



INFRASTRUCTURE

TRANSPORTATION & MOBILITY ELEMENT

PRINCIPLES

Transportation access is a vital component of an equitable, livable community and is essential to the success of the local economy. Through the realization of a Complete Transportation Network, Fort Lauderdale shall promote continuous and connected systems for pedestrians, bicyclists, transit users, and drivers.

The City will ensure a healthy and functioning transportation network in order to enhance mobility for residents, visitors and businesses. By providing these opportunities, the City strives to create a modal shift in transportation choices and reduce automobile congestion.

The City will also encourage healthy living through the development and enhancement of modes conducive to active transportation. The City and it will strive to promote safety and continue efforts to achieve the goals of Vision Zero. The City of Fort Lauderdale adopted Vision Zero in 2015 and committed to recognizing that death and serious injury on our streets are unacceptable and preventable. The transportation system should be designed so that crashes aren't fatal; and safety is the primary consideration in transportation decision-making. Traffic safety solutions must be addressed strategically and holistically through a safe systems approach.

As a regional and international destination, Fort Lauderdale will ensure accessibility and mobility for all residents, visitors and businesses and will strive to enhance its local transportation system as well as connections to regional transportation to support tourism and local businesses.



GOALS, POLICIES, AND EVALUATION MEASURES

GOAL 1: Ensure the equitable development of a Complete Network for transportation that prioritizes Safety and emphasizes multimodal mobility and accessibility.

OBJECTIVE TM 1.1: Long-Range Comprehensive Transportation Master Plan

Develop Long-Range Comprehensive Transportation Master Plan to Improve Functionality and Accessibility of the Overall Transportation Network.

POLICY TM 1.1.1: Fort Lauderdale shall maintain and regularly update a Transportation Master Plan, using context sensitive typologies to enhance safety and improve multimodal infrastructure and connectivity for residents and businesses. The Long-Range Comprehensive Transportation Master Plan will consider the intermodal aspects of transportation to ensure seamless and equitable access to transportation.



POLICY TM 1.1.1a: The development of the Long-Range Comprehensive Transportation Master Plan and its implementation shall be context sensitive to land use patterns and urban design.

POLICY TM 1.1.1b: The Long-Range Comprehensive Transportation Master Plan shall include considerations for Modal priorities, and the plan shall include, at minimum, analyses for vehicular travel, transit, bicycling, and pedestrian modes of travel, and incorporate the following as base elements of the overall plan:

- Roadway Plan
- Transit Plan
- Sidewalk Plan
- Bicycle and Alternative Transportation Plan,
- Lighting Plan
- Traffic Signalization Coordination Plan

POLICY TM 1.1.1c: The City shall evaluate and update the Long-Range Comprehensive Transportation Master Plan, at minimum every 3-5 years

POLICY TM 1.1.1d: Continue to enhance bicycle and pedestrian mobility, prioritize safety and ensure connectivity throughout the City. The City will continuously explore, as part of this connectivity, alternative designs to ensure safe pedestrian, micromobility options, and bicycling crossings where the railroad exists within the City.





POLICY TM 1.1.1e: The City, in developing its Long-Range Comprehensive Transportation Master Plan, shall consider, and where appropriate, apply Network Comfort and Bicycling Level of Stress evaluation measures.

POLICY TM 1.1.1f: Fort Lauderdale will continue to evaluate emerging transportation technologies including, but not limited to autonomous vehicles, traffic signalization, enhanced real time communication, and artificial intelligence in relation to the impacts these advancements will have on transportation, land use, and the urban form.

POLICY TM 1.1.1g: Fort Lauderdale shall continue to examine best practices and methods for the safe and context sensitive implementation of shared mobility and micromobility solutions, such as microtransit, dockless bicycle share, dockless scooters, and e-bikes.

POLICY TM 1.1.1h: Development standards shall consider how emerging transportation technologies will impact travel patterns, signalization, curb management, travel, parking, and loading/ unloading demand, supporting infrastructure, and roadway design. This will require for flexibility in design and transition.

POLICY TM 1.1.1i: The City shall evaluate the need for a potential multimodal level of service standard by 2026 as part of future Long-Range Comprehensive Transportation Master Plan updates. Fort Lauderdale will maintain its concurrency system while exploring opportunities for improvement that provide multimodal transportation enhancements.

POLICY TM 1.1.1j: The City shall consider the potential changes to design of the public realm if and when the need for on-street parking is significantly reduced, and supporting infrastructure for shared use, electrical vehicles are increased.

POLICY TM 1.1.1k: The City shall consider how electric-assist technologies developed for bicycles, micromobility or other alternative mobility options and sharing services will impact commuting patterns, enhancing sidewalk and roadway networks, parking infrastructure utilization and design of the public realm.

POLICY TM 1.1.1l: The Long-Range Comprehensive Transportation Master Plan will include considerations and analysis for regional and multimodal connections to areas of high employment densities within the City to provide for additional coordination with regional transportation systems.

POLICY TM 1.1.1m: The Transportation Master Plan shall include considerations of traffic calming needs within the City.





OBJECTIVE TM 1.2: General Mobility

Ensure the development of a Complete Network to enhance general mobility, based on core principles of equity, connectivity, accessibility, safety and reliability.

POLICY TM 1.2.1: The City shall ensure that roadways are planned, designed, and maintained in a context sensitive manner for safe usage by users of all ages and abilities, including pedestrians, dockless mobility, bicyclists, transit users, motorists, and freight vehicles.

POLICY TM 1.2.2: Fort Lauderdale shall ensure that pedestrian and bicycle connectivity are maintained, where safety is not an issue, during construction activities as part of a maintenance of traffic plan.

POLICY TM 1.2.3: The City shall coordinate multi-modal use of rights-of-way with appropriate supporting land uses, urban form, and densities necessary to support transit-oriented development (e.g. public spaces that promote ground level interest, reduced setbacks, surface parking behind buildings), as applicable.

POLICY TM 1.2.3a: Development plans for new developments and redevelopment of residential and non-residential sites shall show any existing and proposed bicycle and pedestrian access to adjacent properties and transit stops.

POLICY TM 1.2.3b: Continue to evaluate and implement pedestrian and transit design standards as they relate to incorporating mass transit, carpool, pedestrians, and bicycle amenities in different commercial, industrial, and office buildings in activity centers.

POLICY TM 1.2.3c: Fort Lauderdale shall consider opportunities and methods to partner on and support roadway "shared space" efforts such as, but not limited to, the (re)design of appropriate rights-of-way to best accommodate festivals, parades, open air markets, urban trails, placemaking engagements and activities, and other events that encourage social interaction, safety education, and community building.

POLICY TM 1.2.3d: The City of Fort Lauderdale shall continue to support private/public collaboration, including placemaking engagements and activities, to integrate improvements to transit, rideshare, bicycle and pedestrian facilities into private development.

POLICY TM 1.2.4: Accessibility for people of all ages and ability are key concepts for the planning, development, and implementation of multimodal transportation planning.



POLICY TM 1.2.5: Ensure accessibility and connectivity by providing ADA compliant sidewalks, bicycle paths, trails, lighting, transit and rideshare facilities, and/or roads between new developments and existing neighborhoods.

POLICY TM 1.2.6: Fort Lauderdale shall continue to support Broward County programs such as Transportation Disadvantaged Services that ensure transportation access is maintained for those unable to transport themselves due to physical or mental disability, age, and income status.

POLICY TM 1.2.7: The City shall, in cases of closure of rights of way for vehicular traffic, strive to ensure that the resulting closure space is landscaped in a visually appealing manner that encourages pedestrian and bicycling use.

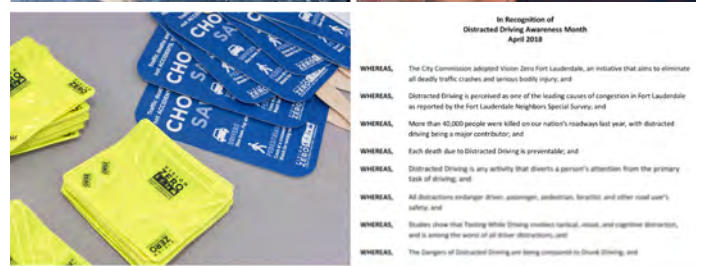


POLICY TM 1.2.8: Where appropriate, multimodal transportation investments shall be coordinated to increase access to employment opportunities for disadvantaged populations and to encourage stronger jobs/housing balance within each commuter shed.

OBJECTIVE TM 1.3: Vision Zero

Continue implementation of a Vision Zero Action Plan that focuses on reducing transportation related fatalities to zero and emphasizing reductions in the number of serious injuries.

POLICY TM 1.3.1: Fort Lauderdale shall strive to achieve zero traffic fatalities through the following programs and activities:



POLICY TM 1.3.1a: Provide focus and implementation of engineering, enforcement, education, encouragement, and evaluation measures to reach long-term steps toward zero deaths.

POLICY TM 1.3.1b: Adopt and implement the City's Vision Zero Five-Year Action Plan, updating in conjunction with Long-Range Comprehensive Transportation Master Plan.

POLICY TM 1.3.1c: Use data, community outreach, and equity-based engagement activities, engineering, enforcement, education, encouragement, and evaluation measures strategies for areas most affected by fatal and serious traffic crashes throughout the city, including an implementation focus on locations with crashes involving vulnerable users.

POLICY TM 1.3.1d: Prioritize improvements based on vulnerable users, at risk populations, and locations with higher concentrations of these population, including, but not limited to, schools, after care facilities, parks, and healthcare facilities.

POLICY TM 1.3.1e: Fort Lauderdale shall coordinate with local and regional agencies to provide safety and other educational training courses to at risk populations and vulnerable roadway users, including at educational institutions.

POLICY TM 1.3.1f: Traffic signalization should be context sensitive to the modal priorities of the right-of-ways in areas of high pedestrian and bicycle use.



POLICY TM 1.3.1g: Fort Lauderdale shall encourage safe pedestrian, bicyclist, and general roadway usage behaviors through educational programs for the public. The City shall also encourage Broward County Public Schools to include WalkSafe, BikeSafe, and any relevant road safety educational programs for children.



POLICY TM 1.3.2: Continue to utilize working groups, including elected officials, Vision Implementation Partners (VIPs), Vision Zero Champions, Florida Department of Transportation, Broward County, Broward MPO, and the Vision Zero Task Force to guide the implementation of Vision Zero.

POLICY TM 1.3.3: Work with partners in the region to influence street planning, design, maintenance, operations, and law enforcement.

POLICY TM 1.3.4 Continue to provide safety for motorists, bicyclists and pedestrians by controlling the connections of driveways and access points to roads by using guidelines and standards from Florida Department of Transportation, the County, and the City’s development review process.

POLICY TM 1.3.4a: The City shall review and modify as appropriate, existing land development regulations that control access points and minimize curb cuts on City maintained roadways to provide safe and convenient pedestrian circulation and on-site traffic flow.

OBJECTIVE TM 1.4: Pedestrian Mobility

Ensure a network that maximizes pedestrian accessibility and mobility for Fort Lauderdale’s neighborhoods.

POLICY TM 1.4.1: The City shall maintain a facilities list of pedestrian improvements and a prioritized inventory of missing pedestrian links within the City, inclusive of location and infrastructure needs for each missing link.



EVALUATION MEASURE TM 1.4.1a: The City shall strive to reduce the number of missing pedestrian connections through setting of appropriate goals in its Long-Range Comprehensive Transportation Master Plan, and shall adopt those goals by reference into its Comprehensive Plan.

POLICY TM 1.4.2: Continue to implement the design concepts in areas of high pedestrian traffic that include, but are not limited to, street trees, canopies/arcades, patterned colored pavement and street signage, and area specific recommendations as noted by the Connecting the Blocks report.



POLICY TM 1.4.3: Provide pedestrian safety by ensuring well-lit streets, intersections, pedestrian refuges, midblock crossings, and sidewalks. As needed, the City will conduct lighting analyses in areas of high crash incidents involving pedestrians.

POLICY TM 1.4.4: The City's Unified Land Development Regulations (ULDR) shall require sidewalks construction development and redevelopment, except where not feasible.

OBJECTIVE TM 1.5: Bicycle Mobility/Micromobility Devices

Ensure a complete network that provides for bicycling and micromobility devices as a viable primary modal choice. Micromobility devices include any motorized transportation device made available for private use which is not capable of traveling at a speed greater than 20 miles per hour on level ground.

POLICY TM 1.5.1: The City shall maintain a listing of existing bicycle infrastructure, and a prioritized inventory of missing bicycle links and facilities within the City, inclusive of location and infrastructure needs for each missing link.

EVALUATION MEASURE TM 1.5.1a: The City shall strive to reduce the number of missing bicycle connections through setting of appropriate goals in its Long-Range Comprehensive Transportation Master Plan, and shall adopt those goals by reference into its Comprehensive Plan.

POLICY TM 1.5.1b: The City shall continue to participate in bicycle planning programs of the Broward MPO and the FDOT to provide bike facilities with all roadway improvements, where feasible.

POLICY TM 1.5.1c: Continue to work with the Downtown Fort Lauderdale, FDOT, Broward MPO, and other agencies to promote the use of bicycles, micromobility or other alternative mobility options and sharing services and provide convenient locations for bicycle parking and boulevards in activity centers and throughout the City when appropriate.



POLICY TM 1.5.1d: The City shall consider opportunities and incentives for the provision of appropriate facilities to support bicycles, micromobility or other alternative mobility options and sharing services, such as showers, lockers and bicycle parking by new development.

POLICY TM 1.5.1e: Where possible, the City shall encourage the provision of convenient, covered and secure bicycle, micromobility or other alternative mobility options and sharing services parking at transit stations, schools, public facilities and commercial centers.

POLICY TM 1.5.1f: The City shall consider prioritizing creation of the LauderTrail, Old Dillard Trail, Mockingbird Trail, and other planned trail systems to enhance local connectivity.

POLICY TM 1.5.2: Work with transit agencies to improve connections between rail and bus and existing and planned bicycle routes.



POLICY TM 1.5.3: When streets and bridges are reconstructed, bicycles, micromobility or other alternative mobility options including sharing services facilities shall be considered in street redesign plans when appropriate.

POLICY TM 1.5.4: Encourage, through community partnerships, a culture that embraces bicycle use as a mainstream travel mode.

POLICY TM 1.5.4a: The City shall seek to raise the visibility and participation of bicycles, micromobility or other alternative mobility options and sharing services in Fort Lauderdale through regularly organized events, prominent facilities and other encouragement activities.

POLICY TM 1.5.4b: The City shall encourage partner agencies to conduct an ongoing safe bicycle, micromobility or other alternative mobility options and sharing services route to schools programs, including semi-annual safety educational programs for children and adults.

POLICY TM 1.5.4c: Where possible, the City shall enhance bikeway, micromobility or other alternative mobility options and sharing services information and way-finding signage along bicycle routes.

OBJECTIVE TM 1.6: Blueways/Water Transit

Enhance local facilities to support transportation opportunities on Fort Lauderdale’s waterways.



POLICY TM 1.6.1: The City shall, by 2023, establish and begin to implement a Blueways System Plan for existing navigable waterways.

POLICY TM 1.6.2: Fort Lauderdale will coordinate with Broward County and partner agencies to increase access to public waterways through expansion of the blueways system with dock facilities at public parks and other appropriate locations.

POLICY TM 1.6.3: The City shall continue to support water transportation systems as an alternative form of transportation within the City.

POLICY TM 1.6.4: Continue to work with the State to enforce a year-round slow speed zone on the Intracoastal Waterway from Sunrise Boulevard Bridge to Las Olas Bridge, to ensure public safety on the waterways.

OBJECTIVE TM 1.7: Roadways

Maintain and enhance the roadway system to ensure adequate connectivity and mobility in Fort Lauderdale, as well as develop safe systems that prioritize safety and protects vulnerable road users.

POLICY TM 1.7.1: The City shall monitor an inventory of existing rights-of-way in the City, and regularly evaluate the City’s roadway network.



POLICY TM 1.7.1a: Conduct periodic reviews of City roadway system operation to identify problem areas with potentially low-cost Congestion Management System solutions such as restricting left turns, reversible lanes, etc.

POLICY TM 1.7.1b: Conduct, as needed, in-depth studies of local rights-of-way and neighborhood circulation to implement safety and traffic calming measures, and prioritize the implementation of recommendations related to Vision Zero friendly design and safe systems approaches.

POLICY TM 1.7.2: Fort Lauderdale shall minimize the need for roadway width expansion except where needed to improve mobility for bicycles, micromobility or other alternative mobility options and sharing services and pedestrians or to effect intersection improvements, and continue to direct efforts towards Complete Streets implementation.



POLICY TM 1.7.3: The City shall continue to incorporate the design of streets and roadways from the policies outlined in Broward County’s Complete Street Guidelines, the City’s Complete Streets Manual, National Association of City Transportation Officials Design Guides, the Connecting the Blocks Plan, and the Florida Department of Transportation’s (FDOT) Design Manual.

POLICY TM 1.7.3a: The City shall support and incorporate into its standards the context sensitive use of urban forestry techniques, including trees selected, located, and tended in a manner that assures healthy growth, to enhance pedestrian and bicyclist shade/cooling, and enhance corridor aesthetics. The City will continue to require unobstructed sight lines and non-obtrusive landscape plantings along medians and at development driveway/street locations as required by the ULDR.

POLICY TM 1.7.3b: The City shall support and incorporate into its standards the context sensitive use of “street/traffic calming/speed management” techniques, (e.g. reduced vehicle lane width), textured pavement, chicanes, roundabouts, on-street parking, strategic use of differing median types to enhance multi-modal user safety and accessibility.

POLICY TM 1.7.3c: The City shall review and modify as appropriate, existing land development regulations that control access points and minimize curb cuts on City maintained roadways to provide safe and convenient pedestrian circulation and on-site traffic flow.

POLICY TM 1.7.3d: The City shall consider where appropriate the application of standards regarding the context sensitive placement of energy efficient illumination to promote pedestrian, bicycle, micromobility or other alternative mobility options and sharing services and vehicular activity and safety without adversely impacting protected wildlife or promoting light pollution.

POLICY TM 1.7.3e: The City shall support standards for resiliency in its roadway network by incorporating into its design streetscape improvement techniques to address the effects of sea level rise.

POLICY TM 1.7.3f: The City shall establish access management standards, coordinating planning, regulation, and design of access between roadways and land development, in the ULDR to ensure safety and appropriate, efficient access to the City’s transportation system.



EVALUATION MEASURE TM 1.7.4: The City of Fort Lauderdale shall participate in Broward County’s Transportation Concurrency Management System, FDOT’s Strategic Intermodal Systems Program, and implement local road concurrency in order to mitigate traffic impacts created by development. The roadway LOS standards, for the purpose of issuing development orders and permits, are to achieve and maintain the following minimum criteria:

SIS Roads: For facilities within the Strategic Intermodal System (SIS), the Generalized Peak Hour Two Way Level of Service Standard, consistent with Level of Service targets set by the FDOT, is as follows:

| SIS Roadways | Affected Roadway Segments | LOS ¹ Standard |
|---------------------------|-----------------------------------|---------------------------|
| I-95 | Oakland Park Boulevard to I-595 | D |
| I-595 | I-95 to US 1 | D |
| SIS Connectors | Affected Roadway Segments | LOS ¹ Standard |
| Andrews Avenue | SR-84 to Eller Drive | D |
| SR-84 | I-95 to Spangler Boulevard | D |
| Broward Boulevard | I-95 to NE 3 rd Avenue | D |
| SW 4 th Avenue | SR-84 to Perimeter Road | D |

Broward County and Non-SIS State Roads: LOS Standards to be utilized are based on the Generalized Peak Hour Two-Way Volumes for Florida’s Urbanized Areas Table in the FDOT’s Level of Service Manual. For facilities not within the SIS within:

1. Eastern Core District: the LOS standard shall be “E”
2. Port/Airport District: the LOS standard shall be “D”
3. Central Districts: the LOS standard shall be “D”

Local Roads: All other roads within Fort Lauderdale will be maintained at LOS D.

POLICY TM 1.7.5: Partner with agencies and businesses to increase commuter car-pooling and to incentivize and encourage alternative/public transit use. The City of Fort Lauderdale shall coordinate with the FDOT District IV Carpooling program encourage ride-sharing and carpooling practices throughout the City.

POLICY TM 1.7.6: Continue expedited permitting of alternative fuel and electric vehicle charging infrastructure.

POLICY TM 1.7.7: Work with Broward County, the Coast Guard, Army Corps of Engineers and the FDOT to minimize travel delay at intersections, railroad crossings and major bridges.

POLICY TM 1.7.8: The City shall require traffic and transportation coordination, inclusive of emergency management access, as a component for special events within the City, especially in areas where the transportation grid is constrained, such as the beach.

POLICY TM 1.7.8a: Maintenance of Traffic Plans shall be required for events requiring road closures.



OBJECTIVE TM 1.8: Transit

Transit amenities should be of high quality to support multimodal transportation and promote the reduction of the single-occupant vehicle.

POLICY TM 1.8.1: The City shall evaluate and adopt, by 2022, a citywide Transit Master Plan.

POLICY TM 1.8.1a: Fort Lauderdale shall ensure that the Transit Master Plan addresses transit accessibility and mobility from the viewpoints of regional, subregional, and neighborhood connectivity, with consideration of origins and destination and recognition of Fort Lauderdale’s role as the regional hub for Broward County.

POLICY TM 1.8.1b: New community bus routes as feasible will be identified within the Plan. New routes shall consider equity in access to transit as a critical criterion.

POLICY TM 1.8.1c: The City shall evaluate as part of its Transit Master Plan potential areas of the City for the implementation of bus only lanes and transit signal priority to improve transit reliability.

POLICY TM 1.8.1d: The Transit Master Plan shall evaluate first-last mile transportation improvements, techniques and implementable transit programs for public education, and transit demand management.

POLICY TM 1.8.1e: The Transit Master Plan shall be updated at minimum every five (5) years.

POLICY TM 1.8.1f: The City shall continue to support the Sun Trolley local circulator system servicing local neighborhoods, and explore opportunities for system expansion.



EVALUATION MEASURE TM 1.8.2: The City of Fort Lauderdale shall participate in Broward County’s Transportation Concurrency System, and adopts the following Transit Level of Service:

| | |
|------------------------------|--|
| Port/Airport District | Establish at least one fixed-route with direct service to Fort Lauderdale-Hollywood International Airport. |
| | Continue studies to examine intermodal connections between Port Everglades, Fort Lauderdale-Hollywood International Airport, and the Greater Fort Lauderdale/Broward County Convention Center. |
| Central District | Achieve peak headways of 30 minutes or less on 60% of local bus routes. |
| Eastern Core District | Achieve peak headways of 30 minutes or less on 60% of routes, and support the maintenance and enhancement of the Broward Central Bus Terminal in Fort Lauderdale. |



POLICY TM 1.8.2a: The City’s development review process shall provide that, for purposes of issuing development orders and permits, the adopted public transit level of service shall not be negatively affected by proposed development.

POLICY TM 1.8.2b: The City will support the development of new transit connections between FLL and the Port.

POLICY TM 1.8.3: Transit stations and stops should be located within walking distance of activity centers, and access routes for pedestrians and bicycles, micromobility or other alternative mobility options and sharing services to transit should be as direct as possible, promoting both pedestrian and bicycle connectivity.

POLICY TM 1.8.4: The City shall regularly evaluate transit stops within city limits to identify needs for improvements such as shade, ADA compliance, well-designed shelters, bicycle parking, route information, benches, waste receptacles, or the need for new transit stop locations. The City shall coordinate with Broward County to provide transit amenities such as shelters, real-time information and public art.

POLICY TM 1.8.5: The City shall support the exchange of information between the Sun Trolley, Broward County Transit, the City, and the South Florida Regional Transportation Authority to identify transit user needs.

POLICY TM 1.8.6: The City will continue to support the development of Brightline, Coastal Link, and the existing Tri-Rail services through zoning, land use, and prioritization of first and last mile improvements within the vicinity of each station area.

OBJECTIVE TM 1.9: Parking

Ensure parking requirements and strategies provide for a successful transportation network.

POLICY TM 1.9.1: The City will consolidate all of the parking strategies into one document to provide clear guidance for developers and to provide information for policy makers, in order to promote the City’s multimodal transportation goals and objectives.

POLICY TM 1.9.2: The City shall work with the Downtown Development Authority and downtown property owners to identify possible strategies to provide very short-term on-street or close proximity downtown parking in order to facilitate drop-off and pick-up.

POLICY TM 1.9.3: Continue to develop and enforce improved roadway and parking lot designs, including curb management for drop offs, street parking, minimum access spacing criteria, cross access easement requirements or other access controls, through local engineering and development review procedures.

POLICY TM 1.9.4: Evaluate parking strategies, park and ride lots, parking garages, and Transportation Management Association services to determine improvements in the transportation network.





POLICY TM 1.9.4a: The City shall encourage the utilization of ridesharing and similar services to reduce the amount of parking required for developments within the airport, activity centers, and large trip generating areas.

POLICY TM 1.9.4b: The City should consider, where feasible, reducing parking requirements in the ULDR for development that:

1. Falls within a Transit Overlay District or Multimodal Transportation District;
2. Commits to a trip reduction program through a Transportation Demand Management program approved by the City; and/or
3. Demonstrates that time-shared parking with other nearby land uses reduces the number of spaces required at any one time.

POLICY TM 1.9.5: Continue to enforce Unified Land Development Regulations (ULDRs) that address controlled access to adjacent traffic circulation facilities, the provision of adequate on-site traffic circulation and off-street parking relative to existing and planned development.

POLICY TM 1.9.6: New City of Fort Lauderdale parking facilities shall be designed with parking demand management technology to provide real time information on parking availability. The City shall explore, where feasible, retrofitting existing city owned parking facilities to include this technology, with the goal of improving all feasible facilities by 2025.

OBJECTIVE TM 1.10: Freight and Rail

Ensure the safe, efficient, and reliable movement of people and goods throughout Fort Lauderdale.

POLICY TM 1.10.1: Improve connections between roadways and the railway network to ensure the safety in the multimodal transportation network.



POLICY TM 1.10.1a: The City shall support and implement any feasible alternatives to conventional warning devices for railroad crossings, and support the closing of all unnecessary grade crossings.

POLICY TM 1.10.1b: Using the Vision Zero data, evaluate and implement safety measures for rail crossings that may be high risk areas for crashes and fatalities.

POLICY TM 1.10.2: By 2023, the City shall evaluate and implement, as needed, truck routing strategies within the City of Fort Lauderdale as part of an adopted Truck Route Plan.



OBJECTIVE TM 1.11: Aviation and Port

Provide support to ensure continued success of local aviation and port facilities.

POLICY TM 1.11.1: Continue to maintain safe and secure airport operations and facilities that meet Federal Aviation Administration (FAA) requirements, and to provide for safe and efficient vehicular and non-vehicular movements, parking and adequate access to the Fort Lauderdale Executive Airport for service and emergency vehicles.

POLICY TM 1.11.2: Continue to enforce Part 77, Title 14 of the Code of Federal Regulations entitled "Objects Affecting Navigable Airspace" and require advanced written approval from the Federal Aviation Administration (FAA) for any structure, temporary or permanent within one-mile radius of Fort Lauderdale Executive Airport and Fort Lauderdale-Hollywood International Airport.

POLICY TM 1.11.3: Protect Fort Lauderdale Executive Airport, Fort Lauderdale-Hollywood International Airport and Port Everglades facilities from the encroachment of incompatible land uses during the review of land use amendments and development proposals.

POLICY TM 1.11.3a: Continue to evaluate development proposals near Port Everglades, Fort Lauderdale-Hollywood International Airport, and the Fort Lauderdale Executive Airport relative to existing DRI agreements.

POLICY TM 1.11.4: Continue to monitor the number of aviation-related incidents at the Fort Lauderdale Executive Airport and evaluate the effectiveness of implemented safety measures.

POLICY TM 1.11.5: Continue to support studies to identify methods to provide transit connections between the downtown and:

1. Fort Lauderdale Executive Airport/Cypress Creek Road area
2. Fort Lauderdale-Hollywood International Airport
3. Port Everglades

POLICY TM 1.11.6: Continue to maintain the downtown helistop to foster connections between Florida airports, outlying areas, and downtown.

POLICY TM 1.11.7: Utilize airport and industrial airpark revenues, FDOT funds, and FAA funds to develop aviation infrastructure and improvements.

POLICY TM 1.11.8: Continue to participate in regional planning studies to address the access needs of Port Everglades and the Fort Lauderdale-Hollywood International Airport.

POLICY TM 1.11.8a: Work with the Broward MPO to investigate alternative routes for cargo traffic into/from Port Everglades and the Fort Lauderdale-Hollywood International Airport.

POLICY TM 1.11.8b: Continue to help coordinate intermodal management of surface and water transportation within Port Everglades through involvement in the MPO and the South Florida Regional Planning Council.





POLICY TM 1.11.8c: The City shall encourage the study of a port bypass road.

POLICY TM 1.11.9: A Master Plan for the Fort Lauderdale Executive Airport, assessing aviation facility and infrastructure needs to optimize existing facilities, resources, and airport operations, will be maintained and updated at least every 5 years.

GOAL 2: Obtain the highest possible value and utility from investments in the City's transportation network

OBJECTIVE TM 2.1: Develop and Maintain Complete Networks

Emphasize the importance of maintaining existing roadways, transportation facilities, public rights of way, and meeting level of service goals.

POLICY TM 2.1.1: Fort Lauderdale shall continue to maintain and provide for the good repair of City-owned and operated roadways, sidewalks, bicycle lanes, greenways, and transit facilities including the removal of debris and obstructions that could hinder the safe operations for drivers, bicyclists, and pedestrians.

POLICY TM 2.1.2: Minimize disturbances in the transportation network by coordinating improvement projects with different utility, neighborhood, development projects, and implementation of Neighborhood Mobility Master Plans.

POLICY TM 2.1.3: Prioritize transportation investments in activity centers that promote mixed-use, compact development, and provide multi-modal access to transportation facilities.



POLICY TM 2.1.4: Incorporate safety considerations in the annual prioritizing of local road improvement funding. Prioritize safety investments for the most vulnerable users with pedestrians and bicyclists as first priority, and motorists second. Transit riders are pedestrians and bicyclists are as vulnerable as pedestrians.

OBJECTIVE TM 2.2: Funding

Explore all available sources for transportation funding.

POLICY TM 2.2.1: The City shall evaluate the need for potential multimodal impact fees based on infrastructure needs.

POLICY TM 2.2.2: Explore opportunities for developers, companies, and other private sector entities to participate in the operation and maintenance of the transportation system through development bonuses and other applicable programs.

POLICY TM 2.2.3: Continue to apply for grants and other funding sources from state and federal agencies to help with funding for improvements in the transportation network, and dedicate any matching funds as needed.



POLICY TM 2.2.3a: The City shall annually identify projects eligible for Broward County Transportation Surtax and apply for funding. The City shall coordinate with Broward County and the Broward MPO in identifying Transportation Surtax monies to fund community buses.

POLICY TM 2.2.3b: The City will explore grant funding opportunities for Vision Zero Implementation project and programs.

POLICY TM 2.2.4: Through participation in the Technical Advisory Committee (TAC) , FDOT, Broward MPO, Broward County, and city’s Development Review Process and other involvement, secure funding for traffic operations improvements with particular emphasis on fully developed roadways, such as US 1, Broward Boulevard, Davie Boulevard, Sunrise Boulevard etc.

GOAL 3: Ensure a cohesive transportation network among local, regional, and state regulatory institutions.

OBJECTIVE TM 3.1: Participate and Coordinate

Continue to participate and coordinate with intergovernmental plans, programs, and policies to promote a safe, multimodal transportation network.

POLICY TM 3.1.1: Continue the City’s active involvement with the Broward County MPO, the FDOT, South Florida Regional Transportation Authority (SFRTA) and Broward County Transit to provide for area-wide coordination exploring alternative methods to provide for a complete transportation network.

POLICY TM 3.1.1a: The City shall continue to coordinate with the Broward MPO to ensure that high priority projects within the City are incorporated in the MPO Long Range Transportation Plan and the 5-year Transportation Improvement Program.

POLICY TM 3.1.2: Work with SFRTA, BCT, and similar organizations to improve and expand the existing feeder bus connections, transit service, as well as pedestrian and bicycle amenities.



POLICY TM 3.1.3: Continue to work with other local municipalities, The Broward MPO, the South Florida Regional Planning Council and the State to establish strategies, agreements, and other mechanisms to provide the region wide coordination relating to transportation.

POLICY TM 3.1.4: Continue to work with Broward County to encourage the development of roadway and transit service improvements in coordination with the future needs of the Fort Lauderdale Executive Airport and ports adjacent to the City including Port Everglades and the Fort Lauderdale-Hollywood International Airport.

POLICY TM 3.1.5: Coordinate with Broward County Emergency Management Division and FDOT to maintain or improve hurricane evacuation clearance times in the City’s coastal high hazard areas, considering both roadway and transit use.



OBJECTIVE TM 3.2: City Agencies and Regulatory Processes

Utilize City agencies and regulatory processes to ensure enhancements within the transportation network.

POLICY TM 3.2.1: Fort Lauderdale shall not issue a building permit, unless a corresponding Transportation Concurrency Satisfaction Certificate issued by Broward County has been presented and full compliance with Broward County Planning Council agreements have been met.

POLICY TM 3.2.2: Fort Lauderdale shall continue to coordinate and implement existing Development of Regional Impact (DRI) agreements and DRI development orders, consistent with changes to State growth management regulations in place for DRI development.

POLICY TM 3.2.3: Continue to partner with the Downtown Development Authority (DDA), Community Redevelopment Agencies (CRAs), and the Broward MPO on projects that enhance mobility.

