

17th Street Mobility Plan Working Group

Kick-Off Meeting

August 29, 2017

9:00 – 11:00 a.m.

Fort Lauderdale City Hall | 8th Floor Cafeteria

Meeting Summary

City Commissioner Romney Rogers kicked the meeting off explaining the intent of the working group to “Evaluate, Educate, and Implement” the SE 17th Street Mobility Plan. Roundtable introductions then took place (attendee list attached as part of this document). Elizabeth Van Zandt, City Transportation and Mobility, did a brief presentation highlighting the plan efforts and the high impact recommendations out of the plan, to include: 1) construction of a bypass road for Port/ Convention Center direct access, 2) enforce truck routing to the Port using Eller Drive, 3) explore working with the property owners along SE 17th Street to install a shared-use path within the City’s 20’ interdistrict corridor designation, 4) evaluate establishing a southern parallel street to SE 17th Street, 5) add an additional lane onto the 595 on-ramp, 6) install wayfinding signage through the corridor, 7) redesign the intersection of Eisenhower Boulevard and Grande Drive, 8) institute special event signal timing plans for events at the Convention Center and for high cruise days at the Port, 9) make changes to the development review and mitigation process, and 10) form a working group to shepherd the plan recommendations to implementation. Extensive discussion took place by the group on the above recommendations, the issues at large along the corridor, and the different efforts going on in the area related to this topic. Broward County emphasized their strong desire to be a partner at the table with the City, the State, and the community at large. Each attendee was given an opportunity to speak at the end.

The group reached consensus on the following:

1. Recurring meeting date, time, and location will be the last Tuesday of the month from 9:00 – 11:00 a.m. at City Hall – 8th Floor.
2. The area of highest concern along SE 17th Street and established as the priority is from Eisenhower Boulevard to US 1/Federal Highway.
3. The traffic count/data collection as part of the Convention Center development project will occur on 12/17/17 when there will be 8 cruise ships in Port. Additional dates still need to be agreed upon.
4. An updated Origin and Destination Study (O&D Study) should be completed.

Action items for the September meeting include:

1. Rank the high impact recommendations in order of priority (1 being the most preferred). City staff to send out a ranking sheet in advance of the meeting.
2. City staff to get a copy of the Port O&D Study done in 2007 and send to working group.
3. Port Everglades/ Broward County to further explore routing trucks to Eller Drive.

Note: An audio recording of the meeting is available and minutes will be transcribed and made available after 9/20. Please request to Robert Modys at rmodys@fortlauderdale.gov if you would like a copy of either one.

17TH Street Mobility Plan Working Group

Second Meeting

Monday, September 25, 2017

3:00 – 5:00 p.m.

Fort Lauderdale City Hall | 8th Floor Conference Room

Meeting Summary

After roundtable introductions, many of the members discussed how they performed the ranking of the recommendations. Commissioner Romney Rogers then led discussion of the top 10 proposed recommendations to make sure the working group understood each one before ranking. These included 1) construction of a bypass road for Port/ Convention Center direct access, 2) enforce truck routing to the Port using Eller Drive, 3) explore working with the property owners along SE 17th Street to install a shared-use path within the City's 20' interdistrict corridor designation, 4) evaluate establishing a southern parallel street to SE 17th Street, 5) add an additional lane onto the 595 on-ramp, 6) install wayfinding signage through the corridor, 7) redesign the intersection of Eisenhower Boulevard and Grande Drive, 8) institute special event signal timing plans for events at the Convention Center and for high cruise days at the Port, 9) make changes to the development review and mitigation process, and 10) form a working group to shepherd the plan recommendations to implementation. Below are the major takeaways:

1. Enforce Truck Routing – The group expressed that adjustment to light cycles might be a solution via Broward County Traffic Engineering to help encourage large trucks leaving the port to utilize SR84 to I595 rather than Federal Highway. There was also discussion of a right hand turn lane being added along southbound Federal Highway for traffic headed westbound on SR84.
2. Southern Parallel Street – Members of the committee discussed the type of traffic that might utilize this street including passenger vehicles, taxis/rides for hire, and large delivery vehicles. Opposition to a new major thoroughfare by local residents was emphasized, but recognition was made by the group that a southern street is worth exploring.
3. Shared-Use Path – Members agree on the benefits to having a shared-use path to connect downtown to the Beach. Discussion took place regarding the feasibility of doing so given property rights. A suggestion was made to consider only constructing the shared-use path on the south side of the street.
4. I595 On-Ramp Expansion – Discussion regarding this item was generally positive, though some members expressed that a new highway on-ramp between Andrews Avenue and SW 4th Avenue would be preferable. Jessica Josselyn of Kittelson and Associates stated that this option would likely not be allowed by FDOT due to minimum safe highway on/off-ramp separation requirements. Some working group members expressed a preference of using wayfinding signage to direct traffic to I595 using Andrews Avenue and SW 4th Avenue.
5. Eisenhower Boulevard and Grande Drive Redesign – Extensive discussion regarding the existing traffic configuration related to the new apartment building (Broadstone Harbor Beach f/k/a Seminole River Landings) was discussed. Staff expressed that the existing configuration is through a privately owned right-of-way and not subject to City control.
6. Special Event Signal Timing – Working group members discussed this item favorably. Some working group members also suggested an elevated walkway above 17th Street between the Convention Center and the north side of 17th Street. Commissioner Rogers also suggested

researching a park and ride facility, potentially at Andrews Avenue and SE/SW 17th Street, to be utilized for special events at the convention center.

Among the items above, a suggestion was made to have a police officer work the corridor to help crack down on jaywalking and dangerous bicyclist behavior. It was also brought up that the group may want to think about

Commissioner Rogers briefly read through a summary of results from the 2007 Origin and Destination (O&D) Study performed as part of the InterModal Center and People Mover Project study and the 2015 Port Everglades Cruise Survey Report. It was determined that a new O&D Study would be necessary to reflect new conditions, including the emergence of Lyft and Uber. Jessica Josselyn briefly explained advances in technology that might also help complete the study including Bluetooth devices. Diana Alarcon expressed that the O&D Study could be a partnership with the Broward Metropolitan Planning Organization (MPO).

There was also discussion of bringing in a representative from FDOT, Arterial Signal Operations, to discuss the potential implementation of an active traffic management system (signalization) as well as other FDOT initiatives for the corridor.

The group reached consensus on the following:

- N/A

Action items for the October meeting include:

- TAM staff to tally the results of the ranking exercise and send through email to the group in advance of the next meeting on October 30th.
- TAM staff to invite FDOT to make a presentation at the October 30th meeting.

Note: A professional note taker was present at this meeting and will provide detailed meeting minutes as well as an audio recording. Please request to Robert Modys at rmodys@fortlauderdale.gov if you would like a copy of either one.

17TH Street Mobility Plan Working Group

Third Meeting

Monday, October 30, 2017

10:00 a.m. - noon

Fort Lauderdale City Hall | 8th Floor Conference Room

Meeting Summary

Discussion took place regarding the ranking results. The group was generally supportive of the top five ranked priorities, in the following order:

1	Enforce truck routing to the Port using Eller Drive
2	Institute special event signal timing plans for events at the Convention Center and for high cruise days at the Port
3	Evaluate establishing a southern parallel street to SE 17th Street
4	Explore working with property owners along SE 17th Street to install a shared-use path within the 20' interdistrict corridor designation
5	Add an additional lane onto the 595 on-ramp

Commissioner Rogers suggested that each working group meeting for the next five months be focused on each of the priorities above. November's meeting will be focused on the number one priority, December's meeting will focus on the number two priority, and so on. Representatives on the working group, especially agency representatives, should extend an invite to others that may be helpful during the discussion of each of these topics.

The group reached consensus on the following:

- N/A

Action items for the November meeting include:

- Provide a copy of the powerpoint presentation made by Jonathan Ford
- Provide a timetable for completion of the origin and destination study
 - A course of action to start the O&D study is still being developed. A plan of action should be better defined by December. An update will be given at that time.

Note: A professional note taker will provide detailed meeting minutes as well as an audio recording. Please request to Robert Modys at rmodys@fortlauderdale.gov if you would like a copy of either one.

17th Street Mobility Plan Working Group, 4th Meeting “Enforce Truck Routing to the Port Using Eller Drive”

Monday, November 27, 2017

Fort Lauderdale City Hall | 8th Floor Cafeteria

The meeting was focused on approaches to enforcing truck use, particularly petroleum tankers, of Eller Drive. Natacha Yacinthe stated that approximately 2,000 trucks, of which about 75% are petroleum tankers, utilize Spangler Boulevard (Marina Mile/SR84/SE 24th St) each day. Natacha also emphasized that the port needs to balance the cruise passenger experience, particularly along Eller Drive, with the heavy freight traffic. She also stated that the issues with internal port roadways are related to congestion rather than capacity, especially when considering the “human element” of security gate processing times.

Access and Incentivization

The group discussed the following approaches to incentivizing access via Eller Drive:

- Limiting Spangler Boulevard from 24 hour access while increasing access to Eller Drive to 24 hours per day (complete)
- Modify the lane configuration at Spangler Boulevard to allow only one turn lane out of Port Everglades
- Outreach to truck drivers has also occurred at a more informal level (complete)
- Truck routing signage directed at truck drivers
- Modifying routes through Google Maps or other GPS systems, particularly those used by truck drivers
- Modifying signal timing to make truck access outside of Eller Drive inconvenient
- Truck washing vouchers for those who follow truck routes
- Creation of an ordinance to restrict truck use over City R.O.W.

Representatives of Village East stated that they would like the above solutions to balance access to I595 via SR84 for non-commercial vehicles as well as voiced concerns related to vehicular backup on Miami Road as solutions will impact access to and from Village East.

Completed Studies

The existence of two studies was raised, one aimed at petroleum tanker routing on the statewide highway system (C20 Study, FDOT) and another study that focused on how ports are accessed statewide (Bluetooth Study, FDOT). It was determined that a letter to relevant agencies, including Broward County, Broward MPO, and FDOT, would be sent from the City requesting any other related studies.

Truck Routing Ordinance

Commissioner Rogers strongly recommended that the City continue to pursue a citywide truck routing ordinance and he would determine how to direct the City Attorney to begin that process. Certain elements of the proposed truck routing ordinance that were discussed included impacts to fire safety/response times/access, truck weight limits, and time-based restrictions.

Signal Timing

It was determined that the City would send a request to Broward County and FDOT to study the signal timing of the 17th Street Corridor post-Irma with special emphasis on delay at SE 15th Avenue. Jonathan Ford clarified that this study could be performed under an already open FDOT task order with a relatively quick turnaround time. FDOT will also study the lane alignment and signal timing at the intersection of SR84 and US1 to reduce the signal length existing Spangler Drive and to optimize north and south vehicular movement. This is anticipated to be completed by January.

CONSESUS ITEMS

N/A

ACTION ITEMS

1. Request all studies relating to Port Everglades and 17th Street from FDOT, Broward MPO, and Broward County

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2. Draft letter to request that signal timing within the 17th Street Corridor be reviewed with an emphasis on SE 15th Avenue and the intersection of SR84 and US1
3. Draft letter to request that the Secretary of FDOT District 4 accelerate funding of a 17th Street Active Management System
4. Champion the option of a flat-rate cab fare with Broward County
5. Determine ways to improve the connection between Andrews Avenue and US1, especially at SR84 and SE 30th Street

17th Street Mobility Plan Working Group, 5th Meeting
**“Institute special event signal timing plans for events at the Convention Center
and for high cruise days at the Port”**

Monday, January 29, 2018
Fort Lauderdale City Hall | 8th Floor Cafeteria

This meeting focused on the current FDOT system for special event signal timing. Allison Glunt, Arterial Operations Manager for FDOT District 4, presented on the special event signal timing process, which includes coordination with a variety of partners including City Police, City staff, County staff, and FDOT staff and consultants a minimum of 3 weeks in advance of a major event. Allison discussed aspects that are included in special event signal timing plans, including signal timing, maintenance of traffic (MOT), Bluetooth device and cameras when available, dynamic messaging signs (DMS), and staff availability. Allison also clarified that the signal process can be duplicated in the future as signal patterns for recurring events can be retained and reused, resulting in easier on-the-fly changes for future special event signal timing plans.

Glenn Wiltshire, Deputy Port Director, spoke on the Port’s current individual events planning process which includes lane closures and expansions to increase cruise passenger and convention attendee flow into the Port and Convention Center. Glenn also discussed the Port’s consideration of events outside of the Port itself that may impact availability of rideshare or impact signal timing downstream.

DISCUSSION TOPICS

Discussion of the following general topics ensued during and after Allison’s presentation:

- Signal pre-emption for emergency vehicles, which does currently occur and happens at a distance
- Approach prior to a formal special event signal timing plan which included minor coordination and techniques such as pickling, which manually controls lights but can create flow problems up the line
- City Commission involvement in the special events process and potential fiscal impacts related to staff and fiscal impacts to arrange for event planning
- Las Olas access and improving flow for vehicles along this corridor as part of the 15th Avenue redesign process
- Duplication of the special events signal timing model for other events and the ability to repeat the model for annual events
- SE 17th Street Bridge signal timing, including the perceived lack of compliance for bridge openings as set by 33 CFR 117.261, and the flushing of vehicles after a bridge has disrupted timing
- Potential positive impacts of satellite park and ride locations for major events
- Improvements to predictability based on size of events and completion of parking garages on the beach
- How can we improve impacts to neighborhoods during major events so neighbors are aware of problem areas and peak flush times and can plan to avoid these areas accordingly?

SE 17TH STREET DRAWBRIDGE

A discussion of the operating policies of the 17th Street Drawbridge was held. Glenn Wiltshire clarified that bridge opening and closings are regulated by 33 CFR 117.261 and the 17th Street Bridge should open at the hour and half hour. Attendees expressed concern that bridge tenders are not currently complying

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with this schedule and open the bridges minutes before the scheduled time. Glenn clarified that certain vessels, such as those under tow, are exempt from closing times. It was determined that most data so far is based on individual observation and that a better understanding of rules and regulations is needed as a starting point before moving forward.

ADDITIONAL ITEMS DISCUSSED

Alan Cohen provided a brief update on the parallel route, to be discussed at the February meeting.

Christina Currie asked for an update on the Truck Routing Ordinance. Diana Alarcon responded with an update that we've begun vetting the draft ordinance and an update on the ongoing Las Olas loading and unloading pilot project and their ability to replicate the zones outside of Las Olas.

Barbara Magill requested an update on the Origin & Destination Study. Karen Warfel explained that TAM is currently reviewing existing documents to help further refine the proposed O&D Study scope.

CONSENSUS ITEMS

N/A

ACTION ITEMS

1. Help facilitate meeting with Convention Center and Port Everglades for high cruise days for FDOT signal timing through the City's Night Time Economy Manager
2. Glenn Wiltshire to bring bridge timing up at the next Harbor Safety Committee at the Port
3. TAM to share Parks and Recreation calendar of events with Glenn Wiltshire and the entire Working Group
4. Create a document listing bridge opening and closing times within the City limits per 33 CFR 117
5. Pursue bridge opening and closing signage throughout the City, especially at 17th Street

FOLLOW UPS FROM PREVIOUS ACTION ITEMS

1. Letter requesting signal timing changes was sent
2. Commissioner Rogers reached out to Legal regarding truck restrictions
3. Requests for available studies have been sent to agency partners. All studies are being compiled into one summary memo to be used to help shape O&D Study needs
4. Signal timing of SE 17th Street, including at SE 15th Avenue, has been reworked to promote optimal vehicle flow

17th Street Mobility Plan Working Group, 6th Meeting
“Evaluate establishing a southern parallel street to SE 17th Street”

Monday, February 27th, 2018
Fort Lauderdale City Hall | 8th Floor Cafeteria

INTRODUCTIONS

Commissioner Rogers introduced Sarah Spurlock, the City’s Nighttime Economy Coordinator, who will be assisting with coordinating all aspects of major events in the city. This includes those events that impact the Beach and 17th Street both directly and indirectly.

BRIDGE OPENINGS

Commissioner Rogers reported that Glenn Wiltshire communicated working group concerns related to the 17th Street drawbridge opening improperly to the US Coast Guard. The Coast Guard stated that they had not heard of any complaints about the bridge. The group moved to assign further coordination with the US Coast Guard related to draw bridge operation to the Marine Advisory Board, which Commissioner Rogers will communicate to Lee Feldman.

The Commissioner also reviewed the Bridge Opening and Closing Summary document which was based on the existing statutory language. Jonathan Ford from FDOT clarified that all drawbridges crossing the Intracoastal in the city limits should have signs indicating opening and closing times within the next 30 days. Bill Cole expressed concern that the bridges are being opened out of schedule and Marilyn Mammano expressed interest in modifying bridge opening and closing times, to which Diana Alarcon responded FDOT has worked with the City on this in the past during certain situations, including special events.

Annette Ross stated that bridge tenders have issues with tourists who do not speak English not listening to orders to move away from the bridge opening area, increasing the amount of time it takes to open the bridge. She suggested signage at the bridges that could communicate the message either by including multiple languages or by utilizing symbols. Diana requested that Jonathan Ford look into this request.

SIGNAL TIMING

The signal timing adjustment letter was sent out with many of the adjustments already completed. Bill Cole and Annette Ross stated that SE 15th Avenue may not be properly timed or synchronized, especially with the pedestrian actuated crossing. Jonathan Ford clarified the synchronization process and the impact that pedestrians have on perceived synchronization, including an explanation of how the pedestrian actuated buttons currently work. This explanation included that a pedestrian may press the button but leave the intersection without crossing, creating a perceived synchronization issue. Jonathan agreed to request a study of this light’s synchronization with the rest of the corridor. There was also discussion of preempting the signal at Harbor Inlet Drive to allow vehicles to cross from north to south or to make an eastbound turn when the 17th Street Bridge is up. Finally, Jonathan also offered to look into initiating a flashing red arrow at Mayan Drive in order to allow for more convenient access to those communities after hearing concerns expressed by working group members.

A brief discussion regarding access to Harbor Shops was held with the clarification that Cordova Road design will kick off in the Summer of 2018 and that adjustments to this turning movement were raised by the 17th Street Corridor Mobility Plan.

HIGH CRUISE DAY TRAFFIC

Diana Alarcon and Karen Warfel expressed concern over high cruise day traffic on February 24th and 25th. Diana noted serious congestion at Eller Drive while Karen noticed congestion on US1. Some of the issue was related to large trucks using port entrances clogged with passenger cruise traffic rather than freight-priority entrances. Natacha Yacinthe stated that she would look into potential reasoning for gate closures that Diana perceived and ways to make quick improvements in these situations.

ORIGIN AND DESTINATION STUDY

Commissioner Rogers provided an update on the O&D Study, including the new technology that utilizes cell phone location data to provide a wider view of where vehicles are traveling. The technology also allows data to be pulled from any time, including high-season days. This technology will be used to get a better idea of how passenger vehicles are moving along the corridor as freight movement has been studied in great depth by other partner agencies. Following a discussion of the O&D Study, the board voted to allocate funding to the O&D Study.

OTHER

Commissioner Rogers clarified that he did reach out to Staff regarding truck restrictions. The effort is currently pending further review.

Diana Alarcon provided an update on Waze, stating that the agreement which would enable us to better route visitors and delivery drivers through the City is on hold pending Legal review. After a discussion of improperly parked delivery vehicles and buses, Diana requested that anyone with a truck-related issue send her a picture so that she could reach out to the trucking company.

BYPASS ROAD PRESENTATION

The following is a general summary of comments received related to the concept bypass road, which includes two one-way streets in and out of the Port property via 20th and 21st Streets and utilizes a pair of flyovers. The concept was presented as such – there has not been a deep level of planning or engineering vetting of the concept by the City of Fort Lauderdale as presented.

The summary below is not intended to be read as meeting minutes or direct quotations from participants.

Note: "A.C." relates to responses by Alan Cohen.

- Alan Cohen stated that there is a possibility of creating an additional southwest entrance into Village East to accommodate the SE 20th Street changes. The current entrance is on the northeast corner. Village East will also receive a sound wall in place of its existing chain-link fence under the current proposal.
- Christina Currie: Does allowing vehicles to go over the secure area instead of through it impact the secure area?
 - A.C.: Bridge will be designed so that it's enclosed
- Dana McDonald: On 22nd Street, how does the US1 connection work?
 - A.C.: I don't have a particular answer for you, we are not anticipating southbound Federal traffic to turn in. Northbound US1 traffic will require full study.
- 22nd Street was potentially vacated and may not be a public street; more study will be required to understand the implications of the potential vacation.

- Marilyn Mammano: We asked that you study removing the proposed overpass along Miami Road at SR84 at a previous meeting public meeting, instead moving the security gate on Spangler east to facilitate the northbound entrance avoiding Miami Road altogether. Have you looked into this possibility?
 - A.C.: We shared the idea with the consultants, though the feasibility has not yet been studied.
- Carlos Gonzalez: How will this address existing back-out parking and neighborhood compatibility?
 - A.C.: These elements require further study, including further direction from the City.
- Carlos Gonzalez requested the study of impacts to Andrews Avenue and 20th Street as the intersection seems dangerous, especially if traffic is directed to use this intersection. He stated that it might be desirable to create the connection to Andrews Avenue to the west in order to improve access to and from Downtown.
- Pamela Miller from Village East expressed that the association isn't opposed to signal timing but is concerned that people won't go to US1 and instead turn down Miami Road and go to SR84. This would negatively impact the neighborhood.
 - A.C.: We can mitigate this effect by directing traffic with signal timing to use 20th rather than Miami Road.
- Don Cross: Who is going to commit to maintain the overpasses?
 - A.C.: If completed, this will be either a County or City road .
- David Wells: How does this help the neighborhood along Miami Road? How does it improve the neighborhood? How does converting certain streets to one-way increase the ability to move around? This project as proposed cuts the neighborhood in half.
 - A.C.: The project provides potential easier access in and out of the neighborhood.
 - Comm. Rogers: Dispersing traffic is a good thing, especially when the traffic is properly calmed. We need to look at the big picture here and how this impacts the entire corridor.
 - Marilyn Mammano: This isn't a neighborhood improvement project. This project is intended to remove traffic from 17th Street. The advantage to the community is that all of the diverted traffic will utilize this road only – they won't cut through neighborhoods the way they do today.
- Jack Loos clarified that the reason for the apartment complex (1919 SE 10th Avenue) included one-way pairing was to allow the project to incorporate 10' wide sidewalks and increase landscaping to result in a more pedestrian friendly area. This roadway configuration was chosen in coordination with the neighborhood.
- David Wells: Village East is a compound and won't have cut-through traffic. How much of this is studying how to push traffic all the way through to Andrews Avenue and SW 20th Street?
 - Jessica Josselyn: A street network helps distribute trips – congestion on 17th Street is due to lack of a street network. Improving the network distributes vehicles across the board.
- Dr Sorenson: Could the County Administrator's Office send the diagram to the group and provide summaries of each meeting?
 - A.C. to follow up with digital concept
- Natacha Yacinthe: What's the timeline?
 - A.C.: A concept will be presented for formal review later this year. There are other regulatory agencies that need to review in addition to the City including the US Coast Guard/Homeland Security, County Environmental, etc.

Alan Cohen will present the concept again at the March 6th meeting of Harbordale Convention Center (Embassy Suites).

ADDITIONAL ITEMS DISCUSSED

N/A

ACTION ITEMS

1. Request that the Marine Advisory Board coordinates discussion to address bridge opening and closing issues when not opening at prescribed times
2. Staff and FDOT to research signage to better educate non-English speaking visitors of bridge opening and closing procedures
3. Natacha will look into why vehicles may have been backed up on Sunday, February 25th including why a gate may not have been open and how to better inform trucks of high cruise volume days
4. FDOT to look into the following operational improvements:
 - a. Signal preemption at Harbor Inlet Drive/23rd Avenue when the bridge is open to let the neighborhood out
 - b. The possibility of converting the Mayan Drive left turn light to a flashing red
 - c. Further enhancements to NE 15th Avenue signal timing coordination
5. Diana to coordinate with the Hilton Hotel and Alan Cohen with the Broward County Convention Center regarding Academy buses parked on Grande Drive
6. City Staff will research the vacation of SW 22nd Street
7. Alan Cohen to provide access road diagram to be shared with the entire group
8. Alan Cohen to provide summaries of neighborhood meetings

FOLLOW UPS FROM PREVIOUS ACTION ITEMS

1. Sarah Spurlock, City's Nighttime Economy Manager, was introduced to the group and will continue coordinating with agency partners
2. Glenn Wiltshire shared bridge opening timing concerns with US Coast Guard partners
3. Signs stating bridge opening and closing times will be placed at all Intracoastal Bridges by FDOT
4. City Staff will work with Kittelson & Associates to develop an O&D Study scope
5. Bridge opening and closing summary per 33 CFR 117 was distributed to the group