

City of Fort Lauderdale

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Meeting Minutes

Friday

November 2, 2018 2:30 PM

*City Commission Conference Room
100 North Andrews Avenue
Fort Lauderdale, Florida 33301*

Las Olas Boulevard Mobility

WORKSHOP

FORT LAUDERDALE CITY COMMISSION

DEAN J. TRANTALIS Mayor - Commissioner
BEN SORENSEN Vice Mayor - Commissioner - District IV
HEATHER MORAITIS Commissioner - District I
STEVEN GLASSMAN Commissioner - District II
ROBERT L. McKINZIE Commissioner - District III

LEE R. FELDMAN, City Manager
JOHN HERBST, City Auditor
JEFFREY A. MODARELLI, City Clerk
ALAIN BOILEAU, City Attorney

ATTENDANCE ROLL CALL

Present: 2 - Vice Mayor Ben Sorensen and Commissioner Steven Glassman

No public comments were submitted by email regarding this meeting.

Call to Order: Vice Mayor Sorensen called the meeting to order at 2:34 pm.

I. Introductions

Vice Mayor Sorensen requested participants provide introductions.

II. Mission Statement

Vice Mayor Sorensen reviewed the mission statement created at the previous Las Olas Mobility Workshop as read: “to connect residents and visitors of Fort Lauderdale through the enhancement of this iconic thoroughfare representing our history and future”. Participants discussed potential mission statement revisions. After further discussion, Commissioner Glassman read the final mission statement as: “connecting residents, businesses and visitors of Fort Lauderdale through the enhancement of this iconic boulevard representing our history and future”.

III. & IV. Scope and Consultant

Robert Modys, Mobility Planner II, presented to the working group.

A copy of Mr. Modys’ Presentation is attached to these minutes.

Vice Mayor Sorensen paused the presentation for comments and discussion regarding a *successful design team*. Participants commented on outreach and stakeholder input. Mr. Modys clarified the team design as presented was a guideline. Discussion ensued on consultant data collection and analysis. In response to utilizing university students to assist with data collection, Vice Mayor Sorensen noted the importance of this study.

Mr. Modys commented on staff’s role in data collection and why a consultant would be selected. Christine Fanchi, Engineering Design Manager, Transportation and Mobility Department (TAM), provided additional comments regarding data collection and timing. She noted the scope would be a factor in determining the cost.

Vice Mayor Sorensen noted that a map of streets to study and timeline for completion would be helpful. Staff concurred. Participants questioned timing involved with data collection. Discussion ensued on timing.

In response to questions regarding gathering input from event participants, Mr. Modys commented on the various means to reach all residents of Fort Lauderdale. He discussed concept designs and discussion ensued on areas to be included.

In response to Vice Mayor Sorensen’s request to identify next steps, Mr. Modys noted that staff

would take comments and develop a more formal scope broken down into tasks. Vice Mayor Sorensen requested the timeline. Ms. Fanchi provided a detailed timeline indicating that final Commission approval would be estimated for March 2019.

Vice Mayor Sorensen clarified stakeholder suggestions would go to staff. Staff would relay comments to the City Manager. Deadline for comments is November 9, 2018. Stakeholders requested a letter of intent to allow potential vendors to prepare prior to the RFP release.

IV. Organization/Group Presentation Schedule

On behalf of Bike Walk FTL, Shea Smith, Eric Barton and Rama Barwick presented the impact of bike and pedestrian safety on Las Olas.

A copy of the Bike Walk FTL Presentation is attached to these minutes.

Discussion continued regarding the width of bike lanes in relation to rights-of-way and how to enhance pedestrian safety. Participants noted alternative routes as a suggestion to enhance safety and walkability. Reducing the number of cars on Las Olas and impact was also discussed.

Comments were made and discussion ensued regarding consideration of stakeholder input/recommendations. Mr. Barton provided examples of bike lane widths.

Vice Mayor Sorensen requested that Jenni Morejon, Executive Director, Fort Lauderdale Downtown Development Authority, comment on the opportunity and benefit of the Urban Land Institute (ULI) being involved in the process. Vice Mayor Sorensen agreed that they could be utilized in parallel with the consultant.

V. Meeting #3: Friday December 7, 2018, 2:30-4:00pm

Commissioner Glassman asked who would be presenting at the December 7, 2018 meeting. Mary Fertig confirmed that she would like to present at the January Meeting. It was agreed to reach out to Beach Community Redevelopment Agency Staff to present at the December 7, 2018 Meeting.

Ms. Morejon agreed to provide more information at the next meeting regarding ULI's potential contribution.

VI. Adjournment

Commissioner Glassman adjourned the meeting at 4:09 p.m.

Las Olas Working Group
Presentation

Nov. 2, 2018



Bike Walk FTL



- ❖ **Our mission:** to redefine Fort Lauderdale as an active biking and walking city through advocacy and awareness.
- ❖ We are a 501(c)3 nonprofit founded in April 2017 and run by an all-volunteer board.
- ❖ Our goal is to work with governing bodies, residents, and the business community to improve bike and pedestrian access and increase bicycle and pedestrian awareness and education.
- ❖ We imagine a city with streets that encourage cyclists and pedestrians thereby increasing both quality of life for residents and stimulating the local economy.
- ❖ Together we can make Fort Lauderdale a safe, vibrant, and connected city for cyclists and pedestrians.

Biking and Pedestrian Safety in Fort Lauderdale



- ❖ A vast majority of residents want better bike and pedestrian access.
- ❖ 4 out of 5 people own a bicycle in Fort Lauderdale.
- ❖ 60 percent of residents believe the city's streets aren't safe for bikes and pedestrians.
- ❖ In the city's yearly survey, residents list bike and pedestrian access as their No. 1 priority. That's above even sea-level rise.

Improving Bike and Pedestrian Safety



- ❖ In Broward County, there's a bicycle or pedestrian fatality every other month.
- ❖ Florida is the nation's most dangerous state for traveling by bike.
- ❖ Every year since 2001, Florida ranks in the top 3 states for bicycle and pedestrian fatalities.
- ❖ Florida had more than 6 deaths per million residents – far more bicycle deaths than any other state.
- ❖ Florida dominates the list of cities considered unfriendly to cyclists.
- ❖ 122 Floridians die on bikes each year.
- ❖ This is the country's 11th-most dangerous place to be a pedestrian

Source: [Miami Herald](#)



Benefits of Improving Bike and Pedestrian Access



Benefits of Improving Bike and Pedestrian Access



- ❖ Improving bike and pedestrian access will decrease crashes

Source: [US National Library of Medicine National Institutes of Health study](#)

- ❖ Even simple improvements to intersections can increase pedestrian safety

Source: [National Study on Improving Pedestrian Safety](#)

- ❖ Enhancing bike and pedestrian access makes it safer for kids to get to school

Source: [UC Berkley study](#)

- ❖ Small improvements like better lighting and well marked crosswalks can make dramatic improvements in pedestrian safety.

Source: [US Department of Transportation](#)

- ❖ In the main entertainment district of Las Olas, 2 pedestrians died in 2010 from speeding vehicles. Since the speed limit was dropped and lanes cut to two, there have been no deaths.

Beyond Just Safety – Why Bike and Pedestrian Access Improves a City



Beyond Just Safety— Why Bike and Pedestrian Access Improves a City



- ❖ Access to bike lanes improves property values, by 40% in North Carolina, 11% in Indianapolis
Source: [Bike Lanes & Property Values: Is There A Correlation?](#)
- ❖ Adding protected bike lanes increases cycling, reducing traffic
Source: [Portland State University study](#)
- ❖ Adding bike and pedestrian access will lead to a happier city
Source: [Multiple studies](#)
- ❖ Cycling projects create 11.4 local jobs for each \$1m spent, more than any other infrastructure spending. Roads produce 7 jobs per \$ 1m spent.
Source: [Fast Company: Want Jobs? Build Bike Lanes](#)
- ❖ Companies like Amazon list walking and biking as major requirements in potential relocation cities.
Source: [New York Times: Following the \(Bike\) Trail to Amazon's Second Headquarters](#)

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A New Las Olas Corridor



A New Las Olas Corridor



- ❖ Simple, clean protected bike lanes
- ❖ Traffic diverted from the isles through two parallel one-way streets
- ❖ Alternate bike route through the main entertainment district
- ❖ Permanent pedestrian-only sections
- ❖ Pedestrian-only sections activated on nights and weekends



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Las Olas Mobility Workshop

November 2, 2018 | 2:30 PM to 4:00 PM

8th Floor Conference Room | 100 North Andrews Avenue



Agenda

1. Successful Design Team
2. Data Collection and Analysis
3. Public Engagement and Meetings
4. Conceptual Design
5. Open Discussion

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Successful Design Team



- A successful team will offer the following disciplines, specialties, and services...
 - Architectural rendering
 - Bridge rehabilitation, construction, and replacement
 - Climate resilience
 - Conceptual design services
 - Data collection and analysis
 - Economic impact analysis and funding strategies
 - Lighting design
 - Multimodal traffic analysis
 - Professional topographical survey, subsurface utility mapping, and geotechnical survey
 - Significant public outreach and stakeholder engagement
 - Urban design or landscape architecture
 - Urban planning
 - Utility design

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- 2. Data Collection and Analysis**
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Data Collection and Analysis

Existing Data Collection

- ADA compliance;
- Bike facilities;
- Bridges;
- Lighting;
- Medians;
- Parking
- Peak season vehicular, pedestrian, and bicyclists counts as specifically outlined by this scope of services;
- Pedestrian facilities;
- Right-of-way constraints and “pinch points”;
- Review of existing plans;
- Stormwater capacity and general performance;
- Street furniture;
- Topographic survey with existing right-of-way and;
- Trees and landscaping

Data Collection and Analysis

Multimodal Traffic Analysis

- 2019 and 2040 scenarios to include potential redevelopment and city-approved methodology for traffic and multi-modal growth within the study area;
- Bicycle counts;
- Crashes by mode;
- Pedestrian counts and;
- Vehicular counts

Data Collection and Analysis

Economic Impact Analysis

- Business and residential property values;
- Impact of physical roadway reconstruction;
- Potential funding mechanisms, including but not limited to city funds, grants, special taxing districts, and public private partnerships and;
- Projected impact of full reconstruction on business and residential property values

Data Collection and Analysis

Climate Resiliency Analysis

- Implementation best practices;
- Projected sea level rise and;
- Sustainable stormwater solutions;
- Tropical weather resiliency

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Public Engagement and Meetings



Public Engagement Plan

- Project branding
- Creative public engagement strategies to reach those typically overlooked by traditional public outreach strategies;
- Online engagement (surveys, mapping exercises, etc.) and;
- Public workshops

Public Engagement and Meetings



Ongoing Stakeholder Engagement

- Las Olas Mobility Working Group;
- Officially Recognized Neighborhood and Civic Associations;
- Downtown Development Authority (DDA) Board;
- Beach Improvement District (BID) Board;
- City Departments;
- Community presentations;
- Public Meetings and Workshops and;
- Stakeholder Group

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Conceptual Design



Conceptual Alternatives

- Up to two (2) conceptual alternatives per character area informed by data collection and the public engagement processes

Conceptual Design



Preferred Alternatives

- 30% design for the preferred alternative for each character area;
- Architectural renderings for each preferred alternative as identified in the conceptual alternative process and;
- Identification of elements including but not limited to: Street furniture; crosswalk locations and treatments; tree canopy and species; related amenities (softscape, pocket parks, mini-plazas, iconic elements, etc.)

Conceptual Design



Implementation Guidance

- Phasing and prioritization based on planning level cost estimates and stakeholder/public engagement;
- Construction phasing identified through the preferred alternatives selection process and;
- Potential funding sources and methods

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Las Olas Mobility Workshop

Open Discussion

