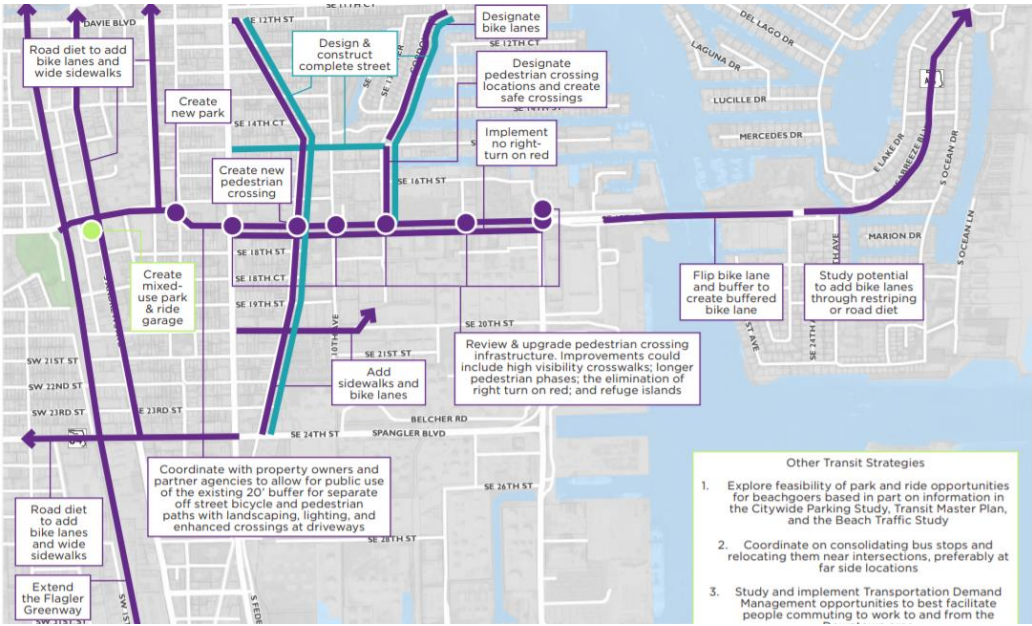
Note: The solutions presented here may require further analysis and coordination with the community, the Wave project and other projects to determine exact design and implementation.

# Pedestrian, Bicycle, Transit, & Complete Streets Projects

Ped/Bike	Miami Road	All		Add bike lanes and sidewalks
Ped/Bike	SE 17th Street	Bridge		Flip bike lane and buffer
Ped/Bike	Federal Highway	SE 17th Street		Improve Pedestrian Crossing
Ped/Bike	SE 3rd Ave	SE 17th Street	SE 6th Street	Add bike lanes and sidewalks.
Ped/Bike	Cordova Road	SE 20th Street	SE 9th Street	Add bike lanes
Ped/Bike	SE 17th Street	SE 4th Ave		Create Park
Ped/Bike	SE 20th Street	Federal Highway	Shopping Center	Add sidewalks and bike lanes
Ped/Bike	SE 12th Street	SE 10th Ave	Cordova Road	Create shared use path
Ped/Bike	SE 17th Street	FECLine	Bridge	Widen sidewalk or create off street path by using 20' easement
Ped/Bike	SE 17th Street	FECLine	Bridge	Add protected bike lanes and widen sidewalk or create shared-use path by using 20' easement
Ped/Bike	FECLine	All		Flagler Greenway Extension
Ped/Bike	SE 17th Street	East of 17th Street Causeway		Study potential to add bike lanes through restriping or road diet
Ped/Bike	Miami Road	SE 17th Street		Create new pedestrian crossing
Ped/Bike	SR 84	SE 4th Ave	Andrews / US 1	Road Diet
Ped/Bike	SE 17th Street	FECLine	Bridge	Add protected bike lanes & widen sidewalk or off street path by removing lanes or buying right of way
Ped/Bike	Grande Dr	All		Improve Pedestrian Crossings
Ped/Bike	SE 17th Street	Federal Highway	Eisenhower Blvd	Implement no right-turn on red
Ped/Bike	Andrews Avenue	Davie Blvd	SR 84	Add buffered Bike Lanes

Traffic Calming/ Complete Streets	SE 15th Street	Federal Highway	Cordova Road	Complete Streets Treatment
Traffic Calming/ Complete Streets	Miami Road	Davie Blvd	SE 17th Street	Complete Streets Treatment

Transit	N/A	I-95 / I-595 / US 1 Area	N/A	Move bus stop locations to create better access to Wave stops and other destinations
Transit	N/A	I-95 / I-595 / US 1 Area	SE Corner of 17th and Andrews	Create mixed-use park & ride garage on SE Corner of 17th and Andrews
Transit	N/A	I-95 / I-595 / US 1 Area	N/A	Study and implement TDM opportunities to best facilitate people commuting to work from the Downtown area



## Types of Issues Addressed:



# Network Connectivity & Access Management Solutions

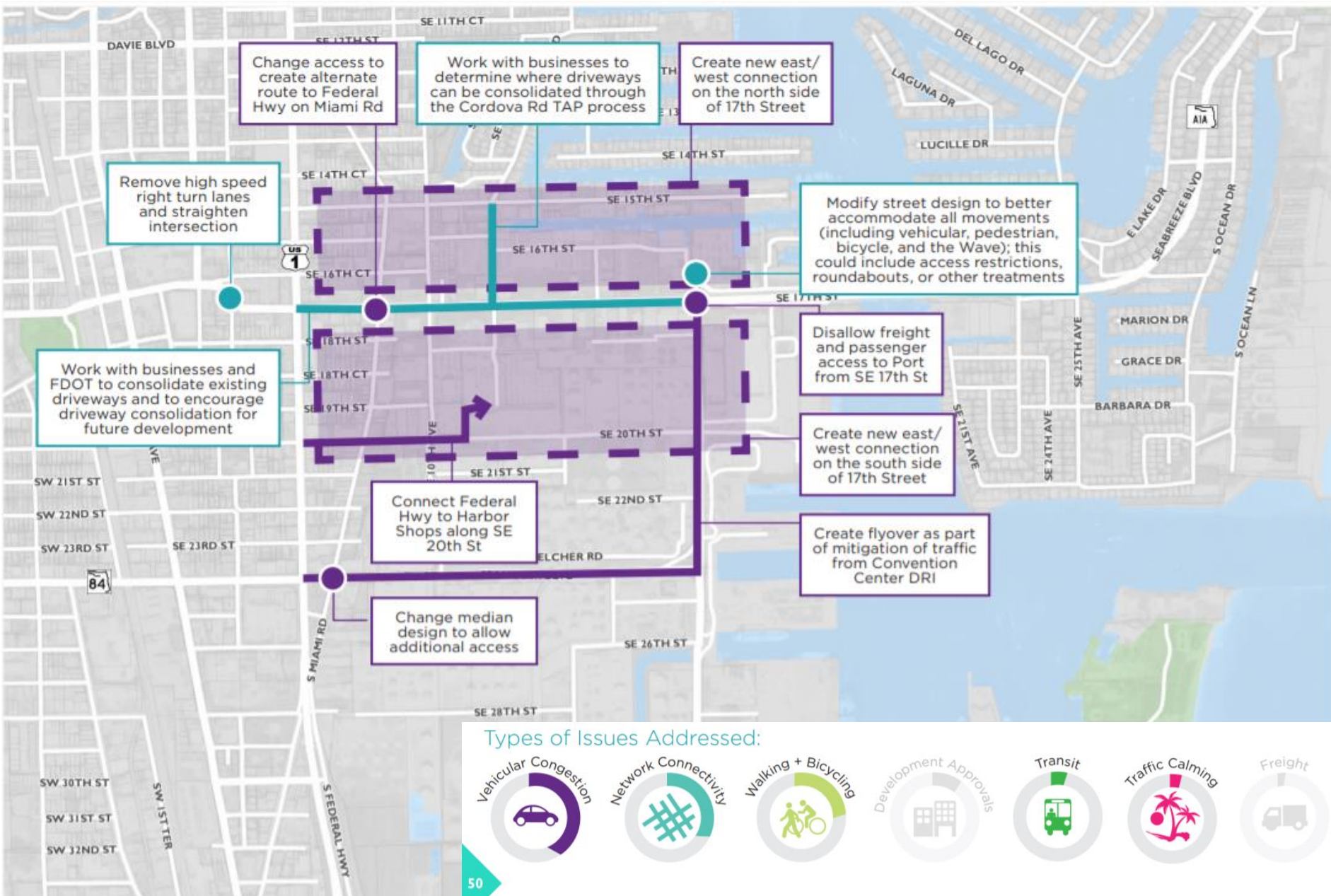
## Completing the Street Network

New network connections can help to improve mobility in the study area:

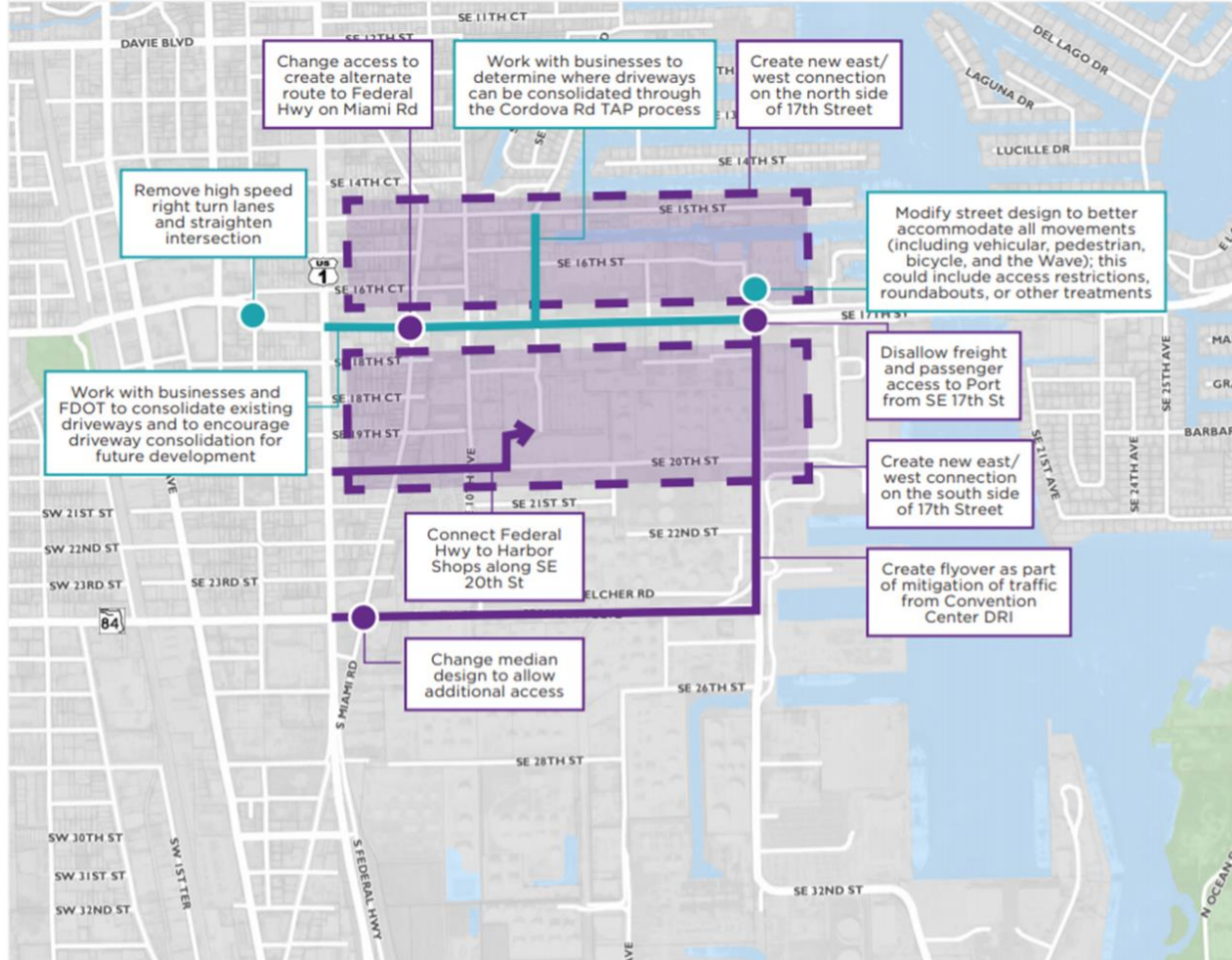
- An east-west connection on the north side of SE 17th Street can help move local traffic between designations without needing to access SE 17th Street.
- An east-west connection on the south side of SE 17th Street can help to provide easier access to Harbor Shops, alleviating an estimated and potentially to the Convention Center.

The intention of these improvements is to provide better access for local trips while being sensitive to the residential context of the surrounding area. Therefore, any new network connectivity will need to be accompanied by traffic calming solutions, to be determined in the design phase.

The exception to this is the proposed flyover on Spangler and Eisenhower Boulevards, which would route those making longer trips around SE 17th Street.



# Network Connectivity & Access Management Solutions



Connectivity	North of SE 17th Street	Federal Highway	Eisenhower Blvd	Create new east/west connection on the north side of 17th Street
Connectivity	SE 20th Street	Federal Highway	Harbor Shops	Create connection between Federal Highway and Shopping Center ; NOTE: this is temporarily open already
Connectivity	SE 12th Street	SE 10th Ave	Cordova Road	Connect the street
Connectivity	Miami Road	SE 24th Street		Change median design to allow additional access
Connectivity	Mariner Drive	Miami Rd	Se 10th Ave	Create new Connection
Connectivity	Mariner Drive	Miami Rd	Cordova Road	Create new Connection
Connectivity	Mariner Drive	Cordova Road	Eisenhower Blvd	Create new Connection
Connectivity	SE 20th Street	Federal Highway	Convention Center	Create connection between Federal Highway and Convention Center
Connectivity	SE 16th Court & SE 16th Street	Federal Highway	Eisenhower Blvd	Improve street to create alternate route to 17th Street for local trips - must have a local feel and traffic calming
Connectivity	SE 15th Street & SE 16th Street	Federal Highway	Eisenhower Blvd	Improve sidewalks & street signs to create alternate route to 17th Street
Connectivity	South of SE 17th Street	Federal Highway	Eisenhower Blvd	Create new east/west connection on the south side of 17th Street
Connectivity	Andrews Avenue	595		Create new 595 WB entrance ramp
Connectivity	Miami Road	SE 17th Street		Change access configuration to create parallel N/S roads to US-1 (currently all movements are not allowed) Create new signal; right-turn overlap for northbound Miami Rd
Connectivity	New Flyover	Airport	Port	Create flyover to allow direct access from airport to the port

# Vehicular Operations Solutions

## Signal Modifications

### Right Turn Overlaps

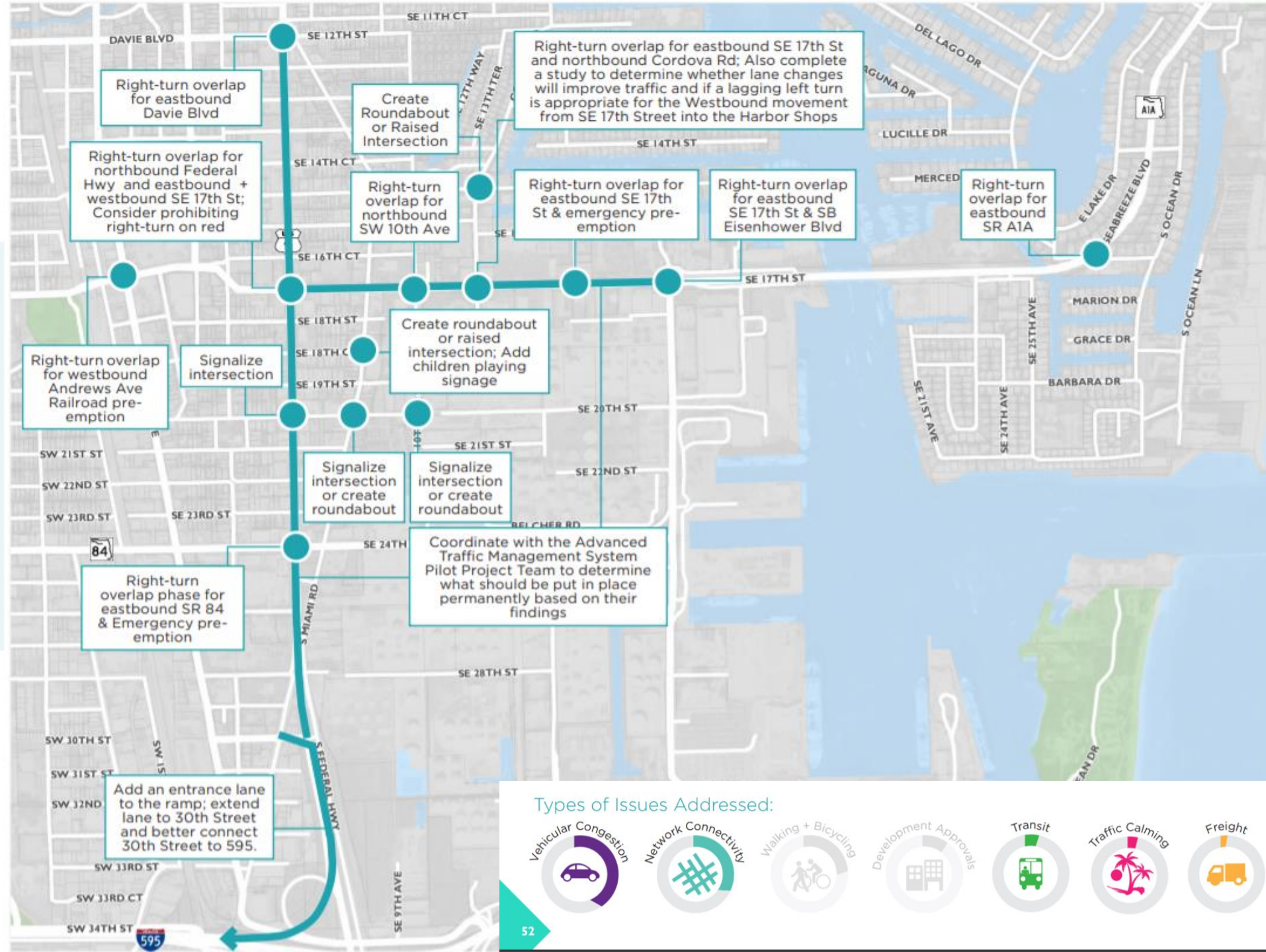
- Gives a green arrow to right-turning vehicles at the same time as the side street left-turning traffic
- Allows for more dedicated time for the right-turning traffic than if the overlap did not occur
- If implemented with no right-turn on red, can also be safer for pedestrians as they will have their own dedicated crossing time
- With the right-turn overlap, the traffic signal can detect the presence of a conflicting pedestrian movement and adjust based on that

### Emergency Pre-emption

- If the signal detects an emergency vehicle, it gives it the green light in the direction that the vehicle is traveling

### Railroad Pre-emption

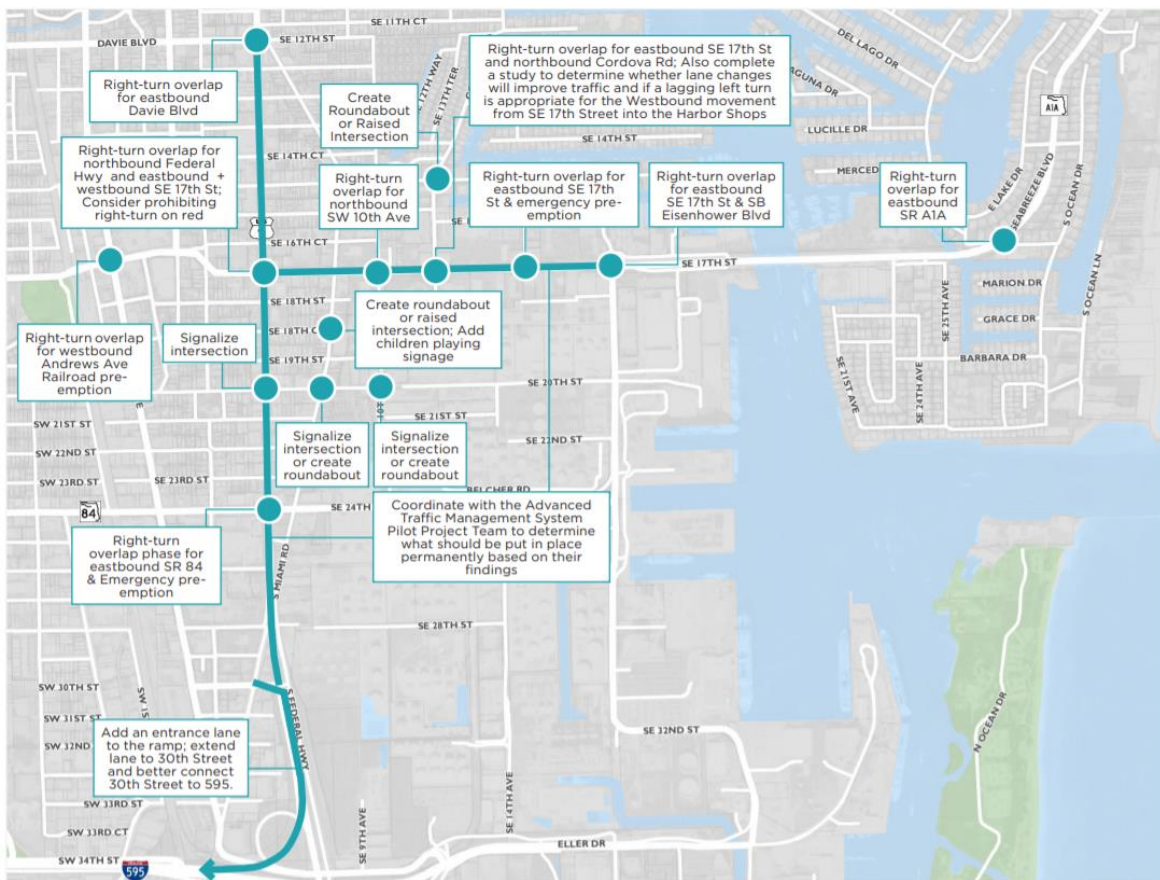
- Detects when the train is coming and modifies the signal to ensure the parallel street gets the green light while the train is crossing
- After the train passes, it can give more green time to the street crossing the tracks to alleviate any traffic queues



## Types of Issues Addressed:



# Vehicular Operations Solutions



## Types of Issues Addressed:



Vehicular	SE 17th Street	Federal Highway	Bridge	Prohibit Right Turn on Red
Vehicular	SE 18th Court	SE 10th Ave		Create roundabout or raised intersection; Add children playing signage
Vehicular	SW 12th Ave	SW 12th Way		Create Roundabout
Vehicular	SE 20th Street	SE 10th Ave		Signalize intersection or create roundabout
Vehicular	17th Street & US 1 Study Corridors			ATMS/ITS Strategies
Vehicular	Federal Highway	SE 20th Street		Signalize intersection
Vehicular	SE 17th Street	Andrews Avenue		Right-turn overlap for westbound approach.
Vehicular	SE 17th Street	Andrews Avenue		Andrews Ave Railroad pre-emption
Vehicular	SE 17th Street	Federal Highway		Right-turn overlap for northbound Federal Hwy and eastbound + westbound SE 17th St
Vehicular	SE 17th Street	SE 10th Ave		Right-turn overlap for northbound SW 10th Avenue
Vehicular	SE 17th Street	Cordova Rd		Right-turn overlap for eastbound SE 17th St and northbound Cordova Rd; Also complete a study to determine whether lane changes will improve traffic and if a lagging left turn is appropriate for the Westbound movement from SE 17th Street
Vehicular	SE 17th Street	SE 15th Ave		Right-turn overlap for eastbound SE 17th St & emergency pre-emption
Vehicular	SE 17th Street	Eisenhower Blvd		Right-turn overlap for eastbound SE 17th St & SB Eisenhower Blvd
Vehicular	AR A1A / Seabreeze Blvd	Mayan Dr		Right-turn overlap
Vehicular	SR 84/SE 24th Street	Federal Highway		Right-turn overlap phase for eastbound SR 84 & Emergency pre-emption
Vehicular	Davie Blvd	Federal Highway		Consider signal timing / phasing opportunities
Vehicular	SE 20th Street	Miami Rd		Signalize intersection or create roundabout

# Policy, Wayfinding, and Other Strategies

## Policy Solutions

- Require cross access and shared driveways to reduce the need to use SE 17th Street for short trips
- Require buildings to front the street
- Encourage shared parking to reduce surface parking
- Prohibit drive throughs
- Amend the Unified Land Development Code to preclude uses that would impact the use of the 20' interdistrict corridor towards bicycle and pedestrian shared use
- Require certificate of conveyance for drop off/deliveries to require set locations for pick-up and drop-off
- Create a public involvement campaign to create a vision for the area
- Create a public involvement campaign to inform residents of what is coming to the area in the future
- Develop a process to notify residents of events that will impact SE 17th Street & ensure traffic management plans are created and implemented

## Wayfinding Solutions

- Better sign Andrews and 3rd as routes to Downtown and Las Olas
- Better sign SR 84 & Eller Drive as access to Port
- Better sign SE 10th Ave as access to Harbor Shops

## Other Solutions

- Create a work zone management plan for the Wave construction
- Create a stakeholder working group to implement the recommendations from the SE 17th Street Action Plan
- Seek new staff resource to implement SE 17th Street Action Plan recommendations
- Continue improvement efforts in the area through upcoming initiatives including the Transit Oriented Development Planning Grant and Beach Traffic Study

## Types of Issues Addressed:





# Policy, Wayfinding, and Other Strategies

Policy		N/A			Require cross access and shared driveways
Policy		N/A			Require buildings to front the street
Policy		N/A			Prohibit Drive Throughs
Policy		N/A			Encourage shared parking
Policy		N/A			Require certificate of conveyance for drop off/deliveries to better guide where they happen.
Policy		N/A			Reduce the threshold for the requirement of traffic studies related to development projects.
Policy		N/A			Develop a policy to ensure that any fee collected from development related traffic studies are used in the influence area of the development
Policy		N/A			Modify policy allowing what the 20' pedestrian area can be used for; Require a Certificate of Convenience; No right on red
Policy		N/A			Create a public involvement campaign to 1) create a vision for the area and 2) make sure that residents know what is coming in the area that has been zoned as mixed-use in the future.
Policy		N/A			Develop a process to notify residents of events that will impact SE 17th Street & ensure traffic management plans are created and implemented

Wayfinding	SE 17th Street	Andrews Avenue	Beach	Better sign Andrews and 3rd as routes to Downtown and Las Olas
Wayfinding	595 & Federal Highway	I-595 Federal Highway Exit	Port	Better sign SR 84 & Eller Drive as access to Port

# Next Steps

- Review Strategies
- Complete Survey
  - top 10 priorities
- Next meeting
  - identify new set of priorities

