



MEMORANDUM

AGENDA ITEM #VI.G

DATE: SEPTEMBER 27, 2021
TO: COUNCIL MEMBERS
FROM: STAFF
SUBJECT: COUNCIL MEMBER INQUIRIES

TRANSPORTATION PROJECTS IN THE REGION

At the July 26th South Florida Regional Planning Council meeting, Councilmembers Furr and Geller inquired as to the status of specific transportation planning projects in the region. Councilmember Furr inquired as to the status of train stations along the FEC tracks and Councilmember Geller inquired as to the status of the tunnel project at Las Olas. The most recent information on these projects is as follows.

Train Stations – Florida East Coast (FEC) Corridor

The most recent developments regarding new potential stations along the FEC tracks was presented at a public hearing of the Broward Commuter Rail study being conducted by the Florida Department of Transportation, District Four. The potential train stations being considered in Broward County for a commuter rail are:

- Deerfield Beach Station
- Pompano Beach Station
- Oakland Park / Wilton Manors Station
- Downtown Fort Lauderdale Station
- Fort Lauderdale Airport Station
- Hollywood / Hallandale Beach Station

For the New River crossing, four alternatives are being considered for the feasibility study (anticipated costs provided):

- Low Level Bascule Bridge: \$250 —\$375 Million
- Mid-Level Bascule Bridge: \$460 —\$690 Million
- High Level Fixed Bridge: \$470 —\$700 Million
- Tunnel: \$2.5 —\$3.8 Billion



Attachment A: Presentation from Broward Commuter Rail Public Workshop, August 30- 31, 2021 and September 1, 2021

Tunnels – City of Fort Lauderdale

Henry E. Kinney Tunnel

The rehabilitation of the Henry E. Kinney Tunnel under Las Olas and the construction of a new pedestrian plaza above the tunnel is underway. The construction began in the Summer of 2021 and is expected to be completed by the Winter of 2023. The goals of the project include:

- Rehabilitate the Henry E. Kinney Tunnel to meet the latest federal, state, and local standards and guidelines for architecture, structural, mechanical, electrical, and life safety
- Improve safety and mobility on US-1
- Enhance East Las Olas Boulevard at SE 6th Avenue for a livable community

Attachment B: Presentation from FDOT, District 4 Virtual Public Information Workshop, September 24, 2020

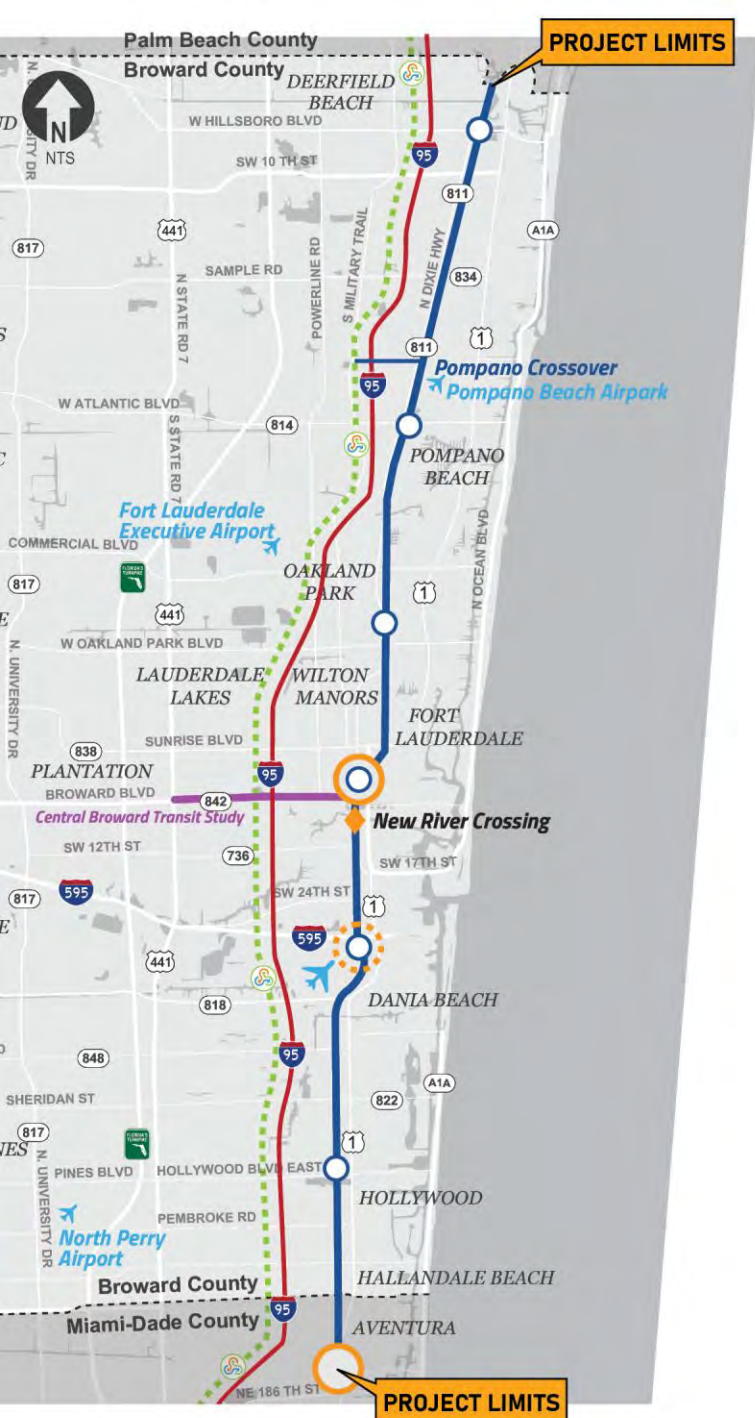
Fort Lauderdale Downtown to Beach Tunnel

In July of this year, the Fort Lauderdale City Commission accepted a proposal from The Boring Company, headed by Elon Musk, to build an underground tunnel from downtown Fort Lauderdale to SR A1A to be called “The Las Olas Loop”. Other firms were given 45 days to submit competing proposals. The potential tunnel could:

- Connect downtown and the beach
- Offer rides in Teslas to hundreds of people a day for \$5-8 per person
- Ultimately be expanded to create a larger loop that connects the seaport and the airport

Attachment C: Interview with Fort Lauderdale Mayor Trantalis by WLRN

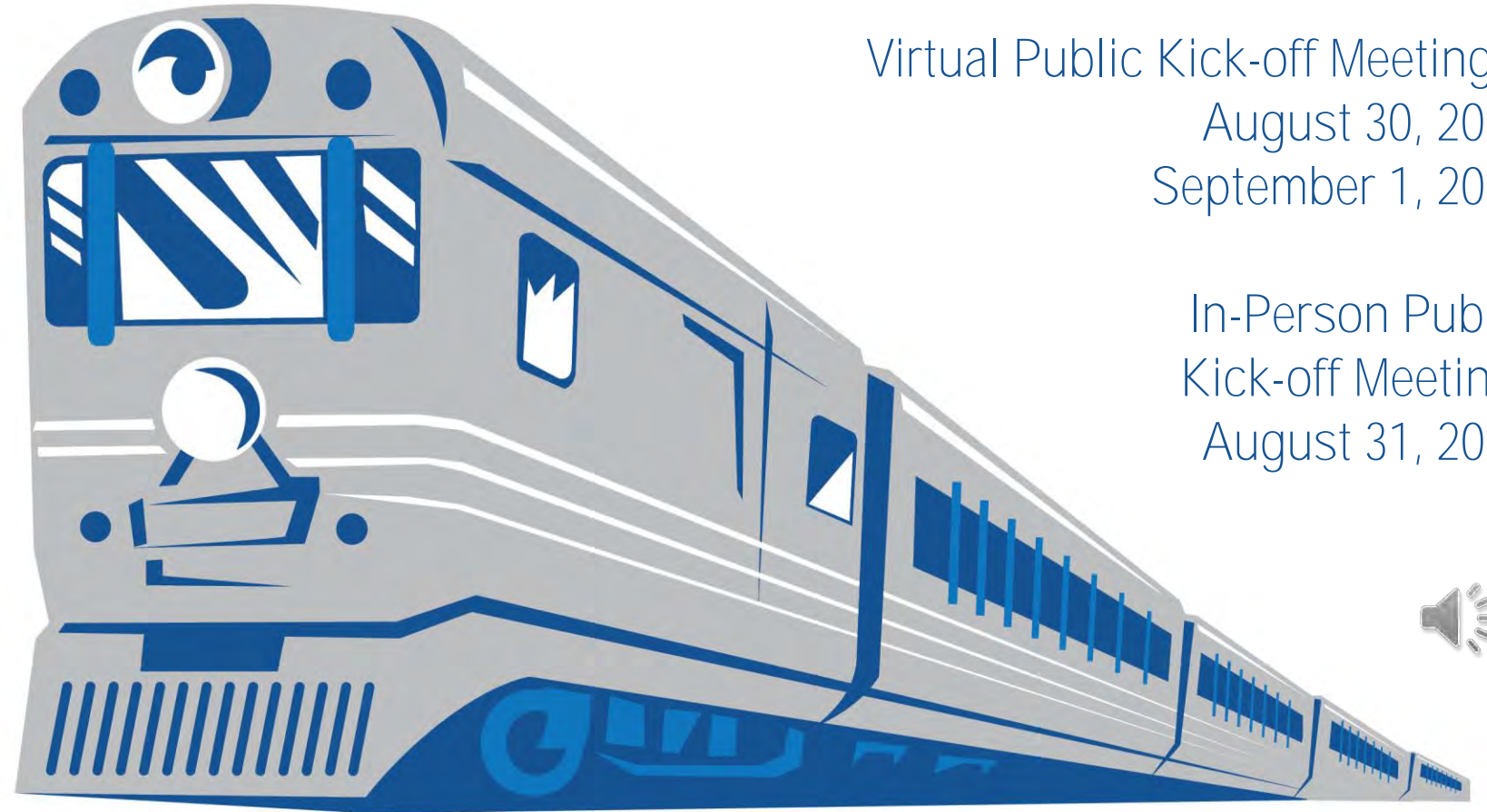
For Information Only.



FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT), DISTRICT 4
BROWARD COUNTY, FLORIDA • FPID: 448942-1

Virtual Public Kick-off Meetings:
August 30, 2021
September 1, 2021

In-Person Public Kick-off Meeting:
August 31, 2021



The Florida Department of Transportation is required to comply with various non-discrimination laws and regulations, including Title VI of the Civil Rights Act of 1964. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.

Persons wishing to express their concerns about Title VI may do so by contacting either:

District Four - Florida Department of Transportation
District Four, Title VI Coordinator

Sharon SinghHagyan

3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309-3421
(954) 777-4190 or
Toll free at (866) 336-8435, ext. 4190
Sharon.SinghHagyan@dot.state.fl.us

or

Tallahassee Office - Florida Department of
Transportation, State Title VI Coordinator

Jacqueline Paramore

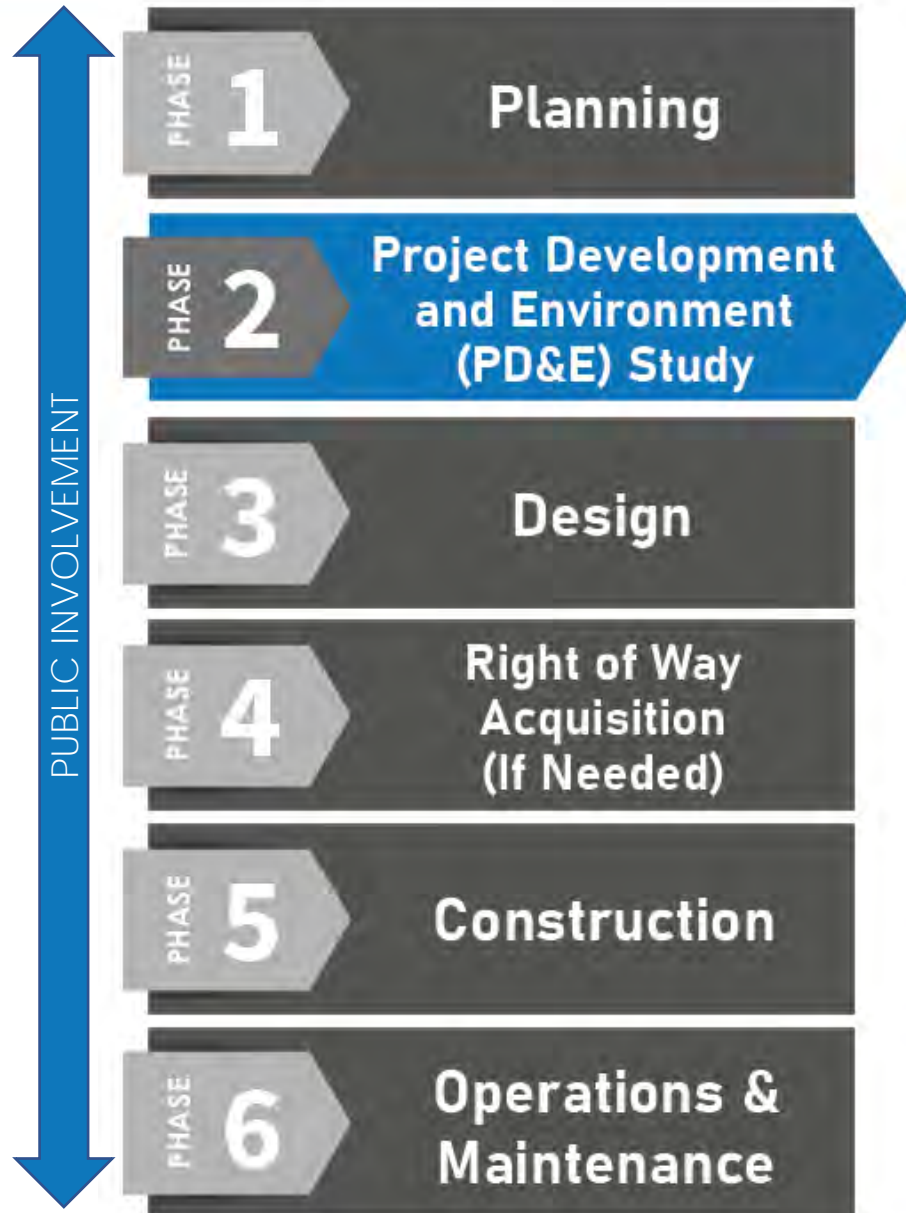
Equal Opportunity Office
605 Suwannee Street, MS 65
Tallahassee, Florida 32399-0450
(850) 414-4753
Jacqueline.Paramore@dot.state.fl.us

All inquiries or complaints will be handled according to FDOT procedure and in a prompt and courteous manner.



- ❑ Introduce the project and PD&E Study process
- ❑ Serves as an official forum
- ❑ Answer questions about the project
- ❑ **All public comments will become part of the project's public record**
- ❑ Gather and share information

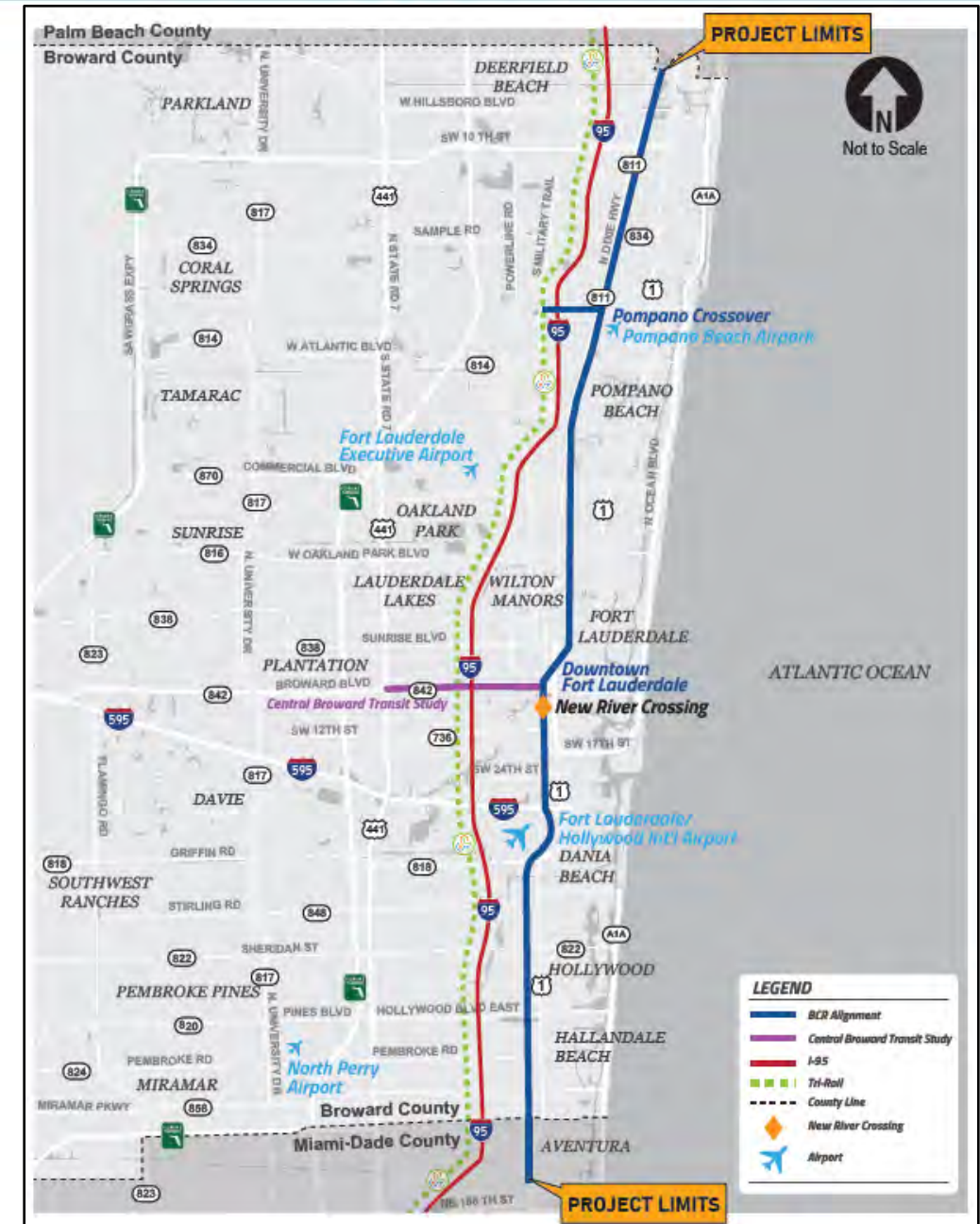




- ❑ Formal FDOT process to ensure that consideration is given to environmental impacts, social impacts, public input, engineering design, and project costs
- ❑ Required to satisfy the National Environmental Policy Act and maintain eligibility for federal funding
- ❑ Involves engineering analysis and environmental evaluation
- ❑ Includes public outreach and public participation throughout the entire process
- ❑ Includes data collection, ridership and traffic forecasts, rail operating plan, alternatives development, engineering and environmental analyses, and documentation
- ❑ Preparation of preliminary engineering and environmental documentation for federal environmental action



- ❑ From Aventura in Miami-Dade County to Deerfield Beach in Broward County
- ❑ 27 Miles along the FEC Railroad
- ❑ FEC Railroad and SFRC Pompano Connection
- ❑ 12 municipalities
 - City of Aventura
 - City of Dania Beach
 - City of Deerfield Beach
 - City of Fort Lauderdale
 - City of Hallandale Beach
 - Town of Hillsboro Beach
 - City of Hollywood
 - Town of Lauderdale-By-The-Sea
 - City of Lighthouse Point
 - City of Oakland Park
 - City of Pompano Beach
 - City of Wilton Manors



- ❑ Shared-use corridor with FEC freight trains and intercity passenger trains
- ❑ Florida East Coast Railway, L.L.C. owns the FECR right of way and operates freight service
- ❑ Brightline operates inter-city passenger rail trains via a passenger easement in the corridor
- ❑ Commuter rail will share tracks with freight and Brightline
- ❑ Study is being conducted in coordination with many parties that have an interest in the FEC railroad corridor





ECONOMIC & RESIDENTIAL GROWTH

- ❑ Transit Oriented Development (TOD)
 - Increased business investment
 - Attract additional jobs
 - Affordable housing incentives
 - Sustainable land use
- ❑ Mixed land uses to support the increase in residential and business development



ENHANCE QUALITY OF LIFE

- ❑ Increased mobility and transportation choices
- ❑ Greater convenience and safety
- ❑ Greater access to employment, education, and essential services



TRANSIT INCENTIVES TO THE PUBLIC

- ❑ Reduce travel times and automobile dependence
- ❑ Save money on gas, parking, and car maintenance/repairs
- ❑ Avoid the stress of road traffic



ENVIRONMENTAL

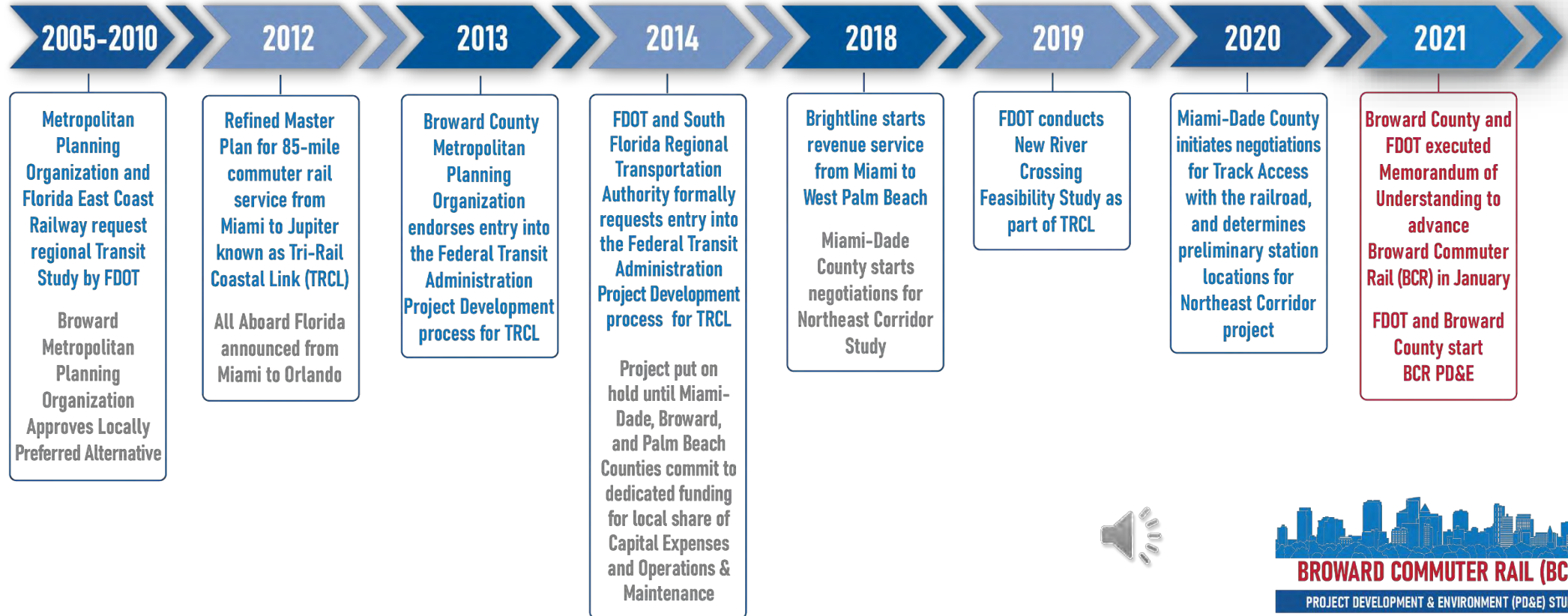
- ❑ Cleaner air by reducing traffic congestion (reduced vehicle emissions)
- ❑ Less wear and tear on our highways



COMMUTER RAIL BENEFITS EMPLOYERS

- ❑ Potential cost savings on subsidized parking
- ❑ Access to a wider pool of talent
- ❑ Dependable and reliable transit service may boost and enhance productivity





- ❑ Evaluate commuter rail service on the FEC Railway Corridor
- ❑ Evaluate viable alternatives for a new crossing at the New River
- ❑ Include the necessary rail, signaling, safety and communications improvements, and passenger stations and amenities



□ Purpose

- Address congestion issues
- Maintain freight and Brightline operations
- Support economic and land development policies in eastern Broward County
- Improve mobility

□ Primary Needs

- Increase north-south travel options for transit dependent and choice riders
- Accommodate existing and future population growth
- Encourage sustainable land use and economic development

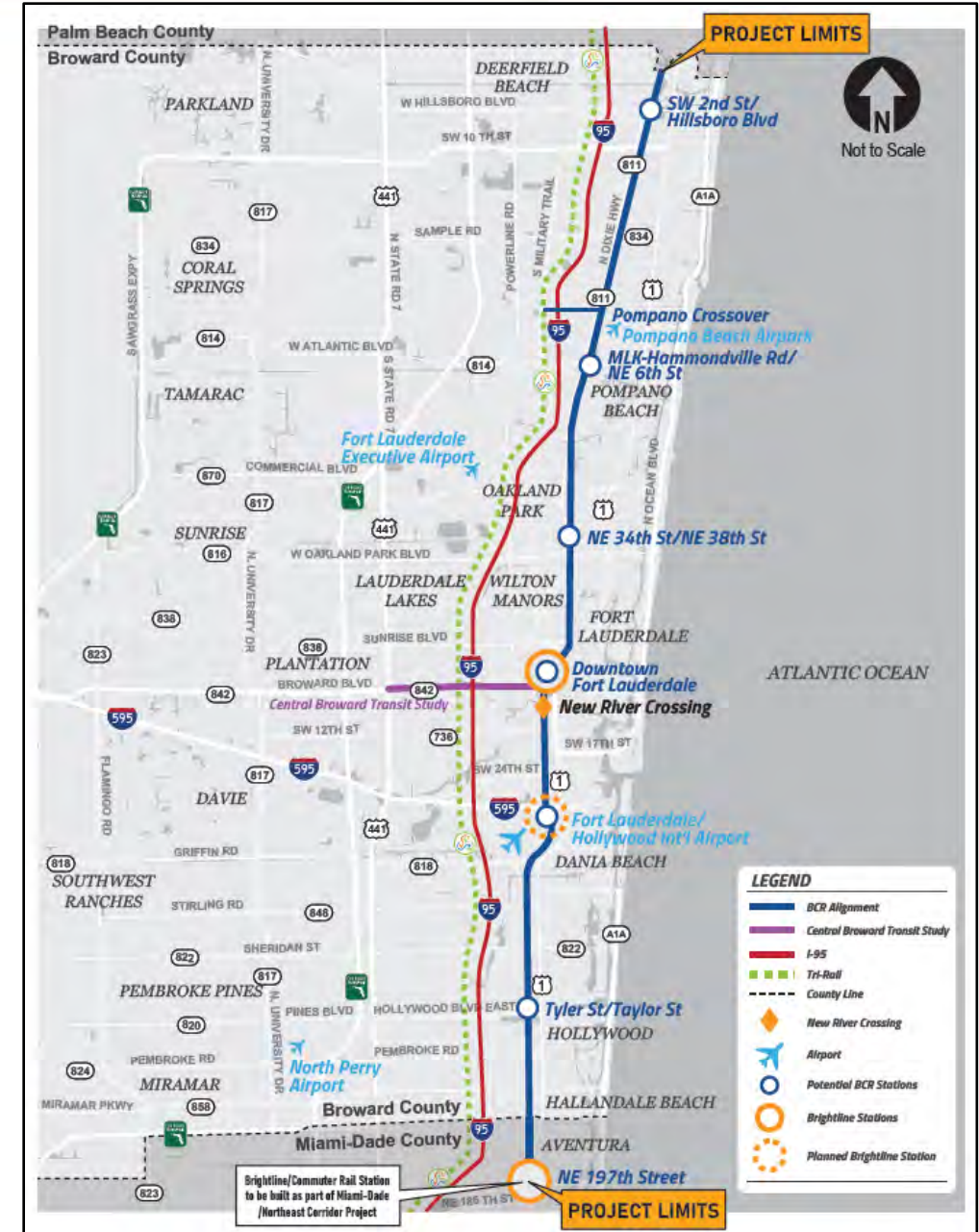
□ Secondary Needs

- Enhance intermodal connectivity
- Improve transit service to high density travel markets
- Preserve and enhance safety and the environment



Preliminary Station Screening History

- Over 16 years of station planning in the corridor
- Stations refined from nearly 100 potential station areas to 26 potential stations in the tri-county area
- Extensive coordination with municipalities and stakeholders in Broward County to:
 - Further screen the 9 potential BCR locations
 - Recommend 6 to advance through the PD&E process



- Evaluate area within a half mile radius of the the station or a 10-minute walk
 - Existing land use around the station TODAY- access and overall character
 - Economic development potential around the station in the FUTURE
 - Plans and policies for mobility and transit-oriented design
 - Development opportunities and policy performance
 - Transit connectivity



- ❑ Methodology uses both Federal Transit Administration (FTA) and Urban Land Institute (ULI) Criteria for a Successful Transit-Oriented Development (TOD)



FTA Guidelines for New Starts

Land Use

Pedestrian connections, parking, character, affordable housing and density

Economic Development

Ability to attract transit supportive uses, available land, and policies

Transit Connectivity

Ridership, linked trips are crucial



ULI Guidelines for TOD

Development Drives Ridership (Employment over Residential)

Range of housing options and densities is critical

Design Spaces for Walking, Connectivity, and Safety

Developing safe, comfortable, and connected pedestrian network

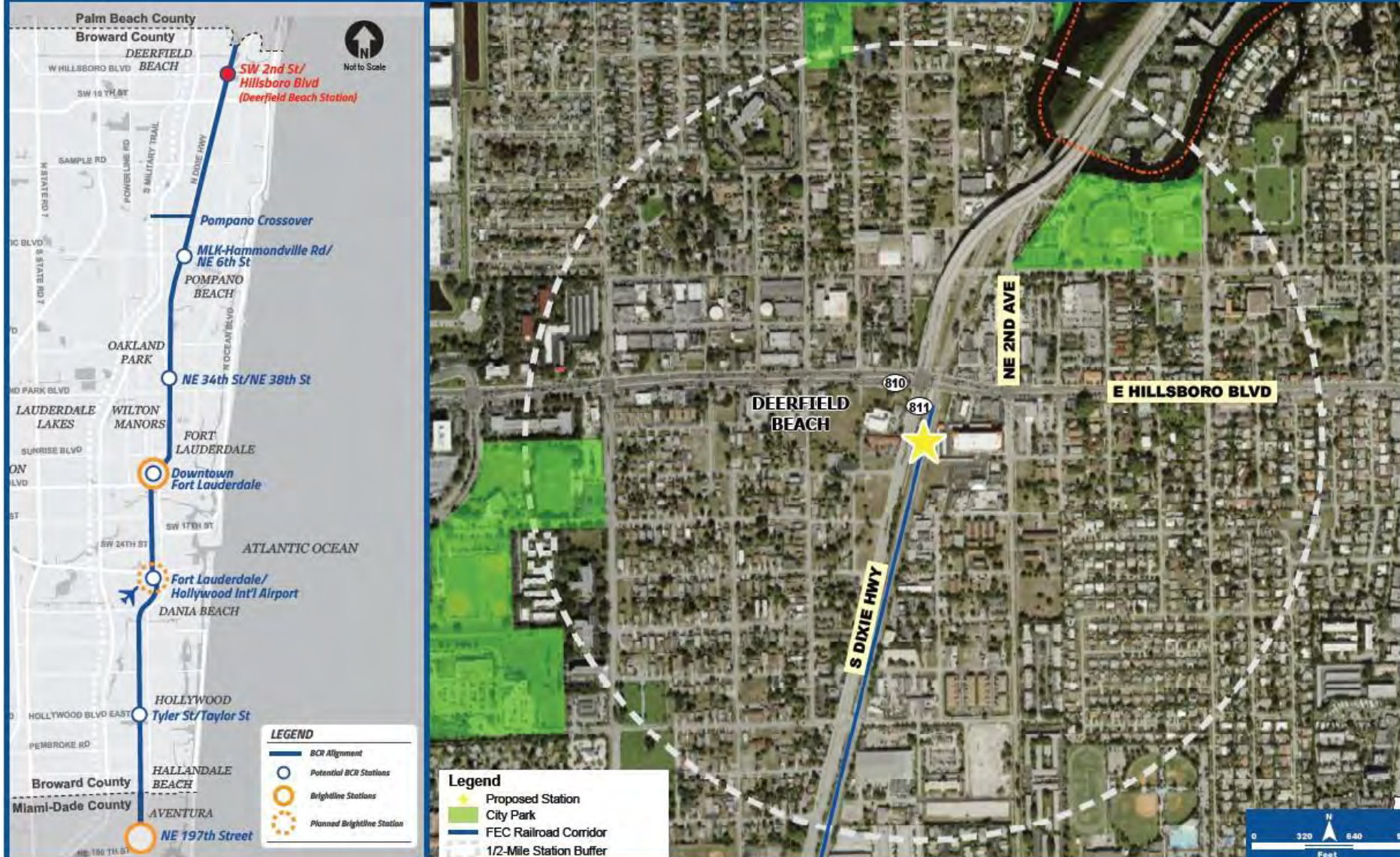
Build a Place, Not a Project

Locate the transit stop at the center of the neighborhood rather than on its periphery

Get the Parking Right

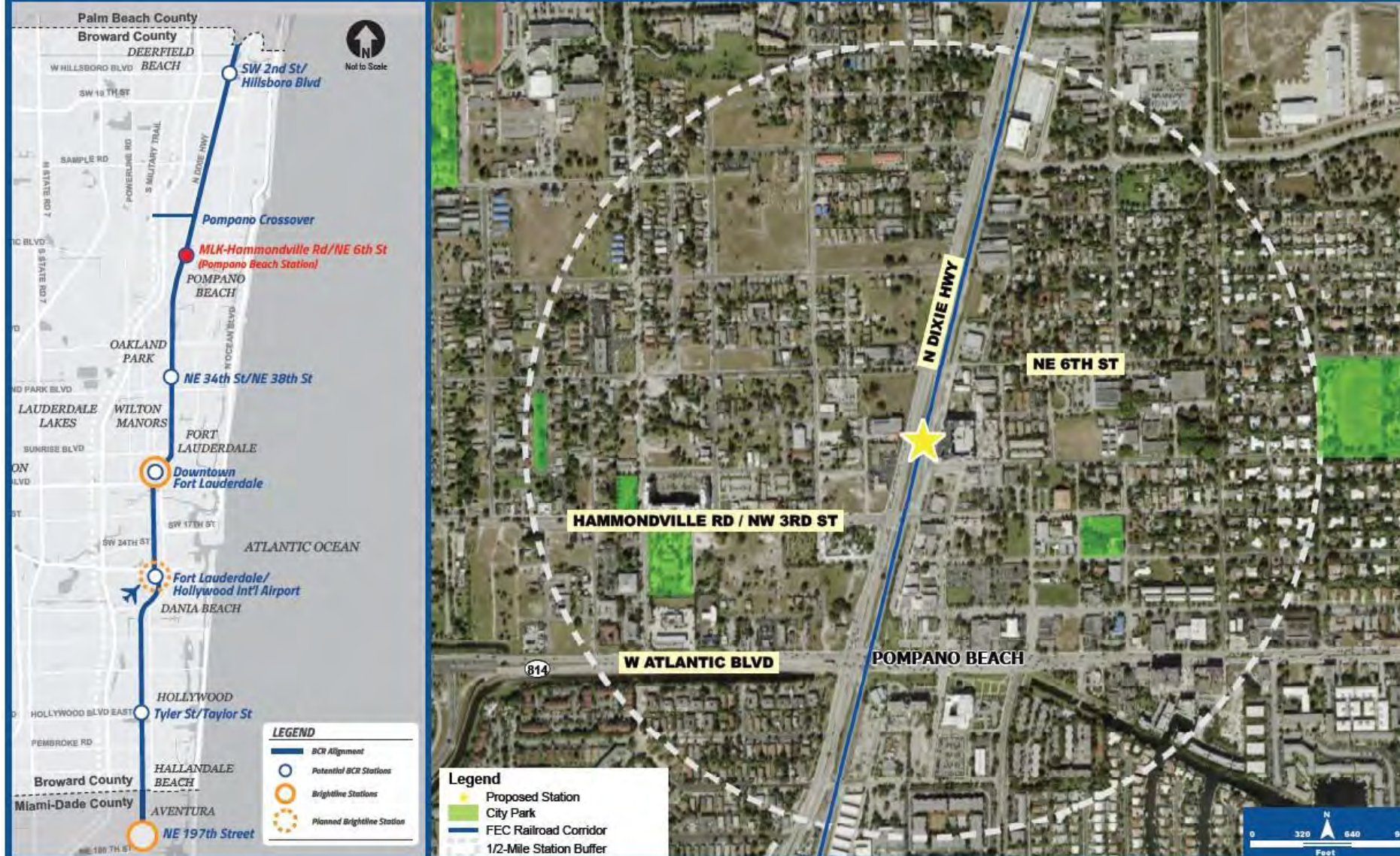
Parking: pedestrian friendly, viable for development

DEERFIELD BEACH STATION



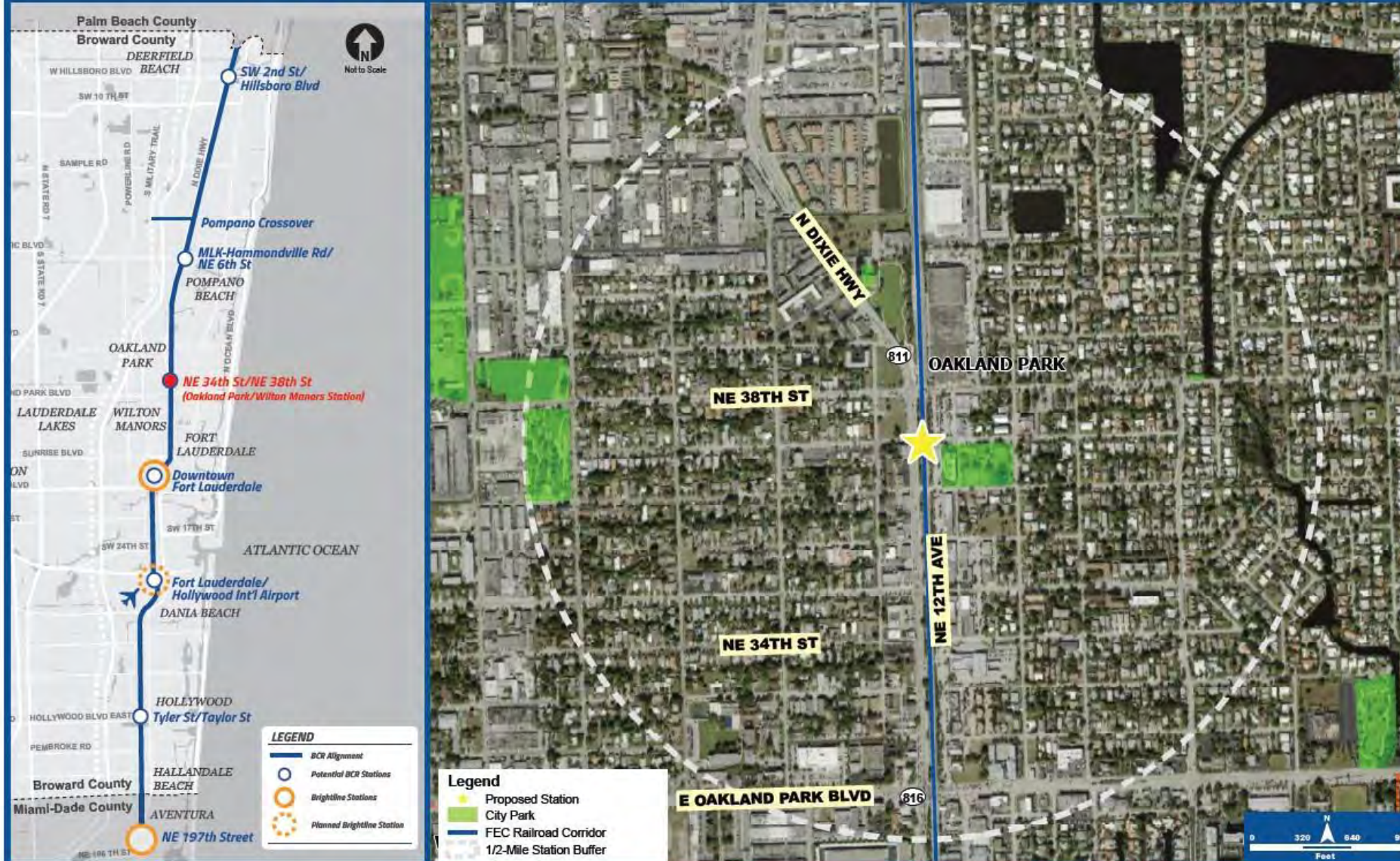
- ❑ Transit Supportive
- ❑ Mix of residential and commercial uses including affordable housing, and code and design standards to promote new TOD and less reliance on cars
- ❑ Connectivity to two Broward County Transit bus routes
- ❑ Good network of pedestrian and bicycle facilities

POMPANO BEACH STATION



- ❑ Designated redevelopment area
- ❑ Significant available land for development, including 30 acres owned by the City
- ❑ Mix of residential and commercial uses and protected affordable housing
- ❑ Well connected and walkable
- ❑ Located adjacent to a bus transit hub

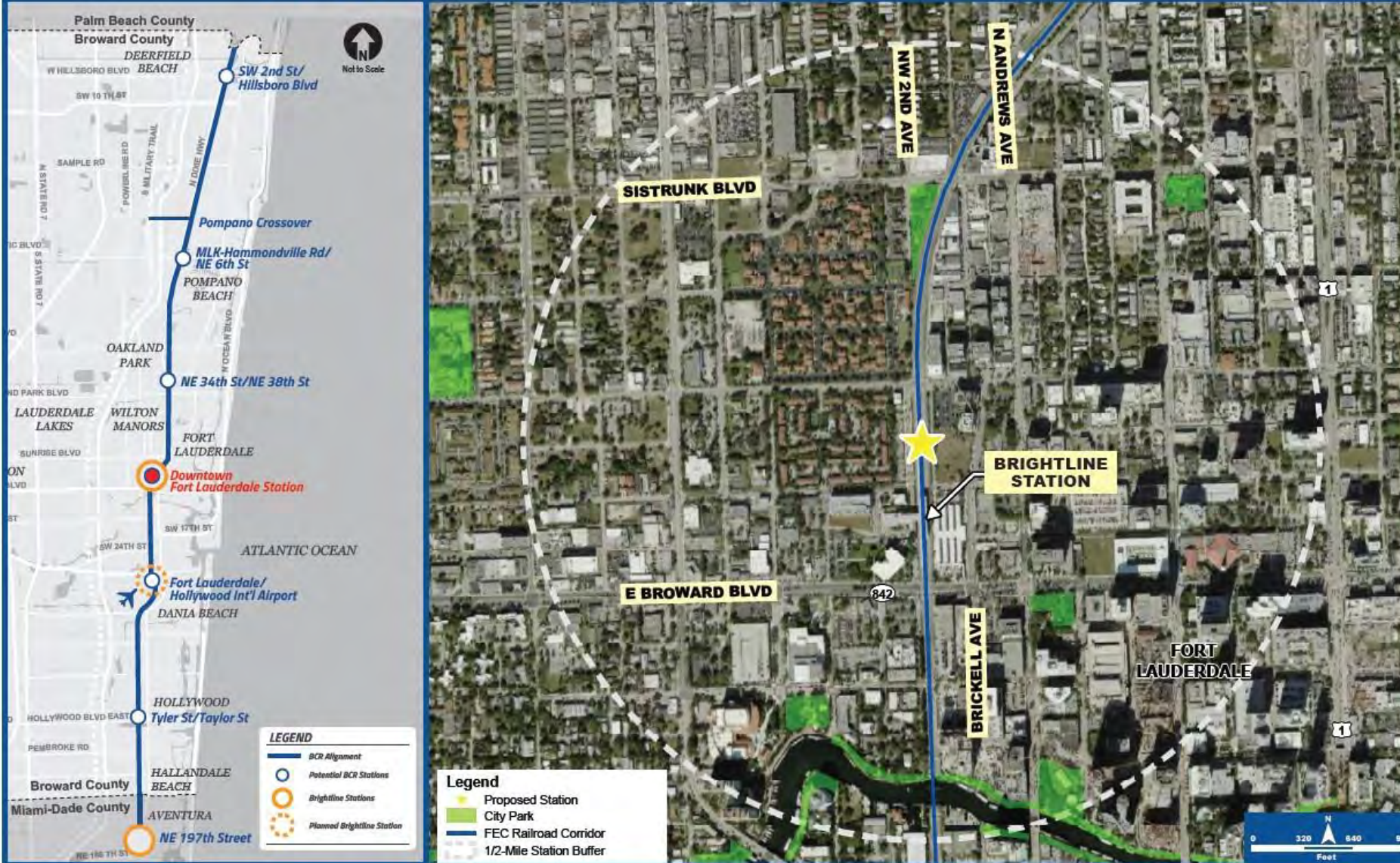
OAKLAND PARK/WILTON MANORS STATION



- ❑ Designated redevelopment area - already being developed to support transit, zoning, land use policies, and plans
- ❑ Mix of residential and commercial uses
- ❑ Well connected and walkable
- ❑ Is/will be connected to three Broward County Transit bus routes



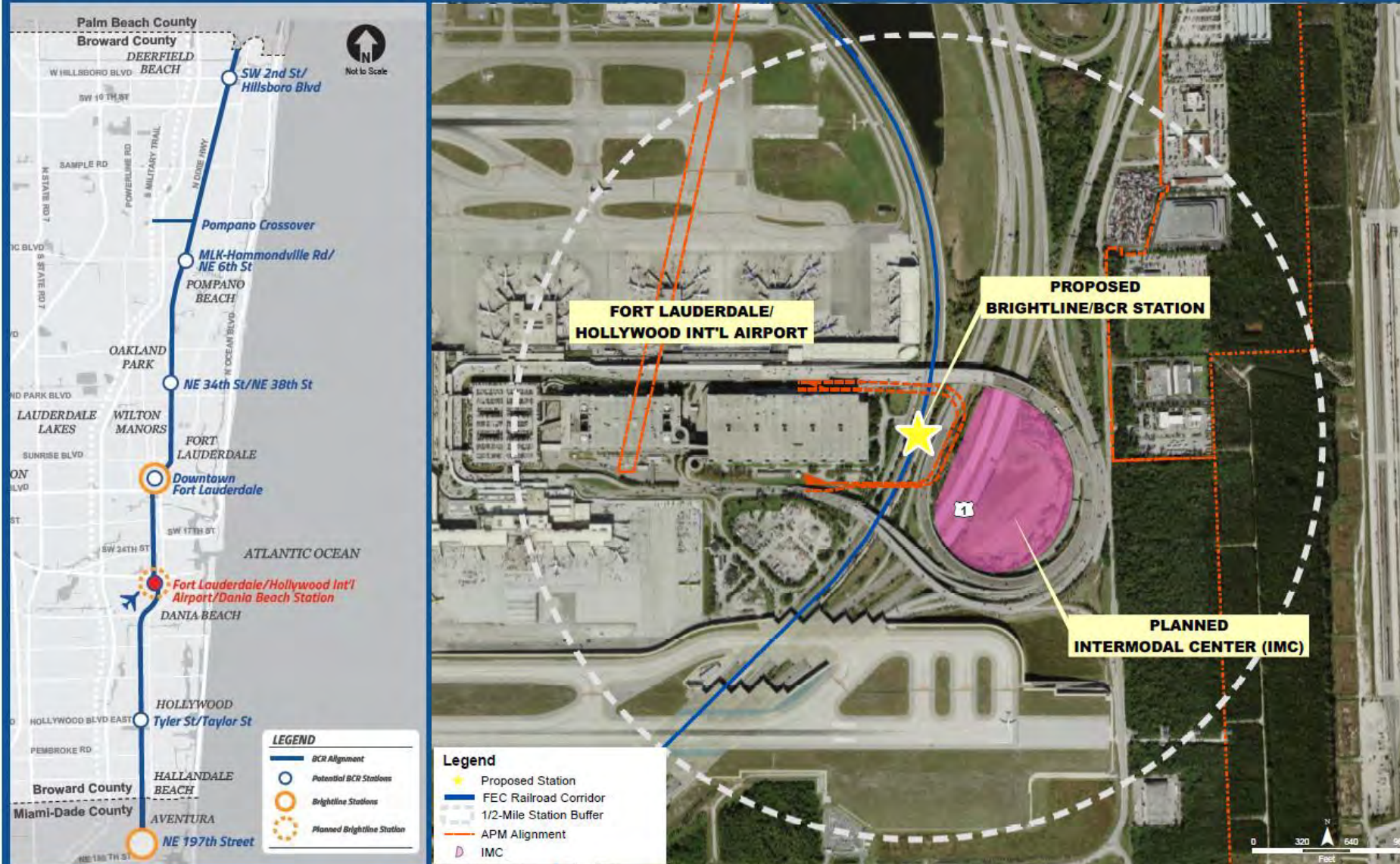
DOWNTOWN FORT LAUDERDALE STATION



- Central business district
- Regional activity center
- Will be located at the existing Brightline Station and the central bus terminal, and adjacent to planned premium transit on Broward Boulevard
- Existing bicycle lanes and sidewalks enhance station access



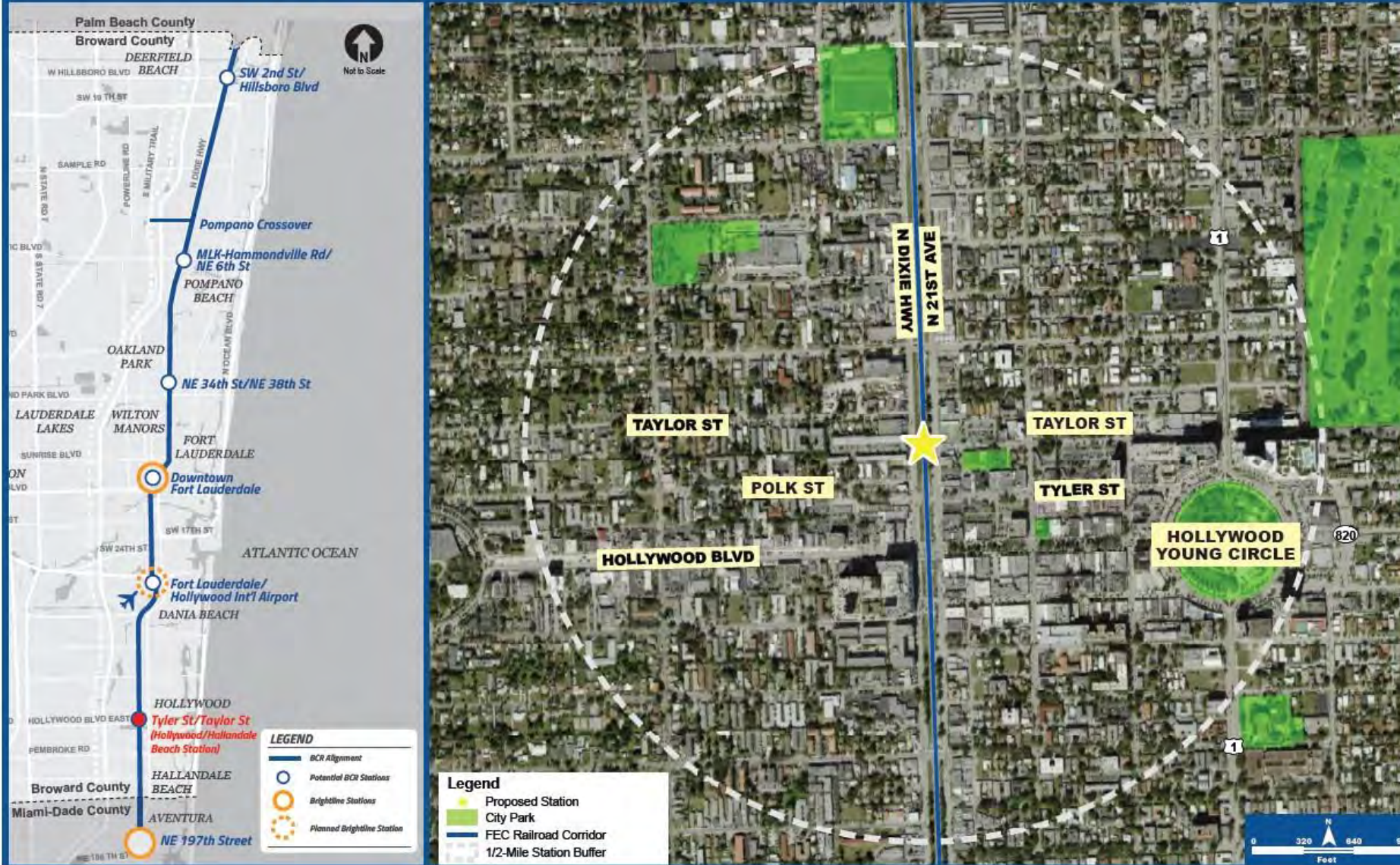
FORT LAUDERDALE/HOLLYWOOD INT'L AIRPORT/DANIA BEACH STATION



- ❑ Major trip generator
- ❑ Most commuter rail customers will be residents commuting to and from another station, or visitors using it to travel to another destination
- ❑ It is anticipated at least three bus routes serving this location
- ❑ Planned intermodal center



HOLLYWOOD/HALLANDALE BEACH STATION



- ❑ Residential and commercial uses, active construction sites, planned development, and vacant land
- ❑ Designated redevelopment area
- ❑ Very walkable
- ❑ Connects with six Broward County Transit bus routes and one planned premium transit route



- ❑ Feasibility Study Completed in 2020
- ❑ Extensive Stakeholder and Agency Coordination
- ❑ Considerations
 - Maintain maritime, freight and passenger operations
 - Existing freight bascule bridge to remain
 - Accommodate planned Premium Transit on Broward Boulevard
 - Connect to Brightline station downtown
 - Improve connectivity downtown
 - Avoid, minimize, or mitigate impacts to historical resources, neighborhoods and right of way
- ❑ Four Crossing Alternatives Under Evaluation from Feasibility Study*
 - Low-Level Bascule Bridge: \$250 – \$375 Million
 - Mid-Level Bascule Bridge: \$460 – \$690 Million
 - High-Level Fixed Bridge: \$470 – \$700 Million
 - Tunnel: \$2.5 – \$3.8 Billion



*Note: Preliminary cost estimates are reasonable high-level ranges at the current stage of this PD&E Study. Refined cost estimates will be continually updated throughout the life of the project.



❑ Social Environment

- Social Resources
- Economic
- Land Use Changes
- Mobility
- Aesthetic Effects
- Relocation
- Recreational Section 4(f) (Parks and Preserves)

❑ Cultural Environment

- Historic Resources
- Archaeological Resources
- Involves Coordination with the State Historic Preservation Officer

❑ Natural Environment

- Wetlands
- Protected Species
- Essential Fish Habitat
- Water Resources
- Floodplains
- Special Designations

❑ Physical Environment

- Farmlands
- Noise
- Air Quality
- Contamination



Pedestrian Crossing North of the New River Bridge



Looking South at New River Bridge



Old Fort Lauderdale Village Historic District

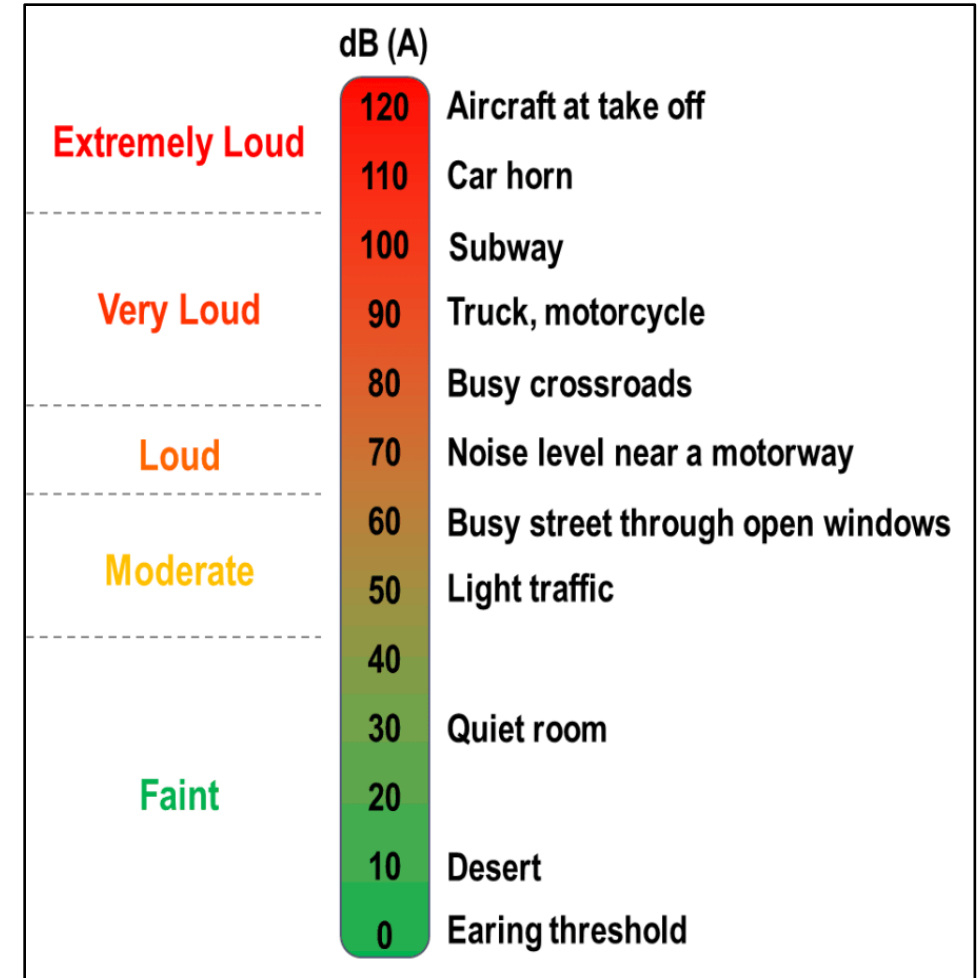
- ❑ Roadway Traffic Analysis at:
 - Representative railroad crossings on east-west roads
 - Proposed station locations
- ❑ Evaluation of Existing, No-Build, and Build Alternatives
- ❑ Step-By-Step Process
 - Identify traffic analysis locations and collect data
 - Estimate future traffic demand
 - Perform traffic operational analysis
 - Intersection's level of service
 - Queuing length analyses



- ❑ **Safety is the Project's highest priority**
- ❑ Safety Evaluation
 - Evaluation of safe connections between modes of transportation
 - Improvements to all 66 at-grade rail/roadway crossing dynamic envelopes
 - Safe access to/from new stations
 - Evaluation of mobility for various design alternatives



- ❑ Determine potential noise and vibration impacts for:
 - New commuter rail service along FEC Corridor
 - Proposed stations
 - Improvements to existing maintenance facility at Hialeah Rail Yard or another location
 - The potential Pompano Connector from FEC Corridor to the South Florida Rail Corridor
- ❑ Evaluate noise-sensitive sites such as residences, schools, libraries, parks
- ❑ Determine existing noise levels
 - Perform short-term (1 hour) and long-term (24 hour) monitoring
 - Existing noise levels will determine the criteria for impacts
- ❑ Evaluate potentially impacted sites for noise abatement
 - Noise barriers in addition to Quiet Zones



CAPITAL COST ASSUMPTIONS



≤50%

FEDERAL FUNDS

- Subject to Federal Transit Administration recommendation and Congressional appropriation.



≥25%

STATE FUNDS

- Subject to FDOT approval and future allocation in the Work Program.



≥25%

LOCAL FUNDS

- County and Municipal Government funds, other local funds, and private sector investment.

OPERATING COST ASSUMPTIONS

- Operations and Maintenance (O&M) costs are assumed to be funded from fares, local sources, and items such as advertising and sponsorship revenue.



PROJECT MILESTONES	2021												2022											
	Q1			Q2			Q3			Q4			Q1			Q2			Q3			Q4		
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Begin Study	◆																							
Data Collection	■																							
Public Kick-off Meeting							◆																	
Engineering and Environmental Analyses				■																				
Draft Financial Plan									■															
Alternatives Public Workshop													◆											
Select Locally Preferred Alternative (LPA)													■											
Request Class of Action from FTA																				◆				
Entry into FTA Project Development																							◆	
Complete Engineering and Environmental Reports																■								
Public Hearing																					◆			
Apply for Capital Investment Grant (Federal Grant Program)																						◆		
MPO Adopts the LPA																							◆	
Location and Design Concept Acceptance																							◆	
Public Involvement	■																							

WE ARE HERE

■ General Project Tasks
 ◆ Public Meetings
 ◆ General Project Milestones
 ◆ Critical Project Milestones



FDOT will coordinate meetings with the public, agencies and stakeholders throughout the study

Public Meetings

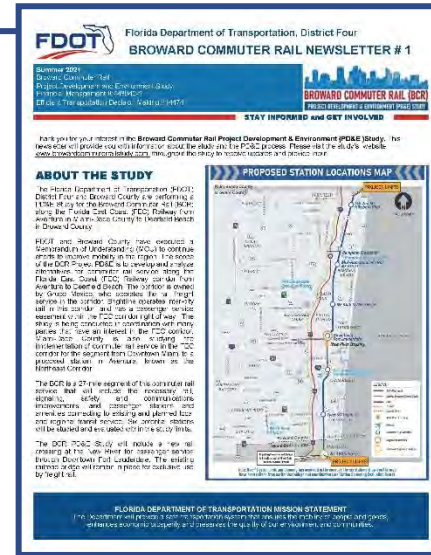
- Public Kick-off Meeting
- Alternatives Public Workshop
- Public Hearing



Other Meetings

- Small Group Meetings
- One-on-One Stakeholder Meetings
- County and City Commission Meetings
- Metropolitan Planning Organization (MPO) Board and Committee Meetings

Newsletters



Project Website

www.browardcommuterrailstudy.com

Social Media



@ MyFDOT_SEFL



MyFDOTSEFL

1. Comment during the public meeting using the GoToWebinar Questions tool
2. Email your comments to: Phil.Schwab@dot.state.fl.us
3. Mail your comments to : Florida Department of Transportation, District Four
3400 West Commercial Boulevard
Fort Lauderdale, FL 33309
4. Submit comments on project website: www.browardcommuterrailstudy.com



1. Review exhibits on the project website:
www.browardcommuterrailstudy.com
2. Attend upcoming public meetings
3. Contact the FDOT Project Manager: Phil Schwab, P.E.



Phil Schwab, P.E.

Project Manager
Florida Department of Transportation
District Four

(954) 777-4524

Phil.Schwab@dot.state.fl.us

Mike Ciscar, P.E.

Consultant PD&E Project Manager
The Corradino Group

(954) 777-0044

mciscar@corradino.com

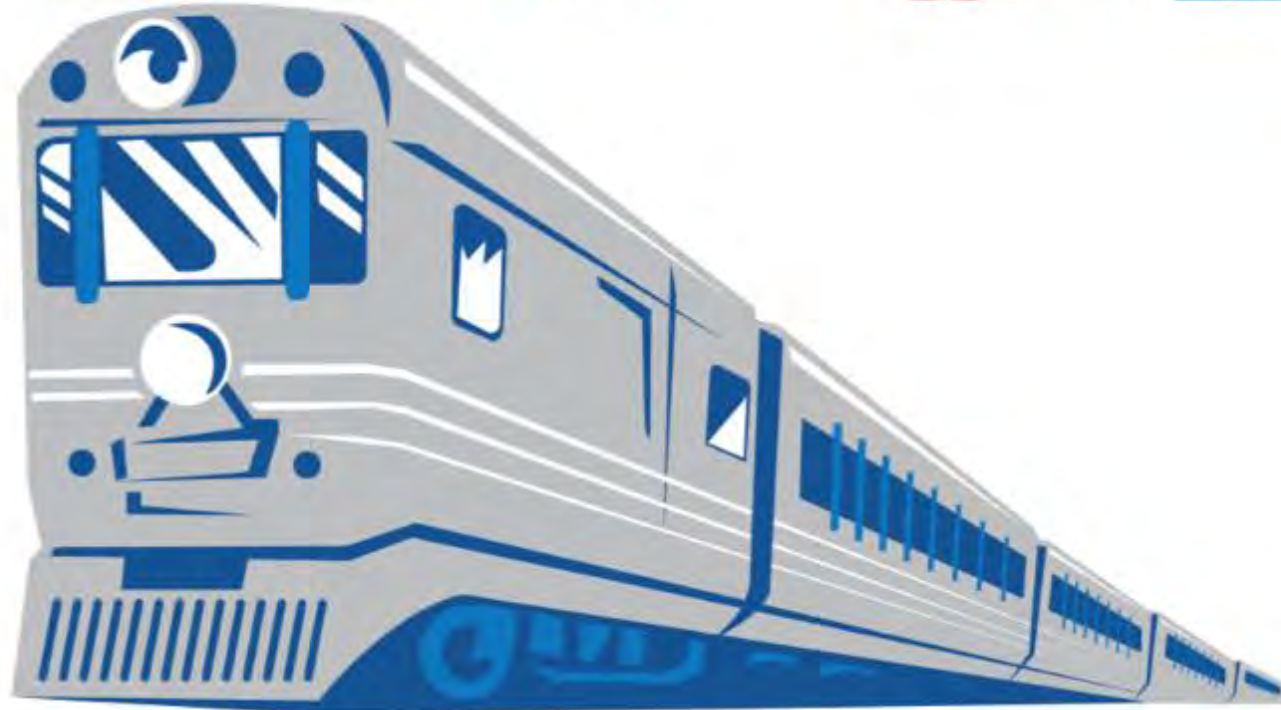




BROWARD COMMUTER RAIL (BCR)

PROJECT DEVELOPMENT & ENVIRONMENT (PD&E) STUDY

FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT), DISTRICT 4
BROWARD COUNTY, FLORIDA • FPID: 448942-1



Thank You



Fort Lauderdale's Mayor On The Tesla Tunnel That Could Be Coming To The City

WLRN 91.3 FM | By [Caitie Switalski Muñoz](#)

Published August 23, 2021 at 4:22 PM EDT



Caitie Switalski Munoz/WLRN

The city commission sees the proposed tunnel as a traffic solution for Las Olas Blvd.

Last month, city commissioners in Fort Lauderdale accepted a proposal from Elon Musk's venture — The Boring Company — to build an underground tunnel from downtown to State Road A1A.

A tunnel of Elon Musk's Teslas is getting closer to transporting people from Downtown Fort Lauderdale to the beach and back.

There's been a lot of buzz about the idea but the proposal has also been getting a lot of criticism. It's also not a done deal yet.

As the pandemic continues, you can rely on WLRN to keep you current on local news and information. Your support is what keeps WLRN strong. Please become a member today. [Donate](#) now. Thank you.

The city commission may have accepted a proposal by The Boring Company, but that came with a window for other companies to submit proposals for the project. That 45-day period is set to end Monday, Aug. 30, at 5 p.m., according to a spokesperson for the city.

WLRN spoke with Fort Lauderdale Mayor Dean Trantalis about why he believes the futuristic project is what the city needs, who would pay for it, and why he thinks it won't be "the Wave Streetcar 2.0."

The following conversation has been edited for clarity and length.

WLRN: I have to start with the issue of sea level rise. Florida's made of limestone. Why would an underground tunnel work here?

TRANTALIS: We already have tunnels in Florida. We have a tunnel here in Fort Lauderdale that was built 60 years ago. We have no problems with it.

The Boring Company ... they brought their chief geologist here. They did an examination of the underground structure. They feel that they can build a safe and sustainable underground tunnel here in our city.

We know in the end that the goal is going to be to be able to bring people from our downtown to our beach in a matter of a few minutes without the hassle of going through all the traffic.

As we have polled our community year after year, asking them, you know, what are the challenges that they see that are most important to them? And traffic conditions have seemed to be number one every year, year after year.

We just spent all this money on a traffic consultant to try to come up with solutions for traffic on Las Olas, and no one was happy with the result. You cannot make Las Olas any wider. I don't care how many times you paint a lane and arrows — these streets were designed for a certain amount of volume.

So by siphoning off the number of vehicles from the streets, by creating an underground system — people might even prefer to go through the tunnel than to worry about having to confront the kind of traffic that we've suffered through year after year.

I saw someone on Twitter call this underground tunnel idea, the "Wave 2.0" referring to the Wave streetcar project that was killed after years and years of working on it because the cost was simply going to be too much. And there were criticisms that it was outdated technology. That project was canceled after already costing taxpayers money. What can residents expect this time around?

The Wave streetcar — the goal of that was not a transportation goal, it was an economic development goal. It was strictly driven by developers because they thought it was cool and it might bring millennials to the downtown area and thought that they would populate their buildings. But here we are today. Those buildings are being populated and we don't even have a Wave streetcar.

This leg that we are talking about from the downtown to the beach is only just part of a system. We would love to see this connected to a system that starts at the airport, goes to the seaport, then swing by the beach and then swing through the downtown and make a loop pattern throughout our city, which is really what this ultimately should turn into.

Why the tunnel makes more sense — because it anticipates the storm conditions. We are not subject to be subjected to wind and the water, the increased rain and so forth, would be siphoned out through a pump system and through a pipe system.

What will this tunnel cost? And how much of that is coming from taxpayers and how much of that is coming from Elon Musk's company?

The details of the financing of it, we're not allowed to discuss because that's within the 45-day period as part of their proposal.

But I will say this, they can build these tunnels between \$10 and \$15 million a mile. So if we're looking at, say, a 2.5-mile tunnel out to the beach and then a 2.5-mile tunnel back. So if you're looking at, \$15 million dollars per mile times five miles, is \$75 million.

Then there's the construction of the stations at each end, so it could cost anywhere between, you know, \$90 and \$100 million to do this.

So where's the money coming from? One funding source we will look into is the one-cent sales tax that is designed strictly for transportation.

If the city says yes to this, when can the residents expect it to actually happen? Expect to actually be able to ride in this tunnel?

When the city of Fort Lauderdale has reached out to its community and has made the decision to go forward — and we've secured our funding sources — they can build this tunnel in less than a year.



**SR 5/US-1/FEDERAL HIGHWAY
FROM SR 869/I-595 TO
SR 842/BROWARD BOULEVARD
HENRY E. KINNEY TUNNEL REHABILITATION**

Project Identification Nos.: 439714-1-52-01/439714-1-52-01
Broward County

Virtual Public Information Workshop
September 24, 2020

A photograph of a highway call box sign. The sign is rectangular and has the text "CALL BOX" at the top, "MILE" in the middle, and "430" at the bottom. The sign is mounted on a post. The background of the sign is dark, and the text is light-colored. The sign is located on the side of a highway, and there are trees and a road visible in the background.

Startup and Welcome



WELCOME



Welcome



WELCOME



Commissioner Sorensen
District 4



CITY OF FORT LAUDERDALE

Meeting Purpose and Speakers



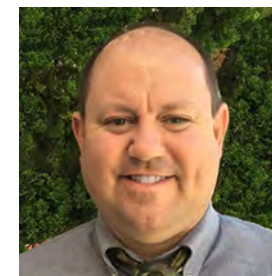
Images from preliminary concept



Laila Haddad
Media Relations Group
Public Information Officer

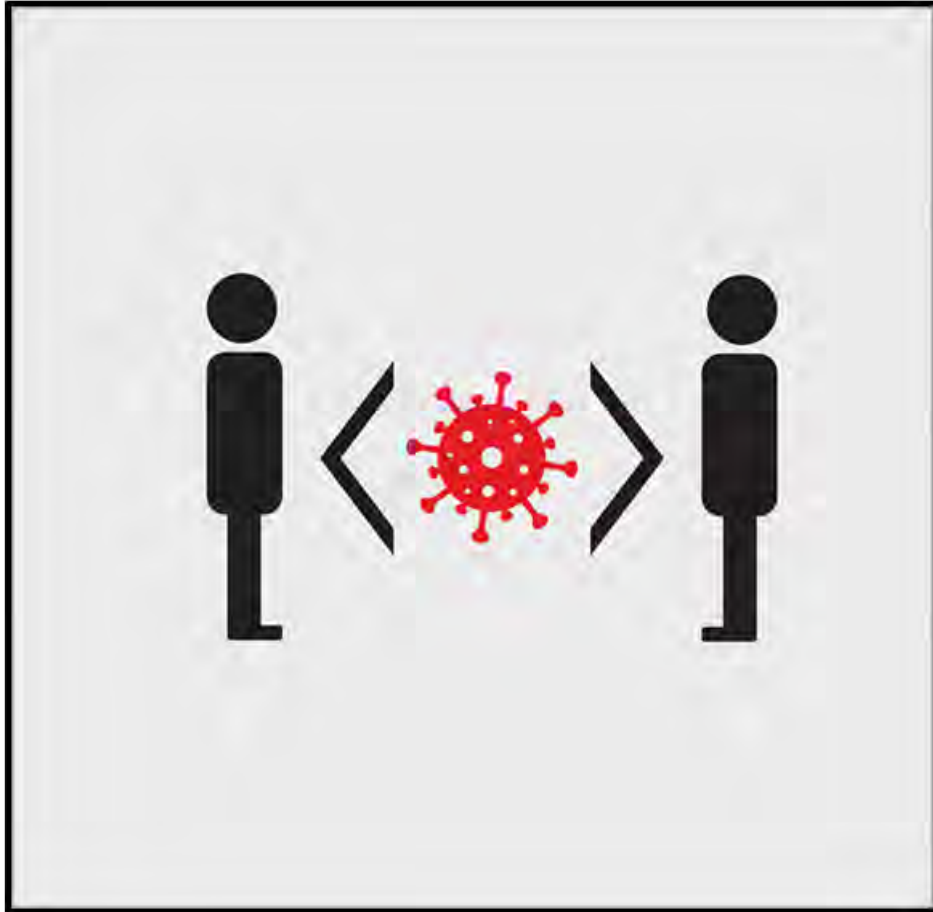


Naldo Gonzalez, P.E.
Gannett Fleming, Inc.
Project Manager



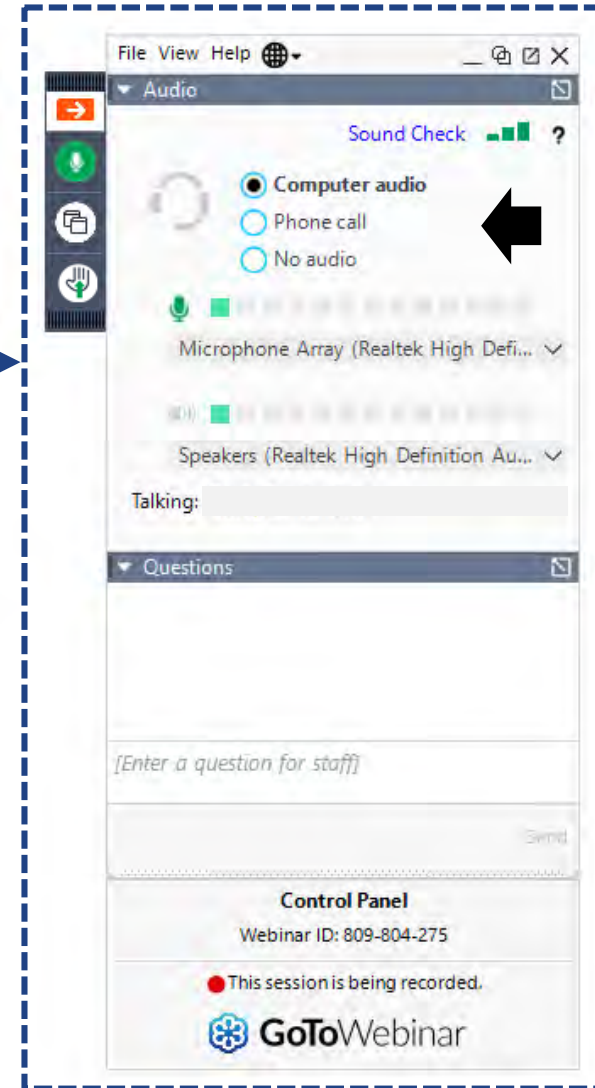
Brian Shore, R.L.A.
Miller Legg
Landscape Architect

About the Virtual Meeting Format

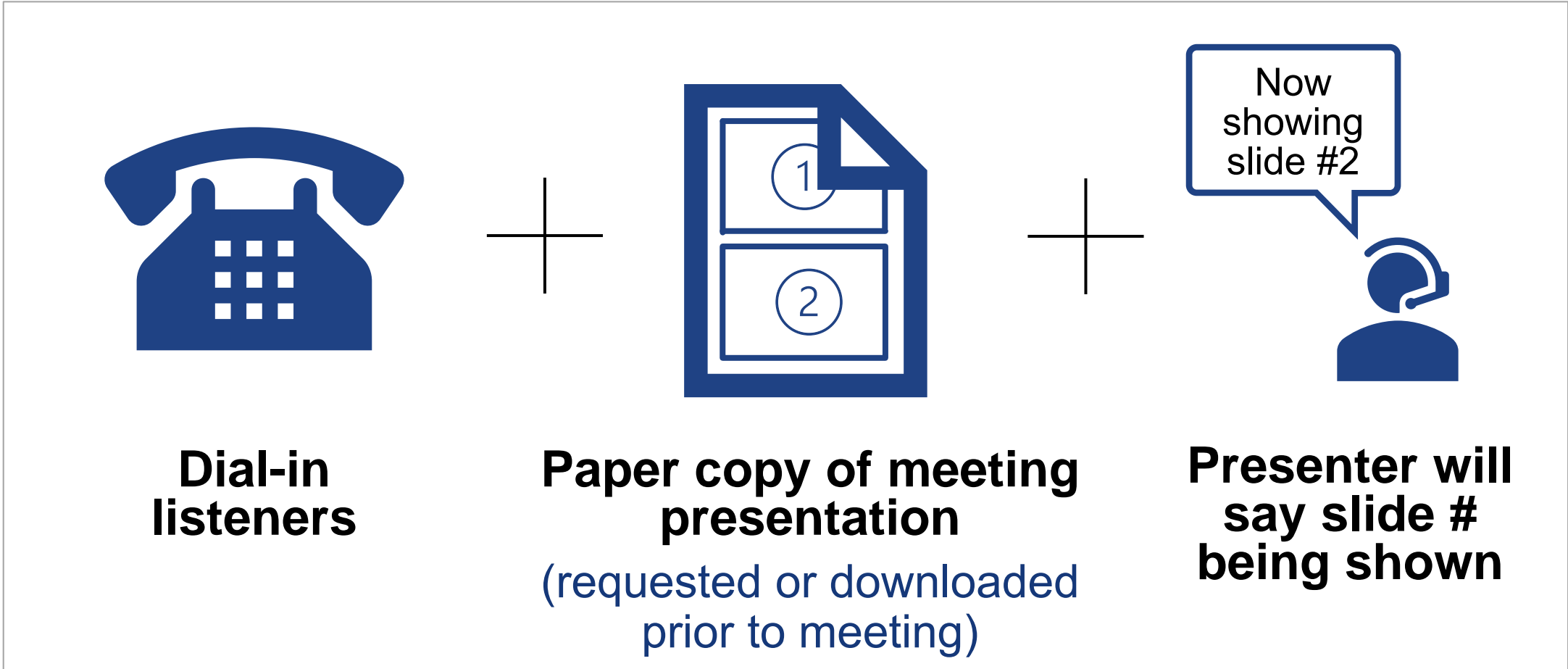


- **COVID-19 pandemic**
- **A State of Emergency is in effect (Executive Order 20-52)**
- **GoToWebinar online meeting platform**
- **No cost to the public to log-in or dial-in to the meeting**

Technical Information



Technical Information for Dial-in Attendees



SCRIPT SECTION: Technical Information (Listen Only mode)



All attendees will be placed in **'Listen Only'** mode throughout the meeting.



Type your comments or questions in the control panel **Questions pane.**



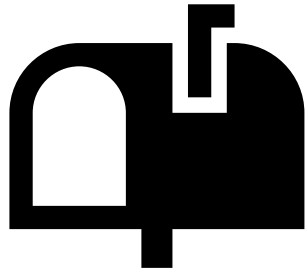
Responses to comments and questions will be provided later.

Technical Information (Technical Issues)



This meeting is being recorded.

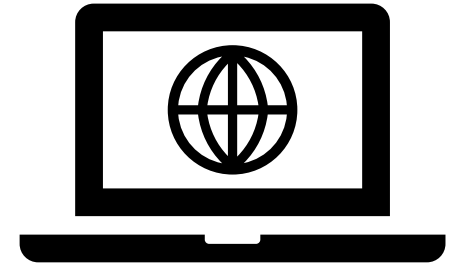
Virtual Public Meeting - Public Notice



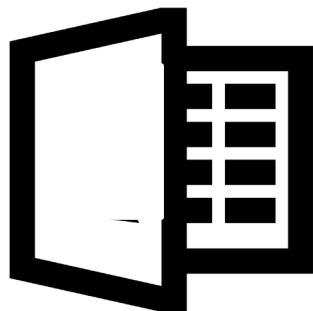
Property owner/tenant letters



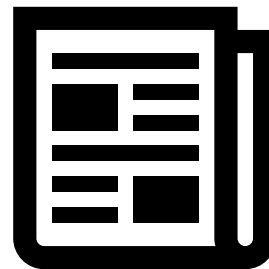
Emails to project contacts list



Department or project webpage



Florida Administrative Register



Newspaper



Social media

Non-discrimination Statement and Contacts

The Florida Department of Transportation is required to comply with various **non-discrimination laws and regulations**, including **Title VI of the Civil Rights Act of 1964**.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.

Persons wishing to express concerns about Title VI may do so by contacting either:

District Title VI Coordinator, Florida Department of Transportation

Sharon SignhHagyn
3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309
(954) 777-4190

Sharon.SignhHagyan@dot.state.fl.us

Statewide Title VI Coordinator, Florida Department of Transportation

Jacquelin Paramore
605 Suwannee Street MS 65
(850) 414-4753

Jacqueline.Paramore@dot.state.fl.us

Public Comment

During meeting



Type comments or questions in the **Questions pane** on the control panel.

After meeting

1. Fausto.Gomez@dot.state.fl.us



2. 3400 W. Commercial Boulevard
Fort Lauderdale FL 33309



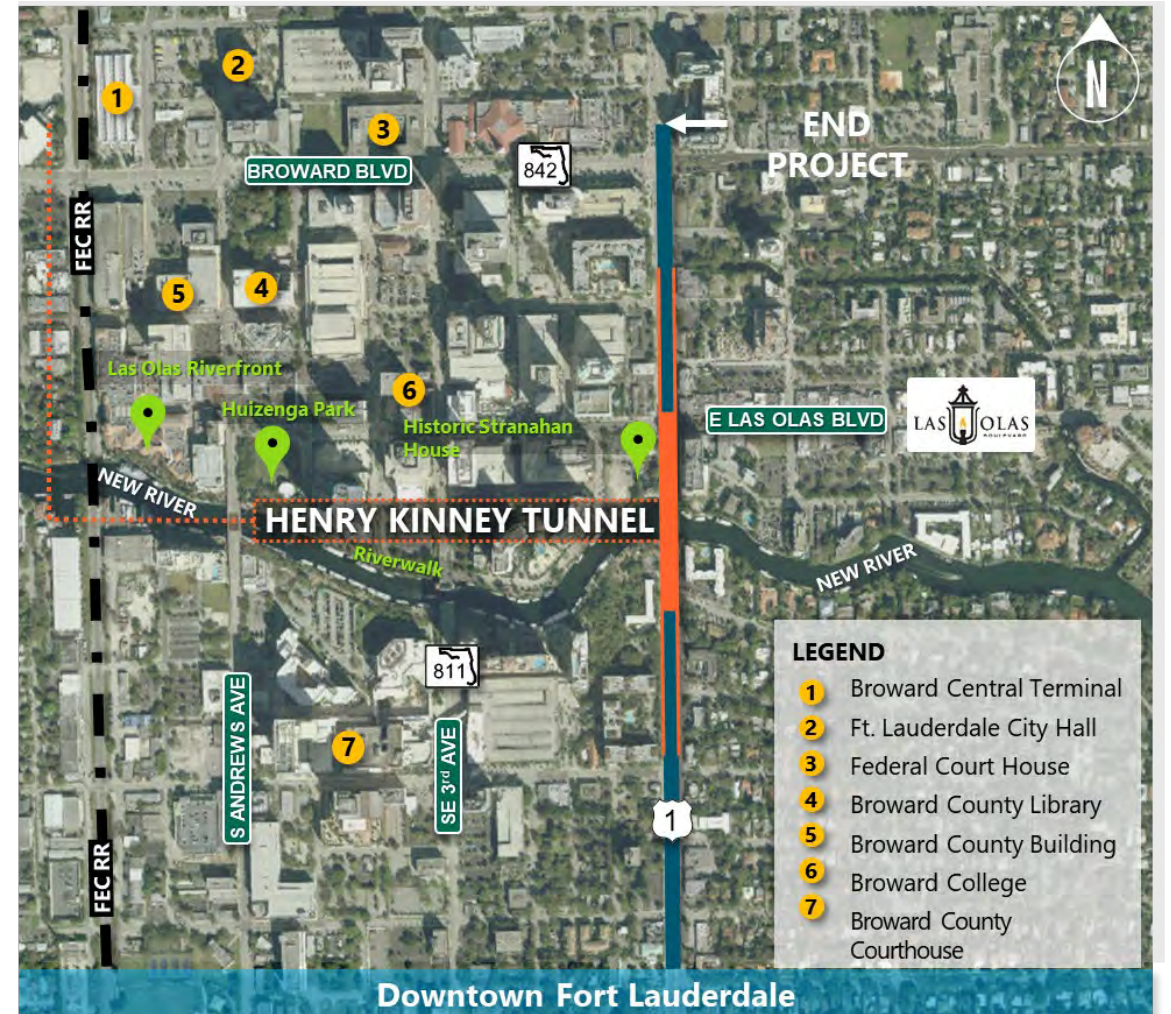
3. (954) 777-4466 or
Toll Free (866) 336-8435; Ext. 4466



Project Location



SR 5/US-1/Federal Highway from I-595 to north of Broward Boulevard in Fort Lauderdale, Florida

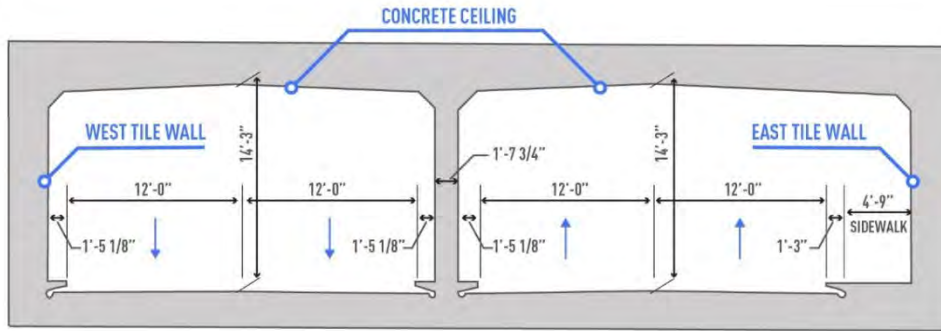


Purpose and Objectives

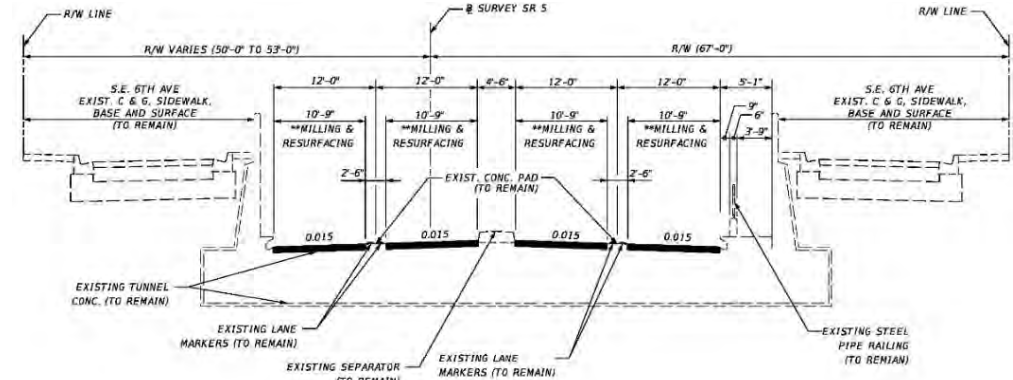
- **Rehabilitate the Henry E. Kinney Tunnel** to meet the latest federal, state, and local standards and guidelines for architecture, structural, mechanical, electrical, and life safety
- **Improve safety and mobility on US-1**
- **Enhance East Las Olas Boulevard at SE 6th Avenue** for a livable community



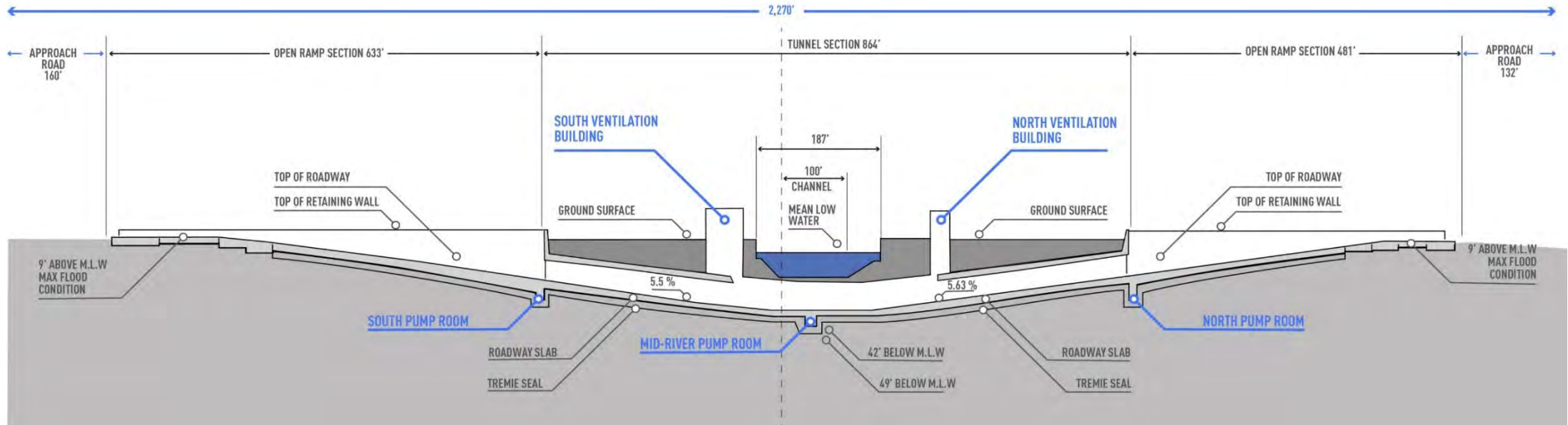
Existing Conditions – Tunnel



DOUBLE-BARREL TUNNEL TYPICAL SECTION



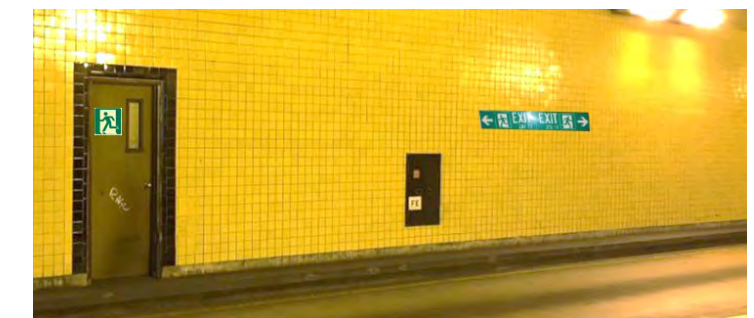
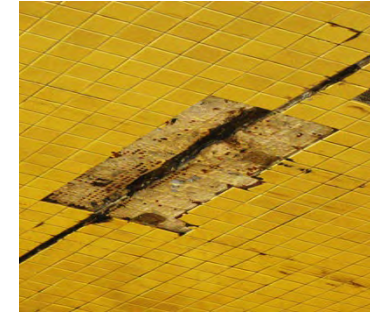
OPEN RAMP TYPICAL SECTION



Proposed Improvements

Tunnel Rehabilitation

- Structural
 - Remove delaminated tiles
 - Repair spalls
- Architecture/Civil
 - Repair South Ventilation Building
 - Install impact attenuators at portals
 - Replace drainage grates (for bicycles)
- Mechanical
 - Replace pumps and ventilation fans
 - Install detectors for hazardous gases
- Electrical
 - Replace lighting with LED
 - Replace control systems and wiring
- Life Safety
 - Install exit signage in tunnel
 - Replace fire detection system and valves



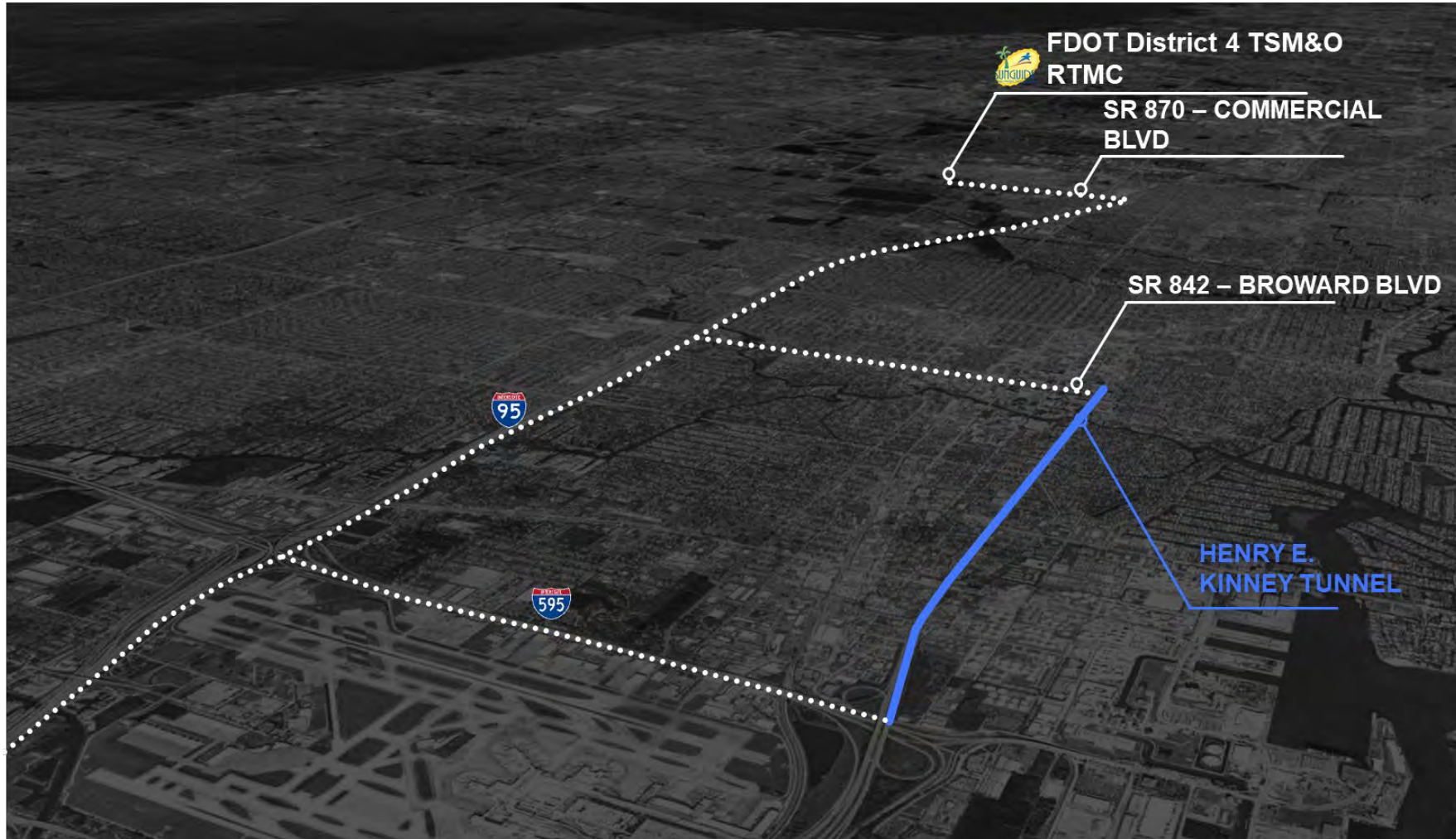
Proposed Improvements

Improve Safety and Mobility

- Adaptive Traffic Signal Control (ATC) System on US-1 at:
 - SE 30th Street
 - SE 28th Street
 - SR 84/Marina Boulevard
 - SE 17th Street
 - Davie Boulevard
 - SE 9th Street
 - SE 7th Street
 - Broward Boulevard



Intelligent Transportation System (ITS)



Proposed Improvements

Tunnel Intelligent Transportation System (ITS) Elements



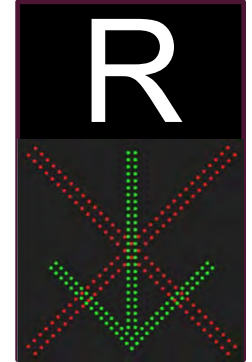
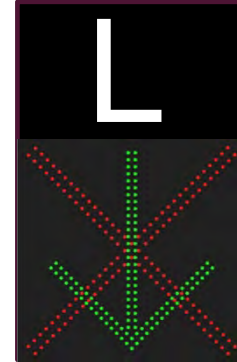
ROADWAY CCTV
CAMERA AND TRAFFIC
SENSOR (MDVS)



WARNING
GATE



FLASHING
BEACON



TUNNEL TRAFFIC
CONTROL DEVICE



OVER HEIGHT DETECTION SENSORS



BLUETOOTH (AVI)
READERS



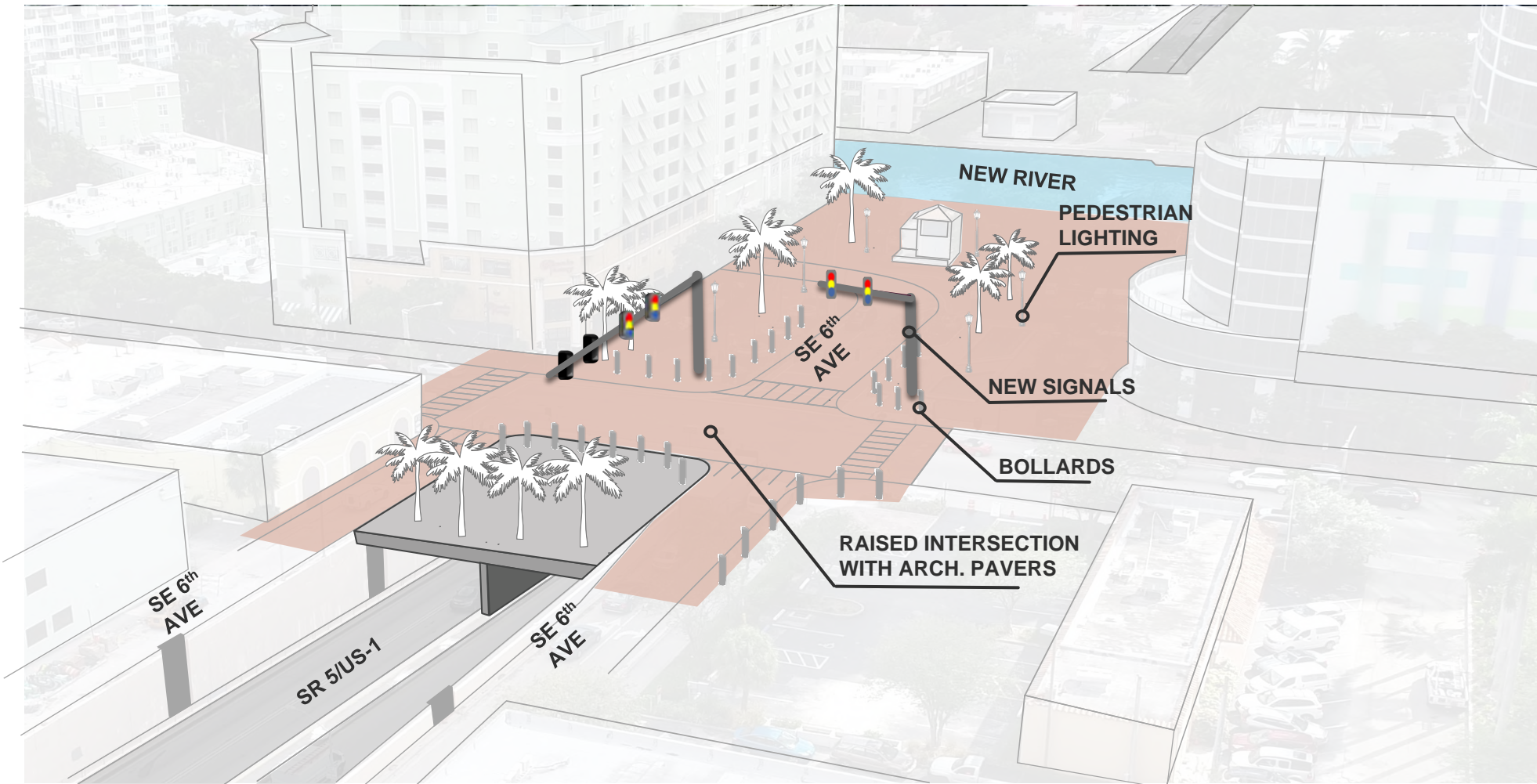
ARTERIAL DYNAMIC MESSAGE SIGNS (ADMS)

Existing Conditions



Proposed Improvements

Tunnel Top Pedestrian Plaza



Conceptual Image

Proposed Improvements

Tunnel Top Pedestrian Plaza

- City of Fort Lauderdale Local Funded Agreement (\$10.6M)
- FP ID 439714-1-52-02
- Funded by City's Park Bonds
- Improves sight distance for SE 6th Avenue Southbound at Las Olas Boulevard
- Enhance Las Olas Boulevard at SE 6th Avenue:
 - Construct New Pedestrian Plaza/Tunnel Extension (117-ft)
 - Raised intersection
 - Reconstruct North ventilation building
 - Reconstruct SE 6th Ave and Laura Ward Riverwalk Plaza
 - Install hardscape and landscape
 - Replace signals with new mast arms



Proposed Improvements

Tunnel Top Pedestrian Plaza – Coordination and Public Outreach

- Previous concepts and public meetings
 - Downtown Development Authority (DDA) 2013 Concept
 - City’s Structural Study of North Deck Extension 2015
 - FDOT Locally Funded Agreement (LFA) Concept 2017
 - Presentations and Public Meetings
 - Commission Meetings
 - Public Meeting on April 24, 2019
 - Public Meeting on November 25, 2019
 - Parks, Recreation, & Beaches Advisory Board Meeting on January 22, 2020 approves funding for final design and construction



DDA Concept (2013)



Public Meeting Concept (April 2019)



Final Concept (Jan. 2020)



CITY OF FORT LAUDERDALE
PUBLIC MEETING NOTICE
TUNNEL TOP PLAZA
WEDNESDAY, APRIL 24, 2019 | 5:30-7:30 PM
 Historic Stronach House | 333 SE 6th Avenue, Fort Lauderdale, FL 33301
 Parking Available at Riverside Hotel Garage on SE 4th Street, behind Riverside Hotel

Neighbors are invited to attend and share your thoughts about the two proposed alternatives for the new Tunnel Top Plaza that will be constructed on the north side of Las Olas Boulevard at Henry Kinney Tunnel as part of an upcoming tunnel rehabilitation project.

The meeting will be an open house format and will include collecting input through voting and surveys to determine design and landscaping elements, programming ideas, shade structure shapes, and much more.

This is the only planned public meeting before the design is finalized. We hope to see you there!

If you would like additional information, please contact Christine Fenchel, Engineering Design Manager, at (954) 828-4828 or cfenchel@fortlauderdale.gov.

If you would like the publication of an alternate format or if you need reasonable accommodation to participate in this event, please call (954) 828-4828 or publicaffairs@fortlauderdale.gov.

CITY OF FORT LAUDERDALE
PUBLIC MEETING NOTICE
TUNNEL TOP PLAZA
MONDAY, NOVEMBER 25, 2019 | 5:30-7:30 PM
 Historic Stronach House | 333 SE 6th Avenue, Fort Lauderdale, FL 33301
 Parking Available at Riverside Hotel Garage on SE 4th Street, behind Riverside Hotel

Following the public meeting in April, the scope of the project has been expanded to extend the size of the plaza and establish a connection to adjacent West Plaza through the improvements to Las Olas Boulevard and SE 4th Street between both plazas.

Join the project team, including representatives from the Florida Department of Transportation (FDOT), to review new concepts of the proposed improvements to the area. The meeting will begin with a short presentation followed by an open house to reveal to collect community input regarding potential uses and activities, landscaping alternatives, and programming ideas.

The public comments received at this meeting will inform the final engineering design. We look forward to seeing you!

If you would like additional information, please contact Christine Fenchel, Engineering Design Manager, at (954) 828-4828 or cfenchel@fortlauderdale.gov.

If you would like the publication of an alternate format or if you need reasonable accommodation to participate in this event, please call (954) 828-4828 or publicaffairs@fortlauderdale.gov.

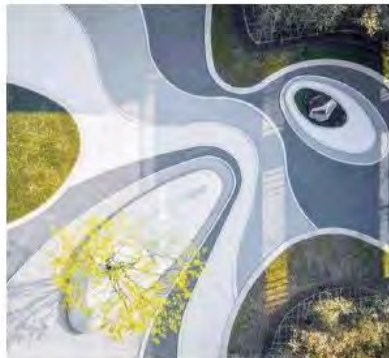
Proposed Improvements

Tunnel Top Pedestrian Plaza



Proposed Improvements

Tunnel Top Pedestrian Plaza



Proposed Improvements

Tunnel Top Pedestrian Plaza



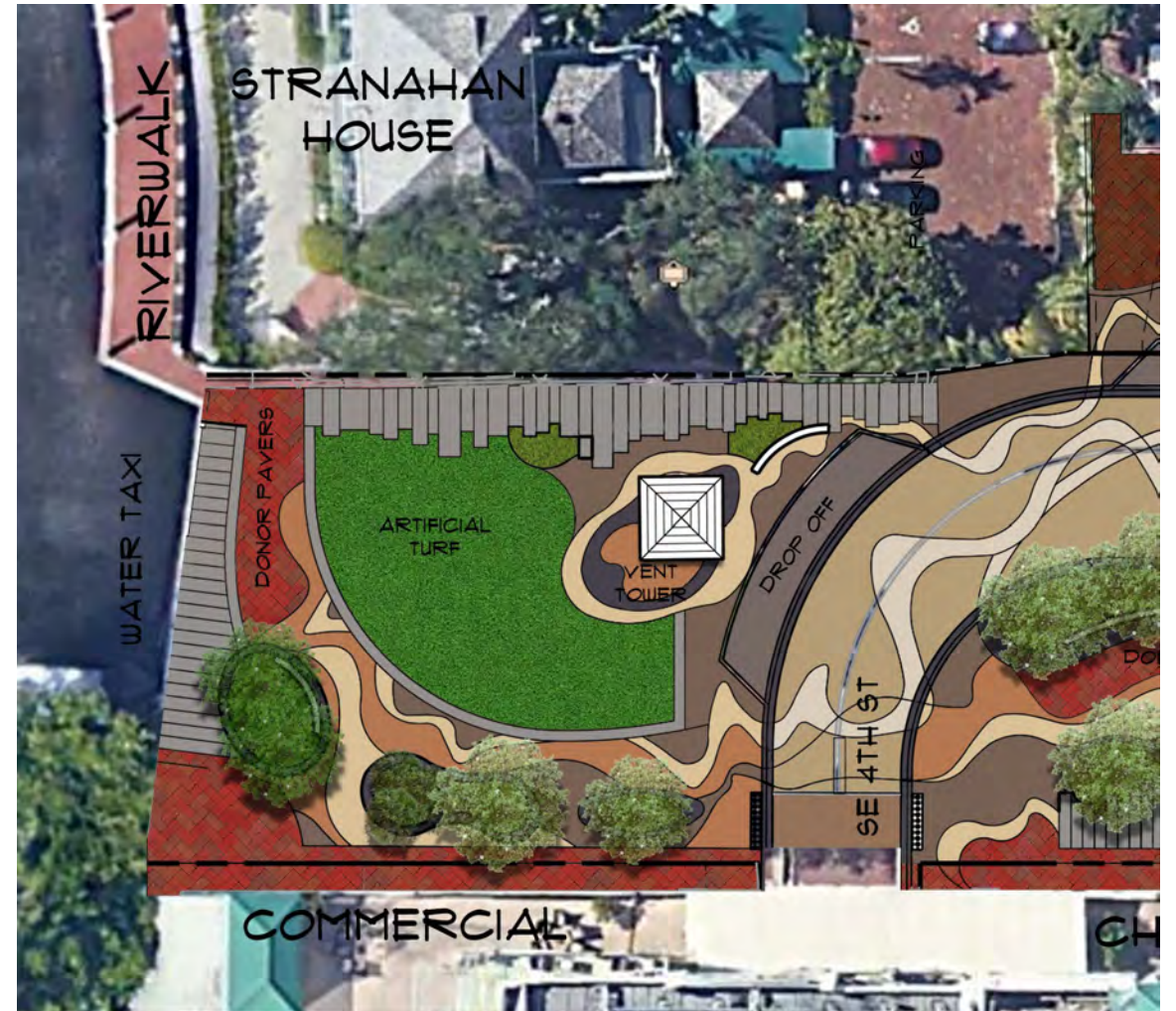
Conceptual Image

Proposed Improvements

Laura Ward Plaza

Key Features:

- Trail head for Riverwalk
 - Connection to Las Olas
- Artificial turf event space
- Water Taxi improvements
 - Defined space
 - Seating
 - Shade
 - Lighting
- Vent Shaft improvements
 - Increase pedestrian space and opportunity for interpretative panels
- Planting focused on native canopy



Conceptual Image

Proposed Improvements

Riverside Hotel & ICON Plazas

Key Features:

- Redefined cohesive patterned pavement to enhance flowing concept
 - Provides transition of "the canvas"
 - Preservation of Riverwalk donor pavers
- Renovation of fountain
- Preservation of access to Stranahan House
- Planting focused on native canopy



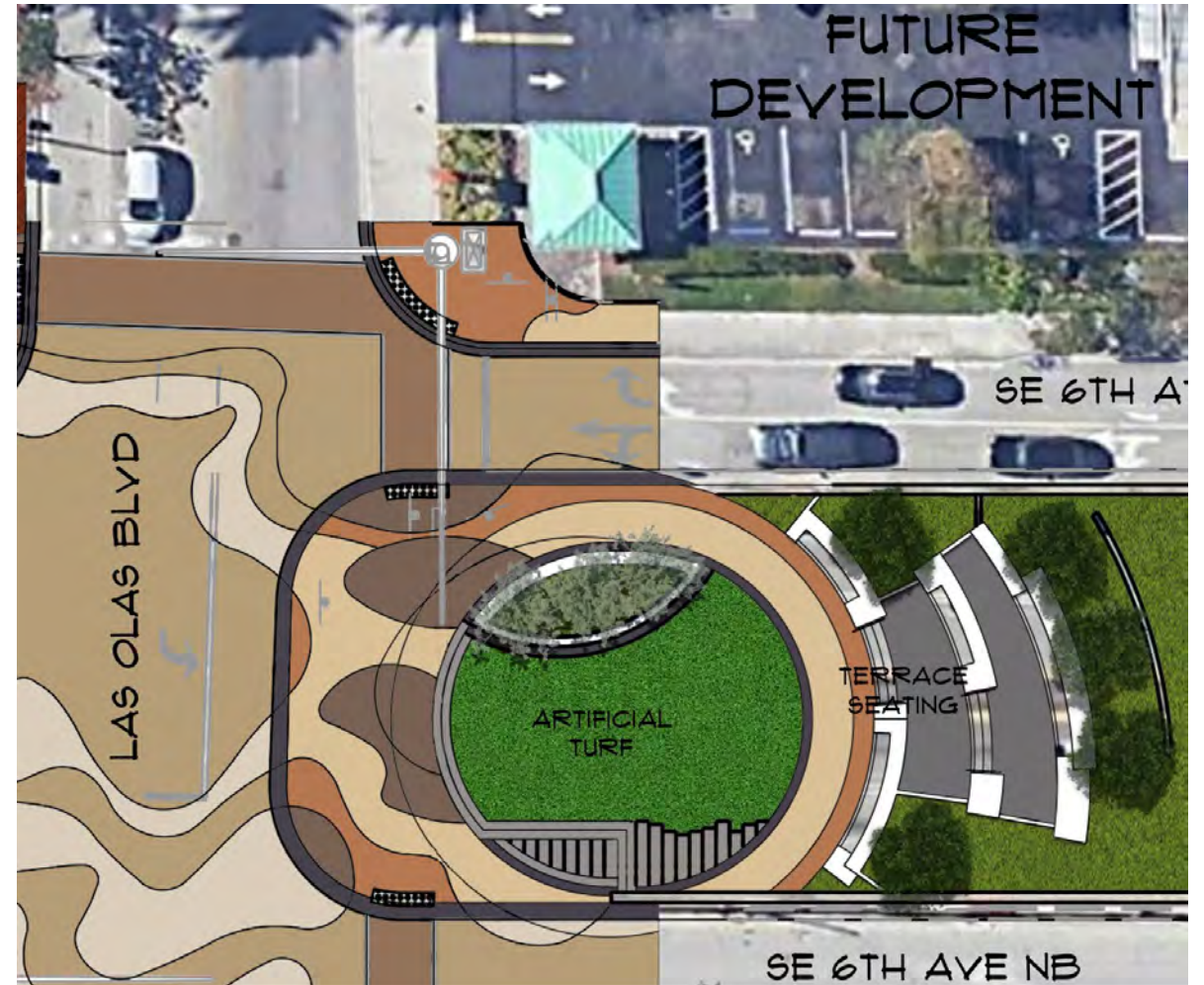
Conceptual Image

Proposed Improvements

Tunnel Top Plaza

Key Features:

- Terrace seating
 - Elevated view to New River
 - Thematic head spring flowing to New River
- Elevated artificial turf play space
- Planting focused on native canopy



Conceptual Image

Proposed Improvements

Tunnel Top Pedestrian Plaza



Images from preliminary concept

Proposed Improvements

Tunnel Top Pedestrian Plaza



Images from preliminary concept

Proposed Improvements

Tunnel Top Pedestrian Plaza



Images from preliminary concept

Proposed Improvements

Tunnel Top Pedestrian Plaza

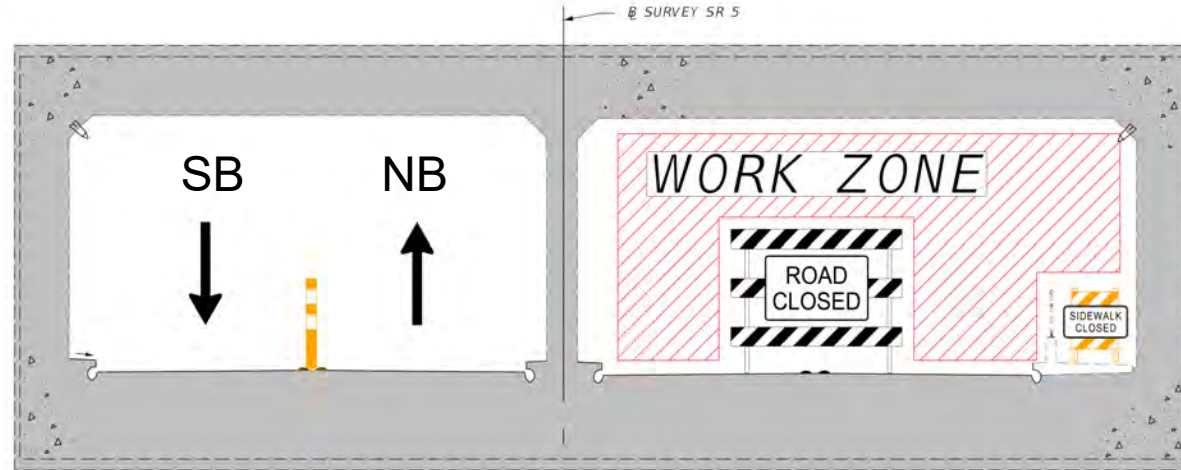


Historic
Preservation
Consultation

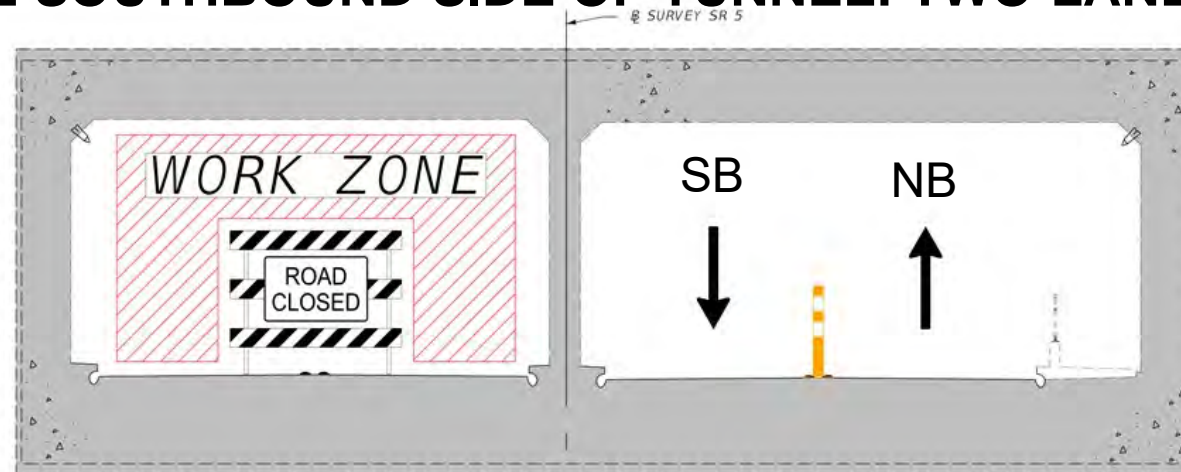


Traffic Control Plan

TCP 1 - CLOSE NORTHBOUND SIDE OF TUNNEL: TWO-LANE TWO-WAY TRAFFIC

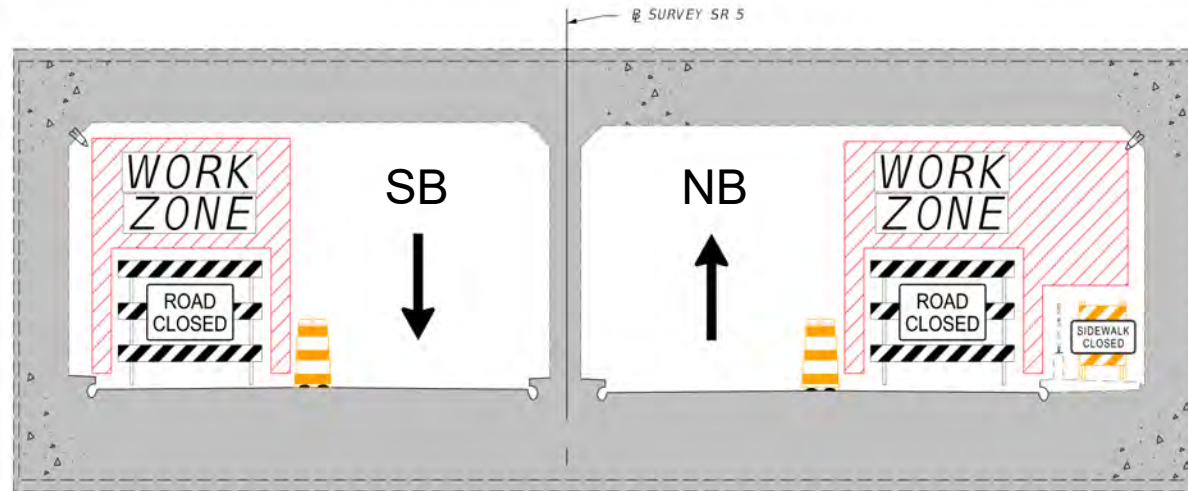


TCP 2 - CLOSE SOUTHBOUND SIDE OF TUNNEL: TWO-LANE TWO-WAY TRAFFIC

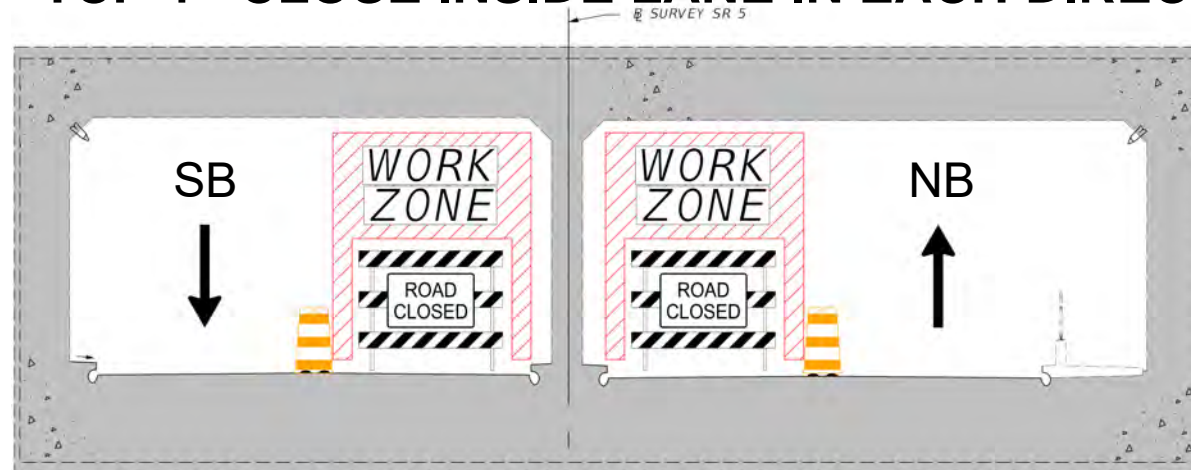


Traffic Control Plan

TCP 3 - CLOSE OUTSIDE LANE IN EACH DIRECTION



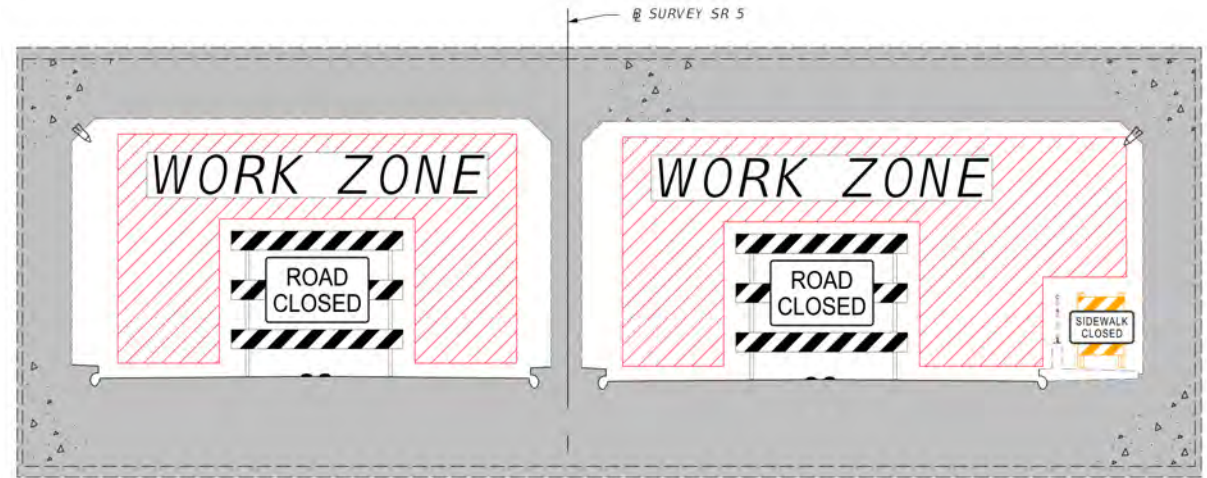
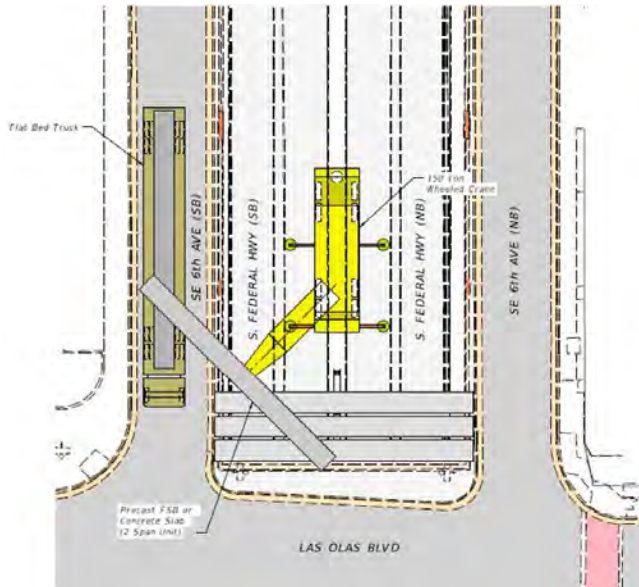
TCP 4 - CLOSE INSIDE LANE IN EACH DIRECTION



Traffic Control Plan

TCP 5 - FULL TUNNEL CLOSURE – DETOUR TRAFFIC

- Install detour for vehicle and pedestrian traffic on US-1 at tunnel
- Close all lanes of US-1 to traffic at tunnel

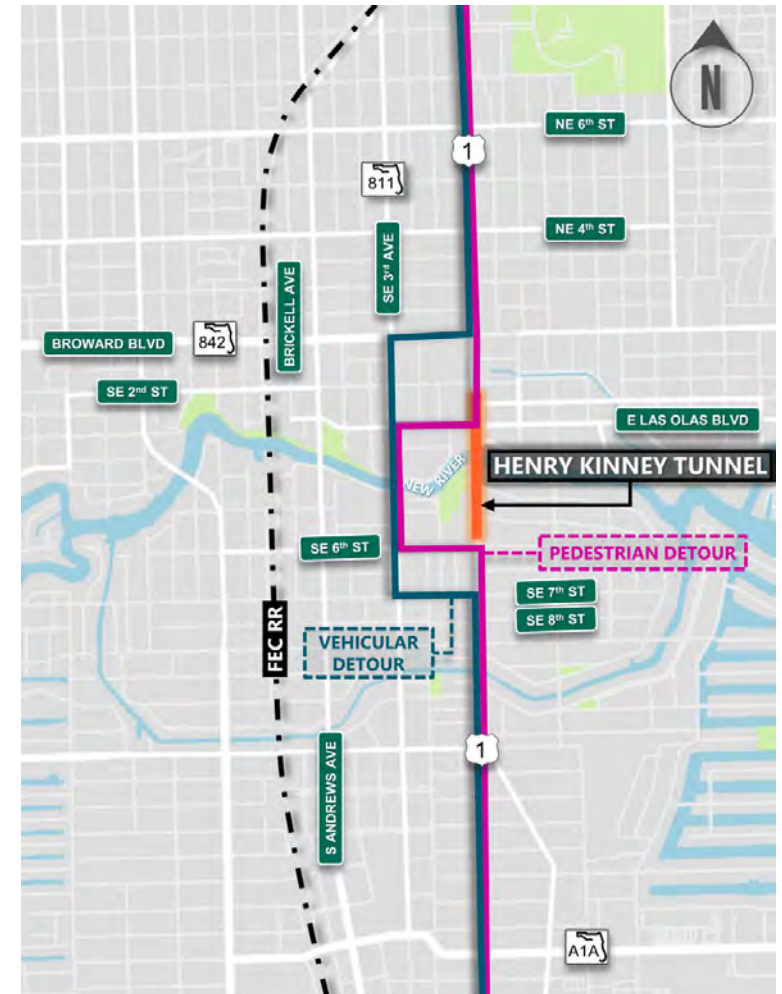


Traffic Control Plan

FULL TUNNEL CLOSURE – DETOUR TRAFFIC (NIGHTTIME OR WEEKENDS)

TCP 5

- Detour traffic on US-1 at the tunnel
- Coordinate with emergency responders, 3rd Avenue bridge, and Broward County Traffic
- Detour of traffic through local streets (SE 7th Street, SE 3rd Avenue and Broward Boulevard
- Pedestrian (sidewalk) traffic shall use SE 6th Street, SE 3rd Avenue, and East Las Olas Boulevard for detours



Project Schedule and Cost

- Construction Cost Estimate: **\$26 Million**
- Final Design Completion: **December 2020**
- Letting Date (Bid Opening): **May 2021**
- Construction Start: **Summer 2021**

Questions and Answer Session

- To provide a comment, please use the **“QUESTION”** button to send your text on your **GoToWebinar Panel**. Please **provide your full name and email address, then your comment**.
- If your question is not responded to during the event, a response will be provided in writing following the virtual workshop

Henry E. Kinney Tunnel Rehabilitation and Tunnel Top Plaza Project

Thursday, September 24, 2020

The presentation has concluded. This is now the question/comment and answer session.

Please submit your question using the question feature and a project team member will respond momentarily.

Team members will be available on this virtual workshop until all questions are answered.

- Questions can also be submitted via email to the Project Manager at Fausto.Gomez@dot.state.fl.us
- The presentation can be viewed at <https://bit.ly/2ZE2DgF>
- A recording of the Virtual Public Information Workshop can be accessed at <https://bit.ly/2ZqZyjO>.