



CITY OF FORT LAUDERDALE | TRANSPORTATION AND MOBILITY DEPARTMENT

COMPLETE STREETS POLICY

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The City of Fort Lauderdale intends to create a mobility system for its neighbors that will realize long-term cost savings in terms of improved public health, reduced fuel consumption, reduced demand for single occupancy motor vehicles, and increased public safety through the implementation of this Complete Streets Policy. Complete Streets contribute to walkable, livable neighborhoods which can build community and create a sense of community pride and improved quality of life.

The City will plan for, design, construct, operate and maintain appropriate facilities for pedestrians, bicyclists, motor vehicles, transit vehicles and transit riders, freight carriers, emergency responders, and adjacent land users. All users will experience a safe, functional, and visually appealing environment while traveling safely and conveniently on and across all surface roadways in Fort Lauderdale. This policy will apply to all development and redevelopment in the public domain.

CONNECTIVITY

- (A) The City of Fort Lauderdale will ensure the transportation network in the city is designed, operated and maintained to provide a connected network of facilities and services accommodating all modes of travel and all users.
- (B) (The City will actively look for opportunities to repurpose rights-of-way to enhance connectivity for pedestrians, bicyclists, and transit riders.
- (C) The City will focus non-motorized connectivity improvements on access to transit, services, schools, parks, civic uses, regional connections and commercial uses.
- (D) The City will require new developments and redevelopment projects to provide interconnected internal street and path networks with small blocks, as appropriate.
- (E) The City will review existing regulations which may impact the successful implementation of Complete Streets and propose necessary revisions to promote multimodal-oriented development.

JURISDICTION

- (A) This Complete Streets Design Manual is intended to cover all development and redevelopment in the public domain and all street improvements within Fort Lauderdale, and will also focus on regional connectivity.
- (B) Every street within the City of Fort Lauderdale, regardless of the jurisdictional ownership or agency responsible for its maintenance and operation, shall be subject to the Design Manual.
- (C) Every City Department including Transportation & Mobility, Public Works, Parks & Recreation, and Sustainable Development will follow the Design Manual.

- (D) The City requires all developers and builders to obtain and comply with the Design Manual.
- (E) The City requires those agencies that it has permitting authority over, including, but not limited to, utilities and service contractors to comply with the Complete Streets Manual.
- (F) The City will leverage the resources of other agencies, including, but not limited to, Federal agencies, Broward County Government, Broward County Transit (BCT), Florida Department of
- (G) Transportation (FDOT), Broward Public School District, Florida Department of Health in Broward County, South Florida Regional Transportation Authority (SFRTA), and the Broward Metropolitan Planning Organization (Broward MPO) to achieve Complete Streets.

APPROACH

The City of Fort Lauderdale will apply this policy to all roadway projects. This includes projects involving new construction, reconstruction, retrofits, repaving, rehabilitation, or changes in the allocation of pavement space on an existing roadway, as well as those that involve new privately built roads and easements intended for public use. Complete Streets elements may be achieved through single projects or incrementally through a series of smaller improvements or maintenance and operation activities over time.

- (A) The City will complete the Multimodal Transportation Plan to illustrate the needed transportation improvements in accordance with the Complete Streets Policy.
- (B) (The City will review and modify the Transportation Element of its Comprehensive Plan and its Unified Land Development Regulations (ULDR) to ensure consistency with the Policy and Manual.
- (C) The City shall coordinate its infrastructure investments with the Broward MPO Transportation Improvement Program (TIP) and the Long Range Transportation Plan (LRTP), agency work programs, the BCT Transit Development Plan (TDP), SFRTA TDP, and adjacent municipalities to increase the coordination of Complete Streets implementation.

EXCEPTIONS

The City of Fort Lauderdale will pursue Complete Streets elements in all corridors. Complete Streets principles and practices will be included in street construction, reconstruction, repaving, and rehabilitation projects, as well as other plans and manuals, except under one or more of the following conditions:

- (A) A project that involves only ordinary or emergency maintenance activities designed to keep assets in serviceable condition such as mowing, cleaning, sweeping, spot repair, concrete joint repair, or pothole filling, or when interim measures are implemented on temporary detour routes.
- (B) A project that is deemed excessive and to have a disproportionate cost according to Federal Highway Administration regulations.

- (C) Unless otherwise determined by the City Commission, the Transportation & Mobility Department will determine if certain Complete Streets projects/features are not feasible or cost effective to implement.

DESIGN

The City will use the Complete Streets Design Manual to guide the design of new and modified streets in Fort Lauderdale while ensuring a context sensitive approach to unique circumstances of different streets and communities. All relevant City plans, manuals, rules, regulations and programs will incorporate Complete Streets Design Principles.

The City will also:

- (A) Provide well-designed pedestrian accommodations on all streets and crossings. Pedestrian accommodations can take numerous forms, including, but not limited to, traffic signals, access management, lighting, enhanced crosswalks, roundabouts, bulb-outs, curb extensions, sidewalks, buffer zones, shared-use pathways, and perpendicular curb ramps, among others.
- (B) Provide well-designed bicycle accommodations along all streets. Bicycle accommodations can take numerous forms, including, but not limited to, the use of bicycle lanes, sharrows, shared use paths, slow speeds, education, enforcement, bicycle storage, traffic calming, signs, and pavement markings, among others.
- (C) Where physical conditions warrant, landscaping shall be planted or other shading devices installed whenever a street is improved (such as the addition of medians or wider sidewalks), newly constructed, reconstructed, or relocated. An emphasis shall be placed on the addition of native trees that provide shade for pedestrians.
- (D) Provide transit amenities when transit services are provided on the corridor including shelters, bus bulb-outs, safe pedestrian and bike access, benches, and bike racks, etc. An emphasis shall be placed on provided connectivity between transit stops and destinations.

CONTEXT SENSITIVITY

In accordance with Smart Growth Principles, the City of Fort Lauderdale will plan its streets in harmony with adjacent land uses and neighborhoods and promote walkable, livable communities through the design of a strong street network.

The City will solicit input from local stakeholders during the planning process and will design streets with a strong sense of place that will integrate natural features, such as beaches and waterways, into design of streets and use architecture, landscaping, street furniture, public art, signage, etc. to reflect the community and neighborhood. In and along retail and commercial corridors, the City will coordinate street improvements with merchants to develop vibrant and livable districts.

PERFORMANCE MEASURES

The City will evaluate policy implementation using the following performance measures:

- 1.) Total miles of on-street bikeways defined by streets with clearly marked or signed bicycle accommodation.
- 2.) Total miles of streets with pedestrian accommodation.
- 3.) Number of missing or non-compliant curb ramps along City streets.
- 4.) Percentage of new street projects that are multi-modal.
- 5.) Traffic counts for major streets.
- 6.) Transit trips on services provided in the City.
- 7.) Multi-modal Level of Service improvements.
- 8.) Number and severity of pedestrian-vehicle and bicycle-vehicle crashes.

IMPLEMENTATION

- (A) Lead Department: The Transportation & Mobility Department shall lead the implementation of this policy and coordinate with other impacted departments to ensure a comprehensive adoption of the Design Guidelines.
- (B) Inventory. The City will maintain a comprehensive inventory of the pedestrian and bicycling facility infrastructure integrated with the City's database and will prioritize projects through the Multimodal Transportation Plan to eliminate gaps in the sidewalk and bikeways networks.
- (C) Capital Improvement Project Prioritization. The City will reevaluate Capital Improvement Project prioritization to encourage implementation of bicycle, pedestrian, and transit improvements.
- (D) Revisions to Existing Plans and Policies. The City will reference and modify the Transportation Element of its Comprehensive Plan and any other existing plans related to the design of the public right of way to ensure consistency with the Design Manual.
- (E) Public Official and Staff Training. The City will train (through online tools such as webinars and brief videos) pertinent leaders and staff on the content of the Complete Streets principles and best practices for implementing the policy.
- (F) Coordination. The City will utilize inter-departmental project coordination to promote the most responsible and efficient use of fiscal resources for activities within the public right of way.
- (G) Funding. The City will actively seek sources for public and private funding to implement Complete Streets. Furthermore, the City shall attempt to coordinate its infrastructure investments and Complete Streets implementation with the Broward MPO Transportation Improvement Program (TIP) and Long Range Transportation Plan (LRTP), Florida Department of Transportation (FDOT) work programs, and the Broward County and SFRTA Transit Development Plans.