



Memorandum

Memorandum No: 25-081

TO: Honorable Mayor and Members of the Fort Lauderdale City Commission

FROM: Rickelle Williams, City Manager *RW*

DATE: June 16, 2025

SUBJECT: Street Modification/Closure Request - SE 17 Avenue at Las Olas Boulevard

During the City Commission meeting on May 6, 2025, Commissioner Sorensen requested support from the City Commission to modify SE 17 Avenue at Las Olas Boulevard by limiting westbound vehicular movements. After discussion, the City Commission requested that staff provide additional information related to traffic operations and potential impacts of the proposed modification.

SE 17 Avenue is a one-way (southbound direction only) roadway servicing the area located just north of Las Olas Boulevard. Based on existing conditions at the Las Olas intersection, there is already a roadway modification in place as the only option is for the one-way southbound traffic to turn right. The modification requested will effectively implement a full road closure, as access is already restricted for vehicles coming from the east on Las Olas Boulevard.

Over the last few years, the City has received multiple concerns related to the line-of-sight as southbound traffic along SE 17 Avenue merges onto westbound Las Olas Boulevard. These concerns were also memorialized as part of the Las Olas Vision Plan.

As part of the Las Olas Mobility design efforts, traffic counts were collected for this intersection in September 2024 during the morning peak (between 7:00 am - 9:00 am), and the afternoon peak (between 4:00 pm - 6:00 pm). The traffic counts showed minimal traffic volumes for legal traffic movements (southbound right turn), with only ten (10) vehicles during morning peak, and ten (10) vehicles during the afternoon peak. The traffic counts also identified nine (9) illegal vehicle movements given the current one-way configuration, including seven (7) vehicles that drove the wrong way onto SE 17 Avenue and two (2) southbound vehicles that did not turn right onto Las Olas Boulevard.

The City's Transportation and Mobility Department (TAM) does not have any major concerns associated with the closure request. Furthermore, TAM discussed the potential modification/closure with the Fort Lauderdale Police Department and the Fort Lauderdale

Fire Department and there were no concerns raised. Additionally, the Colee Hammock Homeowners Association supports the request as shown in the email letter attached to this memorandum (Attachment 1).

Should the road modification/closure be approved and implemented, traffic currently using SE 17 Avenue to connect to Las Olas would use alternative east-west streets (SE 2 Ct or SE 2 Street), and north-south avenues (SE 16 Avenue or SE 15 Avenue) to connect to Las Olas Boulevard. Given minimal traffic volumes along SE 17 Avenue based on recent traffic counts, the impact to an alternative roadway network within the neighborhood would be minimal.

It is important to note that under current conditions, any traffic from SE 17 Avenue with a destination east of SE 17 Avenue on Las Olas Boulevard should be using SE 15 Avenue as both SE 16 Avenue and SE 17 Avenue do not currently allow for a southbound left turn to connect to Las Olas Boulevard east.

City staff created a graphic to illustrate the intersection conditions (Attachment 2). For further information, please contact Milos Majstorovic, Acting Director of Transportation and Mobility, at 954-828-5216 or mmajstorovic@fortlauderdale.gov.

Attachment:

1. Email letter of support from the Colee Hammock HOA
2. Sight Distance Triangle at SE 17 Avenue and East Las Olas Boulevard

c: D'Wayne M. Spence, Acting City Attorney
David R. Soloman, City Clerk
Patrick Reilly, City Auditor
City Manager's Office
Department Directors

From: [Jacquelyn Scott](#)
To: [Milos Majstorovic](#)
Cc: [Ben Rogers](#)
Subject: [EXTERNAL:CAUTION!]- SE 17th Ave & East Las Olas Blvd
Date: Thursday, June 12, 2025 1:29:46 PM

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Hello Milos,

The Colee Hammock HOA supports the trial closure of the SE 17th Avenue exit at Las Olas Boulevard.

This exit has long posed safety challenges due to limited sight lines, high vehicle speeds on Las Olas, and frequent illegal turning movements. Vehicles commonly make prohibited eastbound left turns from SE 17th Avenue onto Las Olas, or enter the neighborhood illegally from Las Olas using the exit-only lane, both of which create serious hazards for pedestrians and drivers alike.

SE 17th Avenue has no sidewalks and serves as a quiet, residential street heavily used by pedestrians, including children, joggers, dog walkers, and cyclists. The current traffic patterns compromise this environment and endanger those who rely on the street for daily activity.

This concern is not new. In the 1980s, the City closed SE 17th Avenue to inbound traffic from Las Olas to protect the neighborhood's character and reduce cut-through traffic. The same rationale supports full closure today, particularly as traffic volumes have increased and Las Olas Boulevard has become more congested.

During the Las Olas Mobility Plan process, transportation engineers identified this intersection as unsafe due to inadequate sight distance. They concluded that the exit is not essential to overall circulation and recommended its closure as a safety measure, with no significant negative impacts on surrounding streets.

For these reasons and in alignment with both historical precedent and expert recommendations, the Colee Hammock HOA strongly urges the City to implement a trial closure of the SE 17th Avenue exit at Las Olas Boulevard.

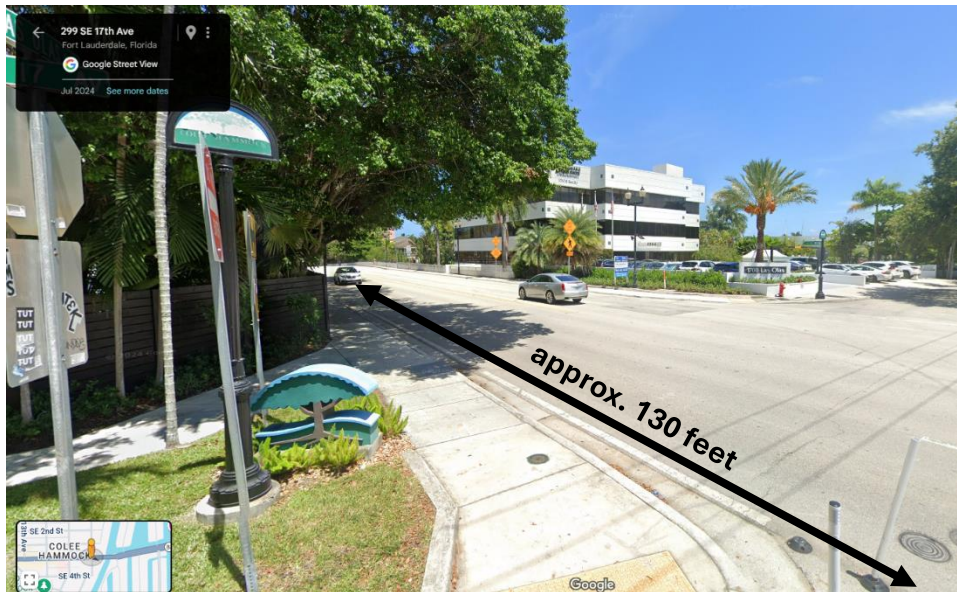
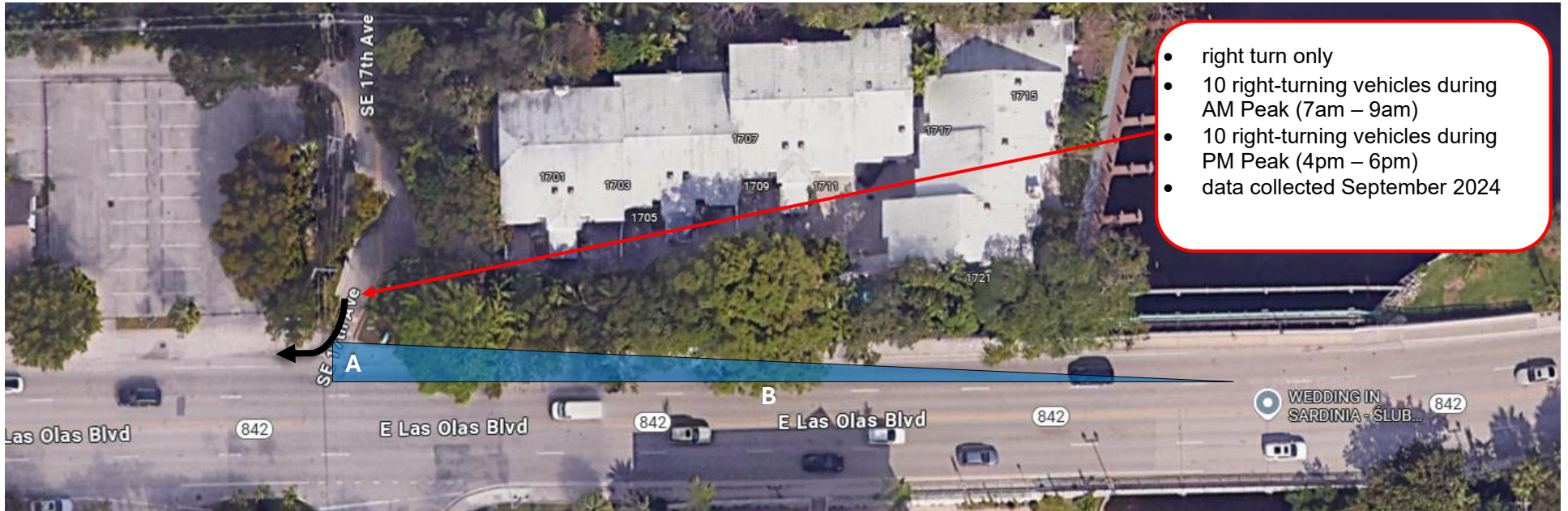
Jacquelyn Scott, *President*
Colee Hammock Homeowners Association

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Colee Hammock, HOA President

Visit our website at <https://coleehammock.org/>



Sight Distance Triangle – SE 17th Avenue and E Las Olas Boulevard



Street view looking east along Las Olas Blvd (line of sight approximately 130 feet)

Legend:

Appropriate sight distance

- A = 14.5 ft from edge of traveled way + $\frac{1}{2}$ lane width = 20 feet
- B = intersection sight distance for passenger cars = 335 feet*

*Source: AASHTO Greenbook; based on 35 mph design speed