

Background Information

Kimley-Horn under contract with the City and Broward County completed a Lane Reduction Feasibility Study on the portion of State Road A1A from Oakland Park Boulevard to Flamingo Avenue, the northern City limit. The study concluded that the corridor could accommodate expected traffic volumes and maintain levels of service with a reduction to four lanes. The study executive summary is attached as Exhibit 2. The report was provided to the Florida Department of Transportation (FDOT) who has jurisdiction of the right-of-way, as well as the Metropolitan Planning Organization (MPO) to consider the reduction.

Following the Kimley-Horn Study, Glatting Jackson Kercher Anglin, Inc. was hired to prepare conceptual design options that illustrate potential streetscape improvements including roadway design, pedestrian and bicycle treatment scenarios and landscaping. The options include four scenarios ranging from restriping the existing roadway and incorporating on-street parking, and bicycle lanes to relocating existing curbs, accommodating on-street parking, street trees, and expanded shared sidewalks with a bicycle zone.

Design scenarios were presented to the public at a meeting that took place on May 7, 2009 at the Beach Community Center. In addition the study background and options were also included on the City's website to provide the public with an opportunity to comment. Out of 47 comments submitted, 33 were in support of option 4, which portrayed an expanded 24-foot wide sidewalk on the east side of A1A with a 10-foot pedestrian merchant zone and a 14-foot pedestrian area with a 10-foot bicycle zone, including on-street parking, street trees, landscaping in the median islands and a double row of trees defining the pedestrian area. The estimated cost of the preferred option 4 is \$8.7 million. Options presented at the public meeting are attached as Exhibit 3. Subsequently, following the public input the consultant modified option 4 further to reflect the additional comments, see presentation attached as Exhibit 4 (includes all options and cost estimates).

FDOT expressed that the agency is in general support of the lane reduction and is willing to work cooperatively with the City to coordinate potential design and construction with a currently scheduled resurfacing project on this segment of A1A. However, to accomplish these goals, FDOT has indicated that the agency would need a funding commitment and an approved scope by the end of December (receipt of funds by May 2011) in order to supplement their resurfacing project, which is already scheduled for this area, to reduce the lanes and construct the improvements the City desires.

Staff recommends that the Commission:

Approve in principle public-endorsed option 4 and authorize staff to forward it (with revisions described above) to the MPO for inclusion in the list of projects, which are considered each year for funding.

That, as an interim measure, the City Commission endorse the removal of the two travel lanes and the creation of bicycle lanes and on street parking spaces on this length of State Road A1A, as part of FDOT's resurfacing project, identified as Option 1 of Exhibit 4.

Direct staff to identify some minimum improvements that could supplement the FDOT resurfacing project, identified as Option 1A of Exhibit 4; such as the addition of street tree islands within the parallel parking areas for the length of the project. Staff would work with FDOT and bring a proposal and associated agreement with FDOT back to the Commission.

In a related study, and on the basis of State Road A1A being a part of Broward County's proposed Greenways System, the Florida Department of Transportation (FDOT) recently retained Glatting Jackson Kercher Anglin, Inc. to prepare a pedestrian and bicycle improvements programming document, which identifies and illustrates the roadway components necessary to complete the A1A Greenway within the city limits. The study identifies character segments along

the length of the A1A corridor according to similar physical characteristics and adjacent uses, with issues and opportunities identified for each segment. Based on further Commission direction, future steps could potentially include using this information to proceed with a public input process and preparation of conceptual design documents as well as identification of funding including grant opportunities that lead to construction of the greenway segments. The study is attached as Exhibit 5.

Additionally, on July 20, 2009 the City was notified by the Florida Department of Transportation Secretary Stephanie C. Kopelouso that A1A within the City had been designated as a Florida Scenic Highway. (Exhibit 6)

Scenic highway designation yield five broad-based benefits:

- **Resource Protection.** Designation provides the opportunity to preserve, enhance and maintain corridor resources and ensure that these resources remain for future generations to enjoy.
- **Community Recognition.** Community recognition relates to the effects that a designation may have on tourism and the promotion of communities and regions. Recognition will come from the inclusion of scenic highways on statewide maps and promotional materials such as brochures and travel guides.
- **Economic Development/Tourism.** Millions of tourists vacation in Florida each year, many arriving by car. Scenic highways offer these visitors alternative, out-of-the-way routes to travel throughout the state. Demand for travel industry services such as recreational tours, lodging, restaurants, gas stations and other tourist-related businesses promote economic growth.
- **Community Vision Designation.** This planning approach focuses on the guiding principles and identity of a particular community. A scenic highway designation can complement and support a community vision by instilling a sense of community pride, and in fact, the scenic highway itself may become the central focus for community development.
- **Partnering.** The opportunity for partnering is a key program benefit. Cooperative relationships and partnering fosters a sense of unity and support for common goals and benefits all parties involved.