CITY OF FORT LAUDERDALE

TRANSPORTATION & MOBILITY

CITY OF FORT LAUDERDALE

WE ARE AN ALL-AMERICA CITY

The City of Fort Lauderdale
We Build Community

WE ARE CONNECTED

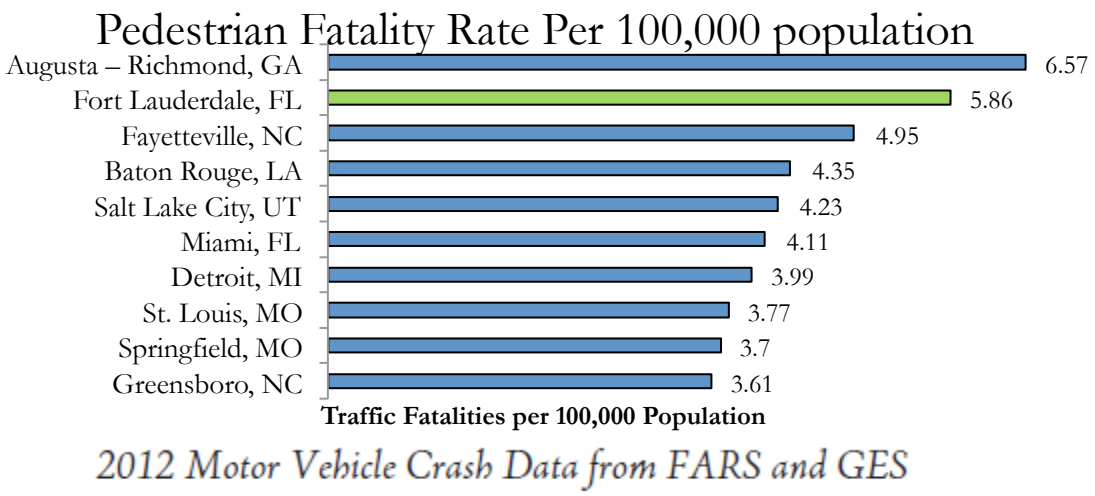
We move seamlessly and easily through a safe transportation system where the pedestrian is first.

The City of Fort Lauderdale committed to be a *fully connected* city of tomorrow by 2035. Like other American cities, we grew through sprawl. Fort Lauderdale was anchored by the railroad, the interstate, and a network of waterways, which created a reliance on the vehicle. At the age of 100, the City was poised to transition to be a wise and mature city, instead, buoyed by mobility and walkability. While virtually connected in an era of rapid advances in technology, what we still lacked were the real-life community infrastructure connections.

Our original design was due in large part to road designers' traditional focus on adding lanes for cars and not making them safer for bikers, pedestrians, and transit riders. Our problems were similar to those encountered by much of the United States. Most cities built during the 1950s and 1960s typically built too much capacity into the roadway network without providing for adequate or, in many cases, any bike, pedestrian, or transit facilities. Through the community Visioning effort, the City committed to a major ideological shift - from moving cars to moving people. People first. **Complete Street** fundamentals such as **landscape buffers, narrowing lanes, and on-street parking requirements** did not exist in the 2013 zoning code, even though 133 big ideas obtained through the Visioning effort reflected the community's substantial desire for these pedestrian-friendly elements. While the concept was widely discussed, it took time to integrate the principles of **Complete Streets** into local codes and more time for implementation. The City prioritized the pedestrian and committed to providing **transportation options** to connect great people to great places for our future.

The shift was not easy and it did not occur overnight. South Floridians loved their cars in the late 20th century and well into the millennium. At the time, the best way to get car lovers out of their cars was to provide **safe, convenient, accessible, and comfortable connections**. Compounding the challenge were Fort Lauderdale's rising temperatures and extreme weather events, which were becoming more and more frequent. The year 2012 was the warmest to date, with all but one of the 48 continental states recording temperatures above average. Shade structures, tree canopies, and other amenities became a necessity to realistically facilitate walking and biking.

Safety Statistics



2012 Motor Vehicle Crash Data from FARS and GES

Fort Lauderdale Statistics

(2010 – current)

Year	Pedestrian fatalities	Bicycle Fatalities	Driver/Passenger Fatalities	Other	Total
2010	10	2	8	0	20
2011	4	1	9	0	14
2012	11	3	12	2	28
2013	9	1	8	0	18
2014	10	2	10	1	23
Totals	**44**	**9**	**47**	**3**	**103**

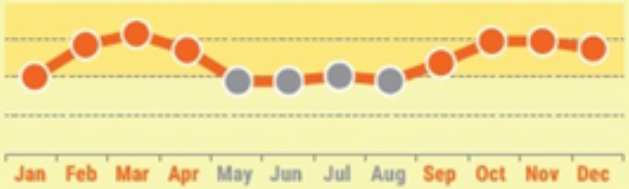
Bike Crashes 2008-2010

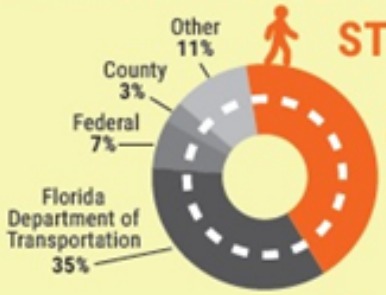
Most Populous		Total	
Municipality	**Population**	**Total**	**Per Capita**
Fort Lauderdale	**165,521**	**289**	**582**
Hollywood	140,768	238	564
Boca Raton	84,392	121	478
Pompano Beach	99,845	121	404
Coral Springs	121,096	116	319
Delray Beach	60,522	111	611
West Palm Beach	99,919	96	320
Port St Lucie	164,603	95	192
Boynton Beach	68,217	89	435
Deerfield Beach	75,018	82	364
Pembroke Pines	154,750	82	177
Jupiter	55,156	75	453
Sunrise	84,439	65	257
Davie	91,992	65	236
Plantation	84,955	53	208
Tamarac	60,427	36	199
Wellington	56,508	26	153
Lauderhill	66,887	31	154
Miramar	122,041	24	66
Margate	53,284	22	138
Weston	65,333	20	102
Coconut Creek	52,909	19	120

CRASHES COMMONLY OCCUR

FRIDAYS
2 PM - 8 PM

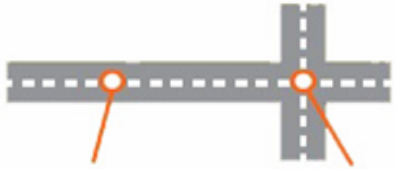
SEPTEMBER *THROUGH* APRIL





STREETS

Fort Lauderdale
44%



67% NON-INTERSECTIONS

21% INTERSECTIONS

BETWEEN 2011-2013 | **26** DEATHS **489** INJURIES | **12** DEATHS **374** INJURIES

5% OF PEDESTRIAN CRASHES RESULTED IN DEATH

3% OF BICYCLE CRASHES RESULTED IN DEATH

77% OF DEATHS OCCURED BETWEEN **4 PM - 4 AM**

ALCOHOL INVOLVED IN **35%** OF DEATHS

CRASH CONDITIONS

83% IN CLEAR WEATHER

11% IN CLOUDY WEATHER

63% DURING THE DAY

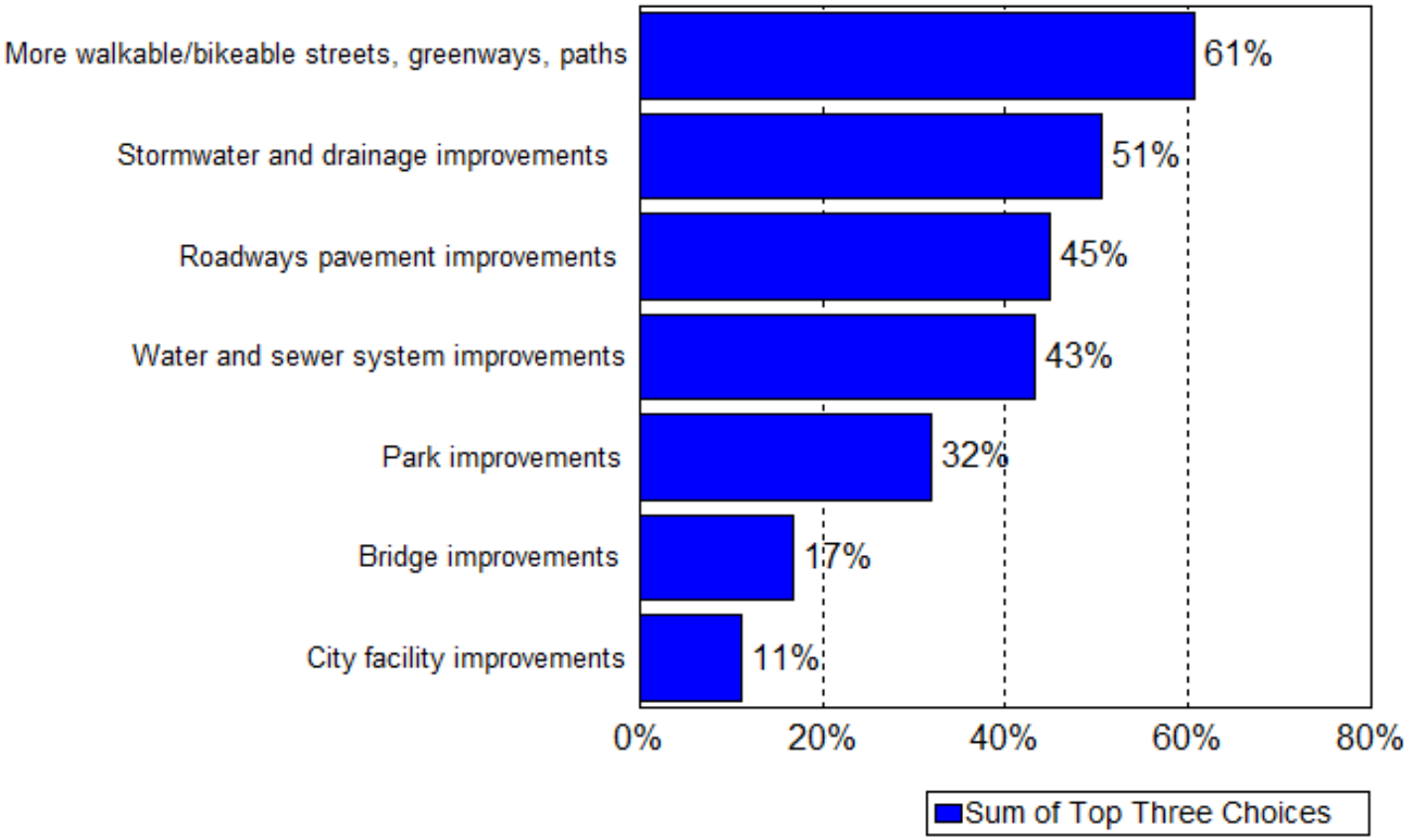
89% ON DRY ROADS

10% ON WET ROADS

Neighbor Survey

Q20. Of these Community Investment Plan capital project types, which three would you select as the most important?

by percentage of respondents who selected the item as one of their top three choices



Source: ETC Institute DirectionFinder (2014 - Fort Lauderdale, FL)

Importance-Satisfaction Rating

City of Fort Lauderdale, FL

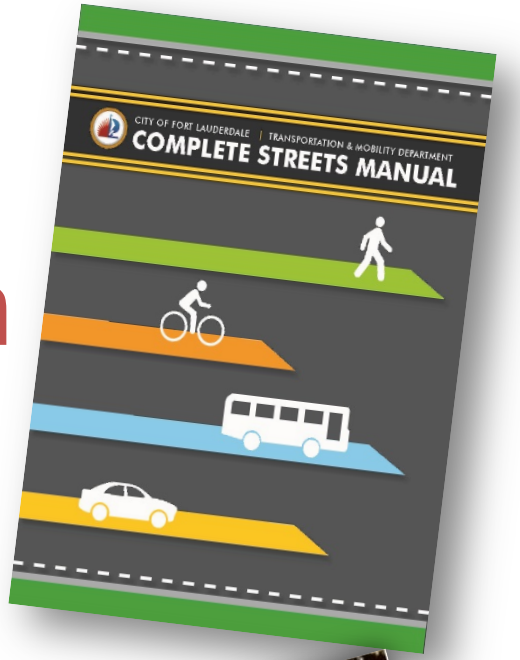
Transportation and Mobility

Category of Service	Most Important %	Most Important Rank	Satisfaction %	Satisfaction Rank	Importance-Satisfaction Rating	I-S Rating Rank
High Priority (IS .10-.20)						
Safety of biking	21%	**1**	25%	**17**	0.1602	**1**
Cost of public parking	20%	**2**	26%	**14**	0.1516	**2**
Availability of public parking at the beach	18%	**3**	26%	**15**	0.1356	**3**
Management of traffic flow and congestion	17%	**4**	21%	**18**	0.1306	**4**
Medium Priority (IS <.10)						
Adequacy of street lighting	16%	**5**	44%	**6**	0.0905	**5**
Availability of greenways for walking or biking	12%	**7**	30%	**13**	0.0855	**6**
Safety of walking	13%	**6**	37%	**11**	0.0789	**7**
Availability of public parking	12%	**11**	38%	**9**	0.0722	**8**
Availability of public parking downtown	11%	**12**	35%	**12**	0.0681	**9**
Condition of sidewalks	12%	**10**	43%	**8**	0.0673	**10**
Cost of private parking	8%	**16**	17%	**19**	0.0669	**11**
Availability of biking paths and bike racks	9%	**14**	26%	**16**	0.0663	**12**
Availability of sidewalks	12%	**9**	52%	**2**	0.0566	**13**
Overall cleanliness of streets	12%	**8**	53%	**1**	0.0560	**14**
Availability of public transit (Tri-Rail/Bus Svc.)	10%	**13**	45%	**4**	0.0530	**15**
Maintenance of streets in your neighborhood	9%	**15**	44%	**7**	0.0484	**16**
Availability of City mass transit (Sun Trolley)	7%	**17**	44%	**5**	0.0363	**17**
Maintenance of street signs/pavement markings	7%	**18**	47%	**3**	0.0342	**18**
Availability of B-Cycle stations	2%	**19**	38%	**10**	0.0093	**19**

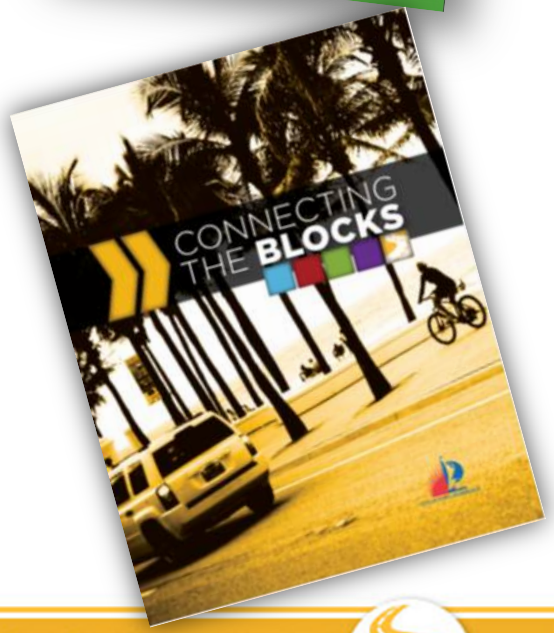
Starting with …

and want to get to this…

Policies & Implementation Program

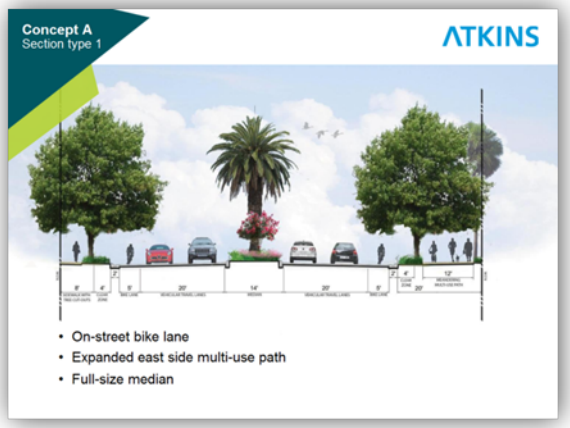


- Adopt Complete Streets Policy
- Establish Complete Streets Manual
- Developed Connecting the Blocks: A Multimodal Connectivity Program

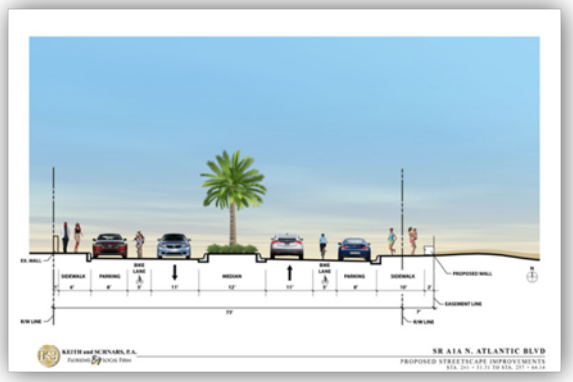


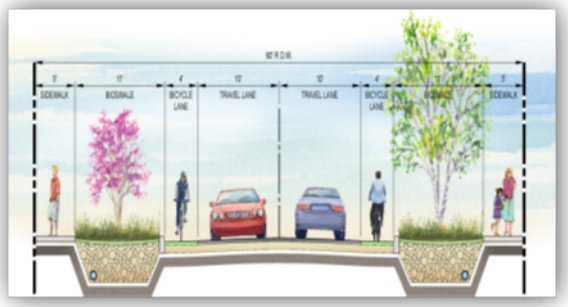
The Power of Partnerships

Bike lanes
Pedestrian Enhancements
Traffic calming
Stormwater upgrades



- **SR A1A** - Oakland Park Blvd. to Flamingo Rd.
- **SR A1A** – Sunrise Blvd to NE 18th Ct
- **SR A1A –** Mercedes River to Sunrise Blvd
- **Powerline Road** – Sunrise Blvd to NW 19th St
- **US1** – Broward Blvd to NE 18th Ct
- **Dixie Highway** – NE 13th St to NE 18th St
- **NE 13th Street** – NE 4th Ave to NE 9th Ave
- **NW 19th Street** – SR 7 to Powerline Rd
- **NW 9th Ave** – Broward Blvd to Sistrunk Blvd
- **NW Neighborhoods** – Sistrunk Blvd to NW 1st St
- **Broward Mobility Project** – various sidewalks
  - SW 31st Ave – bike lanes
  - SW 4th Ave – bike lanes

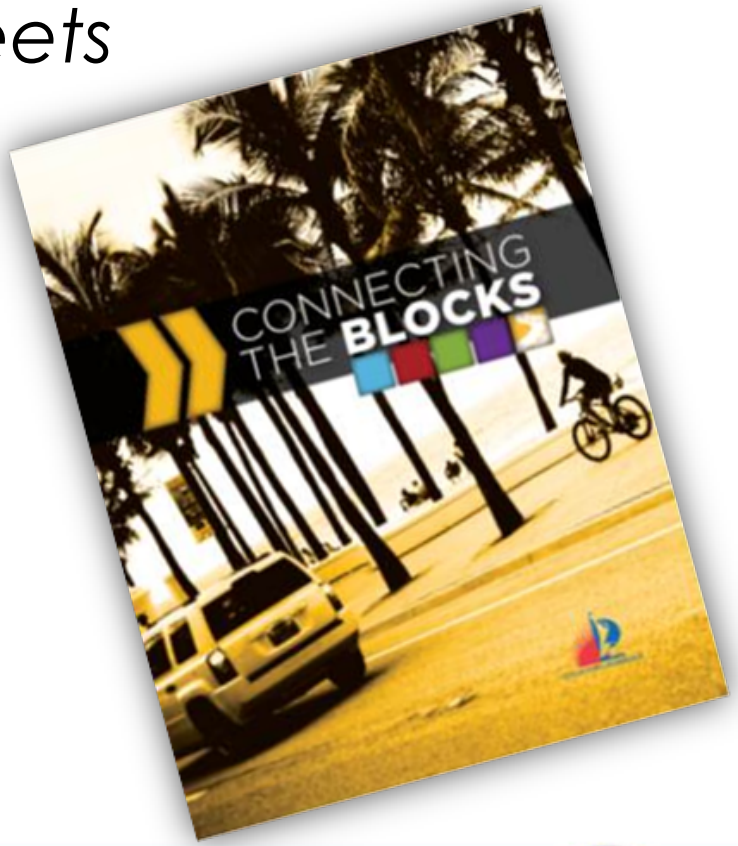




http://www.dot.state.fl.us/rddesign/CSI/Default.shtm.

Connecting the Blocks

- Implementation of *Fast Forward Fort Lauderdale & Complete Streets*
- Community outreach
- Survey of existing conditions
- Development of Needs List



Prioritization

- Safety improvements
- Sustainability Elements
- Closing network gaps for bicycle & pedestrians
- Support of transit

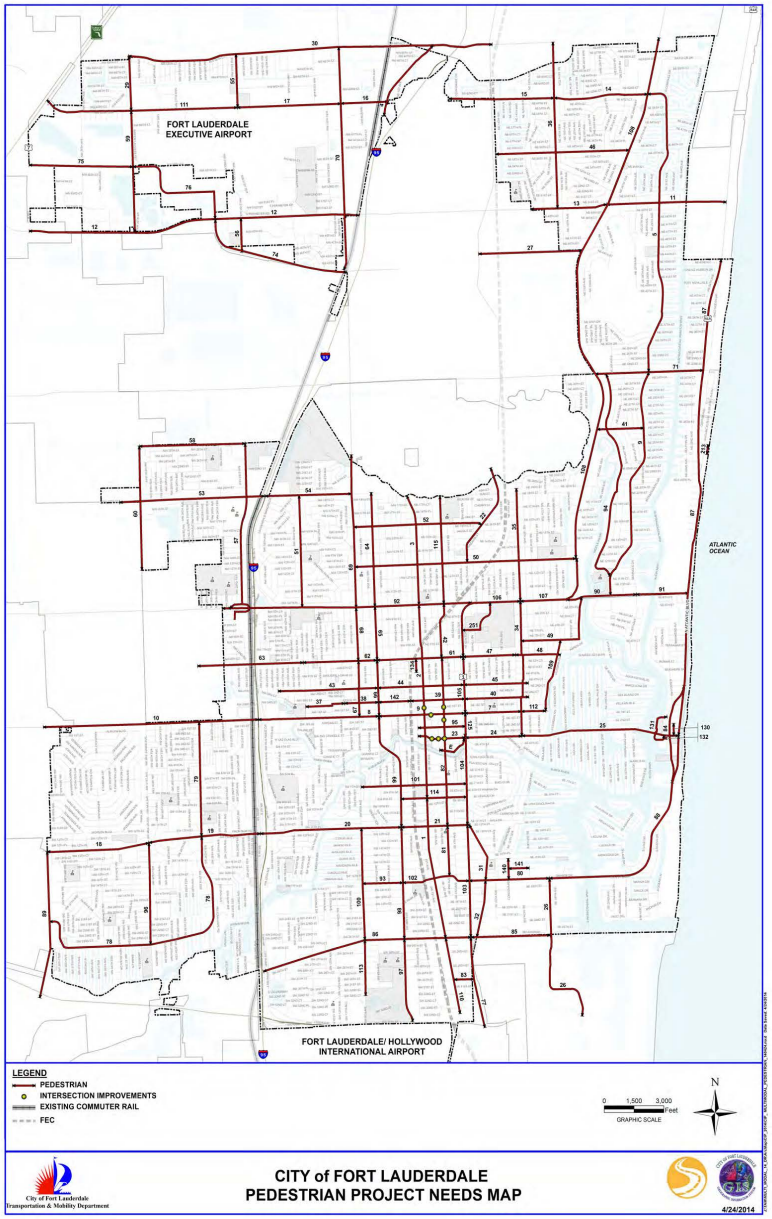
Prioritization Criteria, Weights, and Thresholds

PROJECT BENEFITS	CITY COMMISSION WEIGHT*	BENEFIT CATEGORIES	DESCRIPTION	THRESHOLDS	POINTS
Anticipated improvement in pedestrian/bicyclist safety	3	Safety	Project type typically improves pedestrian and bicyclist safety.	Minimal Moderate Substantial	0 1 2
Anticipated safety benefit to segment with history of fatal or severe injury pedestrian and bicycle crashes	4	Safety	Based on most recent crash maps for City of Fort Lauderdale.	Minimal Moderate Substantial	0 1 2
Support of regional transit services and/or premium transit services	3	Travel Choices, Sustainability	Planned premium transit services shown in the LRTP are in the corridor.	Minimal Moderate Substantial	0 1 2
Enhancement of transit stops	1	Travel Choices, Sustainability	Project creates space for enhanced transit stops (e.g., sidewalk buffer)	Minimal Moderate Substantial	0 1 2
Closure of sidewalk network gaps	5	Safety, Connectivity, Travel Choices, Health Benefits	New sidewalks constructed to close gaps and make new connections.	Minimal Moderate Substantial	0 1 2
Closure of bicycle network gaps	4	Safety, Connectivity, Travel Choices, Health Benefits	New bicycle facilities constructed to close gaps and make new connections.	Minimal Moderate Substantial	0 1 2
Improvement of street crossings for non-automobile modes	3	Safety, Connectivity, Travel Choices, Health Benefits	Project enhances street crossings.	Minimal Moderate Substantial	0 1 2
Support of active transportation	5	Quality of Life, Sustainability, Economic Benefit	Project improves areas with high Active Transportation Demand Scores	Minimal Moderate Substantial	0 1 2
Improvement of multimodal system quality	4	Quality of Life, Travel Choices, Economic Benefit	Project adds pedestrian-scale lighting, shade, buffers, and other quality elements	Minimal Moderate Substantial	0 1 2
Project adds sustainability elements to adapt to climate change	4	Safety, Sustainability, Connectivity	Project adds stormwater management, shade, LED lighting and drought resistant landscaping features.	Minimal Moderate Substantial	0 1 2
PROJECT FEASIBILITY	**CITY COMMISSION WEIGHT***	**BENEFIT CATEGORIES**	**DESCRIPTION**	**THRESHOLDS**	**POINTS**
Opportunity to qualify for federal or other funding	2	N/A	Corridor study and/or livability study involving multiple jurisdictions and/or agencies	Minimal Moderate Substantial	0 1 2
Freedom from obstacles to implementation	5	N/A	Timeline, agency approvals, need for land acquisition, contract capacity, etc.	Minimal Moderate Substantial	0 1 2
Community support	5	N/A	Consistency with the Multimodal Connectivity Map	Minimal Moderate Substantial	0 1 2

*Weight is multiplied by the points scored for each criteria (1=lowest priority – 5=highest priority)

Implementation

- Adapting existing projects
- Programming new projects
- Developer participation
- Implementing street by street



FY 2014 Downtown Walkability

Painted Intersections & Crosswalks, Pedestrian Signal and ADA Improvements

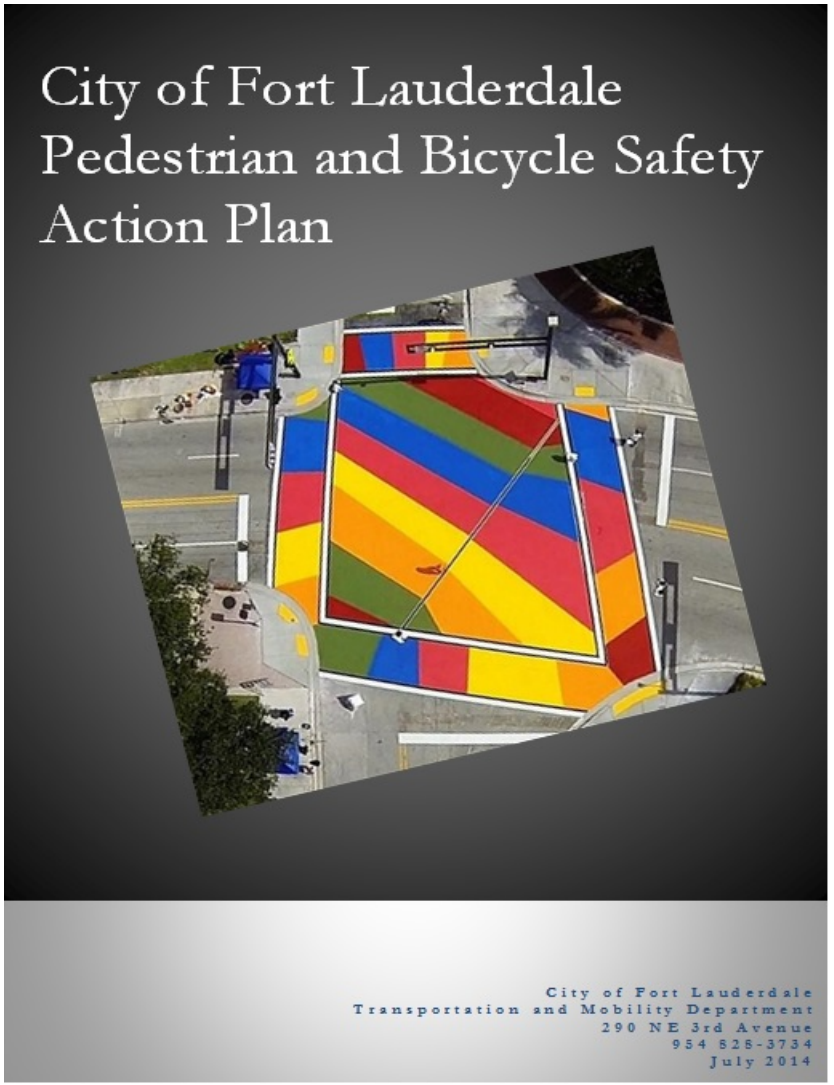
FY 2014 Downtown Walkability

- **Bike Lanes**
  - NW 4th Street from FEC Tracks to Avenue of the Arts
  - NE 2nd Street from Andrews to 3rd Avenues

Wayfinding Signage

Pedestrian and Bicycle Safety Action Plan

- Raise Awareness
- Bring regional and local partners together to develop action steps
- Develop five "E" Strategies
  - Engineering Methods
  - Education
  - Encouragement
  - Enforcement
  - Evaluation



Pilot Safety Project: Las Olas Crosswalk

- In-ground LED actuated lighting
- Painted crosswalk
- Flags

Before

After

Transit Enhancements

Wave Streetcar

All Aboard Florida

Collaboration & Multi-disciplinary Efforts

Hosted By:
BROWARD COMPLETE STREETS
broward MPO
RSVP NOW

WALKING AUDIT
A walking audit helps highlight areas of improvement for your community.
Help us understand the needs of your neighborhood
Get Involved and Participate!

South Florida Climate Change Vulnerability Pilot Project

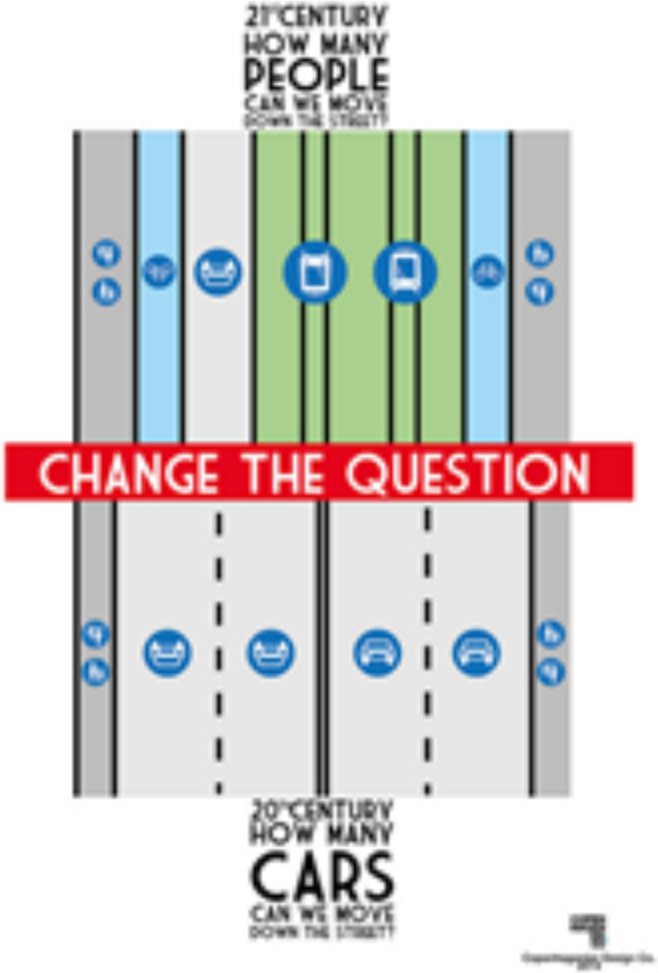
ULI Urban Land Institute
Southeast Florida/Caribbean
Developing Long-Term Strategies for Resiliency in the Face of Climate Change:
The Uptown Urban Village
Technical Assistance Panel for the City of Fort Lauderdale, Florida

Streetscape Improvements in the Downtown Mobility Hub

DESIGNING URBAN STREETS & BIKEWAYS
NACTO National Association of City Transportation Officials

Conclusion

- Innovation
- Paradigm shift
- Collaborative Effort - *PARTNERS*
- Education needed of residents, designers, enforcement officials



4TH ANNUAL CITY OF FORT LAUDERDALE

TRANSPORTATION SUMMIT 2015

STREETSMARTS

#StreetSmarts

WALKABLE • BIKEABLE • ACCESSIBLE • CONVENIENT • SAFE

SAVE THE DATE

WEDNESDAY, MAY 20TH | 8:00 AM to 5:00 PM

Broward Center for the Performing Arts | Huizenga Pavilion
201 SW 5th Avenue, Fort Lauderdale 33312

Save the date for the 4th Annual Transportation Summit, a regional event focusing on creating streets that are safe, livable, connected, sustainable places for people of all ages and abilities. The theme for this year's Summit is "StreetSmarts." Topics include improving pedestrian and bicycle safety, aligning policy, stimulating behavior change, and sharing tri-county successes.

More information available at www.fortlauderdale.gov/tamevents

Webinar - Safer Streets, Stronger Economies: The Economic Benefits of Complete Streets

When: Thursday, April 30th at 2 pm Eastern
(1 pm Central / Noon Mountain / 11 am Pacific)

All participants need to re-register for the webinar series. Please follow the link at the bottom to register again.

Upcoming Webinars:

- Thursday, May 7, 2015 - Waste Not, Want Not: Transforming Trash into Resources in Phoenix, AR

This Week's Webinar:

Communities across the country are transforming the way roads are planned, designed, and constructed by implementing "Complete Streets" projects to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. The federal government supports the Complete Street model through the interagency Partnership for Sustainable Communities, a joint endeavor involving the U.S. Department of Transportation (DOT), U.S. Department of Housing and Urban Development (HUD), and U.S. Environmental Protection Agency (EPA). The partnership aims to provide more transportation choices; support existing communities through transit-oriented, mixed-use development and land recycling; and value communities by investing in healthy, safe, and walkable neighborhoods.