



## Downtown Mobility Streetscape Project

### Meeting Notes

<b>Meeting:</b>	30% Design Workshop Meeting
<b>Date and Time:</b>	1:00 pm, Wednesday June 12, 2018
<b>Location:</b>	City Commission Chambers, 100 North Andrews Avenue, Fort Lauderdale

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

- 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. A brief review of the 15% Stakeholder’s meeting public outreach efforts, and design





development presentations was presented to the team. The team then presented the new concept plan, typical sections, and image boards. The following notes reflect the discussion, ideas, and concerns shared by those in attendance.

## 1. General Notes

- a. Mr. Kudrna explained the City's recent public outreach to adjacent neighborhoods and civic groups. There were many overlapping comments from that public outreach with the 15% stakeholders workshop meeting. Public comments were addressed and incorporated into the design concepts for the 30% workshop meeting.
- b. BCT asked if existing street light poles would be kept or replaced. BCT requested to match them to the LED's on N Andrews Ave, including the color of lighting.
- c. Increased lighting will improve safety.
- d. The Mocking Bird trail runs near the site. Meet with designers/planners for possible wayfinding coordination.
- e. BCT commented that of the on-street parking. 7' width seems tight. What would happen when parked car opens to the 10' travel lane? Parking will be per city standards
- f. It was asked if on-street parking would be metered, have a paving pattern, and/or be utilized as flex space. The answer to all these was yes.
- g. Ms. Van Zandt (DDA) raised concern about the current homeless population. How will the project address this? Ms. Van Zandt spoke about the DDA ambassador program. Ambassadors are deployed to help around BCT and Brightline. Increased lighting, development, and other improvements will also help decrease homeless presence.
- h. It was noted by city maintenance staff that tree grates are bad for maintenance, and suggested to use the standard 8'x8' tree pits, and to incorporate furniture.
- i. Brightline and other developments may affect tree species selections.
- j. BCT stated that their largest bus is 60' long.
- k. Brightline owns the empty parcels along Flagler Avenue. They suggested that NW 2<sup>nd</sup> St and Flagler could become a great "L" shaped festival street. They also suggested NW 2<sup>nd</sup> St to become one lane, one-way eastbound, west of 1<sup>st</sup> Ave.
- l. BCT meeting by the end of this week or the beginning of next to discuss transit lanes and determine appropriate lane widths
- m. When choosing tree species they would like for us to consider the following:
  - Use silva cells and root wells.
  - Avoid flowering and fruit trees.
  - Determine trees based on available space and constraints (such as overhead utilities).

## 2. NW 4<sup>TH</sup> STREET

- a. Bus lane on NW 4<sup>th</sup> ST is currently 10'. BCT requested a 11' travel lane because bus width, including mirrors is 10.5'. The City offered that the gutter on travel lane, measuring 1.5', provides for the total width of bus, including mirrors. Lane widths for buses will be coordinated with BCT at follow up meeting.
- b. Confirm ROW width variations along the street.
- c. Brightline suggested there may be an additional 5' dedicated right-of-way on NW 4<sup>th</sup> St. since they had to dedicate 5' in their property.





### **3. NW 2<sup>ND</sup> STREET**

- a. Brightline discussed concerns about access to their property once development begins. They requested to maintain existing access points to their property. They would like a meeting to discuss their property and these future access points. Discussed potential for main lot entry from Brickell Ave, back of house service from Flagler, and potential for making west end of NW 2<sup>nd</sup> Street one lane.
- b. Areas of planting for proposed trees on NW 2<sup>nd</sup> St. looks too narrow. We should think about what will look good in the future. Some proposed options included raised bench tree planter and FPL's right tree, right place standard.
- c. Brightline requested to consider having either divided bike lanes or cycle tracks along NW 2<sup>nd</sup> St.
- d. Discussion of various configurations of closing and/or making one-way travel on Flagler Avenue and NW 2<sup>nd</sup> Street resulted in general acceptance of making NW 2<sup>nd</sup> Street one-lane, one-way east bound, and leaving Flagler Avenue as one-way south bound.

### **4. NW 1<sup>ST</sup> STREET**

- a. Potential access to future joint City-County parking garage from 1<sup>st</sup> street was mentioned.

### **5. NW 1<sup>ST</sup> AVENUE/BRICKELL AVENUE**

- a. Ms. Van Zandt pointed out that we should ration parking. Upcoming plans for a joint City-County government center include a large parking garage on site.
- b. Road re-alignment created additional greenspace in the right-of-way. Concerns raised about balance between providing furniture for transit users versus attracting homeless population.
- c. There were concerns of adjacent tree droppings on bike lanes.
- d. Questions on incorporating shade structures over intersections were discussed, but no shade structures over roadways will be included with this project.
- e. BCT is okay with constructing raised intersections.
- f. The Tri-Rail shuttle and Sun Trolley share the same loading zone on Brickell Avenue, and requested benches and furniture.

### **6. N ANDREWS AVE**

- a. BCT concerned with the 10' width of bus lanes on N Andrews Avenue shown in typical sections. The team clarified that no curb modifications are proposed on Andrews Avenue, and the 10' lane widths are existing conditions.

### **7. NEXT STEPS**

- a. Conduct follow up design coordination meetings with BCT and Brightline.
- b. Next stakeholder review will be scheduled for the end of August, as a typical plans review format with 60% Design Plans.





- c. Send Ms. Crawford (BCT) the comments and notes from the 15% stakeholder workshop at [tacrawford@broward.org](mailto:tacrawford@broward.org)
- d. Conduct design coordination meeting between the City of Ft Lauderdale, BCT, Brightline, and Kimley-Horn to discuss transit routes and lane widths.

**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:**

