



## Downtown Mobility Streetscape Project

### Meeting Notes

<b>Meeting:</b>	15% Design Workshop Meeting
<b>Date and Time:</b>	1:00 pm, Wednesday May 9, 2018
<b>Location:</b>	City Commission Chambers, 100 North Andrews Avenue, Fort Lauderdale

Attendees	Organization	Breakout Group
Diana Alarcon	City of Fort Lauderdale	n/a
Alan Budde	City of Fort Lauderdale	East
Charlene Burke	Broward MPO	West
Eric Claussen	Brightline	West
Alan Cohen	Broward County	East
Tara Crawford	Broward County Transit	West
James Cromar	Broward MPO	West
Marie Lievano Cruz	Brightline	East
Christine Fanchi	City of Fort Lauderdale	East
Jonathan Ford	Florida Department of Transportation	East
Matt Gibson	Kimley-Horn	West
Jim Hetzel	City of Fort Lauderdale	East
Ben Johnson	Kimley-Horn	East
Matthew Kudrna	City of Fort Lauderdale	West
Greg Kyle	Kimley-Horn	East
Darci Mayer	South Florida Regional Transportation Authority	West
Kimberlee Misk	Kimley-Horn	East
Robert Modys	City of Fort Lauderdale	East
Jenni Morejon	Downtown Development Authority	West
Kurt Petgrave	Broward County	East
Catherine Prince	City of Fort Lauderdale	East
David Rivera	TECO	n/a
Stewart Robertson	Kimley-Horn	West
Alex Saiz	City of Fort Lauderdale	n/a
Enrique Sanchez	City of Fort Lauderdale	East
Josette Severyn	City of Fort Lauderdale	West
Elizabeth Van Zandt	Downtown Development Authority	East
Mark Williams	City of Fort Lauderdale	West
Kimberly Wong	Sun Trolley	East

- Attachments:** No. 1 – Sign-In Sheet  
No. 2 – Concept Plan, Typical Sections, Image Boards

The meeting was arranged in the commission chambers with image boards displayed depicting proposed typical roadway sections and the existing project area, and a powerpoint presentation on the TV screens. Two tables were set up, one on each side of the chambers, with a conceptual plan of the





area for breakout group discussions. The project was introduced by the City of Fort Lauderdale project manager, Matthew Kudrna, and the presentation led by the Kimley-Horn design team. The following notes reflect the discussion, ideas and concerns shared by those in attendance.

### **1. Presentation / Project Introduction**

- a. The project is funded by the Broward Metropolitan Planning Organization (MPO), through their Federal Transit Administration (FTA) Grant, which requires design and construction to be completed by December 31, 2019.
- b. The workshop was an interactive work session to collect stakeholder input as design begins for the streetscape improvements through the project area. 15% Conceptual Design was used as basis for discussion, which was largely based on the Downtown Development Guidelines and initial City direction.
- c. Project Vision – to prioritize and improve the pedestrian experience within the limits of the downtown mobility hub (area bound by Broward Boulevard, Andrews Avenue, NW 4<sup>th</sup> Street, and the Florida East Coast Railroad) through the use of streetscape elements such as wider sidewalks, bicycle lanes, decorative paving, lighting, raised and flush planters, landscape areas, site furnishings, and on-street parking.
- d. Reviewed photographs and aerial images of the existing conditions in the project area.

### **2. Project Considerations, Assumptions and Limitations**

- a. Project scope is limited to work within the public right-of-way and City real property. No work is anticipated within Broward Boulevard right-of-way.
- b. The existing curb line on the west side of Andrews Avenue will remain.
- c. The project will not include a future pedestrian overpass over the FEC railroad, as has been depicted in multiple locations during conceptual planning efforts between the City, County and FEC.
- d. Underground conversion of overhead utility lines cannot be completed with the project's grant funding.

### **3. Breakout Groups**

- a. Participants formed two groups on either side of the commission chambers (East and West, as noted above) to review and discuss the conceptual designs. Both groups reviewed the same plans. The below ideas, suggestions, and concerns were discussed:
- b. **East Group**
  - i. NW 4<sup>th</sup> Street
    1. Provide vertical separation / delineation between vehicular and bicycle lanes
  - ii. Flagler Greenway
    1. Provide vertically separated bike trail with lighting and bollards
    2. Trees lined on both sides
    3. Suggest closing Flagler Greenway to vehicles or authorized vehicles only
  - iii. NW 1<sup>st</sup> Ave/Brickell
    1. Do we need medians? Prioritize 20' Sidewalks
    2. Consider BCT/Trolley Bays for potential pedestrian areas / wider sidewalks





3. Provide raised intersections at NW 1<sup>st</sup> Street, NW 2<sup>nd</sup> St, NW 4<sup>th</sup> Street
- iv. NW 2<sup>nd</sup> St
  1. Consider pedestrian priority / “curbless” street west of BCT driveway/bollards
- v. NW 1<sup>st</sup> St
  1. Bio-Swales/Rain Gardens
- vi. Public Art
  1. Can we provide space for future art?
  2. Use decorative sidewalks
  3. With potential loss to graffiti / mural artwork as development occurs, consider incorporating “blank canvases” for new artwork into improvements (“blank benches” for example)
- vii. Lighting
  1. Recommend to not use up-lighting for maintenance concerns
  2. Keep downtown pedestrian light fixture (saucer lighting)
- viii. Typical Sections
  1. Consider more shared streets / “curbless” streets
  2. Wider sidewalks instead of medians
- ix. Pedestrians
  1. Consider RRFB crossings – potentially NW 1<sup>st</sup> Ave and NW 1<sup>st</sup> Street, one is currently being installed across Andrews Ave at NW 1<sup>st</sup> Street
  2. City is utilizing stenciled wayfinding around Brightline station – potentially incorporate into the project area
  3. Artful crosswalks are desired
- x. Trees
  1. Use paver trays to keep consistent surface with adjacent sidewalk material
  2. Create cutout areas for multiple trees and green space
- xi. Amenities
  1. Water Bottle Stations
  2. Decorative Bollards
  3. String lights in pedestrian streets
  4. Leave opportunity for future art on street furniture
  5. Skate park/railings? (Wavy design)
  6. Solar Trash Compactors on event streets
- xii. Activation of closed streets
  1. Dancing
  2. Festivals
  3. Farmer’s Market
- c. **West Group**
  - i. Consider private development requirements for space usage (private sidewalk, etc.)
    1. Show sidewalk to be constructed by future development in typical sections
    2. Undergrounding of utilities
  - ii. Beware of the overhead lines when designing and selecting tree species, and future conflicts associated with mature tree size and lighting.





- iii. Try to discourage homeless laying down in areas / on furniture – consider standing shade areas, leaning bars
- iv. Bicycle lanes:
  1. Suggest using 10' lanes on NW 4<sup>th</sup> St and use extra space to provide cycle track
  2. Provide raised / vertically separated bicycle lanes where possible
  3. Provide bicycle lanes along Brickell between Broward Blvd and NW 2<sup>nd</sup> Street to provide for southern connection.
- v. BCT requires 11' minimum lane width for streets utilized by buses (NW 4<sup>th</sup> Street, NW 2<sup>nd</sup> Street, NW 1<sup>st</sup> Ave).
- vi. Provide pedestrian priority / “curbless” street all along NW 1<sup>st</sup> Ave – decorative pavement
- vii. Provide Bike Rental Station/Bike Corrals
- viii. Utilize distinct landscape/plant material and or furniture to define and distinguish the area
- ix. Is there any special maintenance money that can be programmed to help distinguish area / provide more cleanup / ambassador type services?
- x. City’s wayfinding integration – consider special street signs like Flagler Village
- xi. Consider diagonal crosswalks at NW 1<sup>st</sup> Ave and NW 1<sup>st</sup> Street
- xii. Agreement on realignment of NW 1<sup>st</sup> Avenue to provide nice vistas
- xiii. Consider future extension of Flagler Greenway through existing BCT Terminal – existing easement on west side of property. DDA coordinating with BCT, would not be constructed by this project but possible consideration for connection.
- xiv. Reconstruction / reconfiguration of BCT Terminal – currently no plan on which all parties agree, but options include shifting the terminal north to the property north of NW 2<sup>nd</sup> Street and the City owned parcel east of NW 1<sup>st</sup> Ave.
  1. During reconstruction, BCT will need temporary bus bays, potentially on NW 1<sup>st</sup> Ave.
  2. Will likely have other office space available and ground uses/commercial – it will not be just a government campus, there will be other uses
- xv. Grant has a 20-year useful life requirement related to items and improvements installed with grant money – keep in mind.

#### 4. Workshop wrap up

- a. Participants reconvened to review the ideas from each breakout group (summarized above). Additional concerns, considerations and recommendations discussed included:
  - i. Median on NW 1<sup>st</sup> Ave
    1. Not providing a median would allow for wider sidewalks and bicycle lanes
    2. Providing a median would create green space and a pedestrian refuge area when crossing the street
  - ii. Curbless streets
    1. Presents more opportunities for closing streets, even if temporarily, and creates more pedestrian space
    2. More comfortable environment for pedestrians, and a growing trend in southeast Florida (from WPB to Miami, more curbless streets are being developed)
    3. Provide delineation of vehicular space with raised planters and / or 8’x8’ tree trays every 15’ along the roadway.
    4. Consider potential to close Flagler Greenway and portion of NW 2<sup>nd</sup> Street permanently





- iii. Use caution with implementation of curbless streets and completely pedestrian focused design in this area – approximately 40-50 BCT buses moving through the area per hour.

**These notes will be considered an accurate record of the meeting unless the consultant is notified otherwise in writing within five business days following the distribution date.**

Minutes Prepared By: \_\_\_\_\_  
Matthew Gibson, PE

**Distribution Date: May 18, 2018**

**Re-Distribution Date:**

