



City Commission **agenda item**

item type Action Items Requiring Discussion	meeting date March 24, 2021
prepared by Sarah Walter	approved by Sarah Walter, Michelle Neuner, Randy Knight
board approval Completed	
strategic objective City Staff feels as though the current layout approved by the City Commission achieves the goal of significantly reducing the cut-through traffic through the residential portions of the neighborhood. If the Commission has additional goals for the neighborhood, these goals should be identified so City Staff can assist in making recommendations.	

subject

Killarney Roadway Network Improvements

motion / recommendation

Review and provide City Staff with direction.

background

Residents in the Killarney Estates neighborhood had been working for years to find relief from the cut-through traffic within their neighborhood. Cut-through traffic was increasing due to wayfinding apps; vehicles were also ignoring the one-way signs at the intersection of Killarney Drive & Fairview Avenue. Additionally, the planned Hill Gray development (former Ranch Mall) will also have parking lot access on Grove Avenue.

Through a collaboration of Planning & Transportation staff and residents from the neighborhood, a concept was developed that would eliminate the cut-through traffic. This concept included modifications to the intersection of Grove Avenue, Broadview Avenue & Dallas Avenue and the intersection of Killarney Drive & Fairview Avenue. At the intersection of Grove, Broadview and Dallas Avenues, there would be a permanent physical separation of Grove Avenue from Dallas Avenue and Broadview Avenue (northwest of Grove Avenue). At the intersection of Killarney Drive & Fairview Avenue, it was proposed to place planter bollards on the southern leg of the intersection to prohibit through vehicle traffic.

This layout was installed as a test fit in the field and was presented to the City Commission at the August 26, 2020 City Commission Meeting. Along with the option that

was tested in the field, a second option was presented that would allow for access to the bank parking lot from Dallas Avenue instead of from Grove Avenue. The City Commission voted unanimously in favor of the option that was installed as a test fit (with commercial access to the bank parking lot from Grove Avenue).

Since the August 2020 meeting, City staff has been working internally on the parklet design for the intersection of Grove, Broadview and Dallas Avenues. Additionally, the planter bollards were installed on the southern approach at the intersection of Killarney Drive & Fairview Avenue. The planter bollards prohibit vehicular traffic but allow for a bicycle and pedestrian connection.

Both residents and City Staff feel as though the current layout achieves the goal of significantly reducing the cut-through traffic through the residential portions of the neighborhood.

During the February 11, 2021 City Commission Special Meeting, the Commission requested City Staff to reevaluate the roadway modifications and bring forth additional options.

alternatives / other considerations

Based on the direction provided by the City Commission, City Staff developed ten options for the road network in this area (see attached). City Staff received requests for a variety of scenarios to be evaluated and incorporated these scenarios into the ten options. It should be noted that each of the options include the permanent physical separation of Grove Avenue from Dallas Avenue and Broadview Avenue (northwest of Grove Avenue). Without this separation, cut-through traffic would find a way through.

The Fire Department, Police Department, Public Works Department, Planning & Transportation Department and City Management met to discuss the options and identify which options they supported.

Option #1 – Existing Conditions

This option is the existing roadway configuration. At the intersection of Dallas, Broadview & Grove Avenues, there is the physical separation of Grove Avenue from Dallas Avenue and Broadview Avenue (northwest of Grove Avenue); a parklet will be constructed at this location. At the intersection of Killarney Drive & Fairview Avenue, there are planter bollards on the southern leg of the intersection to prohibit through vehicle traffic.

City Staff is in support of this option.

Option #2 – Modification to Existing Planter Bollards

The proposed parklet would remain at the intersection of Dallas, Broadview & Grove

Avenues. The existing planter bollards at the intersection of Killarney Avenue & Fairview Avenue would shift approximately 40 feet to the south. One of the property owners on Killarney Avenue requested access from Fairview Avenue to his house. This option would require the closure of the southern entrance to the driveway of 300 Killarney Drive. Also, this layout would reduce the distance an emergency vehicle would have to back-up on Killarney Drive (south of the planters).

City Staff is in support of this option.

Option #3 – Cul-de-Sac on Beachview Avenue

This option includes the construction of a cul-de-sac on the western end of Beachview Avenue. This would create a dead end at the northern end of Killarney Drive (south of Beachview Avenue). The planter bollards would remain at the existing location at the intersection of Killarney Drive & Fairview Avenue and the approved parklet would be constructed at the intersection of Dallas, Broadview & Grove Avenues. This option presents concerns from a public safety perspective because it creates two dead end runs longer than 150 feet without a proper turnaround along Killarney Drive.

City Staff is not in support of this option.

Option #4 – Cul-de-Sacs on Beachview Avenue & Killarney Drive

This option includes the construction of a cul-de-sac at the western end of Beachview Avenue and a cul-de-sac at the northern end of Killarney Drive (south of Beachview Avenue). The planter bollards would remain at the existing location at the intersection of Killarney Drive & Fairview Avenue and the approved parklet would be constructed at the intersection of Dallas, Broadview & Grove Avenues.

City Staff is in support of this option.

Option #5 – Cul-de-Sac on Beachview Avenue with Relocated Planter Bollards

This option is similar to Option #3 in that it includes the construction of a cul-de-sac on the western end of Beachview Avenue. This would create a dead end at the northern end of Killarney Drive (south of Beachview Avenue). The planter bollards in this option would be shifted 40 feet south of their existing location on Killarney Drive and the approved parklet would be constructed at the intersection of Dallas, Broadview & Grove Avenues. This option would require the closure of the southern entrance to the driveway of 300 Killarney Drive. While this layout would reduce the distance an emergency vehicle would have to back-up on Killarney Drive south of Fairview Avenue it would create two dead end runs longer than 150 feet without a proper turnaround along Killarney Drive and this is public safety concern.

City Staff is not in support of this option.

Option #6 – Cul-de-Sacs on Beachview Avenue & Killarney Drive with Relocated Planter Bollards

This option is similar to Option #4 in that it includes the construction of a cul-de-sac at the western end of Beachview Avenue and a cul-de-sac at the northern end of Killarney Drive (south of Beachview Avenue). The planter bollards in this option would be shifted 40 feet south of their existing location on Killarney Drive and the approved parklet would be constructed at the intersection of Dallas, Broadview & Grove Avenues. This option would require the closure of the southern entrance to the driveway of 300 Killarney Drive.

City Staff is in support of this option.

Option #7 – Cul-de-Sacs on Beachview Avenue, Fairview Avenue & Killarney Drive

This option includes the construction of cul-de-sacs on Beachview Avenue, Killarney Drive and Fairview Avenue. The planter bollards at the intersection of Killarney Drive & Fairview Avenue would be removed and the approved parklet would be constructed at the intersection of Dallas, Broadview & Grove Avenues. This option would require easement/land acquisition for the construction of the Fairview Avenue cul-de-sac.

City Staff is not in support of this option.

Option #8 – Extend Grove Avenue, Install Diagonal Diverter at Fairview Avenue & Grove Avenue, Dead End at Beachview Avenue at Proposed Grove Extension

This option includes the extension of Grove Avenue to Beachview Avenue, the installation of a physical separation at the intersection of Grove Avenue & Fairview Avenue and the placement of planter bollards to the east of the proposed Grove Avenue extension. The planter bollards at the intersection of Killarney Drive & Fairview Avenue would be removed and the approved parklet would be constructed at the intersection of Dallas, Broadview & Grove Avenues. This option would require land acquisitions and/or easements for the extension of Grove Avenue. The placement of planter bollards to the east of the proposed Grove Avenue extension would create a dead-end roadway without a public turnaround on a roadway connecting with an FDOT roadway.

City Staff is not in support of this option.

Option #9 – Dead End on Beachview Avenue and Dead End on Fairview Avenue

This option includes placing planter bollards on the west side of the intersection of Fairview Avenue & Grove Avenue and planter bollards on the east side of the residential driveway on Beachview Avenue. The planter bollards at the intersection of Killarney Drive & Fairview Avenue would be removed and the approved parklet would be constructed at the intersection of Dallas, Broadview & Grove Avenues. This option would create a dead end along the residential portion of Fairview Avenue and a dead end on

both the residential and commercial sides on Beachview Avenue. This option would create a dead-end roadway without a public turnaround on a roadway connecting with an FDOT roadway. Additionally, the dead end runs created would be longer than 150 feet without a proper turnaround; this is public safety concern.

City Staff is not in support of this option.

Option #10 – Dead End on Beachview Avenue and Dead End on Fairview Avenue and Partial Hammerhead on Beachview Avenue

This option is similar to Option #9 in that it includes placing planter bollards on the west side of the intersection of Fairview Avenue & Grove Avenue and planter bollards on the east side of the residential driveway on Beachview Avenue. In addition, this option also calls for a partial hammerhead at the west end of Beachview Avenue for emergency vehicle maneuverability. The planter bollards at the intersection of Killarney Drive & Fairview Avenue would be removed and the approved parklet would be constructed at the intersection of Dallas, Broadview & Grove Avenues. This option would create a dead end along the residential portion of Fairview Avenue and a dead end on both the residential and commercial sides on Beachview Avenue. This option would create a dead-end roadway without a public turnaround on a roadway connecting with an FDOT roadway. Additionally, the dead end created on Fairview Avenue would be longer than 150 feet without a proper turnaround; this is public safety concern.

City Staff is not in support of this option.

fiscal impact

Since the options presented are high level for discussion purposes, cost estimates have not yet been prepared. It should be noted that any option selected is currently unfunded.

ATTACHMENTS:

[2021.03.18_Killarney Options for Discussion.pdf](#)

ATTACHMENTS:

[Resident Emails.pdf](#)