





» WE ARE CONNECTED

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

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

Our original design was due in large part to road designers' traditional focus on adding lanes for cars and not making them safer for bikers, pedestrians, and transit riders. Our problems were similar to those encountered by much of the United States. Most cities built during the 1950s and 1960s typically built too much capacity into the roadway network without providing for adequate or, in many cases, any bike, pedestrian, or transit facilities. Through the community Visioning effort, the City committed to a major ideological shift - from moving cars to moving people. People first. **Complete Street** fundamentals such as **landscape buffers**, **narrow-**

ing lanes, and **on-street parking requirements** did not exist in the 2013 zoning code, even though 133 big ideas obtained through the Visioning effort reflected the community's substantial desire for these pedestrian-friendly elements. While the concept was widely discussed, it took time to integrate the principles of **Complete Streets** into local codes and more time for implementation. The City prioritized the pedestrian and committed to providing **transportation options** to connect great people to great places for our future.

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

Fort Lauderdale’s Visioning process generated 376 ideas related to developing a **fully connected multimodal city**, by far the community’s number one priority. There was a strong call for **better connections to parks and open spaces, investing in other modes of transportation**, and simply making the City **safe and walkable**. Data provided by the National Highway Traffic Safety Administration supported the need for a safer, multimodal city. At the time, Fort Lauderdale had more bicyclist crashes, bicyclist fatalities, pedestrian crashes and pedestrian fatalities than any other city in Florida. While our population was much higher than most municipalities, the City still ranked among the top five in per capita instances in each of the categories. Fort Lauderdale also exceeded the statewide and national figures for both the number of bicyclist and pedestrian fatalities per

“Look at the investment of public dollars through the lens of the pedestrian.” - Big Ideas Event, 2012

capita. The community wanted to make a change. They made their voices heard in the City’s 2012 Neighbor Survey where 60% of respondents selected more bikeable and walkable streets as the most important City capital improvement project. Our residents and visitors alike wanted to enjoy our great outdoors and amenities, and they wanted simpler ways to get around. The community spoke and the community reacted. Today, in 2035, there are many options.

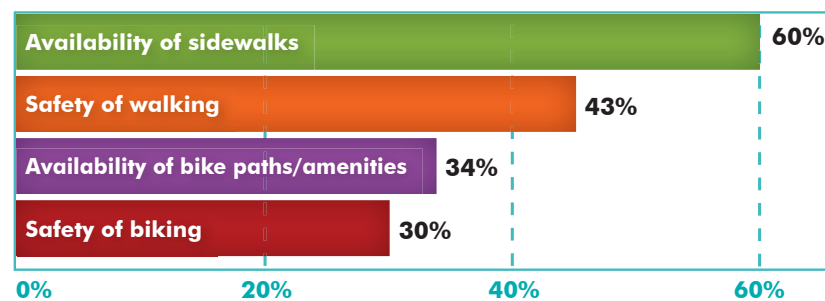
In 2013, the City Connectivity Map came to life. This effort was an early commitment to catalog existing **greenways, bikeways, and blueways** and to identify opportunities to connect through responsible development. **The Wave** arrived in Fort Lauderdale in 2016 amid great fanfare from locals, visitors and businesses. This modern **streetcar system** serving our downtown core was the result of 10 years of cultivating partnerships with local, regional, state, and federal transportation agencies. The **FEC Railroad** added a high speed Miami-to-Orlando passenger line to their existing network and located a station in downtown **Fort Lauderdale, the heart of South Florida**. With that foundation in place, public transit options continued to flourish leading to the development of an **integrated mass transit system**, citywide and regionally.

How pedestrian friendly do you find Fort Lauderdale?





Satisfaction with Walking and Biking in Fort Lauderdale



ETC Institute

2012 Neighbor Survey, Fort Lauderdale, FL

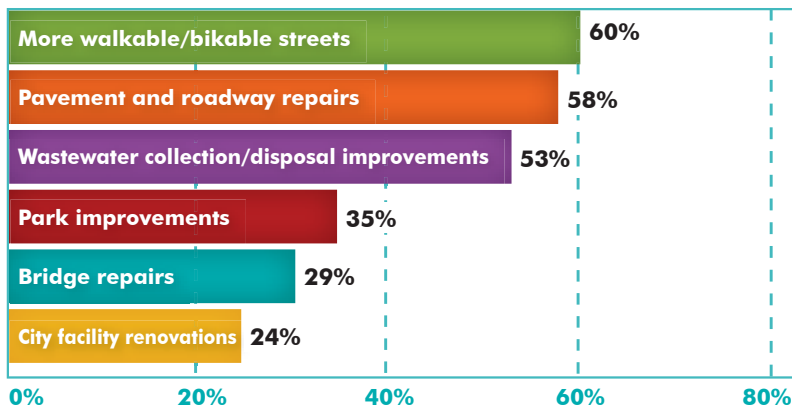
Research showed that better multi-modal design resulted in less accidents and injuries. Since the City's main roadway system was originally designed to handle large volumes of high-speed traffic, road configurations were revamped. **Education programs** were established to focus on **transportation and road safety for pedestrians, bicyclists, and vehicles**. Travel lanes were narrowed or reduced and retrofitted with visual cues, such as **wider sidewalks** separated by landscape buffers and trees. Locating on-street parking next to travel lanes signaled a change in conditions to drivers, which helped slow down vehicles and made walking and riding bicycles safer.

These mobility investments had an exponential impact on economic and business development in Fort Lauderdale. A greater influx of young professional residents and families were drawn to the City's car-free environment. Fort Lauderdale saw its tax base increase and property values rise. The City began attracting a new wave of national corporations and regional businesses, diversifying our economy, expanding our market share, and creating new, well-paying jobs. Tourism continued to climb to new record-setting heights.

“I think this is the right time to implement a well thought-out mass transportation system within Fort Lauderdale.” - Email from resident, 2010

By providing these alternative transportation options, we began doing our part globally and locally. We began to experience less traffic, fewer accidents, reduced injuries and fatalities, less dependence on fossil fuels, cleaner air and decreased carbon emissions. In Fort Lauderdale, we realized that climate change and sea level rise were local issues, as local as public safety and affordable housing. We made a commitment to do our part to save the world by increasing collective and individual community health and lowering greenhouse gas emissions. Residents now enjoy more connected bike paths, an improved pedestrian realm, more transit amenities, links within and between neighborhoods, and better facilities for the transit dependent. *We are connected and we are ready.*

Which three of these capital improvement options would you select as most important?



ETC Institute
2012 Neighbor Survey, Fort Lauderdale, FL



» IMAGINE 2035

"In 2035, the City of Fort Lauderdale will have a funded, coordinated, flexible, and well-communicated transportation network that connects the major economic hubs with the major traffic streets and then into neighborhoods." – Neighbor Summit, 2012

Do you remember traffic congestion and rush hour? I had to explain "rush hour" to my five-year-old granddaughter the other day. It was a time when people sat in their big, boxy, gas-guzzling cars, but the cars barely moved. People crawled for hours in these tin cans. No wonder the cars had to be so big and fancy – you spent more time in them than at home! People had to go to work, go to school, go to the market. It was go, go, go. People were always in a hurry and always late. It was rush, rush, rush. It was a very stressful time and not very healthy either. There was not enough biking and walking or talking to friends and family.

Fortunately, leaders at the time were very responsive. They asked residents what they wanted. The community responded by asking for options. We wanted to get out of our cars! From that rallying cry, our **People-Mover** was born, **connecting the airport, seaport, downtown, and beach. We said bicycling needed to be promoted as a viable transportation option in order to change the mindset that it's only recre-**

ational. And our City leaders listened. Our extensive greenways, blueways, zero-carbon buses and trolleys improved the look, feel and health of Fort Lauderdale.

The City of Fort Lauderdale continued to rise as the epicenter of the South Florida region. We said **make the FEC Railroad Bridge into an icon! Add a façade to this venerable bridge that spans the New River in downtown Fort Lauderdale along the Riverwalk.** Now, residents and visitors from Miami, Palm Beach, and Orlando are in our City Center in minutes.

So today, we don't rush at a certain hour to get to a certain place by a certain time. Instead, many of us work from home and receive our education online, any time and any place. Today, we have a more balanced, healthy and sustainable lifestyle. Those roads that used to be crowded with cars are now shared paths for all of us. We advanced virtual connections and preserved human connections.