



NPF-CRA

**Mobility**  
*Master Plan*

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# How Will People Get Around in the Northwest-Progresso-Flagler Heights CRA



# Establishing a vision for the NPF-CRA area for years to come!

The Northwest-Progresso-Flagler Heights (NPF) Community Redevelopment Agency (CRA) in collaboration with the City of Fort Lauderdale developed a Mobility Master Plan that analyzed and assessed the existing network conditions, and generates a comprehensive list of transportation improvements that will define the mobility vision for this area.

## What is the Mobility Master Plan?

The Mobility Master Plan is a bold transportation planning initiative that creates a road map to create a balanced transportation system that provides mobility choices and improves livability and quality of life. Real mobility choices mean that people have the option to get around in a safe and comfortable environment.



Mobility refers in a broad way to how people get around. It includes people who walk, people who bike, disabled persons on wheelchairs, but also people who drive cars or take buses, trams, trains, vans, trucks or any other mode of transportation.

## Where and What is the NPF CRA?

The NPF CRA was created in 1995 to eliminate slum and blighting conditions in the areas near downtown Fort Lauderdale and northwest Fort Lauderdale. The study area is bounded by Sunrise Blvd to the north, NW 24th to the west, Broward Blvd to the south, and Andrews Ave and US 1/Federal Hwy to the east. The Study area consists of multiple neighborhoods; including Flagler Village, Progresso Village, City View Townhomes, Home Beautiful Park, Dorsey-Riverbend, Durrs, and River Garden Sweeting Estate.



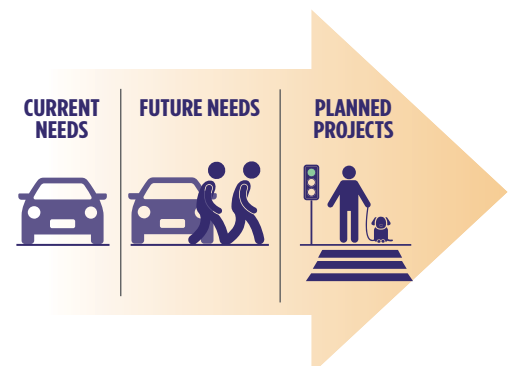
## Who participated in the development of the plan?

The plan was developed through extensive coordination between the City of Fort Lauderdale and the CRA, and involvement of area residents and stakeholders.

## What are the expected Outcomes?

This Mobility Master Plan provides the lens through which future transportation projects should be prioritized and implemented within the NPF CRA. The initiative is a community-based effort that analyzed the mobility needs and opportunities in the community and generated a list of transportation improvements that defines a shared vision for the study area.

This mobility master plan will be used to promote, fund, and build transportation infrastructure in this community.



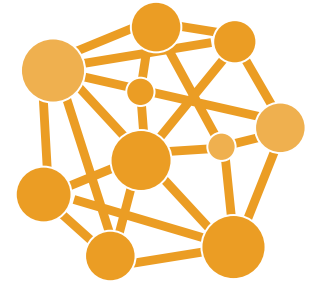
This project **advances the Fast Forward Fort Lauderdale 2035 Vision Plan**. The Mobility Plan establishes a shared community vision for how people travel that is built on shared, desired outcomes:



SUPPORT THE AREA'S  
SUSTAINABLE GROWTH



CREATE SAFE STREETS FOR ALL AGES,  
ABILITIES, AND MODES OF TRAVEL



EXPAND MOBILITY OPTIONS FOR  
PEOPLE TO GET AROUND

The City of Fort Lauderdale's goal is to enhance the quality of life by improving livability. This Mobility Master Plan will help the City of Fort Lauderdale and the NPF CRA overcome some of the existing transportation infrastructure, safety, and access issues, which have created undesirable conditions for residents and compromised their quality of life.

## Quality Transportation Options

### Reliability

Reliability, which is based on perceptions of the travel experience, is the most important factor people consider when making a decision about how to travel. If it takes you forever to get there, it may not be a good option.

Connectivity reliability, travel time reliability, and capacity reliability are three key performance measures that inform the transportation network's desired function. Optimum network connectivity ensures redundancy of the road network, which allows for multiple routes to get to where people want to go. Travel time reliability refers to the ability that a trip can be made within a specified time interval. And capacity reliability assumes the road network can handle the traffic demand required for the the user to complete a trip.

### Affordability

Transportation options have to be affordable. If the only option is to drive, but you can't afford a car, then driving is not really considered a viable option.

### Safety

If it isn't safe to walk, bike, or drive, then there's no mobility options. Feeling safe while traveling from one place to another is critical in considering transportation options.

Mobility is access.

Mobility is having

transportation options

that people can count

on to get to where

they need to go, to get

there on time, being

able to afford it, and

feeling safe while sing

the system.

# How was the Mobility Master Plan Developed?

The Transportation and Mobility Department of the City of Fort Lauderdale commissioned professional transportation planning and engineering services to develop a comprehensive Mobility Master Plan for the Northwest-Progresso-Flagler Heights Community Redevelopment Agency (CRA). The scope of work outlined for this study included addressing transportation, mobility, and access issues and the identification of potential solutions within the study area.

The development of the mobility plan was a collaborative effort that brought together residents, the business/development community, and agency partners to create a strategic transportation vision for the study area. The mobility plan efforts kicked-off in the fall of 2018. Community engagement activities began in early 2019 with the launch of the project website followed by community workshops, stakeholder discussions, and public meetings, among other outreach activities through August 2019.



# Mobility Master Plan Objectives

1

Collect and analyze data to develop baseline conditions and potential alternatives for improvements to address community needs;

2

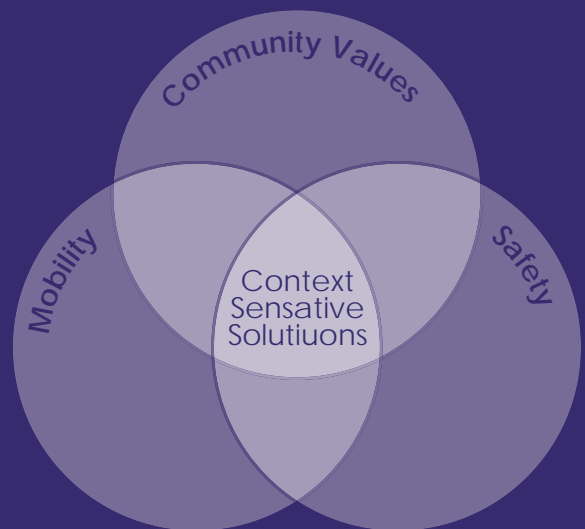
Seek community input to develop a plan by the community and for the community;

3

Create a tiered implementation approach that includes short, mid, and long-term strategies and solutions that lead to transportation infrastructure projects on the ground;

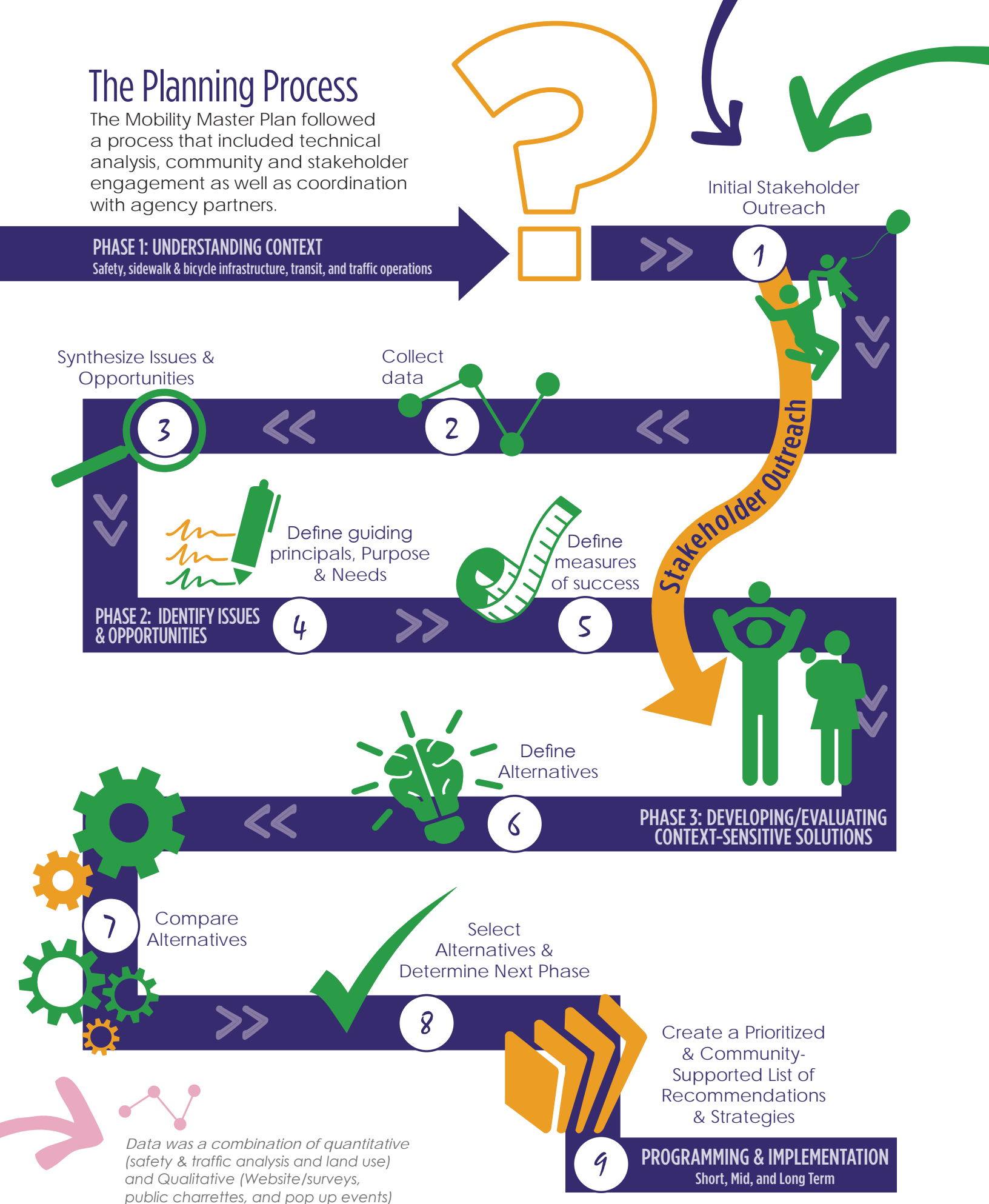
4

Develop concept alternatives for NW 7th Avenue and NW 9th Avenue that respond to community concerns and existing issues.



# The Planning Process

The Mobility Master Plan followed a process that included technical analysis, community and stakeholder engagement as well as coordination with agency partners.



# The NPF CRA has Unique Transportation Need

The City of Fort Lauderdale and the CRA will meet existing and future needs of the NPF CRA study area. How these challenges are addressed will shape how people live, work, and visit this community.

## What are the Current Challenges & Needs?

The list below captures the key mobility challenges and needs identified in the study area. The project team arrived to this list through public input, field review observations, and technical analysis.

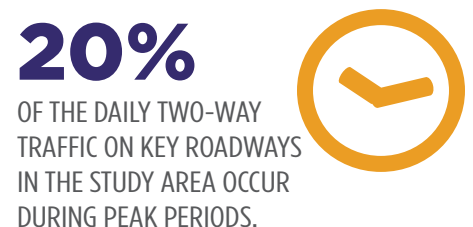
### Increased vehicular safety and reduction of traffic speeds (hostile driving behavior)

Total crashes in the study area have essentially been increasing steadily over the last five years. Although total pedestrian/bike crashes have remained relatively consistent (around 70) over the last five years, incapacitating injury and fatal pedestrian/bike crashes have been increasing.



### Improved Traffic Operations

Signalized intersections often function as bottlenecks on roadway networks. Signal timing optimization can provide relief to intersections with manageable volumes. Adaptive signal control measures, which adjust to directional peak hour traffic patterns, could potentially help smooth traffic flow in peak periods and decrease unnecessary delays during off peak periods where conditions are not saturated. These measures will benefit roadways such as Sunrise Blvd, Sistrunk Blvd, and Broward Blvd.



### Need for safer multimodal facilities for people walking

Residents and visitors in the NPF CRA are mainly traveling to work by driving alone, however a considerable number of people are also using public transit. To accommodate the growth in years to come, a greater number of short trips should be made by more efficient means such as walking, bicycling, taking transit, or shared vehicle trips.



\*in the study area

## Increased Sidewalk, Bicycle and Street network Connectivity

Improving the pedestrian/bicycle infrastructure by closing existing gaps will lead to increased bike/pedestrian safety and comfort as well as increased access to public facilities such as parks and schools.



LACK OF BICYCLE FACILITIES IS THE 3RD BIGGEST OBSTACLE TO BIKING.

## Need for Streetscapes to Incorporate Sustainability Elements to Adapt to Climate Change

Shade trees and street lighting are very limited or inconsistent along sidewalks adjacent to City, school, and church facilities. The expected growth in this community and increasing number of cyclists, pedestrians and transit users support the need for sustainable and active streetscapes that provide a more comfortable environment for all users.



LACK OF SHADE & POOR LIGHTING ARE IN THE TOP 5 REASON PEOPLE ARE NOT WALKING OR BIKING MORE\*

## Growth in Economic Development Opportunities

The majority (56%) of people within the study area are making under 40K annually (or between \$7 and \$20 hourly),



**28%**

LIVE BELOW POVERTY LEVEL\*,  
8.5% MORE THAN THE CITY AVERAGE

**56%** 

OF PEOPLE WITHIN THE STUDY AREA ARE MAKING UNDER 40K ANNUALLY\*

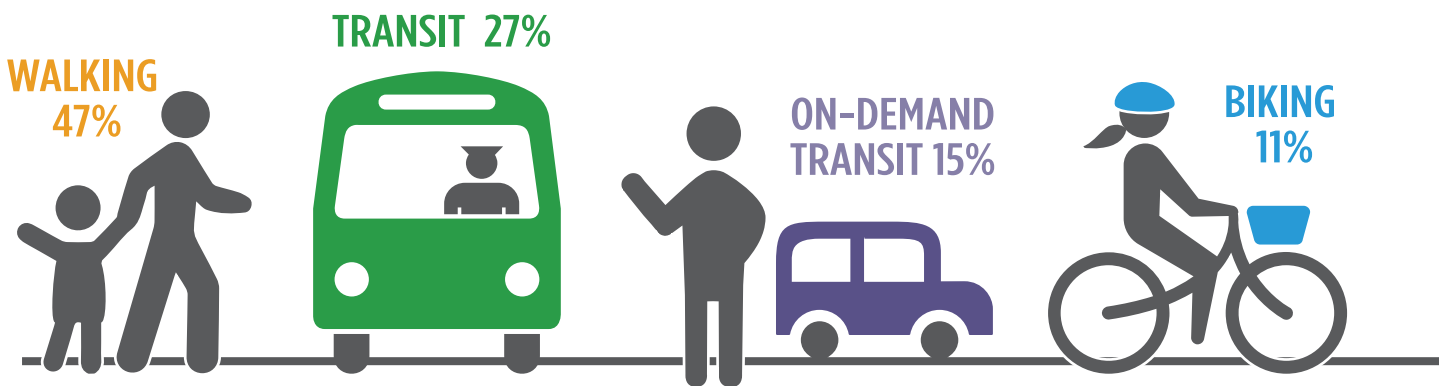
The NPF-CRA is experiencing transportation, safety, mobility, and access issues, which are exacerbated by aging multimodal infrastructure that create gaps in the overall network which have contributed to increased undesirable driving behavior, creating inadequate and inequitable conditions for all street users.

# What is the Vision of the Community We Want to Be?

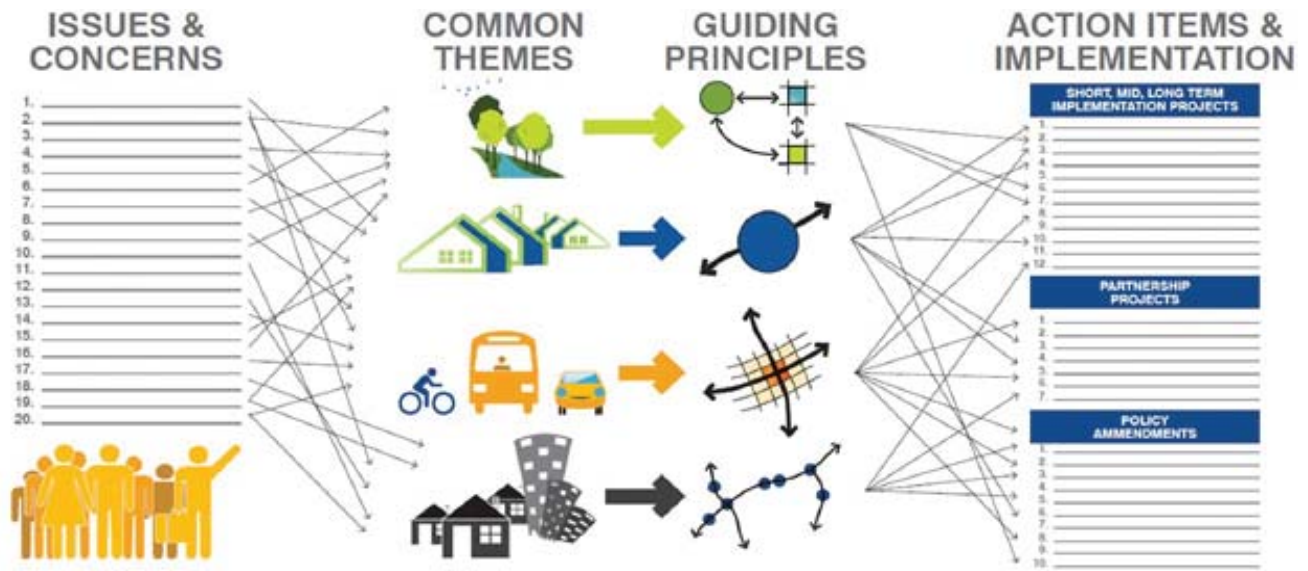
## The Goal is to Move People

Beyond the ongoing redevelopment activity, as this area continues to grow and evolve, a question that should remain in the forefront as plans move forward, is if the transportation network—including physical infrastructure and transportation services—meet the needs of those that live, work, and visit here? The goal for this area is to create a balanced transportation system that provides real mobility choices and help foster places where people want to invest their time and money. Real mobility choices mean that people have the option to walk, bike, ride, or drive in a safe and comfortable environment.

WHAT TRANSPORTATION OPTIONS DID PEOPLE WANT TO BE MORE AVAILABLE IN THEIR COMMUNITY 20 YEARS IN THE FUTURE?

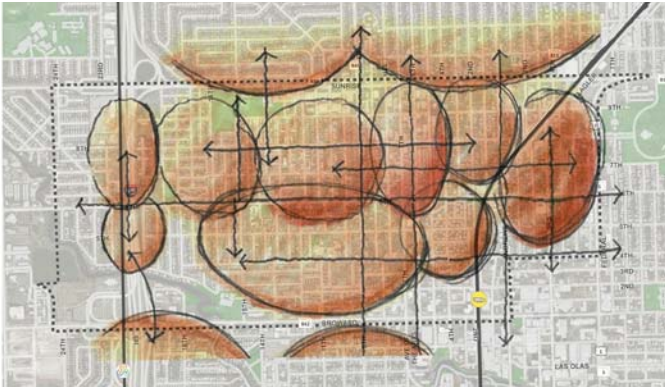


During the first phase of the study, during the identification of opportunities and needs, consistent themes rose to the top through public meeting discussions, stakeholder input from residents, the business community, and regional partners, comments shared through the project website and creative engagement activities; and a review of past planning initiatives.

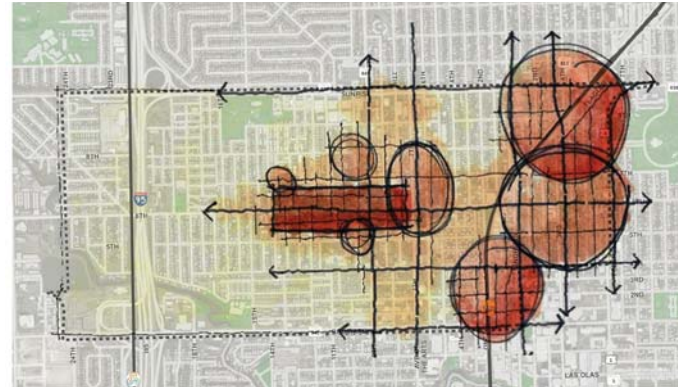


## Guiding Principles

Based on the input received, the project team developed guiding principles to provide high-level direction and reflect an understanding of the focus areas to be addressed through the development of this Mobility Master Plan and other planning initiatives within the NPF CRA.



**Principle 1**  
Connect + Enhance the Neighborhoods



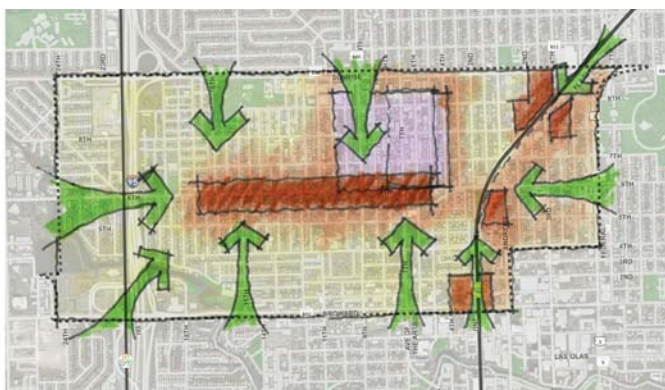
**Principle 2**  
"Mind the Gap!" - Balance Neighborhood and Development Needs



**Principle 3**  
Connect + Enhance the Neighborhoods



**Principle 4**  
Create a Network of Multimodal Infrastructure that Connects People to Community Amenities



**Principle 5**  
Celebrate Culture by Bringing People TO not THRU



**Principle 6**  
Facilitate the Transitions

# We Heard You

An important goal of the NPF-CRA Mobility Master Plan is to draft an action plan that is created, supported, and approved by the community. In order to achieve this goal, the project team was keen to capture valuable input from community members to add context and real-life experiences to the data that was collected.



## What we heard

TOP 5 NEEDS

- Lack of walkability/Unsafe walking conditions
- Unsafe high vehicle speeds
- Need better transit connectivity
- Congestion/Traffic issues
- Lack of lighting
- Lack of shade/shade trees
- No bicycle facilities
- Drainage issues
- Lack of enforcement
- Lack of events
- Lack of signage & wayfinding



### WHO WAS ENGAGED

#### Public Agencies

City of Fort Lauderdale staff  
Broward County/BCT  
Destination Sistrunk  
FDOT  
DDA

#### Community Organizations

Housing Authority of the city of FTL  
YMCA  
Partnership for the Homeless  
Churches  
Riverwalk Trust  
Black Chamber of Commerce

#### Property & Business Owners

Boys & Girls Club  
MASS District  
FAT Village  
Linden Development Corporation

#### Neighborhood Associations

#### Residents/ General Public

### HOW WE ENGAGED



3 Community workshops



3 Community meetings



3 Open houses



1 interactive Online survey



Informational flyers



Participation in youth/ community outreach events

Each public interaction and comment was considered and helped shape this Mobility Master Plan. We encourage the community to remain engaged and provide input as each project is planned, designed, and constructed.

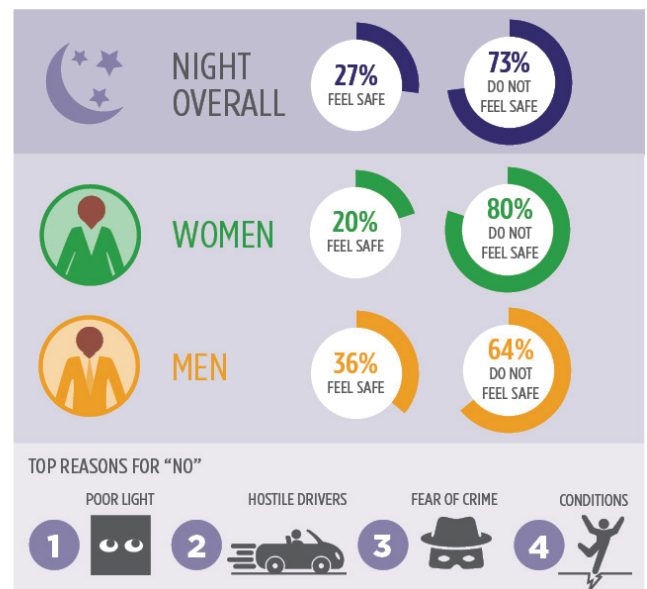
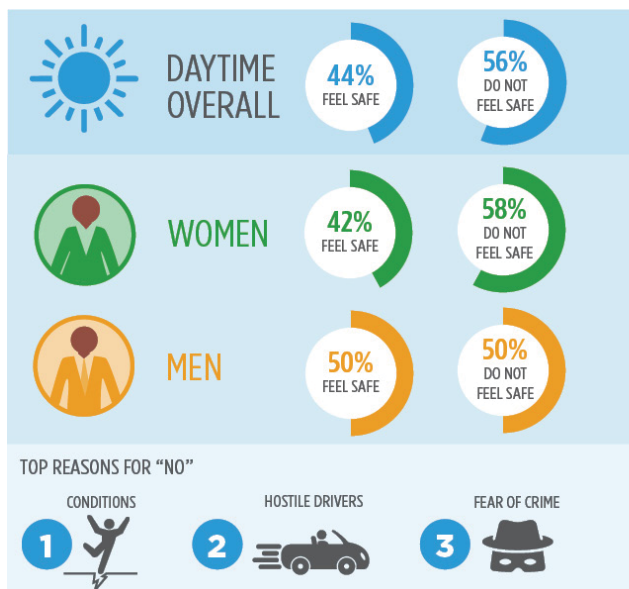


## Survey results

As part of the engagement efforts through this planning process, a survey was distributed during the spring (February through June 2019) to a diverse audience in and around the community to gauge real and perceived mobility needs and opportunities, and to find out what aspects people care the most as we think about the future of this area. The survey addressed topics related to multimodal infrastructure, safety, mobility options and safety.

### PERCEIVED PEDESTRIAN & BICYCLIST SAFETY

Do you feel streets (sidewalks/crosswalks) are generally safe and comfortable for walking or bicycling?



# WHY AREN'T PEOPLE WALKING OR BIKING MORE ALREADY?

Biggest obstacles to walking for pleasure, exercise, or to get to daily needs:



Biggest obstacles to bicycling for pleasure, exercise, or to get to daily needs:



Places people would likely choose to walk or ride bicycles instead of driving if safe, comfortable infrastructure became available:



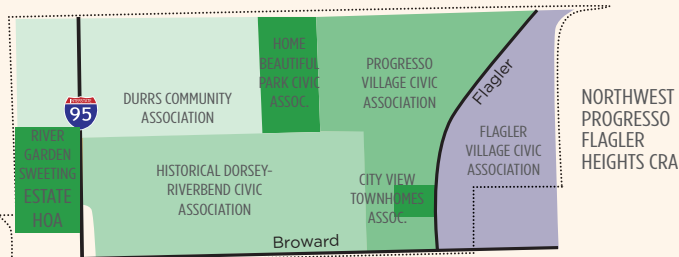
## Who Responded?



**46%**  
WOMEN



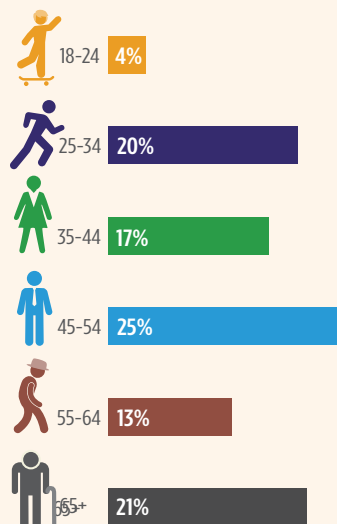
**54%**  
MEN



**2 times** AS MANY RESPONSES CAME FROM THE CRA'S EAST SIDE AS FROM THE WEST.

**125** TOTAL RESPONSES **95%** FROM WITHIN **FIVE MILES** OF THE PROJECT AREA

## RESPONSES BY AGE



Proposed streetscape concept for NW 7th Avenue featuring repurposed travel lanes with on-street parking and protected bike lanes. Intersection of Sistrunk Blvd and NW 7th Avenue shown.



## *Getting There*

The goals set forth in this plan won't be accomplished overnight, but the projects outlined in this plan have been evaluated and prioritized based on the City's ability to implement them.

The plan will help the NPF CRA be more connected and accessible while becoming more safe, healthy, and livable.

## Projects

This plan is meant to provide direction and support decision-making about project implementation within the study area.

This plan represents a comprehensive strategy that when implemented will help the NPF CRA be more connected and accessible while becoming more safe, healthy, and livable. To accomplish these goals, a series of projects have been outlined as an action plan to create a transportation system that is more predictable, reliable, and future ready. These projects identify the physical changes to streets that address the needs identified as part of this plan.

The range of projects screened and prioritized were classified into one or more of the following categories:



Safety



Traffic Calming



Traffic Operations



Network Connectivity



Streetscape Design/Elements

Each of the project categories is comprised of various improvements.

The projects and individual project elements are summarized on the following pages. For project details, see the complete Project List in the Appendix.

	Walkability	Biking	Street Design
Priority Goals	Increase safety and convenience of crossing street	Create safe and comfortable crossing	Maximizes the efficient use of space to move people, enhance public life, support economic development, and manage environmental impacts
	Increase the use of shade trees and structures to provide relief from the elements	Create a complete and connected high-quality, low stress bikeway network	Improve safety by reducing the number of traffic injuries and fatalities
	Improve street lighting to improve visibility and safety	Expand the trail network to enhance recreation/ transportation opportunities	Optimize roadway operations to manage congestion



## Safety

### Near-Term High Impact Implementation Projects

- Add lighting
- Education
- High Emphasis Crosswalks
- Rapid Rectangular Flashing Beacons (RRFP)
- Design Speed

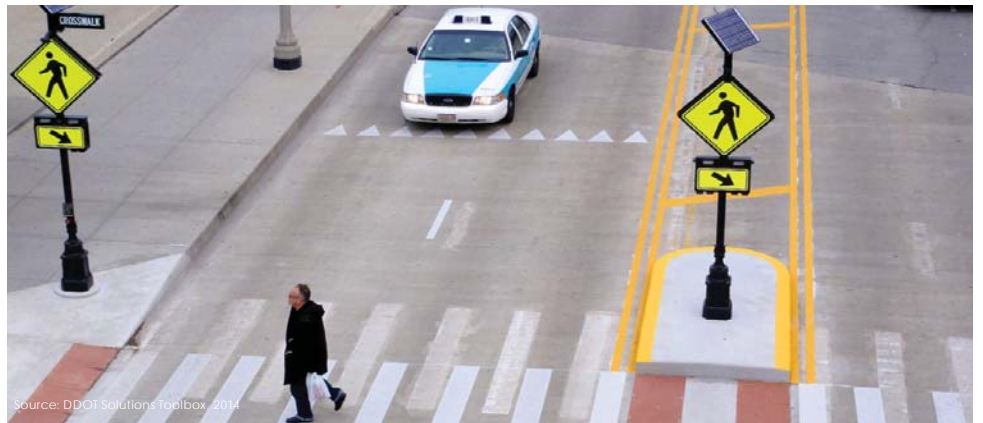
### Add High Emphasis Crosswalks



### Add Lighting



### Add Rectangular Rapid Flashing Beacons



### Education, Enforcement, and Maintenance





Traffic Calming

## Apply “Kit of Parts” in Context Specific Areas

- Raised Intersections
- Curb Extensions
- Pinch-Points
- Pedestrian Splitter Islands

## Pedestrian Refuge Island



## Painted Intersection Crossings



## Painted Mid-Block Crossings



## Pinch Points



## Raised Intersection



## Curb Extensions



## Speed Cushions





## Network Connectivity

### Mind the Gap

- Connect Pedestrian & Bicyclist Gaps
- Connect Transit Gaps
- Connect the Street Network

### Add Wider Sidewalks



### Add Shared Use Path



### Add Transit





## Balance Infrastructure and Placemaking

- Additional landscape/shade
- Lane Re-purposing
- Increase Multimodal Capacity
- Prioritize/Leverage Drainage Projects with Streetscape Efforts
- Wayfinding

### Add Shade



### Beautification



### Add Wayfinding



# TRAFFIC OPERATIONS TOOLBOX



Traffic Operations

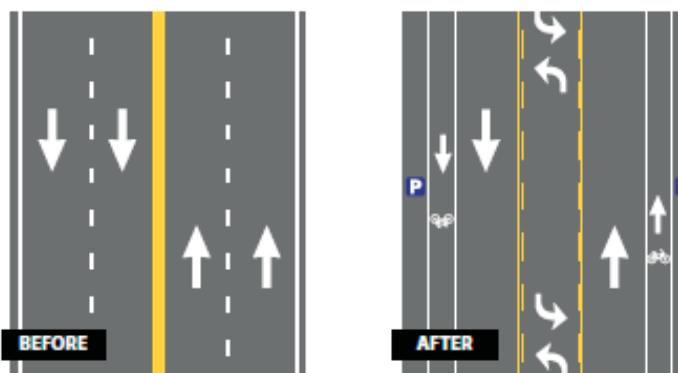
## Tweak what is not working

- Signal Timing
- Turning Configurations
- New Traffic Controls

### Signal Improvements



### Intersection / Street Geometry



### Signal / Stop Warrant



## *How Were Projects Selected?*

Selecting projects is one of the main steps in the process of creating the Mobility Master Plan. Our project list came from the quantitative and qualitative analysis completed with the goal of being as comprehensive as possible. The sources used include the following.



Proposed Streetscape Improvements along NW 9th Avenue (Project #1. Proposed Enhancements shown at the intersection of NW 9th Ave. & Sunrise Boulevard

Public and agency involvement through online surveys, interactive maps, in-person workshops, and public meetings

Analysis of current and future needs

Projects from the City's Mobility Master Plan (Connecting the Blocks) that are still relevant to the study area and have not been programmed

# Prioritization Methodology

## Calculation of the Weighted Values

The weighted values were generated based on the overall public input received via three workshops, Online surveying, and quantitative analysis. In addition, project goals that aligned with the most guiding principles from the NPF-CRA Mobility Master Plan were given a higher weight as were project goals that aligned with the higher number of benefit categories established in the City-wide Mobility Master Plan (Connecting the Blocks).

### GOALS & GUIDING PRINCIPLES

Goals & Guiding Principles	# met	Weighted Value	Project Goals Included
	12 +	6	increased Pedestrian and Bicycle Safety Increased Sidewalk Connectivity
	10-11	5	Increased Vehicular Safety and Anticipated Reduction in Speeding Behavior Increased Bicycle Connectivity
	8-9	4	Increased Street Connectivity Growth in Economic Development Opportunities
	5-7	3	Incorporation of Sustainability Elements
	<4	2	Improved Traffic Circulations

### FUNDING

Projects that were either already funded or could be funded by other sources in addition to the City/CRA generally scored higher than those that did not. The specific scoring breakdown is as follows:

Funding	PROJECT ELEMENTS	Weighted Value
	Multiple Jurisdictions	1
	Without much more study	2
	Entirely within the Public-Right-of-Way	4
	Additional Right-of-Way	2
	Required Land Acquisition	3
No Land Acquisition Required	6	

### TIMELINE

Projects that were either already funded or could be funded by other sources in addition to the projects that did not require additional, extensive study and could be implemented within the existing available public right-of-way generally scored the highest. The specific scoring breakdown is as follows:

Timeline	PROJECT ELEMENTS	Weighted Value
	additional, extensive study	1
	Without much more study	2
	Entirely within the Public-Right-of-Way	4
	Additional Right-of-Way	2
	Required Land Acquisition	3
No Land Acquisition Required	6	

# PROJECT SUPPORT

Projects that were proposed during the NPF-CRA Master Mobility Plan or in previous studies that could be implemented directly by the CRA/City generally received a higher score. The specific scoring breakdown is as follows:

Project Support	PROJECT ELEMENTS	Weighted Value
	Part of the NPF-CRA Master Mobility Plan	4
	Result of the overall qualitative analysis	2
	Only requires City/CRA for implementation	4
	Multiple Jurisdictions to Coordinate	2
	Proposed is a Previous Study	2
	Not Proposed is a Previous Study	1

*The overall perfect score would be 100.*

Project Goals	Project Description														"Connecting the Blocks" Benefit Categories					NPF-CRA Mobility Plan Guiding Principles					Weighted Value	Thresholds		Points					
	Physical Implementation Project Types							Additional Study Project Types							Safety	Travel Choices	Sustainability	Connectivity	Health Benefits	Quality of Life	Economic Benefit	Connect and Enhance Neighborhoods	Balance Needs and Developments	Overcome Barriers		Create Multimodal Connections	Celebrate Local Culture		Facilitate Transitions	Minimal	Moderate	Substantial	
	Intersection/Street Geometry	Traffic Calming Measures	Enhanced Crosswalks	Sidewalks (Add)	Bicycle Facilities (Add)	Signal Retiming	Mid-Block Crossings	Add Shade Trees	Stormwater Measures	Transit Facilities (Add/Enhance)	Street Network (Add)	Street Lighting	Wayfinding Signage	Education + Outreach																			Enforcement + Maintenance
Increased Vehicular Safety; Anticipated Reduction in Speeding Behavior	X	X				X	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	5	Minimal	Moderate	Substantial	0.5	1	2
Improved Traffic Operations	X	X	X			X				X		X		X	X	X	X	X		X							2	Minimal	Moderate	Substantial	0.5	1	2
Increased Pedestrian Safety; Increased Bicycle Safety	X	X	X	X	X	X			X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	6	Minimal	Moderate	Substantial	0.5	1	2
Increased Sidewalk Connectivity		X	X	X		X	X		X	X	X		X				X	X	X	X	X	X	X	X	X	X	6	Minimal	Moderate	Substantial	0.5	1	2
Increased Bicycle Connectivity		X			X		X			X	X		X				X		X	X	X	X	X	X	X	X	5	Minimal	Moderate	Substantial	0.5	1	2
Increased Street Connectivity	X	X			X				X	X		X		X	X	X	X	X		X	X	X	X	X	X	X	4	Minimal	Moderate	Substantial	0.5	1	2
Incorporation of Sustainability Elements to Adapt to Climate Change				X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	3	Minimal	Moderate	Substantial	0.5	1	2
Growth in Economic Development Opportunities	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	4	Minimal	Moderate	Substantial	0.5	1	2

Project Feasibility				
Project Funding Source				
Multiple Jurisdictions or Agencies	If there are multiple jurisdictions, there may be multiple funding sources		Single Multiple	0 1
Qualifies for Federal or other Agency Funding?	Does this project qualify for any Federal, State, or County funding programs, or other available grants		Yes No	2 1
Public/Private Partnership Opportunity	Is there a chance this project could be completed in concert with a developer or other non-City/Private group?		Yes No	2 1
Existing Funding Source	Is there a pre-existing funding source?		Yes No	4 2
Project Timeline				
Requires Additional Study?	Are there additional, extensive studies required to implement the project?		No Yes	4 2
Within the Public ROW	Does this project use only public lands?		Yes No	4 2
Requires Land Acquisition	Does this project potentially require additional easements or land acquisition?		No Yes/Maybe	6 1
Project Support/Complexity				
Community Support in Mobility Master Plan	Was this project generated via the public input received during the NPF-CRA Mobility Master Plan?		No Yes	2 4
Requires Multiple Jurisdictions/Agencies To Move Forward	Does this project require multiple jurisdictions or agencies to be implemented?		City/CRA Only Multiple	4 2
Proposed in Previous Study?	Was this project proposed within a previous study?		Yes No	2 1

# Project Prioritization

Once proposed, each project was screened based on the principles established for this project to determine which improvements best aligned with the needs and desires of the community and best help the City reach its vision.

Short Range (2020-24)

Medium Range (2025-2029)

Long Range (2030-2035)

This evaluation, along with factors like funding sources and context-sensitive knowledge, was used to establish project ranking.

## PROJECT #1

### NW 9TH AVE. STREETSCAPE

Improve NW 9th Ave. between Sunrise Blvd. and Sistrunk Blvd. with a streetscape design that provides bicycle facilities, enhanced crosswalks, lighting, wayfinding signage, and beautification while implementing an adjusted intersection/street geometry

Total Score: 91.0

#### PROJECT NEIGHBORHOOD

Home Beautiful Civic Association  
 Progresso Village Civic Association  
 Historic Dorsey-Riverbend Civic Association

PROJECT TIMELINE	PROBABLE COST
Short Range Mid Range Long Range	<b>\$2,356,463</b>



## PROJECT #2

### NW 4TH ST. STREETSCAPE

Conduct a signal study and improve NW 4th St. between NW 18th Ave. and NW 9th Ave. with a streetscape design that provides bicycle facilities, enhanced crosswalks, mid-block crossings, lighting, wayfinding signage, and beautification while implementing traffic calming measures, and an adjusted intersection/street geometry

Total Score: 85.0

#### PROJECT NEIGHBORHOOD

Historic Dorsey-Riverbend Civic Association

PROJECT TIMELINE	PROBABLE COST
Short Range Mid Range Long Range	<b>\$3,093,300</b>



## PROJECT #3

### NW 7TH AVE. STREETSCAPE

Improve NW 7th Ave. between NW 4th St. and Broward Blvd. with a streetscape design that provides bicycle facilities, enhanced crosswalks, lighting, wayfinding signage, and beautification while implementing traffic calming measures, and an adjusted intersection/street geometry

Total Score: 85.0

#### PROJECT NEIGHBORHOOD

Progresso Village Civic Association  
 Historic Dorsey-Riverbend Civic Association

PROJECT TIMELINE	PROBABLE COST
Short Range Mid Range Long Range	<b>\$2,262,846</b>



## PROJECT #4

### NW 4TH ST. STREETSCAPE

Improve NW 4th St. between NW 9th Ave. and NW 7th Ave. with a streetscape design that provides bicycle facilities, enhanced crosswalks, lighting, wayfinding signage, and beautification while implementing an adjusted intersection/street geometry.

Total Score: 82.0

#### PROJECT NEIGHBORHOOD

Historic Dorsey-Riverbend Civic Association

PROJECT TIMELINE	PROBABLE COST
Short Range Mid Range Long Range	<b>\$861,500</b>



## PROJECT #5

### N ANDREWS AVE INTERSECTION ANALYSIS

Conduct a signal study and improve intersections along N Andrews Ave. at FEC Railroad Crossing, NW 7th St., Progresso Dr., and N Flagler Dr. with enhanced crosswalks, added sidewalks, added bicycle facilities, and beautification while implementing traffic calming measures, and an adjusted intersection/street geometry

Total Score: 80.5

#### PROJECT NEIGHBORHOOD

Progresso Village Civic Association  
 Flagler Village Civic Association

PROJECT TIMELINE	PROBABLE COST
Short Range Mid Range Long Range	<b>\$1,746,000</b>



## PROJECT #6

### NW 7TH AVE STREETSCAPE

Conduct a signal study and improve NW 7th Ave. between Sunrise Blvd. and NW 4th St. with a streetscape design that provides bicycle facilities, enhanced crosswalks, lighting, wayfinding signage, and beautification while implementing traffic calming measures, and an adjusted intersection/street geometry

Total Score: 78.0

#### PROJECT NEIGHBORHOOD

Progresso Village Civic Association  
 Historic Dorsey-Riverbend Civic Association

PROJECT TIMELINE	PROBABLE COST
Short Range Mid Range Long Range	<b>\$5,298,410</b>



## PROJECT #7


### NE 3RD/NE 4TH AVE INTERSECTION ANALYSIS

Conduct a signal study and improve intersections along NE 3rd/NE 4th Ave. at FEC Railroad Crossing, Progresso Dr., and N Flagler Dr. with enhanced crosswalks, added sidewalks, added bicycle facilities, and beautification while implementing an adjusted intersection/street geometry

Total Score: 75.0

#### PROJECT NEIGHBORHOOD

Flagler Village Civic Association

PROJECT TIMELINE	PROBABLE COST
Short Range Mid Range Long Range	<b>\$907,800</b>
	

## PROJECT #8


### NE 6TH ST SIDEWALK & SHARED-USE PATH SIGNAGE PROJECT

Along NE 6th St. from NE 2nd Ave. to NE 4th Ave. and from NE 5th Ave. to Federal Hwy., improve existing sidewalk to create shared-use path with added sidewalks and wayfinding signage

Total Score: 72.5

#### PROJECT NEIGHBORHOOD

Flagler Village Civic Association

PROJECT TIMELINE	PROBABLE COST
Short Range Mid Range Long Range	<b>\$41,100</b> ( <small>\$74,000 per crossing</small> )
	

## PROJECT #9


### NW 2ND AVE STREETSCAPE

Improve NW 2nd Ave. between NW 1st St. and Broward Blvd. with a streetscape design that provides mid-block crossings, added sidewalks and beautification while implementing an adjusted intersection/street geometry

Total Score: 71.5

#### PROJECT NEIGHBORHOOD

Progress Village Civic Association

PROJECT TIMELINE	PROBABLE COST
Short Range Mid Range Long Range	<b>\$374,100</b>
	

## PROJECT #10


### NW 7TH ST STREETSCAPE

Improve NW 7th St. from NW 18th Ave. to NW 7th Ave. and NW 4th Ave. to Holiday Park (Federal Hwy.) with a streetscape design that provides bicycle facilities, added sidewalks, and stormwater enhancements

Total Score: 71.5

#### PROJECT NEIGHBORHOOD

Durrs Community Association  
Home Beautiful Civic Association  
Progresso Village Civic Association  
Flagler Village Civic Association

PROJECT TIMELINE	PROBABLE COST
Short Range Mid Range Long Range	<b>\$1,956,000</b>
	

## PROJECT #11


### NW 11TH AVE STREETSCAPE

Improve NW 11th Ave. between NW 4th St. and Broward Blvd. with a streetscape design that provides added sidewalks, and beautification while implementing traffic calming measures

Total Score: 70.5

#### PROJECT NEIGHBORHOOD

Historic Dorsey-Riverbend Civic Association

PROJECT TIMELINE	PROBABLE COST
Short Range Mid Range Long Range	<b>\$261,500</b>
	

## PROJECT #12


### SISTRUNK MID-BLOCK CROSSINGS

Improve Sistrunk streetscape with the addition of mid-block crossings from NW 17th Ave. to NW 16th Ave., at NW 12th Ave., near NW 14th Ave., at NW 19th Ave., and from NW 10th Ter. to NW 10th Ave.

Total Score: 66.5

#### PROJECT NEIGHBORHOOD

Durrs Community Association  
Historic Dorsey-Riverbend Civic Association

PROJECT TIMELINE	PROBABLE COST
Short Range Mid Range Long Range	<b>\$433,000</b>
	

## PROJECT #13

### NE 3RD AVE STREETSCAPE

Improve NE 3rd Ave. between N Flagler Dr. and NE 4th St. with a streetscape design that provides bicycle facilities, and beautification while implementing traffic calming measures

Total Score: 65.0

#### PROJECT NEIGHBORHOOD

Flagler Village Civic Association

PROJECT TIMELINE	PROBABLE COST
Short Range Mid Range Long Range	<b>\$1,447,800</b>



## PROJECT #14

### DORSEY-RIVERBEND NEIGHBORHOOD SIDEWALK PROJECTS

Improve pedestrian connectivity with added sidewalks along NE 3rd St., NW 2nd St., NW 1st St., NW 15th Ter., and NW 15th Way.

Total Score: 63.0

#### PROJECT NEIGHBORHOOD

Historic Dorsey-Riverbend Civic Association

PROJECT TIMELINE	PROBABLE COST
Short Range Mid Range Long Range	<b>\$651,500</b>



## PROJECT #15

### FLAGLER VILLAGE SIDEWALK PROJECTS

Improve pedestrian connectivity with added sidewalks along NE 2nd Ave, NE 1st Ave., NE 4th St., NE 5th St., NE 6th St., NE 7th St., NE 8th St., and NE 9th St.

Total Score: 62.0

#### PROJECT NEIGHBORHOOD

Flagler Village Civic Association

PROJECT TIMELINE	PROBABLE COST
Short Range Mid Range Long Range	<b>\$723,800</b>



## PROJECT #16

### NW 9TH ST SIDEWALK PROJECT

Improve pedestrian connectivity with an added sidewalk along NW 9th St. between NW 4th Ave. and NE 4th Ave.

Total Score: 62.0

#### PROJECT NEIGHBORHOOD

Progresso Village Civic Association

PROJECT TIMELINE	PROBABLE COST
Short Range Mid Range Long Range	<b>\$147,900</b>



## PROJECT #17

### NW 7TH ST SIDEWALK PROJECT

Improve pedestrian connectivity with an added sidewalk along NW 7th St. between NW 7th Ave. and N Andrews Ave.

Total Score: 62.0

#### PROJECT NEIGHBORHOOD

Progresso Village Civic Association

PROJECT TIMELINE	PROBABLE COST
Short Range Mid Range Long Range	<b>\$122,900</b>



## PROJECT #18

### DURRS COMMUNITY SIDEWALK PROJECTS

Improve pedestrian connectivity with added sidewalks along NW 22nd Ave., NW 19th Ave., NW 16th Ave., NW 15th Ave., NW 9th St., NW 8th St., NW 7th St., and NW 6th Ct.

Total Score: 62.0

#### PROJECT NEIGHBORHOOD

Durrs Community Association

PROJECT TIMELINE	PROBABLE COST
Short Range Mid Range Long Range	<b>\$1,260,200</b>



## PROJECT #19


### NW 9TH ST SIDEWALK PROJECT

Improve pedestrian connectivity with an added sidewalk along NW 9th St. between NW 13th Ave. and NE 7th Ave.

Total Score: 62.0

#### PROJECT NEIGHBORHOOD

Home Beautiful Civic Association

PROJECT TIMELINE	PROBABLE COST
Short Range Mid Range Long Range	<b>\$320,000</b>
	

## PROJECT #20


### NE 7TH ST STREETScape

Improve NE 7th St. between NW 7th Ave. and NW 4th Ave. with a streetscape design that provides enhanced crosswalks, added sidewalks, and beautification while implementing an adjusted intersection/street geometry

Total Score: 61.0

#### PROJECT NEIGHBORHOOD

Progresso Village Civic Association

PROJECT TIMELINE	PROBABLE COST
Short Range Mid Range Long Range	<b>\$384,100</b>
	

## PROJECT #21


### N ANDREWS AVE STREETScape

Improve N Andrews Ave. between NE 7th St. and NE 4th St. with a streetscape design that provides enhanced crossings, and mid-block crosswalks while implementing traffic calming measures

Total Score: 61.0

#### PROJECT NEIGHBORHOOD

Flagler Village Civic Association

PROJECT TIMELINE	PROBABLE COST
Short Range Mid Range Long Range	<b>\$453,600</b>
	

## PROJECT #22


### NE 5TH AVE SIDEWALK PROJECT

Improve pedestrian connectivity with an added sidewalk along NE 5th St. between NW 2nd St. and Broward Blvd.

Total Score: 61.0

#### PROJECT NEIGHBORHOOD

Progresso Village Civic Association

PROJECT TIMELINE	PROBABLE COST
Short Range Mid Range Long Range	<b>\$36,200</b>
	

## PROJECT #23


### SISTRUNK MID-BLOCK CROSSING (NEAR BUS STOP/SISTRUNK PARK)

Improve Sistrunk streetscape with the addition of a mid-block crossing between NW 3rd Ave. and NW 2nd Ave.

Total Score: 60.5

#### PROJECT NEIGHBORHOOD

Progresso Village Civic Association

PROJECT TIMELINE	PROBABLE COST
Short Range Mid Range Long Range	<b>\$143,100</b>
	

## PROJECT #24


### NW 10TH AVE STREET CONNECTION

Improve pedestrian and vehicular connectivity with an added sidewalk and street connection on NW 10th Ave. from NW 2nd St. to Broward Blvd.

Total Score: 59.0

#### PROJECT NEIGHBORHOOD

Historic Dorsey-Riverbend Civic Association

PROJECT TIMELINE	PROBABLE COST
Short Range Mid Range Long Range	<b>\$133,500</b>
	

# PROJECT #25

## NW 15TH AVE SAFETY STUDY

Conduct a speed/safety study and improve NW 15th Ave. between Sistrunk Blvd. and Broward Blvd. with the implementation of traffic calming measures

Total Score: 57.0

### PROJECT NEIGHBORHOOD

Historic Dorsey-Riverbend Civic Association

### PROJECT TIMELINE

Short Range  
Mid Range  
Long Range

### PROBABLE COST

\$27,000



“IF THE MOBILITY PLAN IMPROVES \_\_\_\_\_, I WILL BE EXTREMELY SATISFIED.”

Online Survey Data Summary - Future Vision

## *Preferred Alternatives for NW 7th & NW 9th Avenues*

As part of this Mobility Master Plan, the consultant team also developed concept alternatives for NW 7th and NW 9th Avenues within the study area. An evaluation matrix reflecting the criteria used to rank these concepts of the preferred alternatives selected for each of the two corridors follows. In addition to the technical assessment done by the consultant team, stakeholders who participated in the process as well partner agency staff and CRA board members provided input in the selection of the preferred alternatives.



**NW 7th Avenue- Concept Alt. 2 (Broward Blvd. to NW 4th Street)  
 Concept Alt. 3B (NW 4th Street to Sunrise Blvd.)**

City of Fort Lauderdale

Project Length (LF) 5,173

Cost per LF \$1,460.30

**Engineer's Opinion of Probable Cost - Conceptual Improvements**

Prepared By: Nathalie Rodriguez Date: September 16, 2019

	PAY ITEM	DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL COST
<b>SECTION 1: ROADWAY</b>						
1	0327-70-5	Milling Existing Asphalt Pavement (2" Avg. Depth)	SY	32,090	\$2.83	\$90,813.44
2	0337-7-80	Asph Conc FC, Traffic B, FC-9.5, PG 76-22	TN	3,566	\$162.12	\$578,055.07
3	0520-1-7	Concrete Curb and Gutter, Type E	LF	7,870	\$21.82	\$171,723.40
4	0520-1-10	Concrete Curb and Gutter, Type F	LF	9,236	\$21.82	\$201,529.52
5	0522-1	Concrete Sidewalk and Driveways, 4" Thick	SY	7,287	\$45.00	\$327,901.50
6	0527-2	Detectable Warnings	SF	624	\$29.06	\$18,133.44
7		Landscape Complete- Native Plants (High)	SF	106,432	\$0.13	\$13,836.16
8		Street Trees	EA	345	\$500.00	\$172,500.00
9		Site Furnishings (TBD)	LS	1	\$52,000.00	\$52,000.00
10		Bus Shelters	EA	9	\$50,000.00	\$450,000.00
11		Irrigation, Complete	SF	106,432	\$2.50	\$266,080.00
<b>SUBTOTAL ROADWAY</b>						<b>\$ 2,342,573</b>
<b>SECTION 2: SIGNING &amp; MARKING</b>						
12		Pavement Markings, Complete	LS	1	\$82,000.00	\$82,000.00
13		Signage, Complete	LS	1	\$47,000.00	\$47,000.00
14	0649-21-1	Steel Mast Arm Assembly, Furnish And Install, Single Arm 30'	EA	2	\$27,990.06	\$55,980.12
15	0649-21-6	Steel Mast Arm Assembly, Furnish And Install, Single Arm 50'	EA	1	\$45,000.00	\$45,000.00
16	0649-21-10	Steel Mast Arm Assembly, Furnish And Install, Single Arm 60'	EA	1	\$146,342.00	\$146,342.00
<b>SUBTOTAL SIGNING AND MARKING</b>						<b>\$ 376,322</b>
<b>SECTION 4: STORMWATER AND WATER QUALITY</b>						
17		Based upon impervious areas - Pavement/Sidewalk/Etc.	LS	1.00	\$154,000.00	\$154,000.00
<b>SUBTOTAL DRAINAGE</b>						<b>\$ 154,000</b>
<b>SECTION 5: LIGHTING</b>						
18		Illumination System, Complete	LS	1.00	\$328,000.00	\$328,000.00
<b>SUBTOTAL LIGHTING</b>						<b>\$ 328,000</b>
<b>SECTION 6: ADDITIONAL MODIFICATIONS</b>						
19		Utility Relocation	LS	1.00	\$100,000.00	\$100,000.00
20		Removal of Structures and Obstructions	LS	1.00	\$80,022.37	\$80,022.37
21		Erosion, Pollution, Sediment Control	LS	2%	\$57,457.89	\$57,457.89
<b>SUBTOTAL ADDITIONAL MODIFICATIONS</b>						<b>\$ 237,480</b>
<b>SUBTOTAL SECTIONS 1 - 6</b>						<b>\$ 3,438,375</b>
<b>SECTION 7: MAINTENANCE OF TRAFFIC</b>						
22		Subtotal Sections 1-5	LS	15%	\$515,756.24	\$515,756.24
<b>SECTION 8: MOBILIZATION/CONSTRUCTION TECHNIQUES</b>						
23		Subtotal Sections 1-5	LS	15%	\$515,756.24	\$515,756.24
<b>ESTIMATED CONSTRUCTION COSTS</b>						<b>\$ 4,469,887</b>
<b>30% CONTINGENCY</b>						<b>\$ 1,340,970</b>
<b>TOTAL ESTIMATED CONSTRUCTION COSTS</b>						<b>\$ 5,810,857</b>
<b>CAPITAL SUPPORT COSTS</b>						
24		Project Engineering	LS	15%	\$ 5,810,857	\$871,630.00
25		Construction Support / Construction Management	LS	15%	\$ 5,810,857	\$871,630.00
<b>TOTAL ESTIMATE CAPITAL SUPPORT COSTS</b>						<b>\$ 1,743,260</b>
<b>TOTAL PROJECT COST</b>						<b>\$ 7,554,117</b>

**Engineering Effort:**

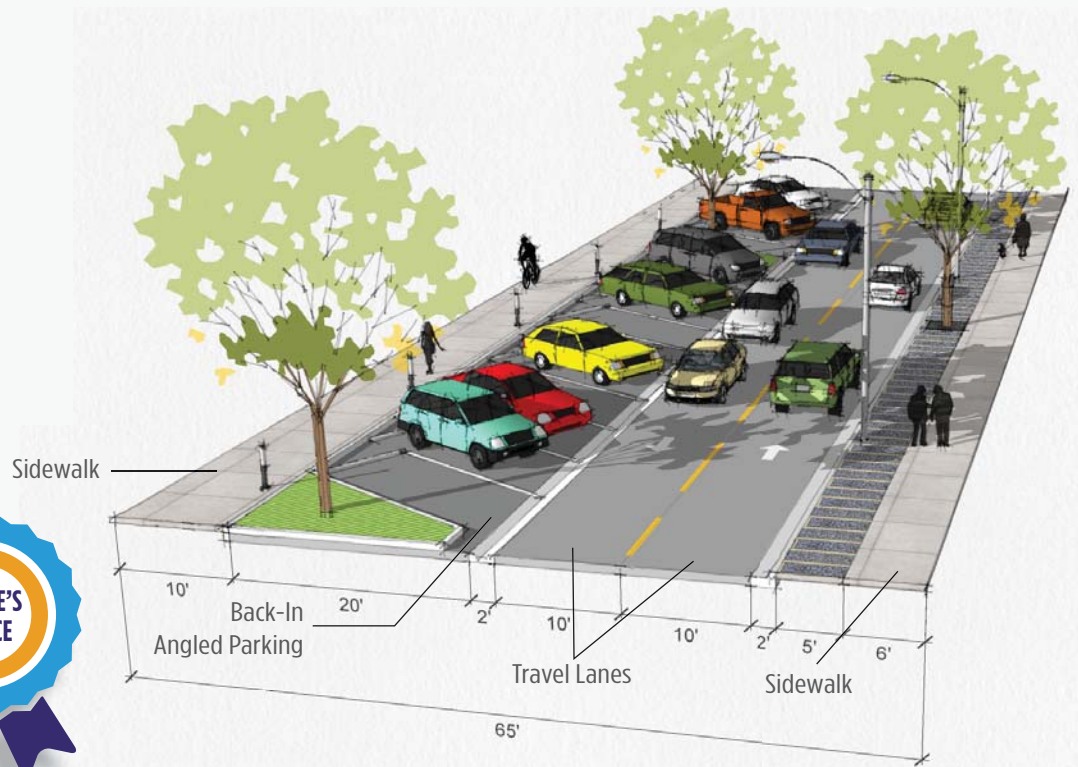
**Level A:** Preliminary engineering performed. Technical information is available, engineering calculations have been performed; clear understanding of the materials size and quantities needed to execute job. Schedule understood; staff and permitting is fairly clear, (however this element may still need refining).




**Level B:** Conceptual engineering performed. Technical information is available, rough engineering calculations may have been performed, or similar

# NW 9th Ave—Concept Alternative 1

## 2-LANE ALTERNATIVE

- > Multi-Purpose Path
- > Landscaping
- > Reconfigured Parking
- > Pedestrian-Scale Lighting
- > Improved Drainage
- > Wider Sidewalks



	CATEGORY	PROJECT BENEFITS	NO BUILD	ALT 1	ALT 1A	ALT 2	ALT 3
	SAFETY	- Street Buffer - Traffic Calming - Accessibility (ADA)	○	●	◐	◑	●
	BEAUTIFICATION / ECONOMIC DEVELOPMENT	- Streetscape - Stormwater Management - Parking (on street, etc.)	○	●	◐	◑	◐
	MULTIMODAL FEATURES	- Auto Throughput - Bicycle Comfort - Pedestrian Comfort - Transit Comfort	●	◐	◐	◑	◑
	<b>TOTAL:</b>		<b>8</b>	<b>29</b>	<b>26</b>	<b>24</b>	<b>28</b>

**KEY**

- 0 points—does not meet the need
- ◐ 1 point—barely meets the need
- ◑ 2 points—partially meets the need
- 3 points—mostly meets the need
- 4 points—fully meets the need

# NW 9th Avenue- Concept Alt. 1

City of Fort Lauderdale

Project Length (LF) 2,510

Cost per LF \$938.83

## Engineer's Opinion of Probable Cost - Conceptual Improvements

Prepared By: Nathalie Rodriguez

Date: September 16, 2019

	PAY ITEM	DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL COST
<b>SECTION 1: ROADWAY</b>						
1	0327-70-5	Milling Existing Asphalt Pavement (2" Avg. Depth)	SY	5,576	\$2.83	\$15,779.45
2	0337-7-80	Asph Conc FC, Traffic B, FC-9.5, PG 76-22	TN	620	\$162.12	\$100,449.55
3	0520-1-10	Concrete Curb and Gutter, Type F	LF	4,611	\$21.82	\$100,612.02
4		Porous Concrete	SF	11,530	\$11.60	\$133,748.00
5	0522-1	Concrete Sidewalk and Driveways, 4" Thick	SY	4,333	\$45.00	\$195,003.00
6	0527-2	Detectable Warnings	SF	240	\$29.06	\$6,974.40
7		Landscape Complete- Native Plants (High)	SF	10,228	\$3.50	\$35,798.00
8		Street Trees	EA	167	\$500.00	\$83,500.00
9		Site Furnishings (TBD)	LS	1	\$25,000.00	\$25,000.00
10		Irrigation, Complete	SF	10,228	\$2.50	\$25,570.00
<b>SUBTOTAL ROADWAY</b>						<b>\$ 722,434</b>
<b>SECTION 2: SIGNING &amp; MARKING</b>						
11		Pavement Markings, Complete	LS	1	\$26,000.00	\$26,000.00
12		Signage, Complete	LS	1	\$15,000.00	\$15,000.00
<b>SUBTOTAL SIGNING AND MARKING</b>						<b>\$ 41,000</b>
<b>SECTION 4: STORMWATER AND WATER QUALITY</b>						
13		Based upon impervious areas - Pavement/Sidewalk/Etc.	LS	1.00	\$68,000.00	\$68,000.00
<b>SUBTOTAL DRAINAGE</b>						<b>\$ 68,000</b>
<b>SECTION 5: LIGHTING</b>						
14		Illumination System, Complete	LS	1.00	\$101,200.00	\$101,200.00
<b>SUBTOTAL LIGHTING</b>						<b>\$ 101,200</b>
<b>SECTION 6: ADDITIONAL MODIFICATIONS</b>						
15		Utility Relocation	LS	1.00	\$100,000.00	\$100,000.00
16		Removal of Structures and Obstructions	LS	1.00	\$23,315.86	\$23,315.86
17		Erosion, Pollution, Sediment Control	LS	2.00%	\$16,628.69	\$16,628.69
<b>SUBTOTAL ADDITIONAL MODIFICATIONS</b>						<b>\$ 139,945</b>
<b>SUBTOTAL SECTIONS 1 -6</b>						<b>\$ 1,072,579</b>
<b>SECTION 7: MAINTENANCE OF TRAFFIC</b>						
18		Subtotal Sections 1-5	LS	15.00%	\$160,886.85	\$160,886.85
<b>SECTION 8: MOBILIZATION/CONSTRUCTION TECHNIQUES</b>						
19		Subtotal Sections 1-5	LS	15.00%	\$160,886.85	\$160,886.85
<b>ESTIMATED CONSTRUCTION COSTS</b>						<b>\$ 1,394,353</b>
<b>30% CONTINGENCY</b>						<b>\$ 418,310</b>
<b>TOTAL ESTIMATED CONSTRUCTION COSTS</b>						<b>\$ 1,812,663</b>
<b>CAPITAL SUPPORT COSTS</b>						
20		Project Engineering	LS	15%	\$ 1,812,663	\$271,900.00
21		Construction Support / Construction Management	LS	15%	\$ 1,812,663	\$271,900.00
<b>TOTAL ESTIMATE CAPITAL SUPPORT COSTS</b>						<b>\$ 543,800</b>
<b>TOTAL PROJECT COST</b>						<b>\$ 2,356,463</b>

X

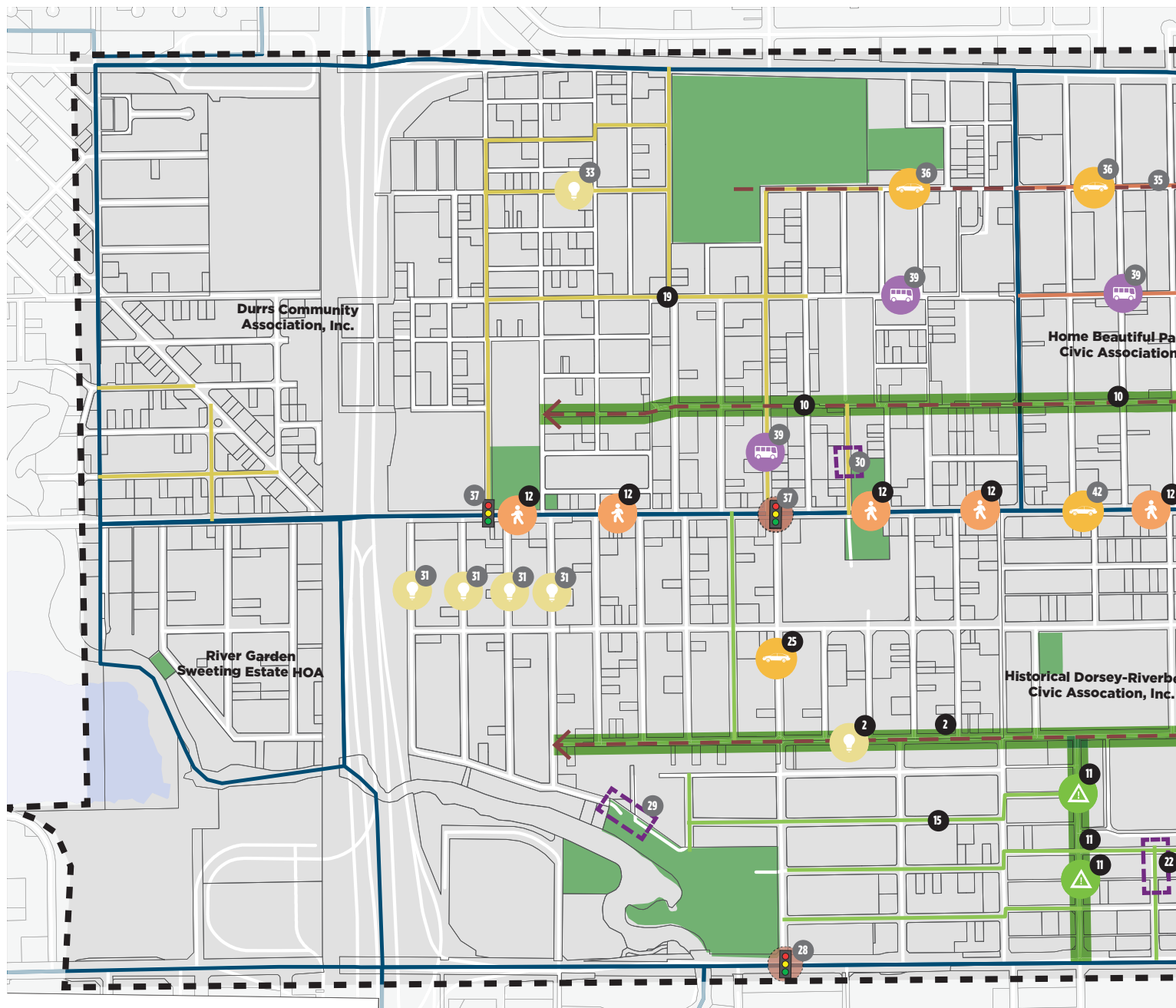
### Engineering Effort:

**Level A:** Preliminary engineering performed. Technical information is available, engineering calculations have been performed; clear understanding of the materials size and quantities needed to execute job. Schedule understood; staff and permitting is fairly clear, (however this element may still need refining).  
**Level B:** Conceptual engineering performed. Technical information is available, rough engineering calculations may have been performed, or similar information from previous similar work is compared and used. Project Development Contingencies ranges between 15% to 25% and Construction  
**Level C:** No engineering performed. Educated guesstimating. Limited technical information available and/or analysis performed. Project Development and Construction Contingencies should be selected appropriately by Project Manager. Contingency may range up to 50%.

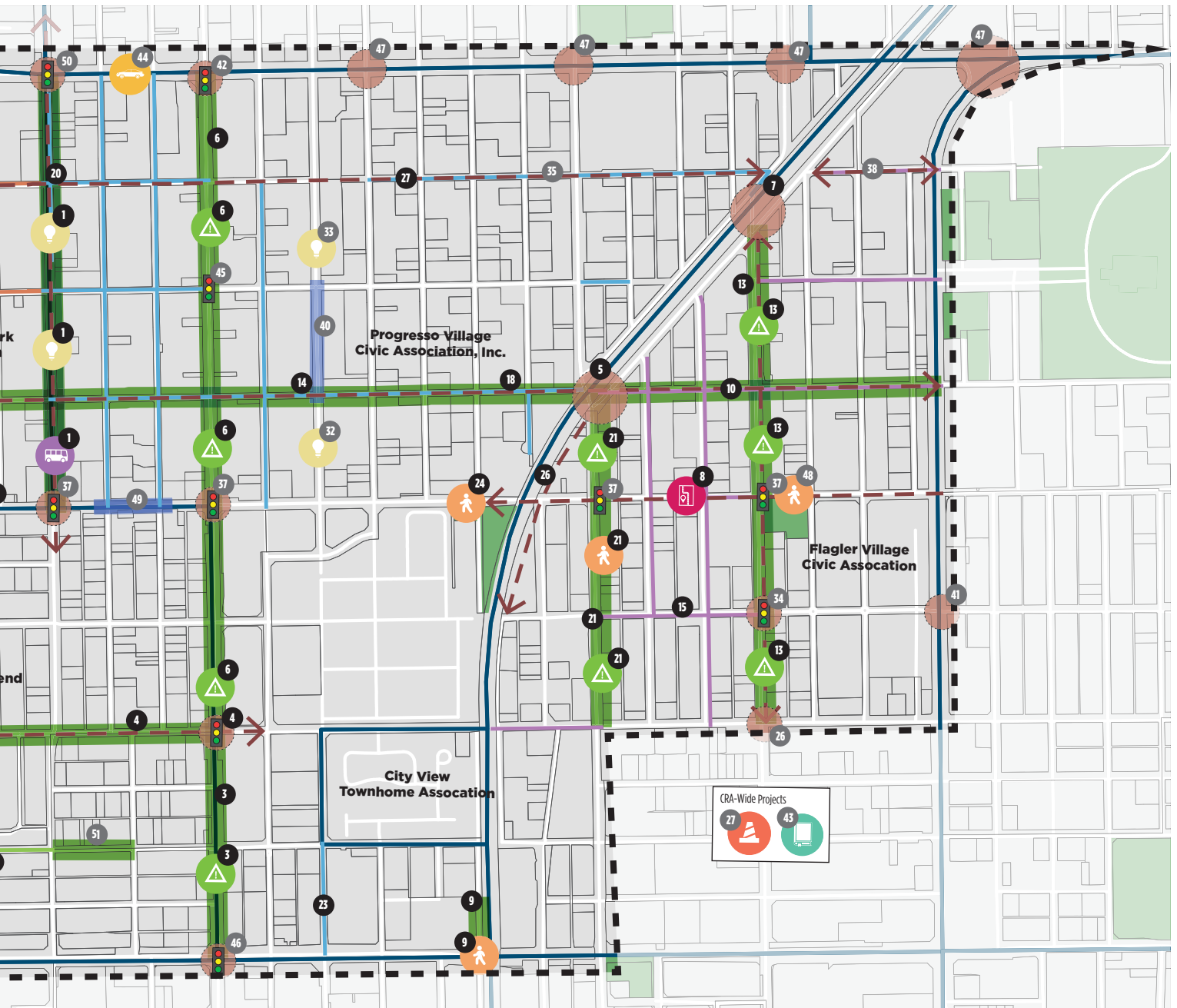
Proposed Streetscape  
Improvements along 4th Street  
featuring a raised intersection  
Proposed enhancements shown at  
NW 4th Street & NW 12th Avenue.



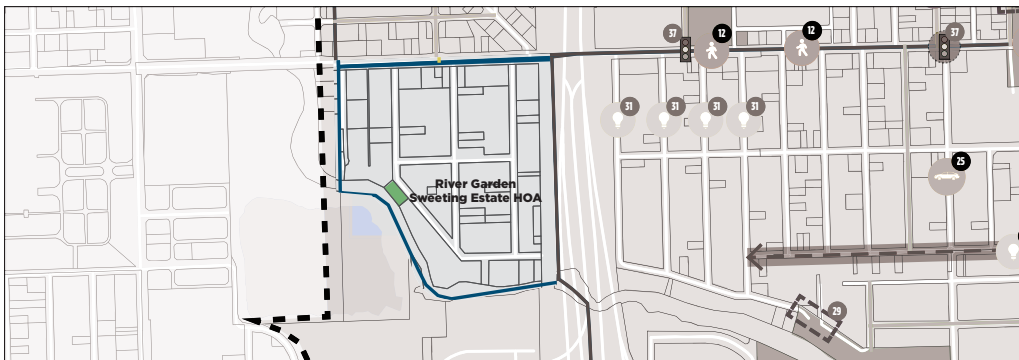
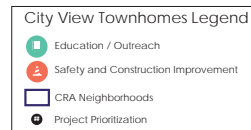
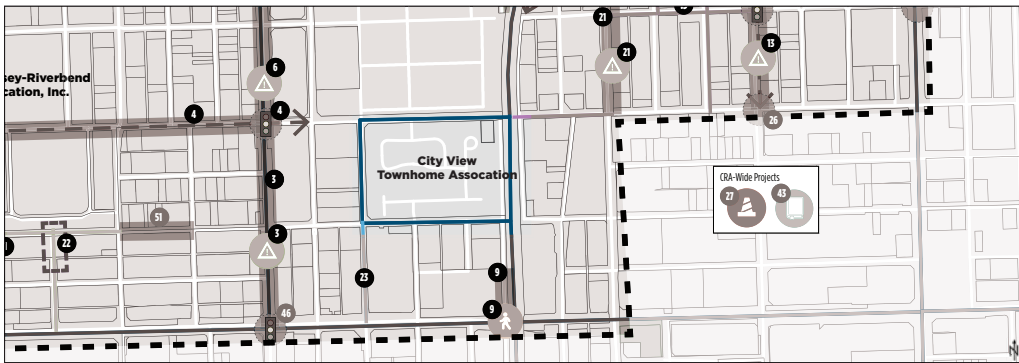
# Project Maps



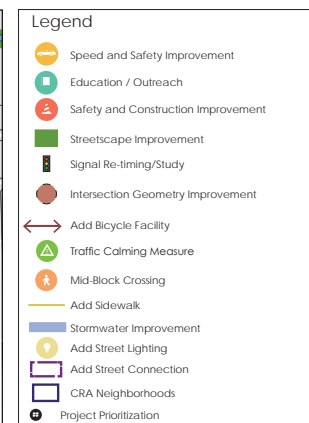
The network of mobility projects identified in this plan identify physical improvements to the transportation network in the study area. Projects are intended to fill a gap in the existing street, bicycle, and pedestrian networks, leverage existing facilities, improve safety, comfort, and convenience of streets, and expand travel options for all road users. These collection of projects represent critical upgrades that the community believes will enhance how people can access everyday needs in their preferred mode of transportation.



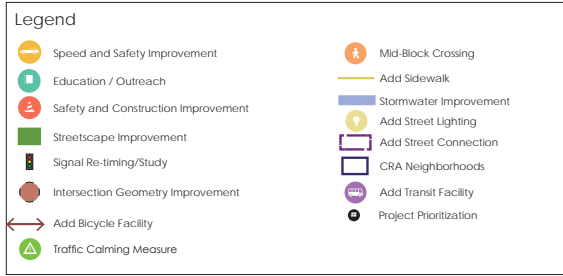
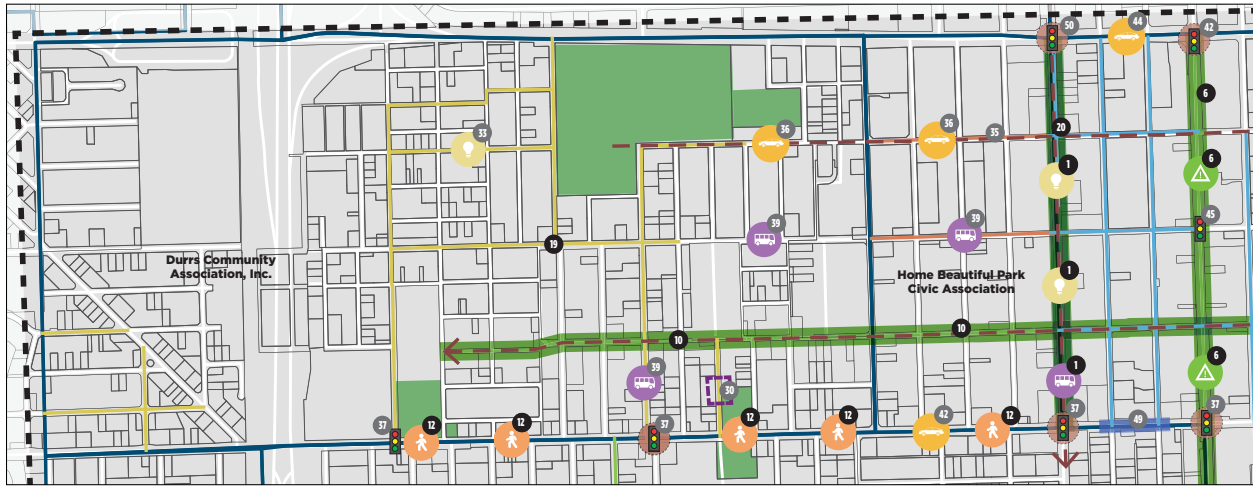
# Neighborhood Prioritization



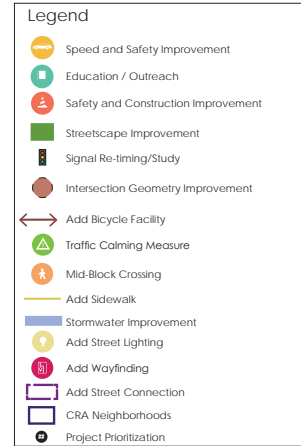
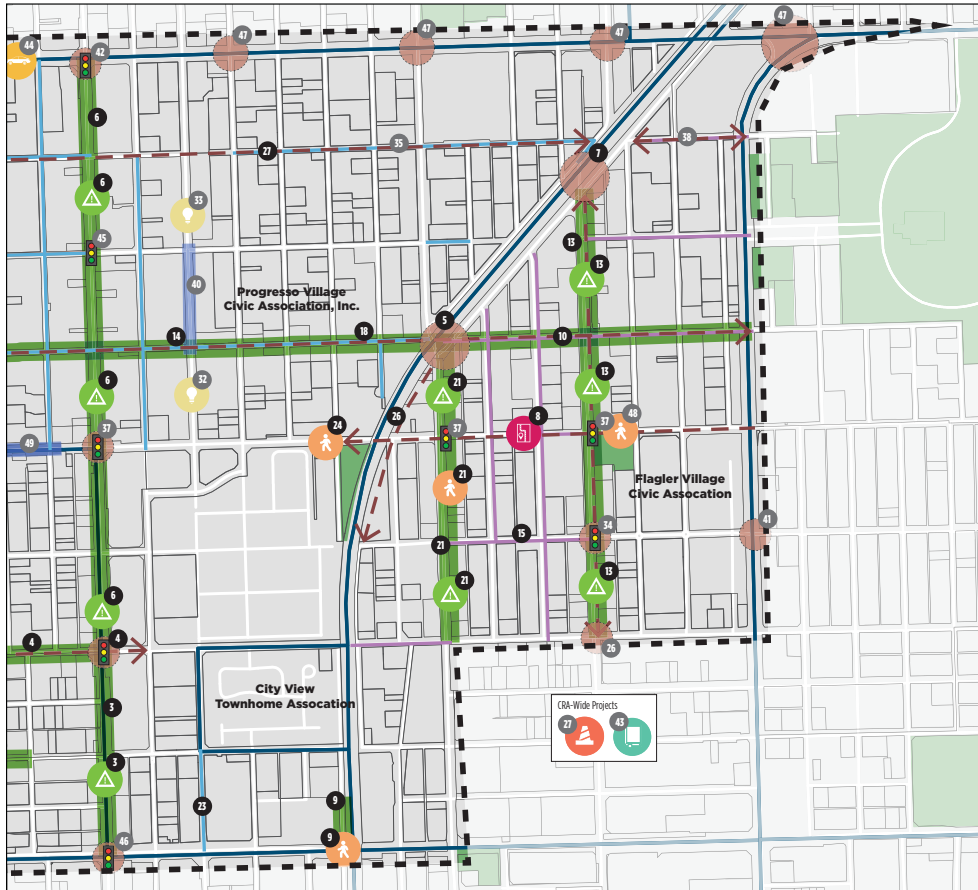
# Dorsey-Riverbend Neighborhood



# Durrs + Home Beautiful Neighborhoods



# Progresso + Flagler Village Neighborhoods



*Project Prioritization  
list: Projects 1-25*

Street/Project	Location	Implementation Type	Project Neighborhood										Funding Source or Previous Project		
			Total Score	Durrs Community Association	Home Beautiful Civic Association	Progresso Village Civic Association	Flagler Village Civic Association	River Garden Sweeting Estate	Historic Dorsey-Riverbend Civic Association	City View Townhomes Association	Broward County TIP	FDOT 5-Yr Work Program	FTL/CRA CIP	Broward MPO LRTP	Broward MPO Transit Mobility Hubs
1 NW 9th Ave Streetscape	Sunrise Blvd - Sistrunk Blvd	Intersection/Street Geometry Enhanced Crosswalks Add Bicycle Facilities Add Street Lighting Wayfinding Signage Beautification	91.0	✓	✓								P11487?		68 A
2 NW 4th St Streetscape	NW 18th Ave - NW 9th Ave	Intersection/Street Geometry Traffic Calming Measures Enhanced Crosswalks Add Bicycle Facilities Mid-Block Crossings Add Street Lighting Wayfinding Signage Signal Study Beautification	85.0					✓					P12318 FY 20200824	Ped Facility Rank 1	43/170 44/4 A/60
3 NW 7th Ave Streetscape	NW 4th St - Broward Blvd	Intersection/Street Geometry Traffic Calming Measures Enhanced Crosswalks Add Bicycle Facilities Add Street Lighting Wayfinding Signage Signal Study Beautification	85.0		✓			✓							65 66 A
4 NW 4th St Streetscape	NW 9th Ave - NW 7th Ave	Intersection/Street Geometry Enhanced Crosswalks Add Bicycle Facilities Add Street Lighting Wayfinding Signage Beautification	82.0					✓					P12318 FY 20200824	Ped Facility Rank 1	43/170 44/4 A/60
5 N Andrews Ave Intersection Analysis	@ FEC RR/NW 7th St/ Progresso Dr/N Flagler Dr	Intersection/Street Geometry Traffic Calming Measures Enhanced Crosswalks Add Sidewalks Add Bicycle Facilities Signal Study Beautification	80.5		✓	✓									2 A

Street/Project	Location	Implementation Type	Project Neighborhood										Funding Source or Previous Project				
			Total Score	Durrs Community Association	Home Beautiful Civic Association	Progresso Village Civic Association	Flagler Village Civic Association	River Garden Sweeting Estate	Historic Dorsey-Riverbend Civic Association	City View Townhomes Association	Broward County TIP	FDOT 5-Yr Work Program	FTL/CRA CIP	Broward MPO LRTP	Broward MPO Transit Mobility Hubs	Connecting the Blocks	
6	NW 7th Ave Streetscape	Sunrise Blvd - NW 4th St	Intersection/Street Geometry Traffic Calming Measures Enhanced Crosswalks Add Bicycle Facilities Signal Retiming Add Street Lighting Wayfinding Signage Signal Study Beautification	78.0		✓				✓							65 66 A
7	NE 3rd/NE 4th Ave Intersection Analysis	@ FEC RR/Progresso Dr/N Flagler Dr	Intersection/Street Geometry Enhanced Crosswalks Add Sidewalks Add Bicycle Facilities Signal Study Beautification	73.0				✓									42
8	NE 6th St Sidewalk and Shared-Use Path Signage Project	NE 2nd Ave - NE 4th Ave NE 5th Ave - Federal Hwy	Wayfinding Signage Add Sidewalk	72.5				✓									A
9	NW 2nd Ave Streetscape	NW 1st St - Broward Blvd	Beautification Intersection/Street Geometry Add Sidewalk Mid-Block Crossing	71.5		✓											A
10	NW 7th St Streetscape	NW 18th Ave - NW 7th Ave NW 4th Ave - Holiday Park (Federal Hwy)	Bicycle Facilities Add Sidewalk Stormwater Enhancements	71.5	✓	✓	✓	✓					P11843 P11844 FY 20200820	Community Hub		A	
11	NW 11th Ave Streetscape	NW 4th St - Broward Blvd	Traffic Calming Measures Add Sidewalk Beautification	68.5						✓							A
12	Sistrunk Mid-Block Crossings	NW 17th Ave - NW 16th Ave @ NW 12th Ave Near NW 14th Ave NW 19th Ave NW 10th Ter - NW 10th Ave	Mid-Block Crossing	66.5	✓					✓			P12443				
13	NE 3rd Ave Streetscape	N Flagler Dr - NE 4th St	Beautification Bicycle Facilities Traffic Calming Measures	63.0				✓						Bicycle Facility Rank 1			42 82 A

Street/Project	Location	Implementation Type	Project Neighborhood										Funding Source or Previous Project				
			Total Score	Durrs Community Association	Home Beautiful Civic Association	Progresso Village Civic Association	Flagler Village Civic Association	River Garden Sweeting Estate	Historic Dorsey-Riverbend Civic Association	City View Townhomes Association	Broward County TIP	FDOT 5-Yr Work Program	FTL/CRA CIP	Broward MPO LRTP	Broward MPO Transit Mobility Hubs	Connecting the Blocks	
14 Dorsey-Riverbend Neighborhood Sidewalk Projects	NW 3rd St from NW 15th Way to NW 11th Ave NW 2nd St from NW 15th Ave to NW 9th Ave NW 1st St from NW 15th to NW 11th Ave NW 15th Ter from NW 4th St to Sistrunk Blvd NW 15th Way from NW 3rd Ct to North Folk Elementary School	Add Sidewalk	63.0							✓							37 38 A
15 Flagler Village Sidewalk Projects	NE 2nd Ave from N Flagler Dr to NE 4th St* NE 1st Ave from N Flagler Dr to NE 5th St NE 4th St from FEC/RR to N Andrews Ave* NE 5th St from N Andrews Ave to NE 3rd Ave NE 6th St from NE 3rd Ave to NE 2nd Ave NE 7th St from N Andrews Ave to Federal Hwy NE 8th St from NE 3rd Ave to Federal Hwy NE 9th St from NE 4th Ave to Federal Hwy	Add Sidewalk	62.0			✓						P11988 P12318 FY 20200824	Ped Facility Rank 1				A
16 NW 9th St Sidewalk Project	NW 4th Ave - NE 4th Ave	Add Sidewalk	62.0		✓												A
17 NW 7th St Sidewalk Project	NW 7th Ave - N Andrews Ave	Add Sidewalk	62.0		✓												A 264
18 Durrs Community Sidewalk Project	NW 22nd Ave from NW 22nd Rd - Sistrunk Blvd NW 19th Ave from NW 9th St - Sistrunk Blvd NW 16th Ave from NW 8th St - Sistrunk Blvd NW 15th Ave from NW 9th St - Sistrunk Blvd NW 9th St from NW 19th Ter - NW 16th Ave NW 9th St from NW 15th Ave - NW 14th Ave NW 8th St from NW 19th Ave - NW 14th Ave NW 7th St from NW 24th Ave - NW 22nd Rd NW 7th St from NW 18th Ave - NW 14th Ave NW 6th Ct from NW 24th Ave - NW 22nd Rd	Add Sidewalk	62.0	✓											Community Hub		A

Street/Project	Location	Implementation Type	Total Score	Project Neighborhood								Funding Source or Previous Project				
				Durrs Community Association	Home Beautiful Civic Association	Progresso Village Civic Association	Flagler Village Civic Association	River Garden Sweeting Estate	Historic Dorsey-Riverbend Civic Association	City View Townhomes Association	Broward County TIP	FDOT 5-Yr Work Program	FL/CRA CIP	Broward MPO LRTP	Broward MPO Transit Mobility Hubs	Connecting the Blocks
19 NW 9th St Sidewalk Project	NW 13th Ave - NW 7th Ave	Add Sidewalk	62.0	✓												A
20 NW 7th St Streetscape	NW 7th Ave - NW 4th Ave	Beautification Add Sidewalks Intersection/Street Geometry Enhanced Crossings	61.0		✓											A
21 N Andrews Ave Streetscape	NE 7th St - NE 4th St	Enhanced Crosswalks Mid-Block Crosswalks Traffic Calming Measures	61.0			✓								Community Hub	2 407	
22 NW 5th Ave Sidewalk Project	NW 2nd St - Broward Blvd	Add Sidewalk	61.0		✓											A
23 Sistrunk Mid-Block Crossing (Near Bus Stop/ Sistrunk Park)	NW 3rd Ave - NW 2nd Ave	Mid-Block Crossing	60.5		✓						P12443					
24 NW 10th Ave Street Connection	NW 2nd St - Broward Blvd	Add Sidewalk Add Street Connection	59.0						✓							A
25 NW 15th Ave Safety Study	Sistrunk Blvd - Broward Blvd	Traffic Calming Measures Speed/Safety Study	57.0						✓							

# Appendix

Project Prioritization List:  
Projects 26-51

Project Categories

# Project Prioritization List: Projects 26-51

Street/Project	Location	Implementation Type	Project Neighborhood										Funding Source or Previous Project			
			Total Score	Durrs Community Association	Home Beautiful Civic Association	Progresso Village Civic Association	Flagler Village Civic Association	River Garden Sweeting Estate	Historic Dorsey-Riverbend Civic Association	City View Townhomes Association	Broward County TIP	FDOT 5-Yr Work Program		FIL/CRA CIP	Broward MPO LRTP	Broward MPO Transit Mobility Hubs
26 Flagler Greenway Trail Connection <i>Improve connection to the Flagler Greenway Trail with added bicycle facilities between NE 5th St. and NE 7th St.</i>	NE 5th St - NE 7th St	Bicycle Facilities	56.5				✓									F
27 Construction and Multimodal MOT <i>Enforce and maintain construction and multimodal MOT throughout the NPF-CRA and City</i>	NPF-CRA, City	Enforcement/Maintenance	55.5	✓	✓	✓	✓	✓	✓	✓						
28 NW 15th Ave Intersection Analysis <i>Improve NW 15th Ave. intersection at Broward Blvd. with enhanced crosswalks and an adjusted intersection/street geometry</i>	@ Broward	Intersection/Street Geometry Enhanced Crosswalks	55.0						✓	✓				Community Hub	8	
29 NW 14th Terr Street Connection <i>Improve NW 14th Terr. from NW 7th St. to Sistrunk with added street connection and sidewalk</i>	NW 7th St to Sistrunk	Add Sidewalk Add Street Connection	54.0	✓											A	
30 NW 3rd Ct Street Connection <i>Improve NW 3rd Ct. from NW 18th Ave. to NW 15th Way with added street connection</i>	NW 18th Ave - 15th Way	Add Street Connection	54.0						✓						A 264	
31 Dorsey-Riverbend Neighborhood Street Lighting Project <i>Improve the street lighting in the Dorsey-Riverbend neighborhood along NW 21st Ave. from Sistrunk Blvd. to NW 3rd Ct., NW 20th Ave. from Sistrunk Blvd. to NW 3rd Ct., NW 19th Ave. from Sistrunk Blvd. to NW 3rd Ct., NW 18th Ave. from Sistrunk Blvd. to NW 3rd Ct., and NW 15th Ave. from Sistrunk Blvd. to Broward Blvd.</i>	NW 21st Ave from Sistrunk Blvd to NW 3rd Ct NW 20th Ave from Sistrunk Blvd to NW 3rd Ct NW 19th Ave from Sistrunk Blvd to NW 3rd Ct NW 18th Ave from Sistrunk Blvd to NW 3rd Ct NW 15th Ave from Sistrunk Blvd to Broward Blvd	Add Street Lighting	53.0						✓							
32 NW 5th Ave Lighting Project <i>Improve street lighting along NW 5th Ave. from Sistrunk Blvd. to NW 9th St.</i>	Sistrunk to NW 9th St	Add Street Lighting	53.0		✓											

Street/Project	Location	Implementation Type	Total Score	Project Neighborhood											Funding Source or Previous Project		
				Durrs Community Association	Home Beautiful Civic Association	Progresso Village Civic Association	Flagler Village Civic Association	River Garden Sweeting Estate	Historic Dorsey-Riverbend Civic Association	City View Townhomes Association	Broward County TIP	FDOT 5-Yr Work Program	FTL/CRA CIP	Broward MPO LRTP	Broward MPO Transit Mobility Hubs	Connecting the Blocks	
33 Durrs Neighborhood Street Lighting Project  <i>Improve street lighting in the Durrs neighborhood on streets from NW 19th Ave. to NW 16th Ave.</i>	NW 19th Ave - NW 16th Ave	Add Street Lighting	53.0	✓													
34 NE 5th St Intersection Analysis  <i>Conduct a signal study and improve NE 5th St. intersection at NE 3rd Ave. with a mid-block crossing and traffic calming measures while implementing an adjusted intersection/street geometry</i>	@ NE 3rd Ave	Signal Study Mid-Block Crossing Intersection/Street Geometry Traffic Calming Measures	52.0				✓										
35 NW 9th St Bicycle Facility Project  <i>Improve bicycle connectivity along NW 9th St. with added bicycle facilities from NW 15th Ave. to Holiday Park (Federal Hwy.)</i>	NW 15th Ave - Holiday Park (Federal Hwy)	Bicycle Facilities	51.5	✓	✓	✓	✓										
36 NW 9th St Safety Study  <i>Conduct a safety study and implement traffic calming measures along NW 9th St.</i>	Carter Park - NW 9th Ave	Traffic Calming Measures	51.0	✓	✓												
37 Sistrunk Blvd Intersection Analyses  <i>Conduct a signal study and improve intersections along Sistrunk Blvd. at NW 19th Ave., NW 15th Ave., NW 15th Way, NW 7th Ave., and N Andrews Ave. with signal retiming, and pedestrian signal timing while implementing an adjusted intersection/street geometry</i>	@ NW 19th Ave @ NW 15th Ave @ NW 15th Way @ NW 7th Ave @ N Andrews Ave	Signal Study Signal Retiming Pedestrian Signal Timing Intersection/Street Geometry	49.5	✓	✓	✓			✓							Community Hub	
38 Parking/Traffic Enforcement  <i>Conduct parking and traffic enforcement on streets NE 9th St. to NE 4th St.</i>	NE 9th St - NE 4th St	Enforcement/Maintenance	49.0				✓										
39 NW 8th St Transit Project  <i>Improve transit on NW 8th St. on NW 15th Ave., NW 8th St. and NW 9th Ave with an extended neighborhood link or NW community link routes</i>	NW 15th Ave - NW 8th St - NW 9th Ave	Extend Neighborhood Link or NW Community Link Routes	47.0	✓	✓												
40 NW 5th Ave Drainage Project  <i>Improve drainage along NW 5th Ave. between NW 7th St. and NW 8th St. with stormwater enhancements</i>	NW 7th St - NW 8th St	Stormwater Enhancements	45.0			✓						P11843					
41 NE 5th St Intersection Analysis  <i>Improve NE 5th St, intersection at Federal Hwy. while implementing a signal study and an adjusted intersection/street geometry</i>	@Federal Hwy	Signal Study Intersection/Street Geometry	45.0				✓										

Street/Project	Location	Implementation Type	Project Neighborhood										Funding Source or Previous Project			
			Total Score	Duress Community Association	Home Beautiful Civic Association	Progresso Village Civic Association	Flagler Village Civic Association	River Garden Sweeting Estate	Historic Dorsey-Riverbend Civic Association	City View Townhomes Association	Broward County TIP	FDOT 5-Yr Work Program	FTL/CRA CIP	Broward MPO LRTP	Broward MPO Transit Mobility Hubs	Connecting the Blocks
42	Sistrunk Blvd Speed Study <i>Conduct a speed/safety study for Sunrise Blvd. near NW 10th Ave.</i>	Near NW 10th Ave Speed/Safety Study	45.0	✓						✓						
43	Audit of Existing CRA Policies (inc. options to spend CRA funds on community education/training programs) <i>Conduct education and outreach</i>	NPF-CRA Education/Outreach	45.0	✓	✓	✓	✓	✓	✓	✓	✓					
44	Sunrise Blvd Speed Study <i>Conduct a speed/safety study for Sunrise Blvd. near NW 7th Terr.</i>	Near NW 7th Ter Speed/Safety Study	44.0			X										
45	NW 8th St Signal Study <i>Conduct a signal study at the intersection go NW 8th St. and NW 7th Ave.</i>	@ NW 7th Ave Signal Study	44.0			X										
46	NW 7th Ave Intersection Analysis <i>Conduct a signal study and improve NW 7th Ave. intersections at Sunrise Blvd. and Broward Blvd. with signal retiming, and pedestrian signal timing while implementing an adjusted intersection/street geometry</i>	@ Sunrise Blvd @ Broward Blvd Signal Retiming Intersection/Street Geometry	43.5			X		X		X				Community Hub	9	
47	Sunrise Blvd Intersection Analysis <i>Improve Sunrise Blvd. intersections at NW 4th Ave., N Andrews Ave., NE 4th Ave., and Federal Hwy. (US-1) with enhanced crosswalks while implementing an adjusted intersection/street geometry</i>	@ NW 4th Ave @ N Andrews Ave @ NE 4th Ave @ Federal Hwy (US-1) Intersection/Street Geometry Enhanced Crosswalks	43.5			X				X	LRTP #15				42 92	
48	Sistrunk Blvd Pedestrian Crossing Analysis <i>Improve the pedestrian crossing at the intersection of Sistrunk Blvd. and NE 3rd Ave. with pedestrian signal timing.</i>	@ NE 3rd Ave Pedestrian Signal Timing	42.5				X									
49	Sistrunk Blvd Drainage Project <i>Improve drainage along Sistrunk Blvd. between NW 8th St. and NW 7th Terr. with stormwater enhancements</i>	NW 8th St - NW 7th Ter Stormwater Enhancements	42.0			X		X			P11843					
50	Sunrise Blvd Intersection Analysis <i>Improve Sunrise Blvd. intersection at NW 9th Ave. with an adjusted intersection/street geometry</i>	@ NW 9th Ave Intersection/Street Geometry	39.5		X	X				X						
51	NW 2nd St Streetscape <i>Improve NW 2nd St. streetscape from NW 8th Ave. to NW 9th Ave. with beautification</i>	NW 8th Ave to NW 9th Ave Beautification	39.0					X								

# Project Categories

Graphic symbols reference improvements from the Mobility Master Plan on Page 6 of this document.

## Intersection Enhancements

Intersection geometry lends itself to higher vehicular speeds in some locations. This can cause issues for pedestrians crossing the street and can encourage people to run stop signs. Large turning radii facilitate faster vehicle turning movements and increase crossing distance for pedestrians. Reducing the curb radii will aid in slowing vehicles and improve pedestrian safety. It may also discourage truck cut-through traffic.

### + Project Benefits

- > Increased Vehicular Safety; Anticipated Reduction in Speeding Behavior
- > Improved Traffic Operations
- > Increased Pedestrian Safety; Increased Bicycle Safety
- > Increased Street Connectivity
- > Streetscape Enhancement/ Street Design

### + Steps Needed to Complete the Project

- > Association identify the project as a priority for implementation and identify funding
- > Property owner outreach and concerns by Association
- > Procurement of a consultant for necessary design work
- > Existing tree, property, roadway, and geotechnical surveys of project area - Surveyor
- > Curb, paving, signage and striping plans - Civil Engineer
- > Landscape architectural design and irrigation construction plans - Landscape Architect
- > Roadway geometry construction documents - Civil and Geotechnical Engineer
- > Bidding and construction implementation

## Traffic Calming Measures

Raised intersections, curb extensions, and landscaping or edge islands in the street create pinch points to narrow the travel way, requiring drivers to slow down or yield to each other to maneuver through the area aid in slowing vehicles and improving pedestrian safety. It may also discourage truck cut-through traffic.

### + Project Benefits

- > Increased Vehicular Safety; Anticipated Reduction in Speeding Behavior
- > Improved Traffic Operations
- > Increased Pedestrian Safety; Increased Bicycle Safety
- > Increased Sidewalk Connectivity
- > Increased Bicycle Connectivity
- > Increased Street Connectivity
- > Streetscape Enhancement/ Street Design

### + Steps Needed to Complete the Project

- > Association identify the project as a priority for implementation and identify funding
- > Property owner outreach and concerns by Association
- > Procurement of a consultant for necessary design work
- > Existing tree, property, roadway, and geotechnical surveys of project area - Surveyor
- > Curb, paving, signage and striping plans - Civil Engineer



## Speed & Safety Improvements

Speed and safety improvements can help to protect more vulnerable users, such as pedestrians and cyclists with the implementation of design elements which reduce vehicle speeds such as speed bumps, raised intersections, or traffic circles.

### + Project Benefits

- > Improved Traffic Operations
- > Increased Pedestrian Safety; Increased Bicycle Safety
- > Increased Sidewalk Connectivity
- > Streetscape Enhancement/ Street Design

### + Steps Needed to Complete the Project

- > Association identify the project as a priority for implementation and identify funding
- > Property owner outreach and concerns by Association
- > Letter of support from Civic Association for the City of Fort Lauderdale to submit to county for painted crosswalk
- > Existing property and geotechnical surveys of project area - Surveyor
- > Landscape architectural design, lighting plan, and irrigation construction plans - Landscape Architect
- > Bicycle lane and sidewalk layout, detail plans that include curb, paving, signage and striping- Civil Engineer
- > Broward County Transportation Engineering Division approval
- > Bidding and construction implementation



## Access / Sidewalk Connectivity

Sidewalks provide a minimum level of comfort for pedestrians, absent of any other features. Added sidewalks to the existing network improve pedestrian comfort and connectivity.

### + Project Benefits

- > Increased Pedestrian Safety; Increased Bicycle Safety
- > Increased Sidewalk Connectivity
- > Incorporation of Sustainability Elements to Adapt to Climate Change
- > Streetscape Enhancement/ Street Design

### + Steps Needed to Complete the Project

- > Association identify the project as a priority for implementation
- > Association to identify funding
- > Property owner outreach and concerns by Association
- > Existing tree, property, and geotechnical surveys of project area - Surveyor
- > Sidewalk layout plan - Landscape Architect
- > Sidewalk construction documents - Civil and Geotechnical Engineer
- > Bidding and construction implementation

## ↔ Access / Bicycle Connectivity

Bike facilities provide increased bicycle safety and connectivity. Adding bike facilities on the form of bike lanes, cycle tracks, intersection treatments, intersection crossings, colored facilities, shared lane markings, etc. create better bicycle access to surrounding destinations. It could also encourage residents and visitors in the area to bike instead of driving, reducing neighborhood traffic.

### + Project Benefits

- > Increased Pedestrian Safety; Increased Bicycle Safety
- > Increased Bicycle Connectivity
- > Incorporation of Sustainability Elements to Adapt to Climate Change
- > Streetscape Enhancement/ Street Design

### + Steps Needed to Complete the Project

- > Association identify the project as a priority for implementation and identify funding
- > Property owner outreach and concerns by Association
- > Existing property and geotechnical surveys of project area - Surveyor
- > Bicycle lane and sidewalk layout, detail plans that include curb, paving, signage and striping- Civil Engineer
- > Broward County Transportation Engineering Division or City of Fort Lauderdale approval
- > Bidding and construction implementation Text here



## Traffic Operations

Adjusting the signal timing could help ease traffic. Following the completion of the Safety Study by the Florida Department of Transportation, the results should be reviewed in terms of this prioritization to ensure that adjusting signal timing will not negatively impact safety. If the safety study results are in line with this project type then the next steps to complete the project should be taken.

### + Project Benefits

- > Increased Pedestrian Safety; Increased Vehicular Safety; Anticipated Reduction in Speeding Behavior
- > Improved Traffic Operations
- > Increased Pedestrian Safety; Increased Bicycle Safety
- > Increased Street Connectivity
- > Streetscape Enhancement/ Street Design

### + Steps Needed to Complete the Project

- > City of Fort Lauderdale to request from Broward County Traffic Engineering Division
- > Letter of support from the Civic Association for the City of Fort Lauderdale to submit to the County asking for modified signal timing because it is aligned with the following of the Press Play Fort Lauderdale Strategic Plan 2018 Initiative



## Access / Mid-Block Crossings

Mid-block crossings are implemented in areas that are currently underserved by the existing traffic network to the number of unsafe or unpredictable situations experience by both pedestrians and vehicles. Crosswalks should implement pedestrian crossing countermeasures used in addition to typical pavement markings. Common examples of enhanced crosswalks implement median refuge islands, curb extensions, street lights, and rectangular rapid flashing beacons (RFBs).

### + Project Benefits

- > Increased Vehicular Safety; Anticipated Reduction in Speeding Behavior
- > Increased Pedestrian Safety; Increased Bicycle Safety
- > Increased Sidewalk Connectivity
- > Incorporation of Sustainability Elements to Adapt to Climate Change
- > Streetscape Enhancement/ Street Design

### + Steps Needed to Complete the Project

- > Association identify the project as a priority for implementation and identify funding
- > Property owner outreach and concerns by Association
- > Existing property and geotechnical surveys of project area - Surveyor
- > Landscape architectural design, lighting plan, and irrigation construction plans - Landscape Architect
- > Bicycle lane and sidewalk layout, detail plans that include curb, paving, signage and striping- Civil Engineer
- > Broward County Transportation Engineering Division or City of Fort Lauderdale approval
- > Bidding and construction implementation



## Shade Tree

Street trees help create a sense of enclosure along the road, narrowing a driver's field of vision and thus encouraging lower vehicle speeds. They can also help provide a buffer between pedestrians and vehicles. They also help to lower temperatures, sequester carbon, provide shade for pedestrians, and absorb stormwater and airborne pollutants.

### + Project Benefits

- > Increased Vehicular Safety; Anticipated Reduction in Speeding Behavior
- > Increased Sidewalk Connectivity
- > Increased Bicycle Connectivity
- > Incorporation of Sustainability Elements to Adapt to Climate Change
- > Streetscape Enhancement/ Street Design

### + Steps Needed to Complete the Project

- > Association identify the project as a priority for implementation
- > Association to identify funding
- > Property owner outreach and concerns by Association
- > Landscape architectural street tree plan and irrigation construction plans - Landscape Architect
- > Bidding and construction implementation

# Sustainability / Stormwater Measures

Implementation of stormwater measures are a way of limiting and treating pollutants. Methods can utilize low impact design techniques in the form of landscaped detention, pervious paving, bioretention areas, and flow through planters.

## + Project Benefits

- > Incorporation of Sustainability Elements to Adapt to Climate Change
- > Streetscape Enhancement/ Street Design

## + Steps Needed to Complete the Project

- > Association identify the project as a priority for implementation and identify funding
- > Property owner outreach and concerns by Association
- > Procurement of a consultant for necessary design work
- > Existing tree, property, roadway, and geotechnical surveys of project area - Surveyor
- > Curb and paving plans - Civil Engineer
- > Landscape architectural design and irrigation construction plans - Landscape Architect
- > Stormwater infrastructure construction documents - Civil and Geotechnical Engineer
- > Bidding and construction implementation



# Transit Facilities

Transit facilities (i.e. bus stops) added or enhanced along routes to better serve residents.

## + Project Benefits

- > Increased Sidewalk Connectivity
- > Increased Street Connectivity
- > Incorporation of Sustainability Elements to Adapt to Climate Change
- > Streetscape Enhancement/ Street Design

## + Steps Needed to Complete the Project

- > Association identify the project as a priority for implementation and identify funding
- > Property owner outreach and concerns by Association
- > Existing property and geotechnical surveys of project area - Surveyor
- > Bus turnout and sidewalk layout, detail plans that include curb, paving, signage and striping- Civil Engineer
- > Broward County Transit, Broward County Transportation Engineering Division, and City of Fort Lauderdale approval
- > Bidding and construction implementation



## Network Connectivity

Construction of street to create a connected street network.

### + Project Benefits

- > Increased Vehicular Safety; Anticipated Reduction in Speeding Behavior
- > Improved Traffic Operations
- > Increased Pedestrian Safety; Increased Bicycle Safety
- > Increased Sidewalk Connectivity
- > Increased Bicycle Connectivity
- > Increased Street Connectivity
- > Incorporation of Sustainability Elements to Adapt to Climate Change
- > Streetscape Enhancement/ Street Design

### + Steps Needed to Complete the Project

- > Association identify the project as a priority for implementation and identify funding
- > Property owner outreach and concerns by Association
- > Procurement of a consultant for necessary design work
- > Existing tree, property, roadway, and geotechnical surveys of project area - Surveyor
- > Curb, paving, signage and striping plans - Civil Engineer
- > Landscape architectural design and irrigation construction plans - Landscape Architect
- > Roadway geometry construction documents - Civil and Geotechnical Engineer
- > Bidding and construction implementation



## Safety / Street Lighting

Installing pedestrian-scale lighting, especially at locations that are not fronted by homes, will create a safer and more comfortable environment for walking. These lights can be LED to save energy and promote sustainability. Pedestrian lighting should be added to the streets receiving sidewalk improvements.

### + Project Benefits

- > Increased Vehicular Safety; Anticipated Reduction in Speeding Behavior
- > Increased Pedestrian Safety; Increased Bicycle Safety
- > Increased Sidewalk Connectivity
- > Increased Bicycle Connectivity
- > Incorporation of Sustainability Elements to Adapt to Climate Change
- > Streetscape Enhancement/ Street Design

### + Steps Needed to Complete the Project

- > Association identify the project as a priority for implementation
- > Association to identify funding
- > Property owner outreach and concerns by Association
- > Existing tree, property and geotechnical surveys of project area - Surveyor
- > Landscape architectural design, lighting plan - Landscape Architect
- > Construction documentation- Civil and Geotechnical Engineer
- > Lighting and photometric plans - Electrical
- > Bidding and construction implementation



## Wayfinding / Signage

Wayfinding signage to aid pedestrians, bicyclists and vehicles as they navigate to destinations within the City of Fort Lauderdale.

### + Project Benefits

- > Increased Vehicular Safety; Anticipated Reduction in Speeding Behavior
- > Improved Traffic Operations
- > Increased Pedestrian Safety; Increased Bicycle Safety
- > Streetscape Enhancement/ Street Design

### + Steps Needed to Complete the Project

- > Association identify the project as a priority for implementation and identify funding
- > Property owner outreach and concerns by Association
- > Procurement of a consultant for necessary design work
- > Existing tree, property, roadway, and geotechnical surveys of project area - Surveyor
- > Signage design - Graphic Designer
- > Landscape architectural design and irrigation construction plans - Landscape Architect
- > Bidding and construction implementation



## Education + Outreach

Vocational training and educational programs where members of the community can benefit from growth opportunities in the workforce and contribute to the economic development goals of the CRA. These opportunities may help mitigate displacement and encourage residents to live and work in the area.

### + Project Benefits

- > Increased Pedestrian Safety; Increased Bicycle Safety
- > Incorporation of Sustainability Elements to Adapt to Climate Change

### + Steps Needed to Complete the Project

- > City of Fort Lauderdale/ Associations distribute education information and perform outreach



## Enforcement + Maintenance

Increased resources to address traffic and parking violations in the study area as well as the compliance in the implementation of maintenance of traffic (MOT) plans, especially in areas with gaps in the pedestrian network.

### + Project Benefits

- > Increased Vehicular Safety; Anticipated Reduction in Speeding Behavior
- > Improved Traffic Operations
- > Increased Pedestrian Safety; Increased Bicycle Safety
- > Increased Sidewalk Connectivity
- > Increased Bicycle Connectivity
- > Increased Street Connectivity

### + Steps Needed to Complete the Project

- > City of Fort Lauderdale police to enforce speed limit in project area
- > City of Fort Lauderdale public works to maintain infrastructure



## Speed/Safety Study

A speed/safety study helps to determine solutions to reduce the number of crashes.

### + Project Benefits

- > Increased Vehicular Safety; Anticipated Reduction in Speeding Behavior
- > Improved Traffic Operations
- > Increased Pedestrian Safety; Increased Bicycle Safety
- > Increased Street Connectivity

### + Steps Needed to Complete the Project

- > Follow up with City of Fort Lauderdale to request completion of safety study from Florida Department of Transportation
- > Review completed safety study and advocate for improvements suggested



## Signal Study/Warrant Analysis

A signal study/warrant analysis aids in determining effectiveness of traffic operations or justifying needed improvements to traffic signals.

### + Project Benefits

- > Increased Vehicular Safety; Anticipated Reduction in Speeding Behavior
- > Improved Traffic Operations
- > Increased Pedestrian Safety; Increased Bicycle Safety
- > Increased Street Connectivity

### + Steps Needed to Complete the Project

- > Broward County Traffic Engineering Division

## Streetscape / Street Redesign

Streetscape design refers to the natural and built fabric of the street that improve safety, utility, aesthetics and economic vitality.

### + Project Benefits

- > Increased Vehicular Safety; Anticipated Reduction in Speeding Behavior
- > Improved Traffic Operations
- > Increased Pedestrian Safety; Increased Bicycle Safety
- > Increased Sidewalk Connectivity
- > Increased Bicycle Connectivity
- > Increased Street Connectivity
- > Incorporation of Sustainability Elements to Adapt to Climate Change
- > Streetscape Enhancement/ Street Design

### + Steps Needed to Complete the Project

- > Association identify the project as a priority for implementation and identify funding
- > Property owner outreach and concerns by Association
- > Procurement of a consultant for necessary design work
- > Existing tree, property, roadway, and geotechnical surveys of project area - Surveyor
- > Curb, paving, signage and striping plans - Civil Engineer
- > Landscape architectural design and irrigation construction plans - Landscape Architect
- > Roadway geometry construction documents - Civil and Geotechnical Engineer
- > Broward County Transit, Broward County Transportation Engineering Division, and City of Fort Lauderdale approval
- > Bidding and construction implementation



Prepared for



Prepared by

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# Mobility

*Master Plan*