NEXT STOP FORT LAUDERDALE

Advancing the Vision

MULTIMODAL COMMUNITY PLANNING STUDY

FINAL REPORT

December 2019

ACKNOWLEDGMENTS

Multimodal Community Planning Study

December 2019

Improving connections as well as making our urban neighborhoods more accessible and walkable, will help increase transit use, reduce the number of people driving and roadway congestion, and create a more livable city for everyone.

The study will provide guidance for future development to create an economically viable and easily accessible area that is centered around access, vibrancy and livability.

FUNDING PARTNERS

Funding for this planning study is provided in part by a Federal Transit Administration TOD planning grant.

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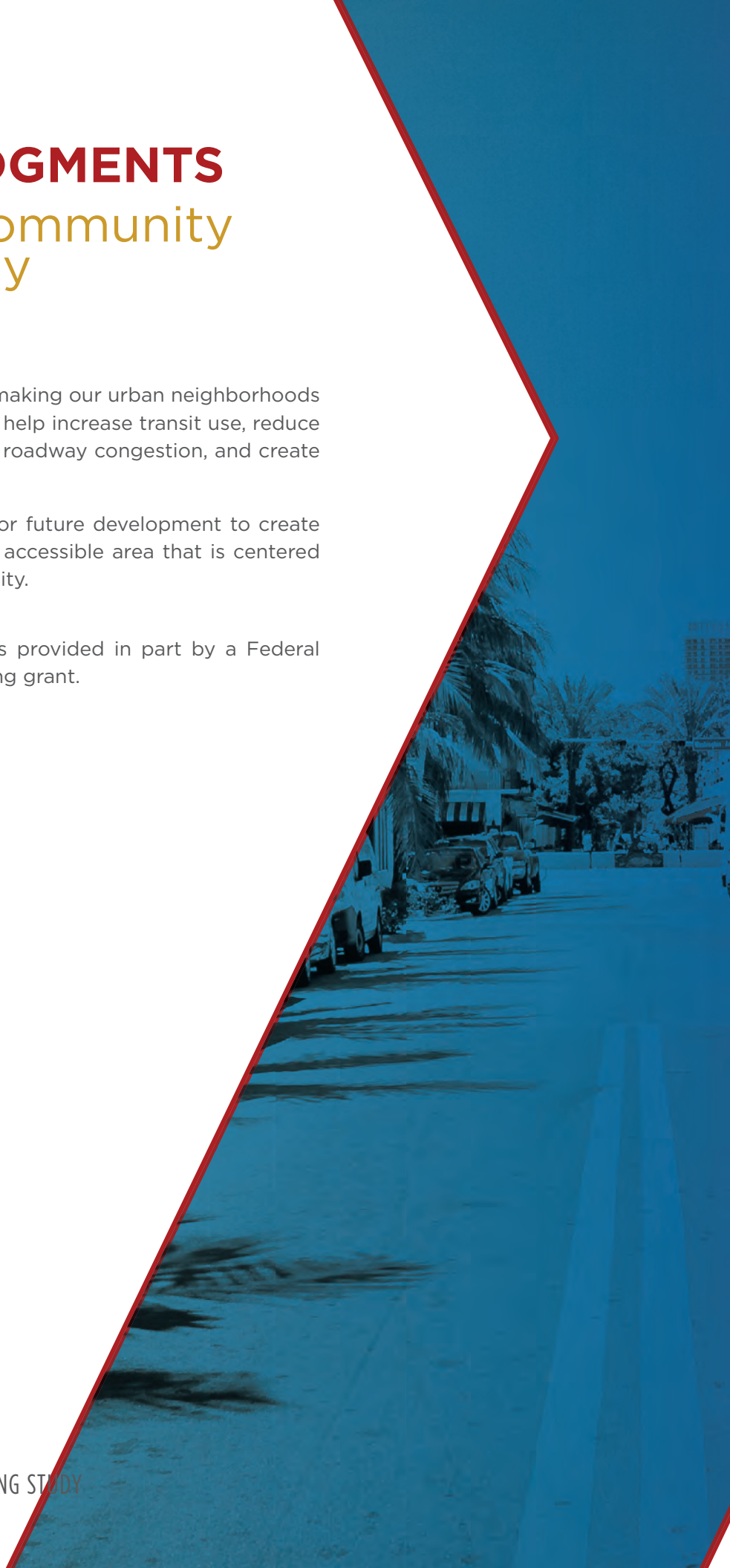

REPORT ORGANIZATION

This document primarily focuses on the two phases of this planning study. The project's background, overview and relevance are provided in the front end, followed by a summary of key findings from the context assessment, and highlights of the implementation strategies and recommendations provided to the City. The report is structured into the following sections:

- **Introduction & Project Overview:** Introduces the study, provides background, intent, and defines the study area.
- **Community & Stakeholder Engagement Process:** Provides a snapshot of engagement activities and input received through the public process by the project team.
- **Context Assessment:** Identifies barriers and provides a diagnosis of the planning area as it relates to housing and affordability, development market, and the transportation network.
- **Implementation Strategies & Recommendations:** Discusses various strategies and recommendations as it relates to policy and programs, transportation infrastructure, and interagency coordination.

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INTRODUCTION

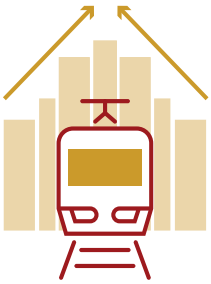
As Fort Lauderdale continues to grow and mature as the County's regional metropolitan area, protecting and enhancing the quality of life for our neighbors and visitors is an essential component of future planning efforts. From a big-picture perspective, transportation and sustainability have been identified as the City's top two goals. These goals are reflected in *Fast Forward Fort Lauderdale 2035,* a vision plan built on intensive community engagement and the community's widespread desire for "a fully connected multimodal city."

Transit Supportive Places increase "location efficiency"so people can walk, bike and take transit //

Multimodal communities are typically defined as areas with compact development within easy walking distance of transit stations or destinations that contain a mix of uses such as housing, jobs, shops, restaurants, and entertainment. Planning for multimodal communities is really about creating walkable, sustainable communities for people of all ages and incomes and providing more transportation and housing choices. Early research identified three "Ds" (density, diversity, and design) as essential elements of transit-supportive development (Cervero and Kockelman, 1997). Further analytical research revealed other common elements, including destination accessibility, distance to transit, demographics, and transportation demand management. A compact built environment is one of the most effective ways to reduce road congestion, increase the convenience of access, improve air quality, health, and promote walking, biking, and use of public transportation. These neighborhoods provide for a lifestyle that's convenient, affordable, active, and creates places where children can play, and parents can grow old comfortably. Mobility options are key to keep people moving throughout the city and for the continued economic health and vibrancy of Downtown Fort Lauderdale.

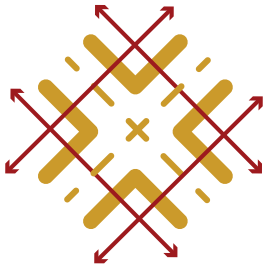
Research has shown that certain physical design features, transit characteristics, and other supportive policies can impact transportation that promote a diversity of land uses, compact design, greater transportation mode choice, and safe and walkable streets can reduce driving and increase transit ridership, walking, and biking. (Cervero and Ewing, 2010; Rajamani, et. al. 2013; Niemeier, Bai, and Handy, 2011).

Based on an analysis of existing literature, ten characteristics or elements are considered to be best practices that promote the creation of multimodal communities. Use these practices together in varying degrees to achieve development patterns and transportation systems that create livable places while also increasing transit ridership and reducing GHG emissions. These characteristics include:



Compact Design

Complete Neighborhoods

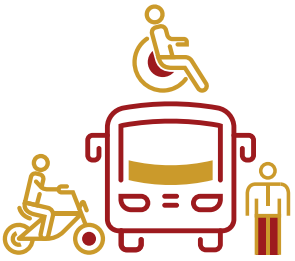


Street and Network Connectivity

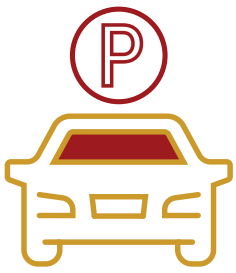
Site Layout, Parking Layout, and Building Design

Affordable Housing

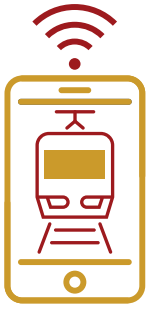
Commercial Stabilization, Business Retention and Expansion



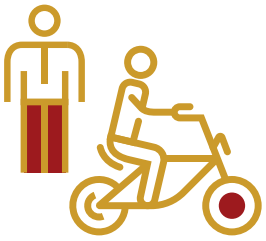
Transit Prioritization, Accessibility, and Area Design



Parking Management



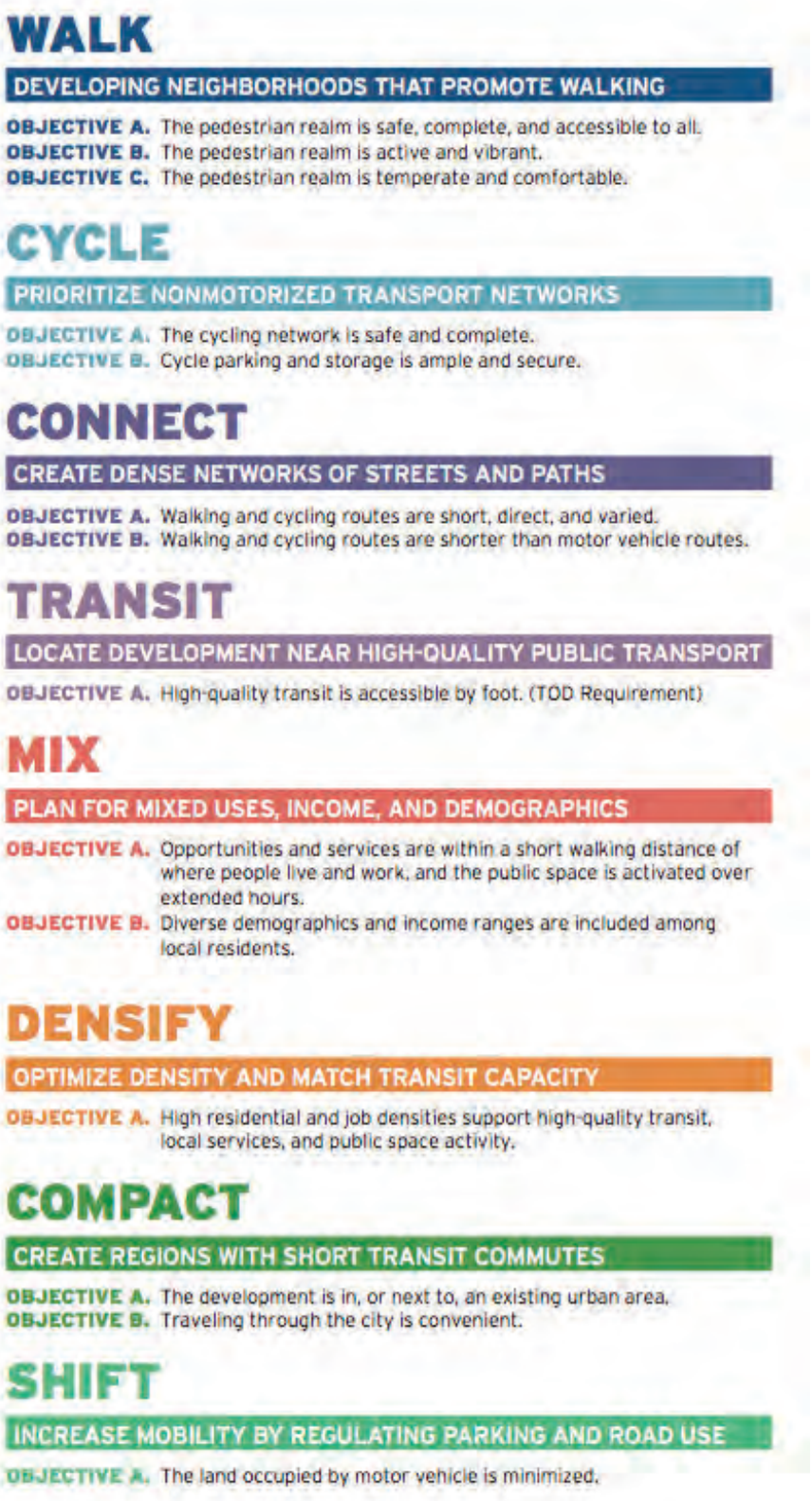
Transportation Demand Management



Pedestrian and Bicycle Circulation

Multiple complex and interdependent elements must be aligned and brought together to implement the various elements of a multimodal community. They range from infrastructure, street, and building planning and design, to codes, regulation reform, and finance. Diverse parties with disparate world views, disciplines, and interests are involved in this process, which exacerbates the need to build a common understanding and a conceptual framework for collaboration. Eight core principles provide guidance and direction in the process to achieve multimodal community status.

Figure 1. Core Principles of a Multimodal Community



There is a growing market of households and businesses that desire to live, work, learn, and play in places like Fort Lauderdale. Some of the drivers of this demand are peoples' concerns about community character, convenience, transportation options, as well as economic influences affecting household size, worker wages, and business location decisions.

The demand for households wanting to live near transit is projected to more than double in the next 25 years. Creating more housing choices near transit is needed in the suburbs and in central cities to meet demand and increase the supply so that new housing in transit supportive places is affordable.

One of the trends underlying the market potential for multimodal communities is a significant demographic shift. America is an aging and more diverse country than it used to be. The types of amenities and the quality of life that multimodal communities promote, primarily a mixture of uses available within walking distance to transit, seem to appeal to active adults and those that wish not to drive, cannot drive, or cannot afford to drive. The American Association of Retired People (AARP), for example, reports that 71 percent of older households want to live within walking distance of transit – otherwise, it's hard to maintain an active lifestyle without relying on others to get around.

Some key benefits of multimodal communities include:

Land Use Benefits

Transit-supportive land use policies and more compact development patterns provide the opportunities to create healthy communities that have a stronger sense of place, more efficient land use, lower transportation costs, and improved access to jobs, services, and activities. Healthy communities with a strong sense of place attract people to stop, linger, interact, and enjoy the activated public places inherent in transit-supportive communities.

Transit/Mobility Benefits

Planning policies that improve access to transit and expand the reach of transit can help retain existing riders and attract new riders. By reducing the barriers to accessing transit and by making transit more efficient and easy to use, transit can become a more attractive alternative to driving. Policies that improve access to transit also typically integrate multiple modes of transportation and include improvements to pedestrian and bicycle infrastructure and connectivity.

Vehicle Miles Traveled/ Greenhouse Gas Benefits & Transportation Demand Management

Transit-supportive places typically include a mixture of land uses and amenities that are integrated into walkable, bikeable, transit-friendly communities that reduce automobile dependency, carbon, and GHG emissions, and improve air quality. A 2010 report published by the Center for Transit Oriented Development (CTOD) found that households living in a central city near transit can reduce GHG emissions on average by 43%. Households in the most location efficient transit zones can reduce GHG emissions by as much as 78% (Haas, Peter, et al. "Transit oriented development and the potential for VMT-related greenhouse gas emissions growth reduction.")

Additionally, compact development projects inherent in transit-supportive communities reduce vehicle miles traveled (VMT) through internal trip capture. The 2010 CTOD report also found that an average Chicago household located near transit, in a walkable neighborhood with access to jobs and amenities has an average carbon output related to VMT that is 43% lower (4.07 tons of carbon) than an average Chicago household in a more remote suburban area (7.15 tons of carbon).

Furthermore, transit-supportive communities encourage the implementation of transportation demand management (TDM) strategies. TDM strategies are designed to encourage the use of transit, ridesharing, walking, and biking through incentives or marketing efforts on behalf of local or regional organizations. Common strategies include parking management, congestion pricing, ridesharing, and subsidized transit by employers.

Public Health Benefits

Transit-supportive planning policies that support pedestrians and bicyclists (e.g. complete streets policies) can help make streets safer for these active modes of transportation and encourage more healthy activities such as walking and biking. By creating more walkable and bikeable streets, residents within a transit-supportive place will be more inclined to leave their cars at home and complete short distance trips by walking or biking to their destinations.

Economic Benefits

Transit-supportive planning provides significant opportunities to foster local economic growth. By shifting the transportation paradigm from driving to walking, it can help improve visibility of existing economic activity centers, stimulate the redevelopment of blighted areas, increase property values, increase property tax revenues, and attract private developer investments. Additionally, expansive and integrated transit networks provide improved access to regional job centers and more diverse economic opportunities.

Affordability Benefits

A mix of housing options near transit allows communities to provide equitable solutions to families of lower income and rely heavily on transit as their primary mode of transportation. According to Damewood and Young-Laing (Strategies to prevent displacement of residents and businesses in Pittsburgh's hill district; 2011), inclusionary zoning policies that requires or encourages developers to reserve a portion of housing for lower income residents may also minimize adverse effects of gentrification, such as displacement.

BACKGROUND & PROJECT OVERVIEW

The City of Fort Lauderdale was awarded a planning grant by the Federal Transit Administration (FTA) in 2016 to explore mechanisms for the City to foster a walkable, connected, and livable environment.

The Fast Forward Fort Lauderdale 2035 Vision Plan lays out the needs and desired improvements for the city over the next 20 years, including necessary transportation and infrastructure enhancements.

The plan's three key pillars, We are Connected/
We are Community/We are Prosperous, reflect the desire for a multimodal community where people can get around by car, transit, bicycle, and on foot.

Investments in multimodal transportation options and creating a safe and walkable city were identified as top-ranked priorities in the plan. A multimodal vision in Fort Lauderdale should be planned as part of a "complete community" strategy; a place where people have convenient access to quality housing, education, employment opportunities, open space and recreation, retail, places of worship, health care and transportation.

The Next Stop Fort Lauderdale planning study builds on these principles to define concrete ways the City can foster walkable, connected, livable places.

FAST FORWARD FORT LAUDERDALE
2035 VISION STATEMENT

The concept of livability is rooted in the way people experience communities and linked to a range of qualities people search for in a place to call home. Supportive community features and services that make people feel safe and secure, diverse economic opportunities, accessible and affordable housing, and adequate mobility options are all important factors. Livable communities help residents thrive, and when residents thrive, communities prosper.

The purpose of this planning study is to guide and support the continued growth Downtown and its area of influence as places that support a sustainable live, work, and play environment. This study is a vital component to supporting the City's vision to enhance the quality of life by enhancing connections and making our neighborhoods walkable and accessible for everyone.

The Next Stop Fort Lauderdale Planning Study advances the City's vision to enhance quality of life by addressing elements related to community livability //

WHY A MULTIMODAL COMMUNITY?

Multimodal communities are an answer to the unsustainable, car-dependent, and transit-poor urban sprawl that has characterized the growth of cities around the world in the last century. It also contrasts with transit-adjacent development that fails to foster the strong walking and cycling environment needed to complement and actively support the use of transit.

The City of Fort Lauderdale has identified a need for multimodal transportation options and acknowledged that Complete Streets are an essential ingredient in creating livable, walkable neighborhoods and reconnecting the community to destinations.

A long-term regional vision with a core growth strategy that encourages transit supportive development and supportive land uses is a natural Complete Streets complement. A Complete Streets approach that integrates transit considerations within a larger multimodal network enhances the efficiency and connectivity of the transportation system. The benefit of this approach is that it can help achieve broader multimodal system goals such as increased transit ridership and active transportation use – not just one or the other.

Although there is not a specific formula for Complete Streets, the concept behind it consists of transitioning to a more comprehensive street network designed to accommodate walking, biking, transit, and vehicle access. The character and design of the public right-of-way is critical to promoting transit use and active transportation in general. Ensuring improved accessibility, comfort, and safety for all users of the roadway should be a primary goal of public and private investments, especially if located near transit facilities. Streets designed to provide a high-quality experience for pedestrians, cyclists, and transit users are a benefit to the surrounding community.

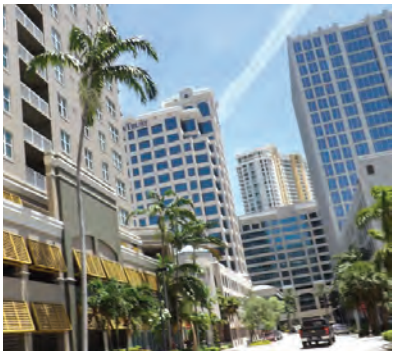
The quality of pedestrian and bicycle circulation conditions can affect travel activity, including transit ridership. Public improvements that prioritize pedestrian and bicyclist travel create visual cues for motorists and by default, create safe and comfortable facilities to neighborhood centers and transit hubs. Additionally, including pedestrian and bicycle amenities within multimodal districts and connecting those facilities to the surrounding area can create a more accessible transit environment, encouraging new riders. Improved walking and cycling conditions tend to increase non-motorized travel, increase transit travel, and reduce automobile travel ("Non-motorized Transport Planning," VTPI 2008; Mackett and Brown 2011; Buehler and Pucher 2012). Multiple studies illustrate the positive relationship between pedestrian-friendly design and lower vehicle miles traveled. For example providing comfortable and ample sidewalk facilities is key in converting car trips into walk trips (Fan, 2007; Guo and Gandavarapu, 2010). Bicycle infrastructure has been shown to decrease VMT per household (Bhat & Eluru, 2009; Dill and Carr, 2003). Furthermore, improved walkability around transit stops has been shown to increase transit travel (Ryan and Frank, 2009).

In urban communities like Fort Lauderdale, compact mixed-use development makes walking, cycling and transit use reasonable travel choices. While the city has the framework of a street grid, and potential for more compact development, and a mix of land uses, there is a need to ensure that streets are inherently safe for all users, encourage the use of the available transportation options, and creates a varied and lively streetscape. This is essential to long-term social and economic success.

Several reports indicate that investments that improve multimodal access also positively impact quality of life and economic development.

QUALITY OF LIFE

A 2017 study based on surveys of Denver residents concluded that "having more transportation choices can improve [the] standard of living for low- and middle-income residents" (Makarewicz and Németh, 2017). Another 2017 study cites previous research indicating that efforts to reduce auto vehicle-miles traveled in neighborhoods "can lead to lower accident rates, increased physical activity (from pedestrian and bicycle programs and projects), improved air quality, and amenities that range from inviting streetscapes to sidewalk cafes to [walkable] neighborhoods." It is features such as these that contribute to higher land values (Boarnet et al., 2017).



ECONOMIC DEVELOPMENT

A 2015 report concluded that Complete Streets projects (which typically improve pedestrian, bicycle, and/or transit travel in a corridor) are associated with "increased economic activity such as increased property values, tax collections, and increased business activity (such as new businesses and an increase in jobs)" and "often [outperform] other nearby areas and their cities as a whole" (Perk et al., 2015). The 2015 report included case studies of a Gainesville business district, the Fort Myers Beach community, and Cleveland (OH) after its Euclid Avenue BRT investment. The aforementioned 2017 study by Boarnet et al. analyzed placemaking efforts that prioritized non-motorized vehicle access and concluded that "there is a high degree of evidence that there are [local] economic benefits, on commercial property values, residential property values, business sentiment, and productivity [resulting from] neighborhood-oriented placemaking transportation policies" (Boarnet et al., 2017). Economic development impacts can also be felt regionally, "where the synergy of uses in multimodal districts and the resulting convenience of walking, biking, and transit use can provide for much more sustainable travel behavior and development patterns" (CTOD Preserving, 2006). However, it is important to distinguish new economic activity (e.g., new jobs) from existing economic activity that is shifted from one location to another; transportation investments can also make the latter happen (Boarnet et al., 2017).

WALKABILITY

"Walkable" areas require more than a high level/quality of pedestrian infrastructure: They also require higher-density areas with a mix of land uses and a compact development form (Twin Cities, 2009). Where the higher densities are concentrated around transit, "location efficiency" is increased (CTOD Communicating, 2006), which means that household transportation costs are reduced as a result of proximity to viable transportation choices. (Leinberger, 2006).

Several studies report that investments in walkability lead to economic development. Boarnet et al. (2017) reference several earlier studies that found that "walkability is positively associated with home prices." Walkability in those cases was evaluated using street patterns and Walk Scores. Boarnet et al. also cited a study by Duncan (2011) indicating that "transit stations in pedestrian-friendly neighborhoods see higher market values . . . than transit stations in poor pedestrian environments. The authors cite a different study by Boyle, Barilleaux, and Sheller (2013) that indicates the results of studies of walkability and economic development should be viewed with caution, however, since a factor such as a neighborhood's proximity to downtown might be more important to pedestrians than the quality of pedestrian infrastructure in that neighborhood. The economic development impact can extend across the region, but the public and private sectors must both support and invest in walkability (Twin Cities, 2009).

BIKEABILITY

A 2018 study in Portland (OR) included bicycle facilities among "Investments into active transportation infrastructure that are often promoted as a strategy for sustainable transportation, better public health, environmental quality, and economic development." The study stated that "empirical evidence generally points toward positive property value impacts of off-street greenways and trails" and found that the property value impacts tend to be linked to the level/quality of bicycle facility provided and the extent of the bicycle network provided. That is, "Bicycle facilities do not all provide the same benefits for all households [and] consumers tend to prefer higher quality bicycle facilities that afford them safer and more comfortable riding. It is important to consider both ease of access and extensiveness of network when making bicycle infrastructure

investment decision[s]." Notably, the impact of some bicycle facilities on some household types (e.g., bike lanes and single-family homes) might be negative (Shi and Liu, 2018). A 2017 study in Pittsburgh stated that, "Apart from the energy sustainability benefits, shared bike systems can have a positive effect on residents' health, air quality, [energy sustainability], and the overall condition of the currently crumbling road network infrastructure" and "anecdotal stories and survey studies have also identified that bike lanes have a positive impact on local businesses." The study found that Pittsburgh's shared bike system "led to an increase in the housing prices (both sales and rental prices) in the ZIP Codes where shared bike stations were installed." The authors note that potential negative consequences of this finding include gentrification (Pelechrinis et al., 2017).

A 2016 paper considered the question of whether or not walkable areas could also be considered bikeable, since users of pedestrian and bicycle modes and the contexts in which these modes succeed are often considered to be equivalent and combined in research and studies. The authors concluded that "Highly walkable and highly bikeable environments are quite different, and there is little consistency in the built-environment attributes associated with cycling across studies." The key differences between the two modes are travel speeds and travel distances. There are several other differences to consider. Notably, "despite increased distance and travel time being consistently negatively associated with bicycle use, there is evidence to support the notion that cyclists are willing to trade off travel time for the safety and comfort provided by separated facilities."

A 2016 paper about integration of bicycling and transit in Austin (TX) recommend that policymakers "target bicycle infrastructure investments in areas that are already well served by transit" and note that "investments in transit infrastructure would yield greater economic benefits if they are made in neighborhoods that are already bikeable" (Li and Joh, 2016).

MEASURING WHAT MATTERS

The continued measurement and evaluation of the overall use of the transportation system is an essential part of creating a multimodal community. It is essential, therefore, that the quality of the transportation system, and the users' experiences of that system, are measured and evaluated. There are several indicators CTOD uses to define and evaluate walkable urban places, gathered from existing research and practice wherever possible. These indicators are related to (1) land use, (2) access, and (3) multi-modal system performance. The evaluation of places based on these indicators depends on the availability of data to support fact-based planning and policymaking.

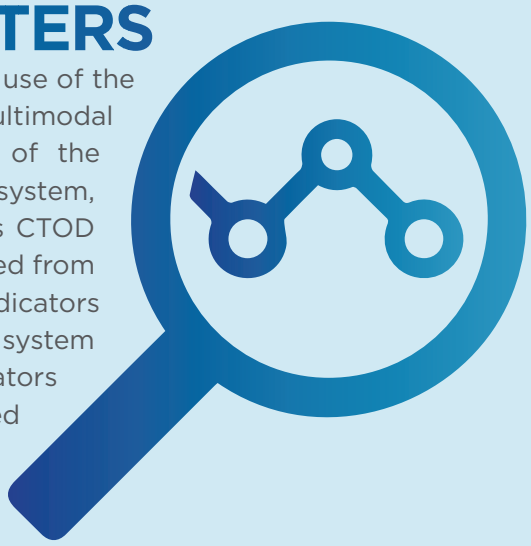


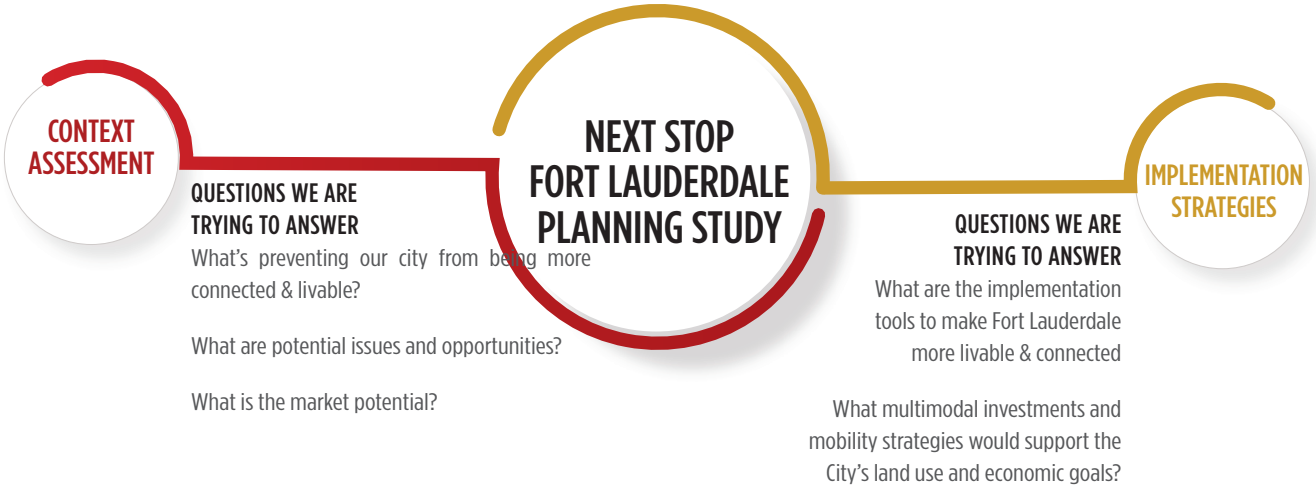
TABLE 1 // WALKABLE URBAN PLACE INDICATORS AND THRESHOLDS

INDICATOR TYPE	INDICATOR	EXPLANATION	RANGES	DATA SOURCE
LAND USE	Mix of Uses	Ratio of jobs to residents	• High: 0.8-1.2 • Moderate: 0.4-0.8; 1.2-2.0 • Low: 0-0.4; 2.0+	US Census SF1 File LEHD Dataset
LAND USE	Intensity of Uses	Total number of jobs and residents per acre	• High: > 28.4 persons/acre • Moderate: 14.2-28.4 persons/acre • Low: < 14.2 persons/acre	US Census LEHD Dataset
LAND USE	Employment Gravity	Distance to jobs in the region	• High: highest quintile • Moderate: 4th quintile • Low: < 4th quintile	CTOD + US Census
LAND USE	Walk Source	Walk Score of centroid	• High: 70-100 • Moderate: 50-70 • Low: <50	Walkscore.com
ACCESS	Block Size	Average acreage of blocks	• High: < 4 acres/block • Moderate: 4-8 acres/block • Low: > acres/block	US Census TIGER Files
ACCESS	Connectivity Index	Roadway links divided by roadway nodes	• High: > 1.6 • Moderate: 1.4-1.6 • Low: < 1.4	US Census (Met Council?)
ACCESS	Intersection Density	Number of intersections per square mile	• High: > 300 intersections/sq. mi • Moderate: 150-300 intersections/sq. mi • Low: < 150 intersections/sq. mi	US Census (Met Council?)
MULTI-MODAL SYSTEM PERFORMANCE	Presence of transit and bicycle facilities	Accessibility of existing or planned high-quality transit and/or bike facilities	• High: 75% of land area within 1/2 mile of high-quality transit service + bicycle facilities • Moderate: 50% of land area within 1/2 mile of high quality transit service + bicycle facilities • Low: < 50% of land area within 1/2 mile of high quality transit service + bicycle facilities	Met Council
MULTI-MODAL SYSTEM PERFORMANCE	Origin (Residents) Mode Split	Mode of travel for commute trips from the center to an employment location	• High: > 32.3% walk/bike/transit • Moderate: 14.6%-32.3% • Low: < 14.6% walk/bike/transit	US Census CTPP
MULTI-MODAL SYSTEM PERFORMANCE	Destination (Workers) Mode Split	Mode of travel for commute trips with an employment destination in the center	• High: > 32.3% walk/bike/transit • Moderate: 14.6%-32.3% • Low: < 14.6% walk/bike/transit	US Census CTPP

THE STUDY

The Next Stop Fort Lauderdale Planning Study explored mechanisms to provide the City with guidance and tools to foster the walkable, connected, transit supportive place it wants to be.

The study consisted of two phases: Phase I focused on understanding the context through public engagement efforts and technical analysis. Phase II focused in the development of strategies and policy recommendations that provide guidance to City staff through the decision-making and implementation of programs and multimodal infrastructure investments.



STUDY SCOPE & GOALS

- Engage community members and key stakeholders to understand existing barriers
- Analyze the housing market supply, affordability impacts and needs
- Identify the market gaps and opportunities to support a sustainable live/work/play environment
- Identify mobility strategies to manage transportation demand
- Support the development of a more compact, walkable, and livable environment
- Identify transportation network gaps and determine modal priorities for the prioritization of multimodal infrastructure investments

Study Area

The *Next Stop Fort Lauderdale Study* Planning Area is bounded by Sunrise Boulevard (SR 838) to the north; US 1 to the east including the immediate surroundings of SE 17th Street to the southeast; I-595 to the south; the Florida East Coast Railway, and Marina Mile Boulevard (SR 84) to the southwest; and SW 4th Avenue, NW 7th Avenue, W Sistrunk Boulevard and NW 3rd Avenue to the west.

HOOTERS

COMMUNITY & STAKEHOLDER ENGAGEMENT

Public involvement was identified since the project's inception as a priority throughout this planning process. Facilitating engagement opportunities for members of the public to provide input was critical to building project awareness and community trust as well as making sure the output of this planning study reflect the needs and desires of the community.

All the public engagement activities were conducted with the following goals in mind:

- Maximize community participation
- Ensure a diversity of participants
- Facilitate meaningful and informed dialogue
- Collect actionable data on community member preferences

ENGAGEMENT PROCESS

Below, an overview of all engagement efforts considered as part of the public involvement strategy developed and completed throughout the life of the project.

Timeframe	Engagement Method	Description
		2018
June		**Project Website** An interactive website will provide information such as project milestones, important project documents, meeting announcements, and links to surveys, survey results and presentations.
June		**Technical Working Group Meetings #1** During this meeting the project team will review project background, roles and responsibilities, project schedule, and overall purpose & scope. This group functions as an additional communication channel between the Study Team and public stakeholders.
July		**Stakeholder Online Survey** This survey is targeted to stakeholders in the development community and is focused in understanding perceived and real challenges and opportunities related to implementing transit supportive development.
Sept. / Oct.		**Community Briefing #1** These are targeted presentations to neighborhood and civic association representatives. This meeting will provide project background and context, and solicit input.
September		**Development Review Workshop** This is a targeted session with the development community and City staff to understand the challenges and opportunities that business and property owners anticipate when going through the development approval process. It will also help understand the necessary incentives to transition into a walkable connected community.
September		**Technical Working Group Meetings #2** During this meeting the project team will present feedback from stakeholder briefings and online survey and review development barriers assessment. This group functions as an additional communication channel between the Study Team and public stakeholders.
August - October		**Public Online Survey** This survey is targeted to the general public and is focused in gauging perceptions about aspects related to becoming a walkable community people care or are concerned about, and understanding its trade-offs.
September		**City-wide Open House #1- Issues & Opportunities** Present project background and overview, and solicit input from residents on project goals.
November		**Technical Working Group Meetings #3** During this meeting the project team will present feedback from public engagement efforts and online public survey and review market analysis findings. This group functions as an additional communication channel between the Study Team and public stakeholders.
		2019
February		**City-wide Open House #2- Analysis, Findings & Recommendations** Present analysis and strategies, and solicit feedback from residents.
March		**Technical Working Group Meetings #4** During this meeting the project team will present housing and transportation demand management strategies and solicit input on zoning and regulatory framework. This group functions as an additional communication channel between the Study Team and public stakeholders.
April - May		**Community Briefing #2** These are targeted presentations to neighborhood and civic association representatives. This meeting will provide project updates, review findings to date, and solicit feedback.
May		**Technical Working Group Meetings #5** During this meeting the project team will present updates related to the MMLOS and infrastructure assessment and solicit feedback on final deliverables. This group functions as an additional communication channel between the Study Team and public stakeholders.

Project Website | Community Briefing | Stakeholder Online Survey | Technical Working Group Meeting | Public Online Survey | Development Review Workshop | City-wide Open House

Technical Working Group (TWG)

The planning study was guided by input from a Technical Working Group (TWG) that met five times over the course of the planning study. This group of technical advisors served as a sounding board and overall guidance to the project team. Throughout the study, the group discussed important issues and opportunities as well as provided critical information, and feedback. TWG members represented a diverse cross section of community interests and included staff from the following entities:

PARTICIPANTS

City of Fort Lauderdale	Transportation and Mobility (TAM) Department of Sustainable Development (DSD) Economic Development Parks & Recreation Affordable Housing Advisory Committee Fort Lauderdale Downtown Development Authority
Broward County	Transit Division Highway Construction & Engineering Planning & Development Management Traffic Engineering Planning Council
Florida Department of Transportation	Office of Modal Development Planning & Environmental Management
Broward Metropolitan Planning Organization	
Riverwalk Trust	
Fort Lauderdale Housing Authority	
South Florida Regional Planning Council	
South Florida Regional Transportation Authority	

The TWG met five times throughout the planning study:

TWG Meeting #1: Project Kick-off I June 28, 2018

The meeting involved a kick-off presentation which provided a project overview and background, established roles and responsibilities, and presented a project schedule of scope items and activities to the group. The consultant then facilitated a table exercise and discussion among participants about expected and desired outcomes of the planning study.

TWG Meeting #2: Identification & Evaluation of Challenges I September 14, 2018

Preliminary existing conditions findings and results from initial public involvement efforts were discussed at this meeting. The consultant also facilitated a discussion among participants in relation to perceived barriers in the planning area in relation to new development and achieving a multimodal district.

TWG Meeting #3: Understanding Context & Needs I November 16, 2018

Based on input received from the TWG and stakeholders, the project team presented findings related to identified barriers to becoming a connected, walkable, livable place. An online survey data summary, which focused on gathering priorities in the areas of mobility, livability, and place making, was also presented and discussed with the group. The consultant then facilitated a discussion with representatives from partner agencies, where they shared with the group about parallel or related efforts that are happening simultaneously.

TWG Meeting #4: Transportation Network Characteristics & Evaluation Criteria I April 4, 2019

The meeting involved a progress update related to completion of scope items and deliverables, with special emphasis on the advancement of the housing & affordability analysis, which the group discussed in depth. The consultant also facilitated a visual preference exercise with participants related to the identification of critical street design elements and characteristics that contribute to walkability and placemaking. The discussion among the group was centered about understanding why certain desired conditions can't be achieved in the planning area.

TWG Meeting #5: Summary of Recommendations & Strategies I August 16, 2019

The purpose of this meeting was to review all tasks completed to date, summarize key takeaways from the outreach process, key findings that resulted as part of the analysis, and highlight some of the policy recommendations that resulted of the planning study. The consultant also facilitated a group discussion in relation to the review process coordination challenges among partner agencies and brainstormed ways about how to overcome these.

Agency Coordination Meetings

PARTICIPANTS

- **City of Fort Lauderdale**
- **Broward County**
- **Florida Department of Transportation**
- **Broward Metropolitan Planning Organization**

ACM Meeting #1 I January 28, 2019

The purpose of this meeting was to have a discussion focused on the various roadway standards/ design criteria applied by the different partner agencies and understand the flexibility within those standards in order to achieve community goals as outlined in the City of Fort Lauderdale's Vision and various planning documents.

ACM Meeting #2 I March 21, 2019

The purpose of this meeting was to have a discussion focused on the methodology being used by the project team to develop a Network Comfort Assessment (with special focus in evaluating the existing bicycle and pedestrian conditions in the system) and the approach to identify the modal priority for streets within the planning area.

ACM Meeting #3 I June 28, 2019

The purpose of this meeting was to have a discussion focused on the findings of the network comfort assessment subtask which evaluated the existing bicycle and pedestrian conditions in the system, and provides recommendations to create a connected, multimodal network. Part of this effort included identifying the modal priority for streets within the planning area.

Community Liaison Meeting

The Community Liaison Meeting included participation from various stakeholders in the public and private sector and representatives from community organizations. This meeting focused on the following:

Community Liaison Meeting I December 11, 2018

The purpose of this meeting was to foster a facilitated discussion centered around housing and affordability in Fort Lauderdale and their impacts within the planning area; and get input on how the study should move forward to provide strategies to address these impacts.

WE HEARD YOU

Planning area residents and stakeholders were engaged in traditional and non-traditional ways throughout the life of the project in order to gather input from the right people at the right time. The following is a snapshot of all community and stakeholder engagement activities that took place during the planning process.

PROJECT WEBSITE

1k WEBSITE VIEWS

35 STAKEHOLDER IN-PERSON INTERVIEWS

1 COMMUNITY LIASON MEETING

Participation from various stakeholders in the public and private sector and community organizations

10 COMMUNITY BRIEFING MEETINGS

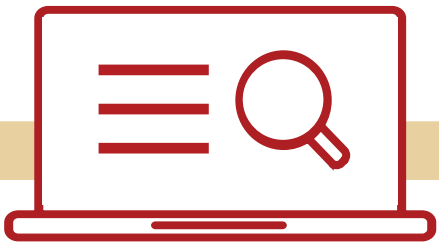
- Progresso Village
- Cityview Townhomes
- Dorsey-Riverbend
- Flagler Village
- Victoria Park
- Sailboat Bend
- Downtown
- Rio Vista
- Beverly Heights
- Tarpon River
- Croissant Park
- Poinciana Park
- Harbordale
- Edgewood

4,200 REACHED WITH SOCIAL MEDIA

Nextdoor

The project team gathered input concerning the following topics through various outreach activities and tools including interviews and discussions with residents, businesses and property owners, City staff, and partner agency representatives:

- Common Concerns
- Getting Around
- Parking
- Housing & Transportation Affordability
- Planning Area Desirability
- Education Opportunities
- Looking Ahead—Planning for the Future



850+ ONLINE SURVEY RESPONSES

12 COMMUNITY POP UP EVENTS

- Food-in-Motion 10/12
- Friday Night Tunes 10/19
- Fiesta Fall Carnival 10/27
- ArtWalk MASS District/FAT Village 10/27
- Sunday Jazz Brunch 11/4
- L.A Lee YMCA Family Center 11/6
- Croissant Park Elementary 11/6
- Virginia S. Young Elementary 11/6
- Victoria Park Shoppes 11/6
- Brightline Station/Bus Terminal 11/7
- Food-in-Motion 11/9

3 AGENCY COORDINATION MEETINGS

These meetings included staff participation from the Florida Department of Transportation, Broward County, City of Fort Lauderdale, and the Broward Metropolitan Organization

Four themes frame the public input received in relation to the challenges and barriers the City faces as it works to fulfill its vision as a connected and livable place.

ACCESS & MOBILITY

MARKET & ECONOMICS

PLACEMAKING & LIVABILITY

REGULATIONS & DEVELOPMENT PROCESS

Common Themes & Topics

ACCESS & MOBILITY

- Safe streets (facilities) for all users
- Safer pedestrian and bicycle facilities
- Address congestion/cut-through traffic/speeds
- More walking/biking/and use of transit
- Transportation options to get around
- Better wayfinding
- Expanded water trolley
- Neighborhood parking

MARKET & ECONOMICS

- Address housing affordability
- Overall cost of living
- Convenience retail
- Early childhood & adult technical training education options
- Transportation costs are limiting people's housing buying power

PLACEMAKING/LIVABILITY

- Desire for a live/work/play environment
- More walkable/more sidewalks/Daily needs within walking distance
- Medium density development
- Address Transient population/ Homeless (perception of safety)
- More amenities for families

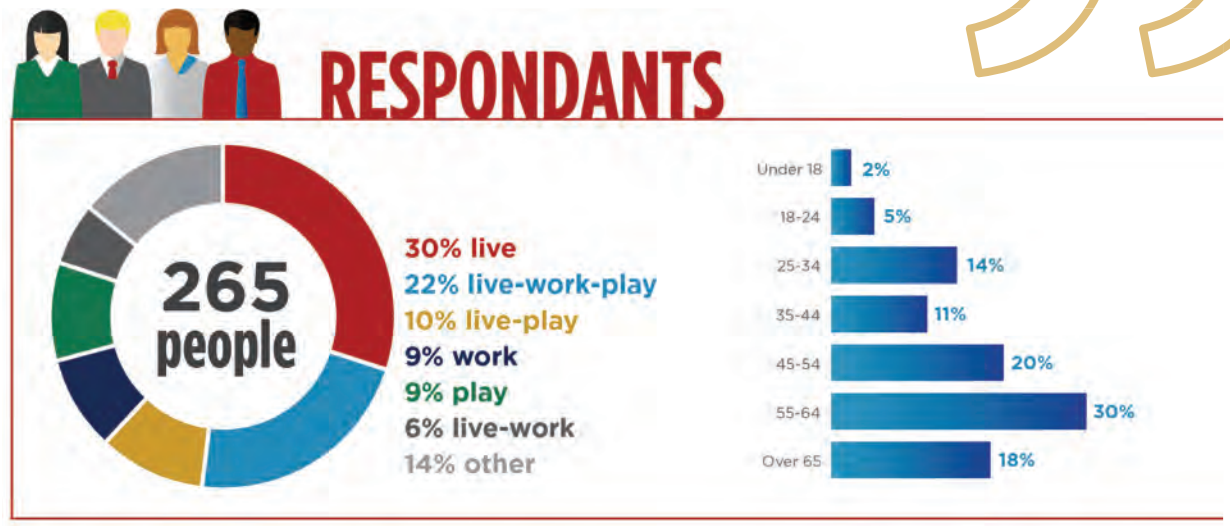
REGULATIONS & DEVELOPMENT PROCESS

- Cost of development
- Complicated review process
- Vague regulations
- Improve communication/notification process with neighborhood residents
- Better enforcement of regulations

Survey Results

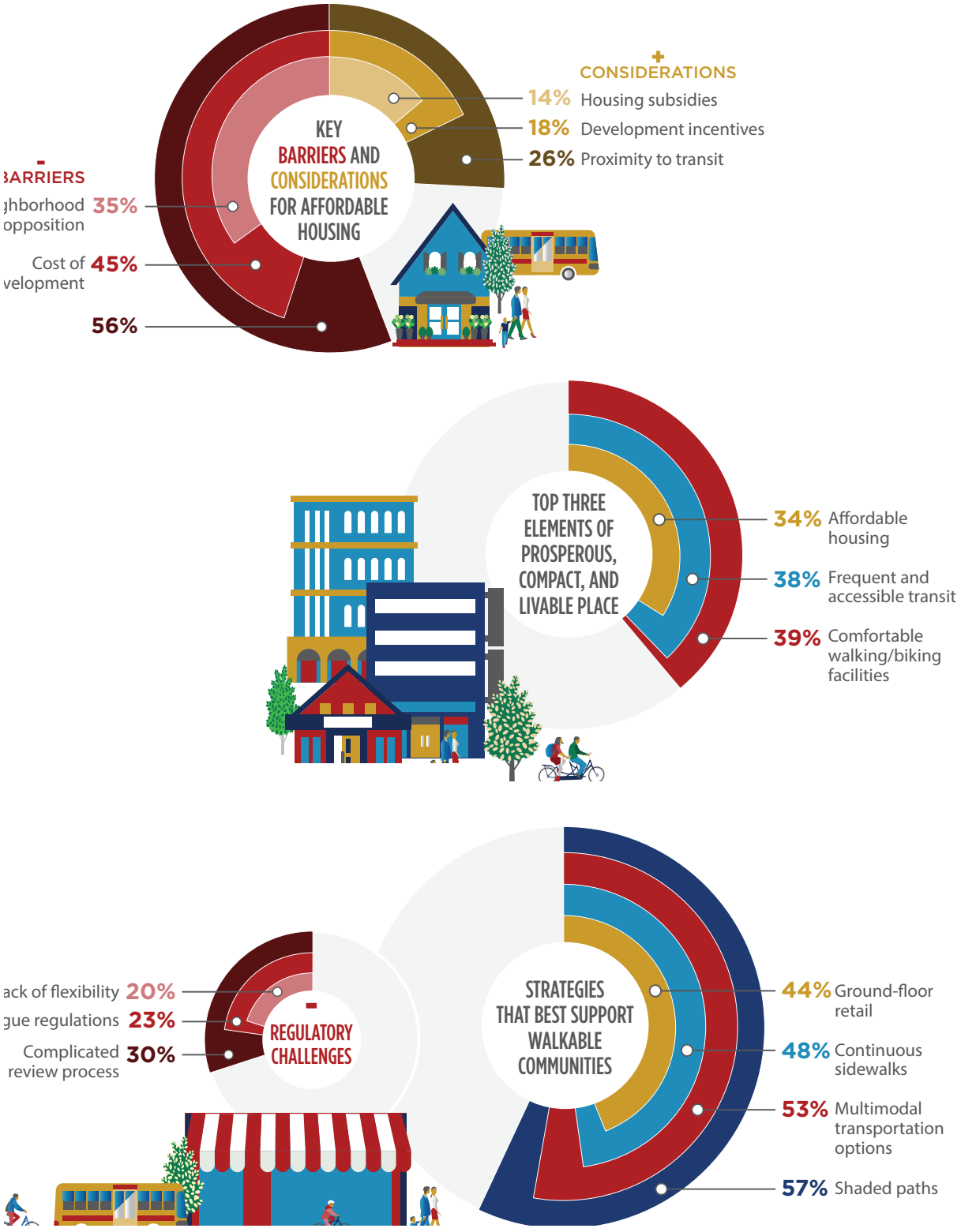
Online Public Survey

The online public survey focuses on getting responses through a visual preference approach.



Stakeholder Survey

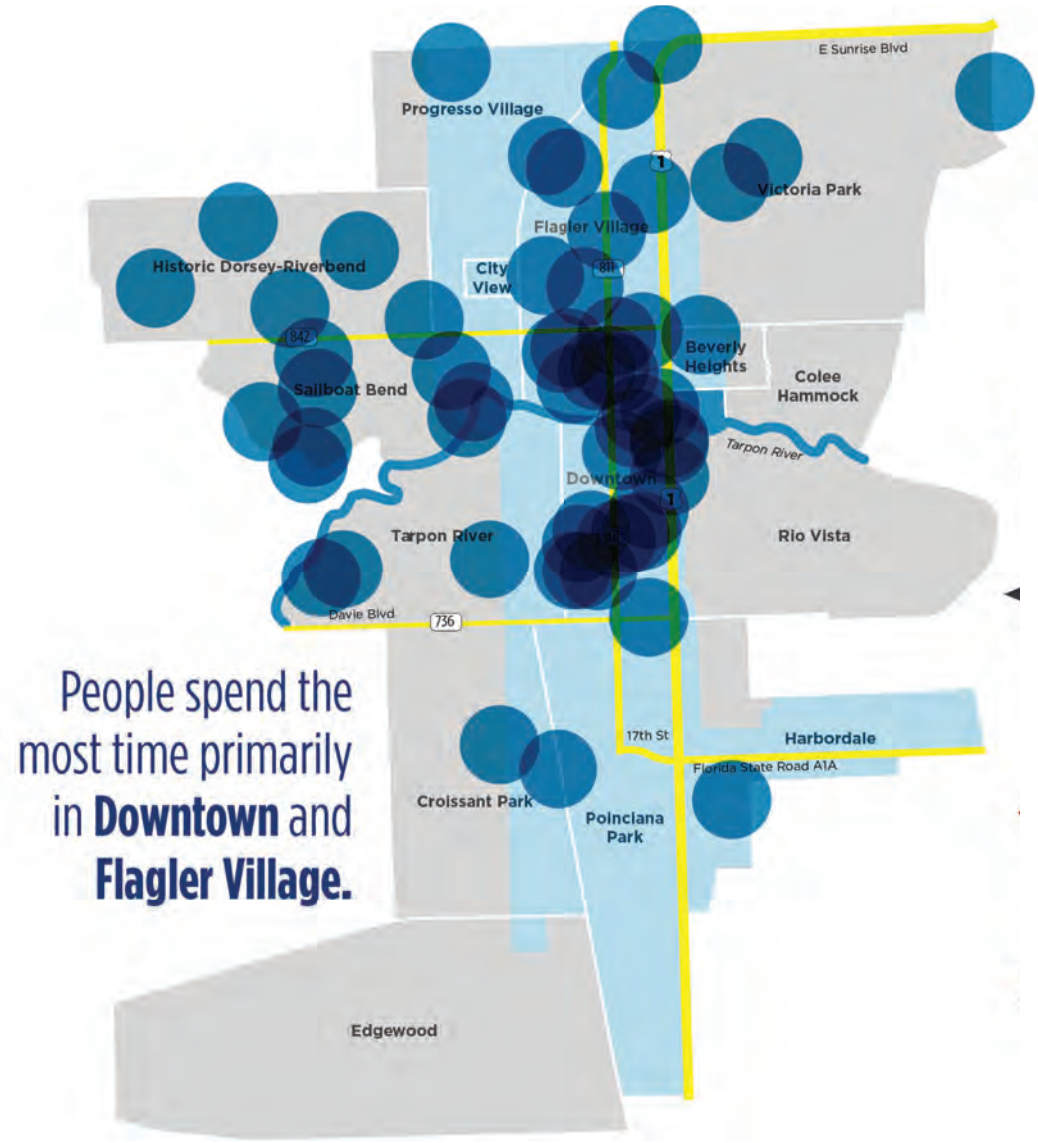
The stakeholder survey was distributed to key private and public stakeholders and focused specifically on the development process, regulations, and market.



Context and Needs Survey

The Understanding Context and Needs survey was distributed mainly to residents within the planning area and aimed at gauging how people move around within the planning area, and the key aspects people are most concerned and care about in their community.

WHERE ARE PEOPLE SPENDING MOST OF THEIR TIME



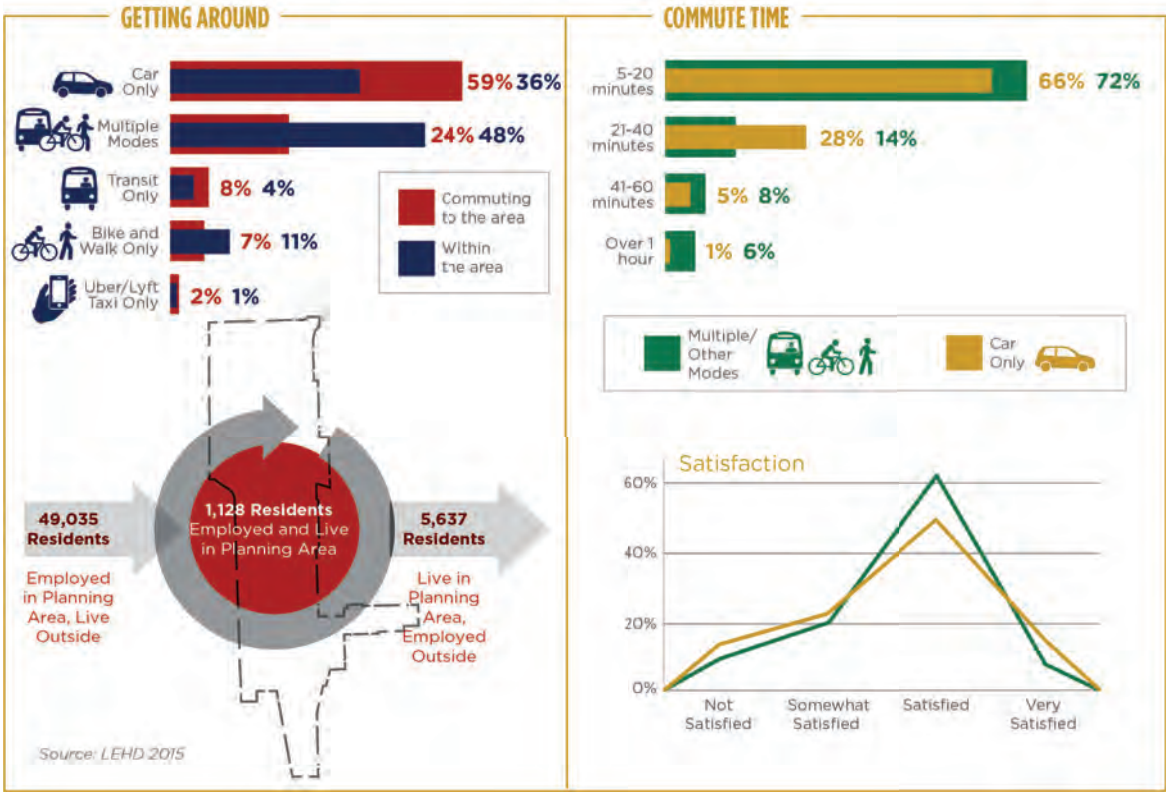
Entertainment
1. Downtown
2. Flagler Village
3. Sailboat Bend

School
1. Dorsey-Riverbend
2. Downtown
3. Victoria Park

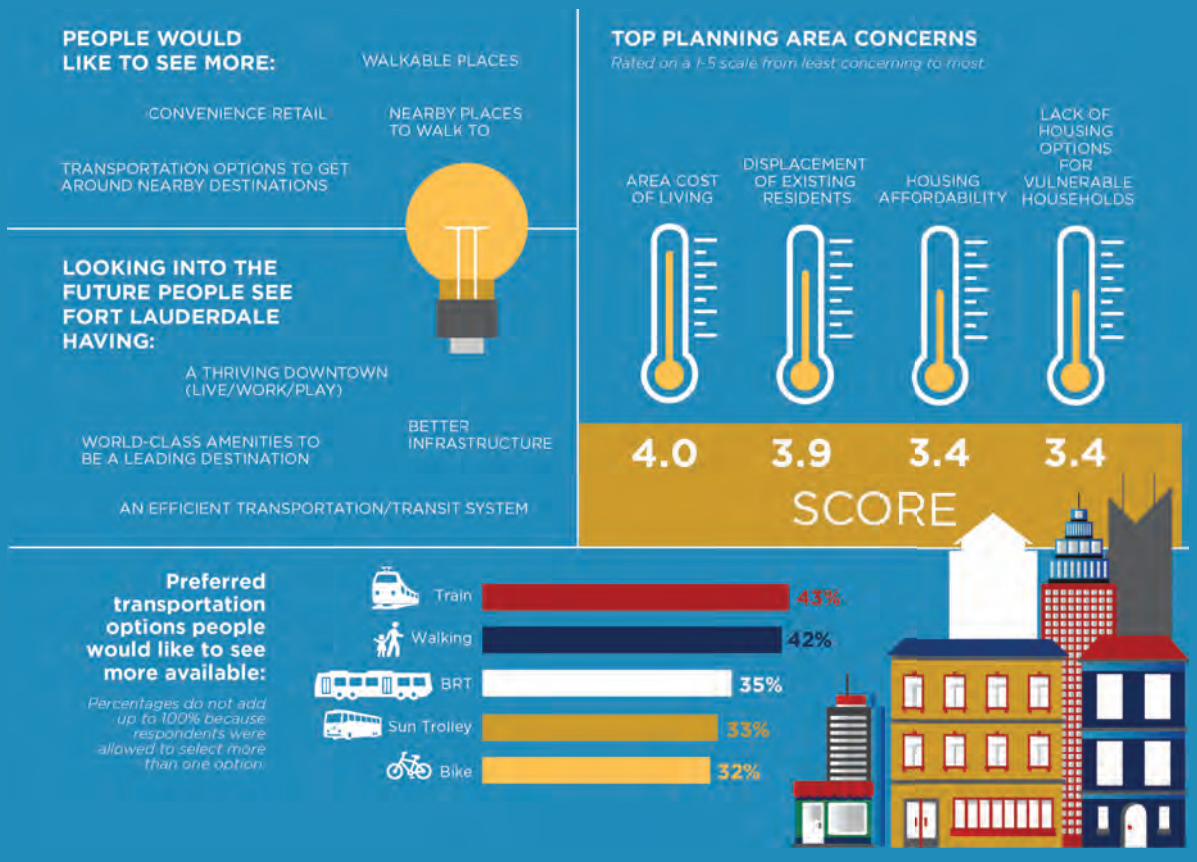
Work
1. Downtown
2. Flagler Village
3. Sailboat Bend

Food/Drinks
1. Downtown
2. Sailboat Bend
3. Flagler Village

Shopping
1. Downtown
2. Flagler Village
3. Sailboat Bend



LOOKING AHEAD

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Pasta | Cappuccino | Gelato
Caffé Europa
Trattoria

CONTEXT ASSESSMENT

IDENTIFICATION OF BARRIERS

Access & Mobility

- Safety concerns exist for walking and biking, especially on high-volume corridors
- The City lacks a cohesive multimodal/transit vision

Market & Housing Affordability

- Fort Lauderdale is one of the most cost-burdened communities in the country due to combined high housing and transportation costs.
- There's a lack of resources dedicated to helping close the affordable housing gap.

Regulations and Development Process

- The City's land development code needs more clarity and predictability for developers. The City would benefit from fewer elements left to project-by-project negotiation.

Interagency Coordination

- Streamlined coordination between City, County, and State agencies needs to support common goals.

HOUSING & AFFORDABILITY ANALYSIS

The average service employee cannot afford a market-rate apartment in the planning area.

Broward County is the most cost-burdened metro area in the country, with more people here spending over half their monthly income on rent than anywhere else in the country. HUD defines cost-burdened families as those who pay more than 30% of their gross income for housing.

The City of Fort Lauderdale has an affordability index of 63% (average percentage of household income spent on housing and transportation), which is quite high when compared to other comparable cities in the country. More than 30% of workers employed in the Planning Area work in low and middle-wage service sector jobs. Many commute long distances to access housing within their budgets.

The average service employee cannot afford a market-rate apartment in the planning area.

About 56% of potential new renters that could move into the planning area are lower income households with incomes of less than 80% of the median family income (MFI).

The market is currently delivering rental housing options to households with incomes at 100% MFI or above.

The median family income (MFI) in Fort Lauderdale/ Broward County is:

*Fort Lauderdale MSA area median family income for a family of four.

IN FORT LAUDERDALE

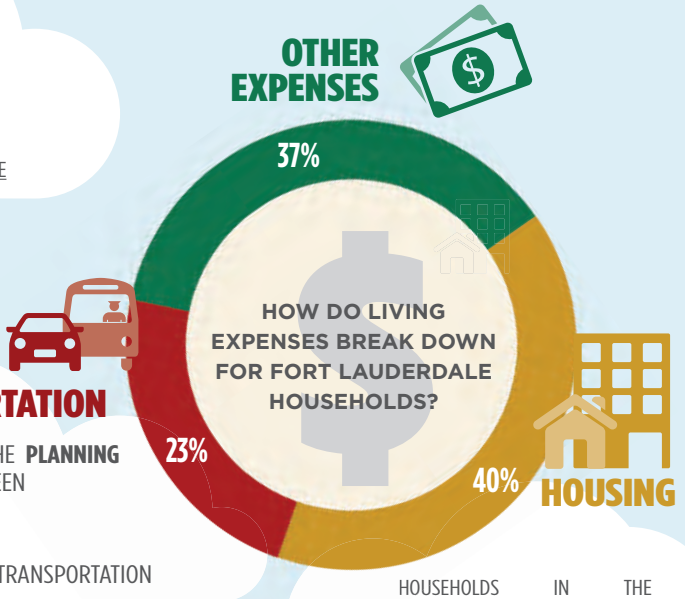
HOUSING + TRANSPORTATION (H+T) COMBINED COSTS

63% OF A FAMILY'S INCOME

A COMBINED H+T INDEX OF

45% IS CONSIDERED AFFORDABLE

SOURCE: Center for Neighborhood Technology



TRANSPORTATION

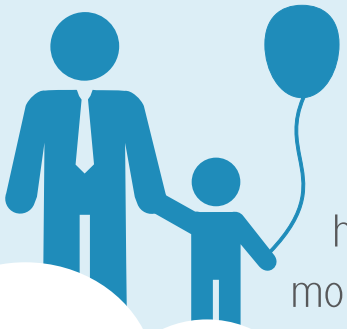
HOUSEHOLDS IN THE **PLANNING AREA** SPEND BETWEEN

18-20%

of their income on TRANSPORTATION

HOUSEHOLDS IN THE **PLANNING AREA** SPEND BETWEEN

21-60% of their income on HOUSING



A considerable number of households pay more than **30%** of income on rent.

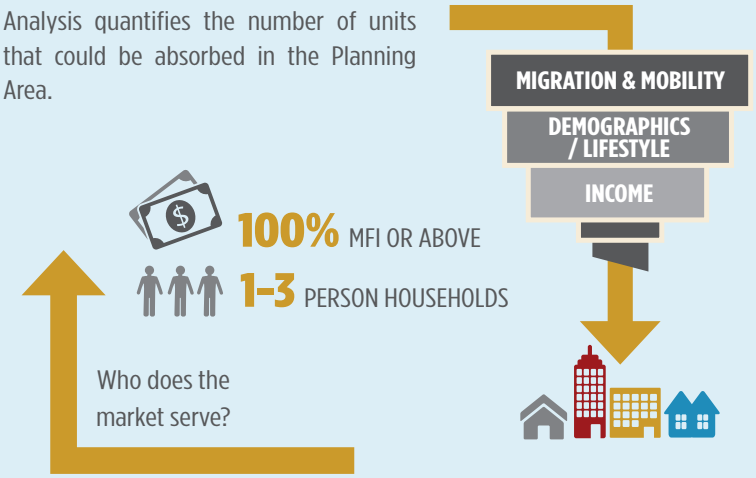
Who wants to rent apartments or lofts in the planning area?

56% **Have incomes below 80% MFI (under $45,000)**

44% **Have incomes above 80% MFI (over $58,000)**

Housing Market Potential

Analysis quantifies the number of units that could be absorbed in the Planning Area.



Market/Gap Analysis

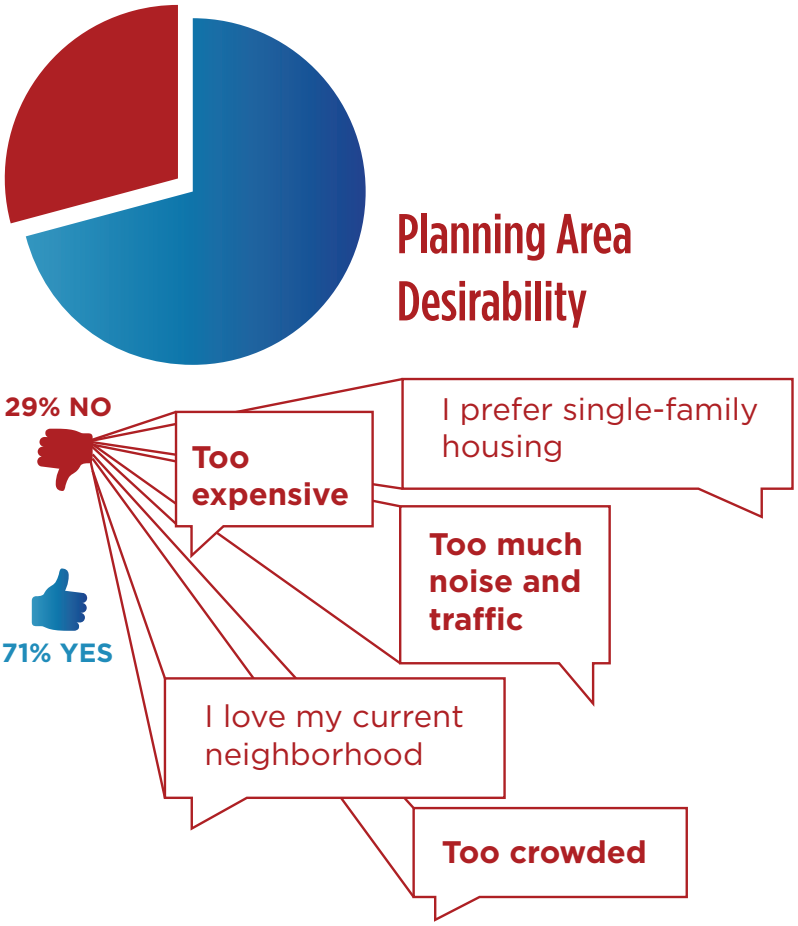
Fort Lauderdale's development market has been very strong in recent years, particularly for new housing. Approximately 12,300 total housing units and more than 700,000 square feet of retail are under construction, approved, or proposed in the Planning Area.

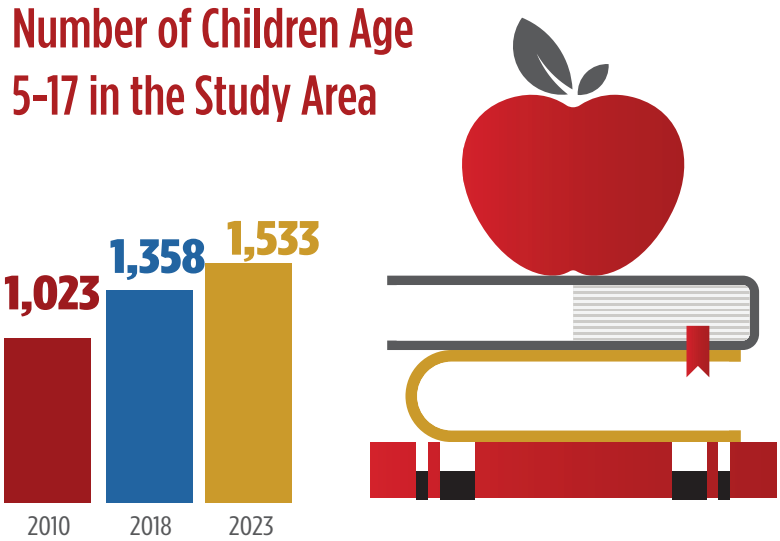
Downtown Fort Lauderdale is the strongest performing sub-market in Broward County and in the city. The planning area has about 41% of the jobs in the city.

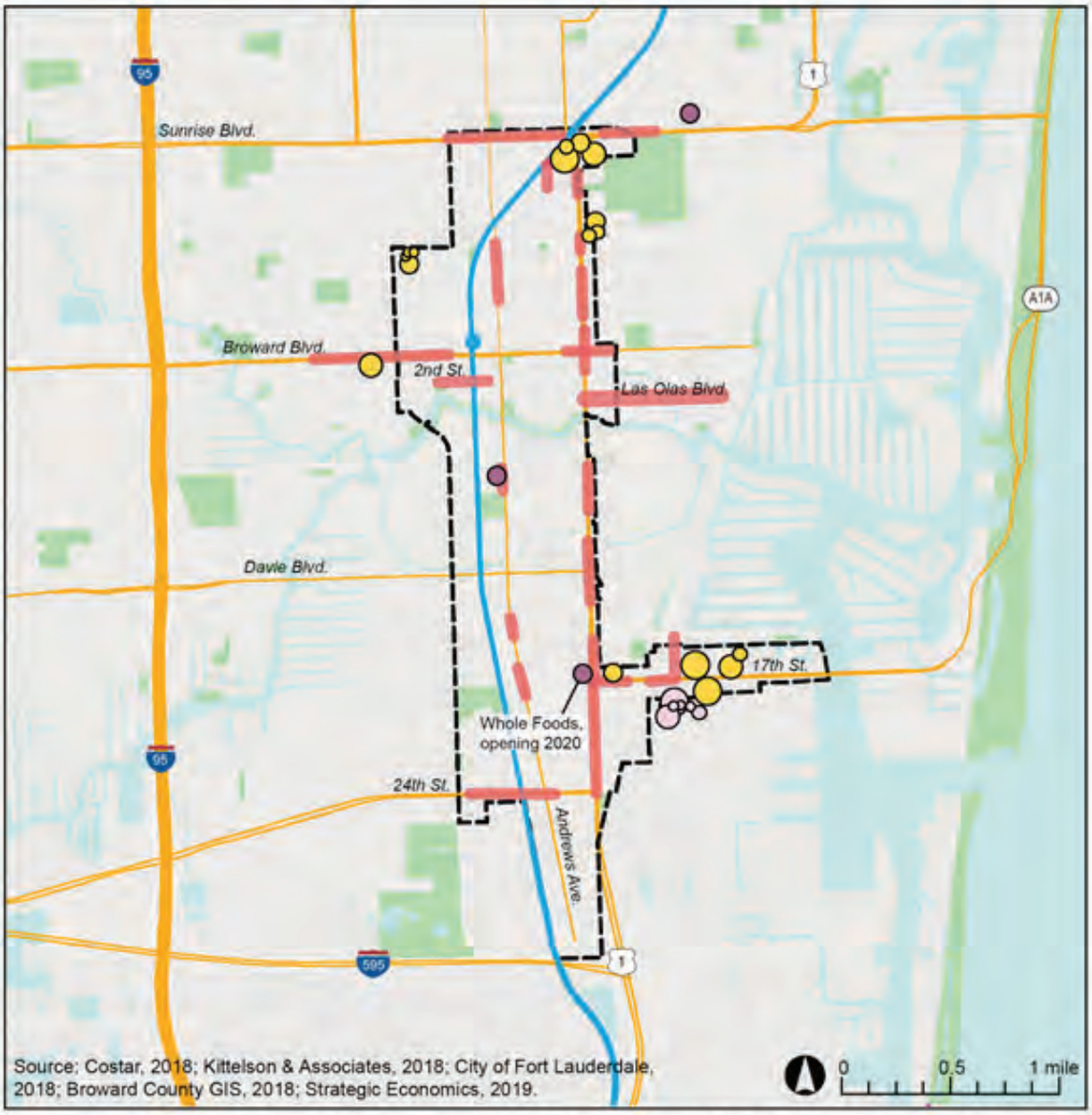
Flagler Village and sections along Andrews Avenue and 3rd Avenue represent new opportunities to enhance and create pedestrian-oriented retail nodes.

Improved pedestrian and bike connections between existing activity nodes can enhance retail performance. Strengthening existing and emerging pedestrian-oriented retail districts represents the biggest opportunity in the planning area.

There isn't a need for more public schools in the next five years serving children age 5-17. There is a current need for daycare, pre-school facilities, and adult education services.







Planning Area: Rentable Square Footage by Retail Type and Retail Corridors, 2018

- Under 10,000
- 10,000 - 25,000
- 25,000 - 50,000
- 50,000 - 100,000
- 100,000 - 200,000
- Retail Corridors*
- Neighborhood Center
- Community Center
- Stand-alone Supermarket
- Planning Area
- Brightline

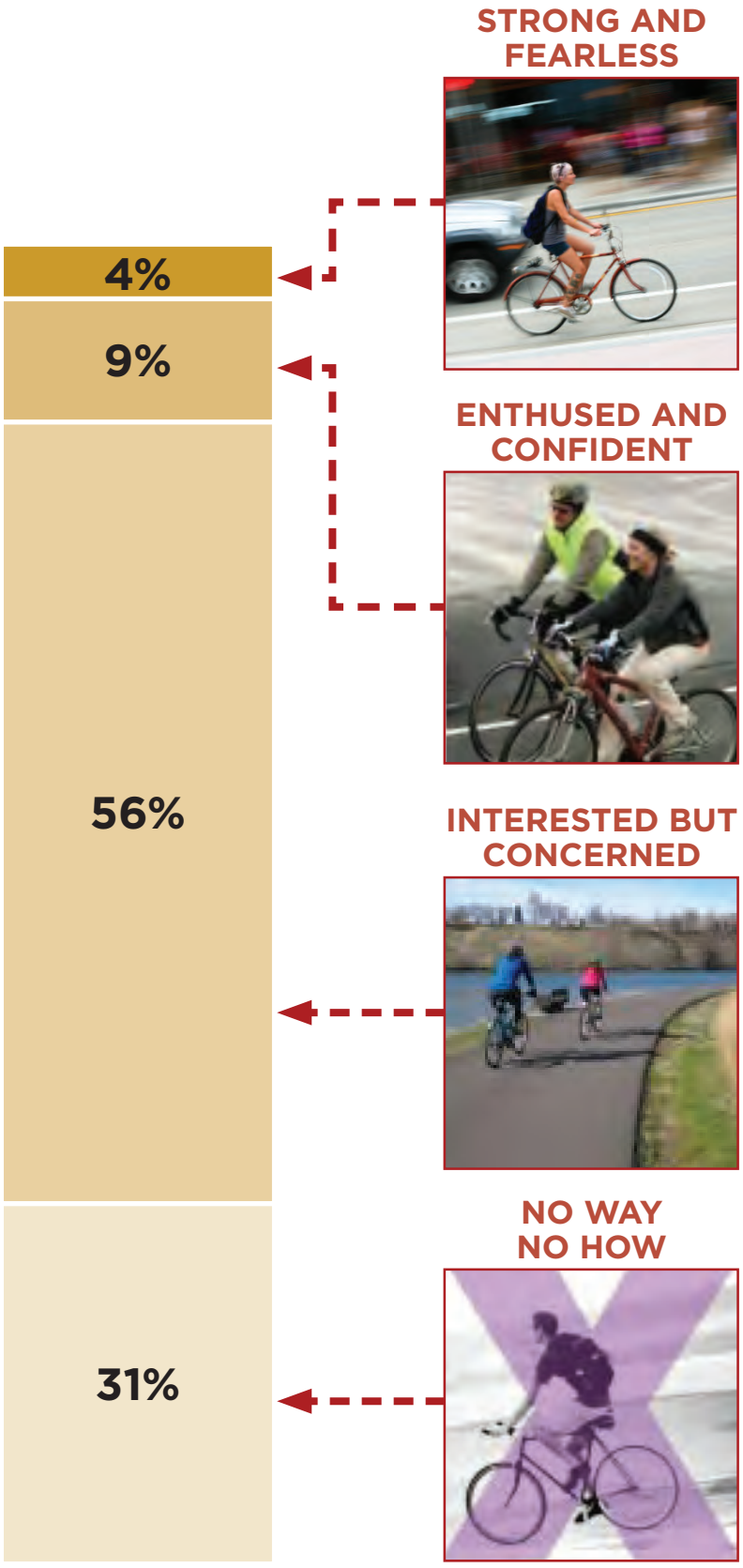
*Shows concentrations of general retail and strip retail spaces.

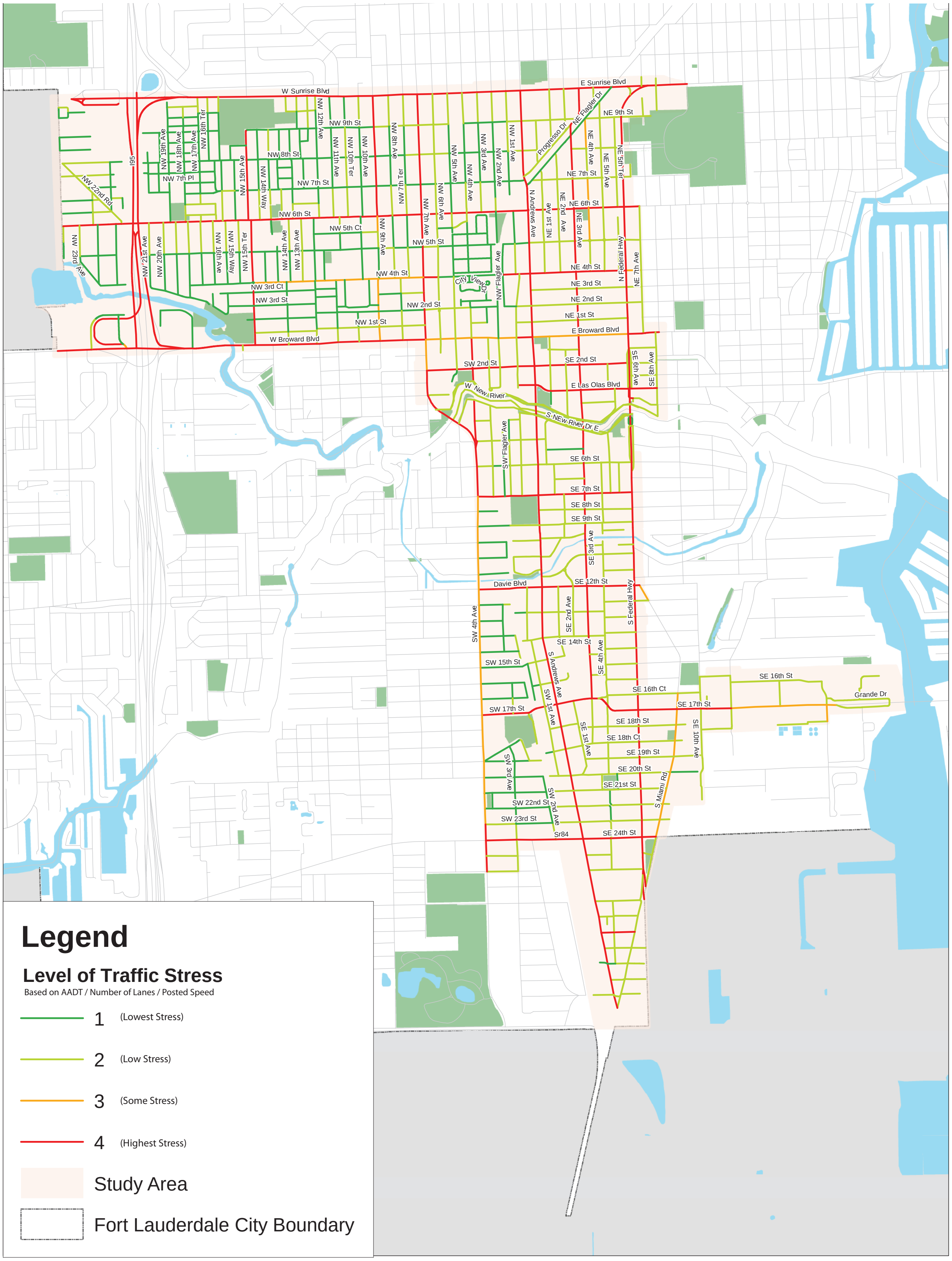
NETWORK COMFORT ASSESSMENT

Level of traffic stress analysis was developed to evaluate existing bike/ped conditions and assess roadway potential for improved bicycle network. Higher volume & speed roads have LTS scores of 3 or 4 – which act as barriers in the network. These are typically the most direct routes.

A pedestrian use assessment was developed to categorize streets based on the user experience: Neighborhood Use Streets, Community Streets, Link Streets, Main Streets, Utility Streets, and Industrial Streets were the categories identified.

Pedestrian use criteria table was developed to provide quantitative and qualitative measures that outline ideal elements (that impact pedestrian comfort and safety) to be included in each street category identified per the pedestrian use assessment.





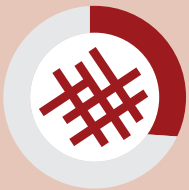
Multimodal Community Planning Study-Level of Traffic Stress Analysis

NEXT STOP FORT LAUDERDALE

0 2,000 4,000 Feet

PEDESTRIAN USE: STREET CATEGORIES TABLE

QUANTITATIVE MEASURES

	TRIP TYPE	EXPECTED PED VOLUME	PEDESTRIAN TYPE	LEVEL OF COMFORT (LTS)	LAND USE CONTEXT	BUILDING SETBACK
 **Neighborhood Use Street**	Inter-community trip		Family/ residents	1-2	Residential	Up to 25 feet
 **Community Street**	Mix of trips to commercial/ community amenities and daily commuting		Family/ residents	2-3	Mostly mix of residential and neighborhood commercial	Up to 40 feet
 **Link Street**	Mix of community connections and commuter trips		Family/ residents, transit users, employees/ workers	2-3	Mostly commercial/ office/ institutional uses	Up to 60 feet
 **Main Street**	Leisure/ entertainment		Visitors, families, transit users, residents	N/A	Mixed-used/ commercial	Up to 15 feet
 **Utility Street**	Transit connection for commuter/ regional trips		Commuters	4	Single land use/ stand-alone commercial	>60 feet
 **Industrial Street**	Industrial work trips		Limited Use	4	Industrial	>60 feet

ROADWAY CHARACTERISTICS		KEY ELEMENTS OF SUCCESS
TRAVELWAY • On-street parking: YES • Total number of travel lanes: 1-2 • Median presence : NO • Curb and Gutter: Maybe • Bike Parking: NO	**STREET SIDE** • Sidewalk presence: At least on one side • Sidewalk width: 5' (MINIMUM) • Driveway Use: LOW • Street Trees: YES • Street Furnishings (pedestrian scale lighting, furnishings etc.): NO	• Presence of trees / shade • Continuous and unobstructed sidewalk
TRAVELWAY • On-street parking: YES • Total number of travel lanes: 2 • Median presence: MAYBE • Curb and Gutter: YES • Bike Parking: YES	**STREET SIDE** • Sidewalk presence: On Both Sides • Sidewalk width: 5'-12' • Driveway Use: Medium • Street Trees: YES • Street Furnishings (pedestrian scale lighting, furnishings etc.): MAYBE	• Presence of trees / shade • Pedestrian-scaled lighting • Awnings • Sidewalk on both sides • Access to community amenities
TRAVELWAY • On-street parking: MAYBE • Total number of travel lanes: 3-4 • Median presence: MAYBE • Curb and Gutter: YES • Bike Parking: YES	**STREET SIDE** • Sidewalk presence: On Both Sides • Sidewalk width: 5'-12' • Driveway Use: MEDIUM • Street Trees: YES • Street Furnishings (pedestrian scale lighting, furnishings etc.): YES	• Presence of trees / shade • Pedestrian-scaled lighting • Awnings • Sidewalk on both sides • Access to community amenities • Bus stops/Shelters
TRAVELWAY • On-street parking: YES • Total number of travel lanes:2-4 • Median presence: MAYBE • Curb and Gutter: YES • Bike Parking: YES	**STREET SIDE** • Sidewalk presence: ON BOTH SIDES • Sidewalk width: >12' • Driveway Use: HIGH • Street Trees: YES • Street Furnishings (pedestrian scale lighting, furnishings etc.): YES	• Presence of trees / shade • Pedestrian scaled streetscape elements • Awnings • Buildings up to the street • Active groundfloor • On-street parking • High emphasis crosswalks at every intersection • Pick-up / drop-off zones
TRAVELWAY • On-street parking: NO • Total number of travel lanes:4-7 • Median presence: MAYBE • Curb and Gutter: YES • Bike Parking: NO	**STREET SIDE** • Sidewalk presence: On Both Sides • Sidewalk width: 5' • Driveway Use: High • Street Trees: MAYBE • Street Furnishings (pedestrian scale lighting, furnishings etc.): MAYBE	• Minimum standard sidewalks • Bus stops/Shelters • Safe pedestrian crossing opportunities • Lighting
TRAVELWAY • On-street parking: MAYBE • Total number of travel lanes: 2-4 • Median presence: NO • Curb and Gutter: MAYBE • Bike Parking: NO	**STREET SIDE** • Sidewalk presence: At least on one side • Sidewalk width: 5' • Driveway Use: Medium • Street Trees: MAYBE • Street Furnishings (pedestrian scale lighting, furnishings etc.): NO	• Minimum Standard Sidewalk

IMPLEMENTATION STRATEGIES & RECOMMENDATIONS

HOUSING & AFFORDABILITY

Housing Strategies

Providing a greater range of housing options for households of all incomes will enable many workers to shorten their commute by living closer to their jobs and reduce their spending on housing and transportation.

The Downtown Fort Lauderdale market is successfully delivering rental housing for households at 120 percent MFI and above, and ownership housing for households at 140 percent MFI and above. The Inclusionary Zoning Policy in the planning area should create targets for households that are below the income levels currently served by market-rate housing (at or below 80 percent of MFI).

The City should encourage through code provisions, housing types that are denser than a typical detached single-family home, but less dense than mid-rise or high-rise buildings. Missing Middle housing units typically cost less per unit to build than large-lot single-family homes because they are more compact.

Density bonus programs allow developers to exceed the base density in certain locations, if they provide specified community benefits. By using density bonuses as incentives, municipalities can gain valuable amenities that sustain livable communities, including additional affordable housing units. The City should modify the incentives provided in the NW RAC to make the program more attractive to developers and develop similar zoning incentives to help maximize the development of affordable housing in the South RAC and areas where the unified flex zone policy applies.

Missing Middle housing units typically cost less per unit to build than large-lot single-family homes because they are more compact.

DETACHED SINGLE-FAMILY HOMES

79,215
people commute to work in Fort Lauderdale daily.

7.7 miles
is the median commute distance.

49,035
people employed in planning area, live Outside the area

The Planning Area is majority renter-occupied

76% RENTER-OCCUPIED

24% OWNER-OCCUPIED

Rental ranges by unit type

$1,549–$1,700 1 BR / STUDIO
$2,200–$3,000 2 BR
$3,500–$5,700 3 BR

For-sale unit price ranges

$409k – $700k

MOST NEW UNITS ARE ABOVE $600K

TRANSPORTATION

Modal Priority Framework

Establishing a complete network requires for streets to be tagged with modal priorities. Modal Priorities (primary mode priority and a secondary mode priority) were assigned to the transportation network in the planning area.

To assist with the modal priority assignment, a decision-making framework was developed and vetted with City staff. The decision-making framework was developed with input from the critical bicycle corridors identified through the LTS analysis, the pedestrian use assignments, existing and future transit routes and stop location data, AADT data, land use, and long-range master plans.

This framework establishes priority corridors to guide the City through the allocation of resources and decision-making process for the implementation of multimodal infrastructure projects.

The Modal Priority Map provides a vision for how modes will be prioritized on streets and move around the network.//

PEDESTRIAN PRIORITY STREETS

- For Main Streets, the primary user is always the pedestrian
- For Neighborhood-Use Streets, the primary user is always the pedestrian (except when on a special condition, bicycle users can be considered the primary user)
- Link Streets have the potential of having segments where pedestrians can be considered the primary user based on special roadway characteristics and land use context

TRANSIT PRIORITY STREETS

- Along KEY Community Streets, transit can be considered the primary user OR secondary user based on roadway characteristics and land use context
- On key segments of Utility Streets transit can be considered the primary user and pedestrians can be considered the secondary user based on land use context.
- For Utility Streets, transit is almost always considered the secondary users

*Key Community Streets:

- Have a direct connection to a transit corridor
- Serve as a commuting route
- Have a mix of residential and neighborhood commercial uses

*Key Utility Streets:

- Thoroughfare of regional significance with segment(s) that transverse areas of historical significance or special districts
- Expected higher pedestrian activity as a result of mixed land uses

BIKE PRIORITY STREETS

- For Community Streets and Link Streets, bicycle users can be considered primary or secondary users
- Along KEY Main Streets, bicycle users can be considered secondary users
- Along KEY Neighborhood Use Streets, bicycle users can be considered primary users (these streets are identified as supporting facilities in the bike facilities map per LTS analysis)

*KEY Main Streets:

- Have a connecting function to major destinations
- Are considered a distinct entertainment district
- Have a higher intensity of mixed uses

*Key Neighborhood Streets:

- Within residential areas
- Local street (low speed/low volumes) with a direct connection to at least a community street, a link street or a utility street.

AUTO PRIORITY STREETS

- For Utility Streets, the primary users is always auto/freight
- For Utility Streets, transit is almost always considered the secondary users
- Key Utility Streets have the potential of having segments where pedestrians can be considered the secondary user based on land use context

*Key Utility Streets:

- Thoroughfare of regional significance with segment(s) that transverse areas of historical significance or special districts
- Expected higher pedestrian activity as a result of mixed land uses

Multimodal Community Planning Study- Modal Priority Map

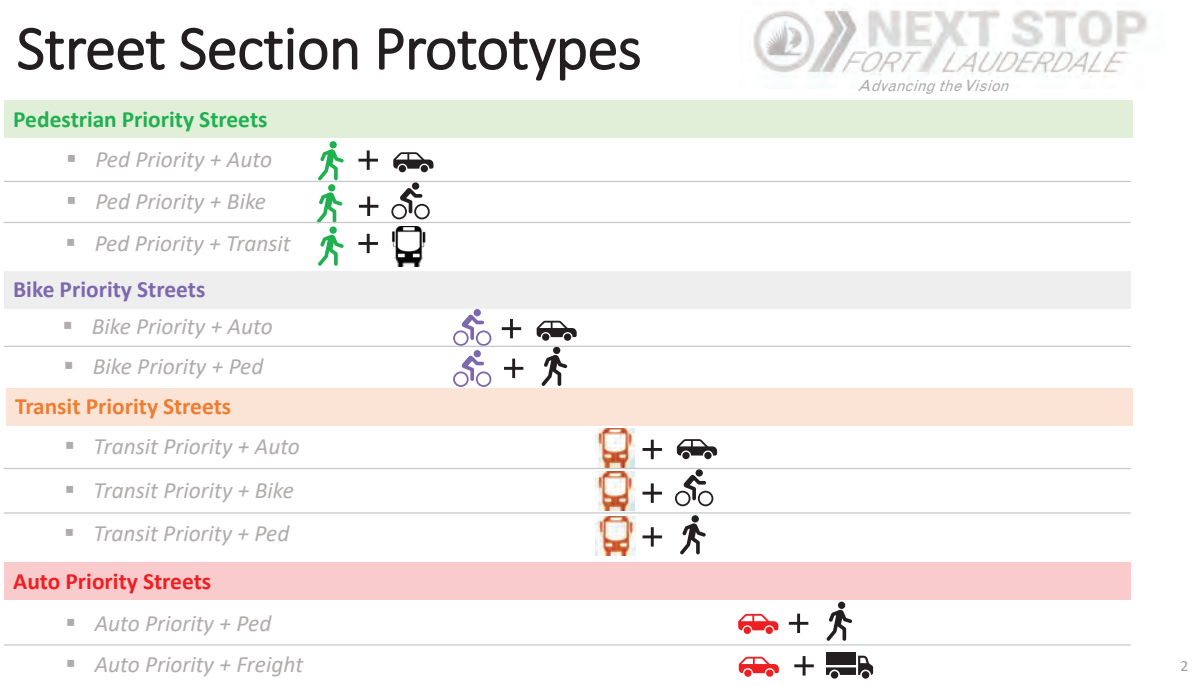
NEXT STOP FORT LAUDERDALE

Street Section Prototypes

As Fort Lauderdale continues to grow, and the number of vehicles on the streets also continues to rise, there is increased awareness and concern about the limited Right-of-Way available to accommodate future growth in years to come. Our street network has been built over the years to primarily provide capacity for moving vehicles. The transportation planning and engineering context has changed. In recent times, the goals for the transportation system have broadened significantly in response to an emphasis on livability and sustainability which prioritizes moving people instead of just moving vehicles. It is clear that a way to address challenges in the transportation network includes re-purposing the street right-of-way to make up room for new multimodal infrastructure that provides a desirable and viable choice for residents and visitors in order to manage traffic congestion.

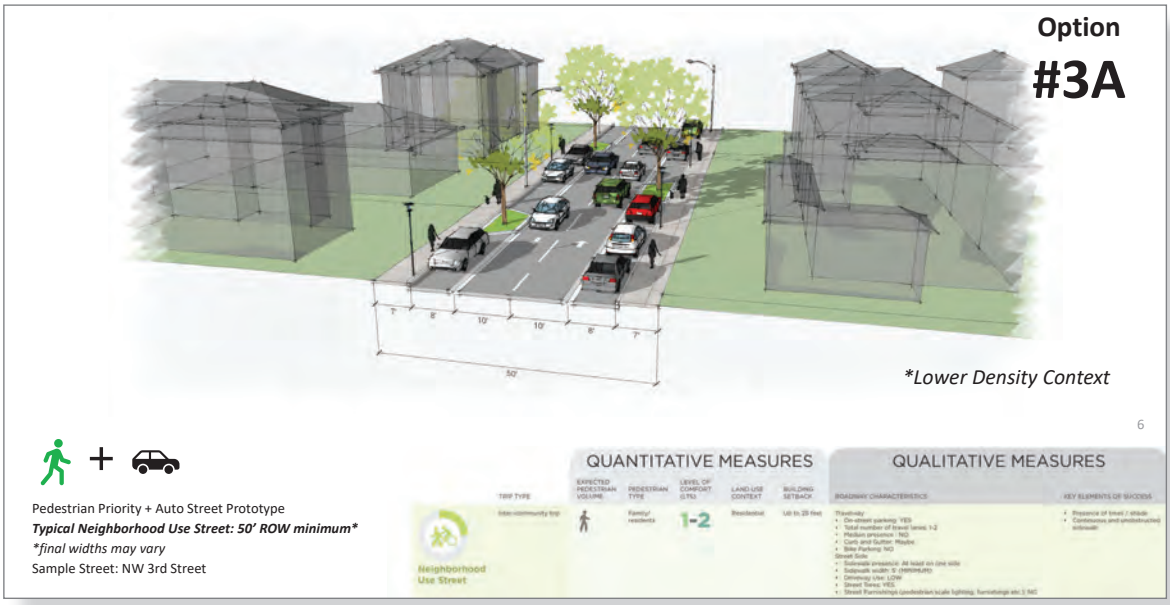
Streets are not to be conceived and designed with a one-size-fits-all approach. Street design should take into consideration the context of adjacent land uses. Streets appropriate for low-density residential neighborhoods are not likely to be well-suited for the downtown core, which has a higher number of pedestrians and transit users. Likewise, industrial areas with large volumes of truck traffic generally need wider travel lanes and larger curb radii, elements which should be avoided in commercial and residential areas with high levels of pedestrian activity. New roadway projects are to be uniquely planned and designed in consideration of the surrounding land use characteristics as well as the intended uses of the roadway.

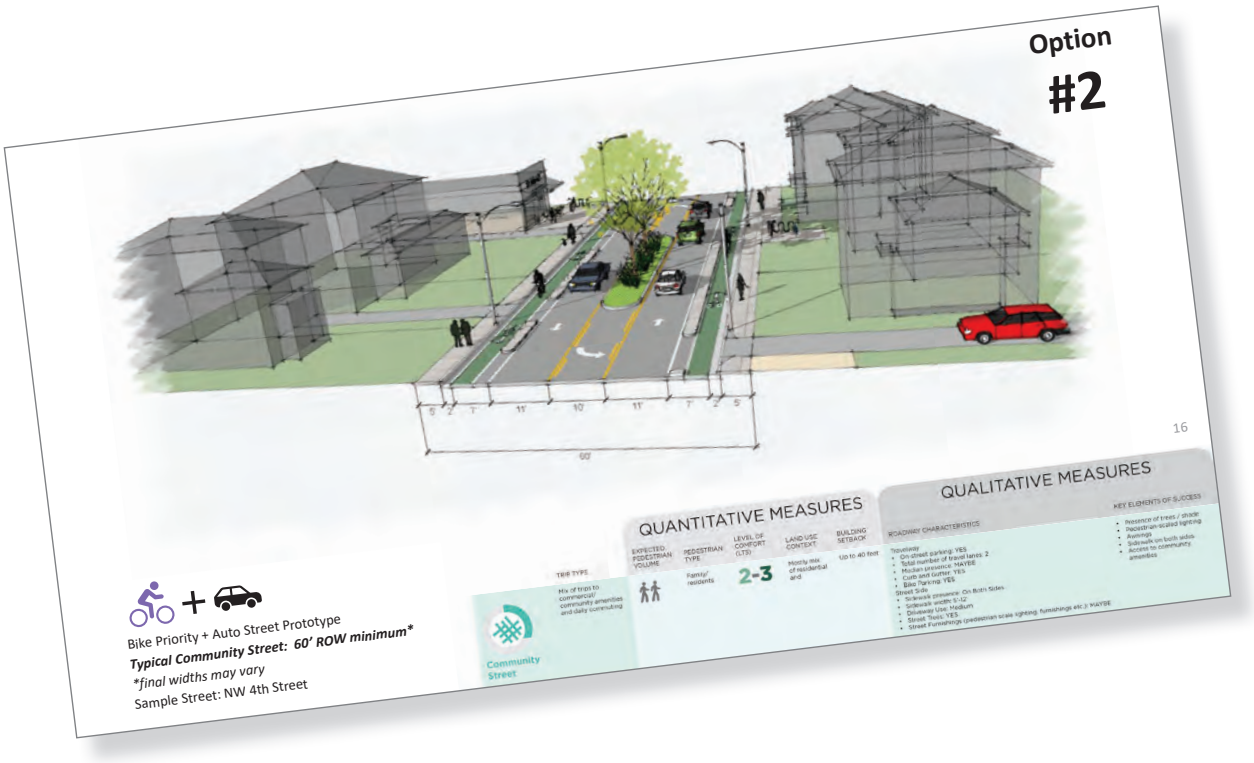
The findings and results of the modal priority framework were the foundation for the development of prototype street sections that illustrate the various contexts and conditions for each of the modal priority street categories. These sections provide desired street configurations and dimensions for the various street elements, serving as guidance to city staff and partner agencies through the implementation of the desired vision.

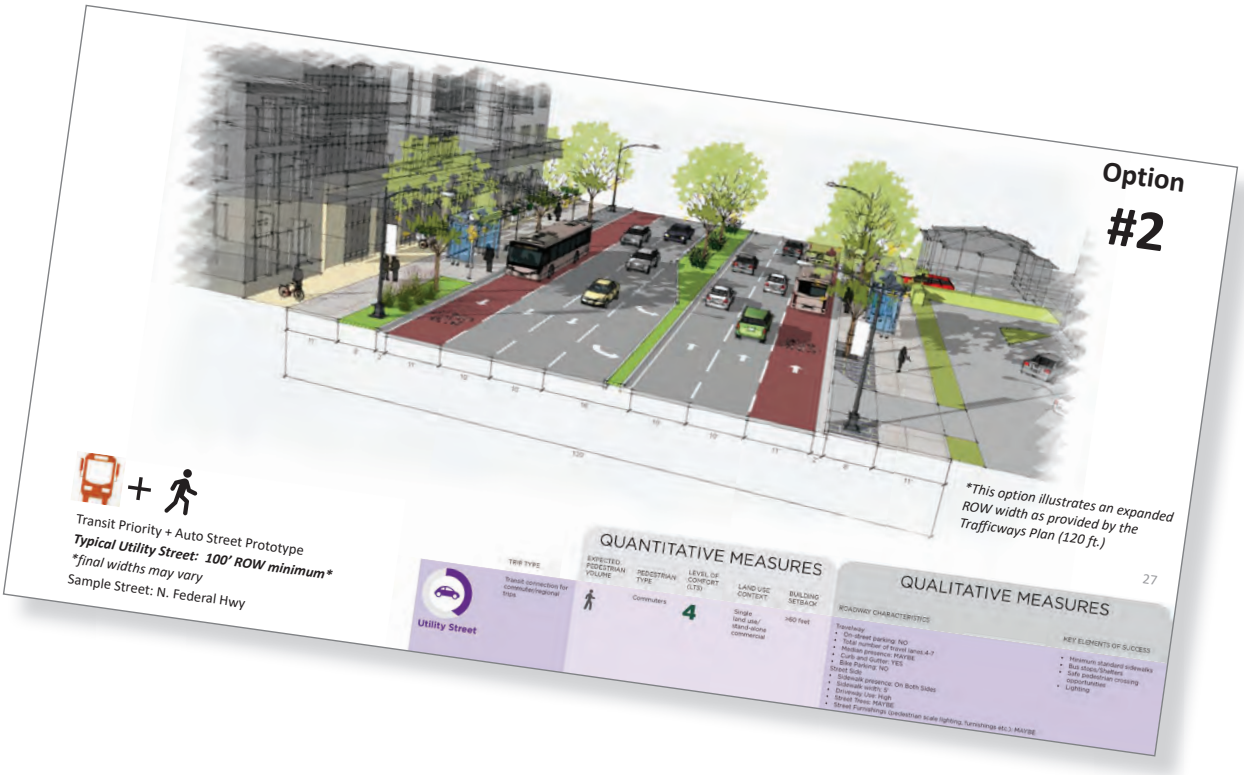


The street section prototypes are to be utilized as a design guide for streets within the planning area. Assumptions and criteria were based on analysis and discussions held as part of the planning process. Pedestrian Use and Modal Priority Maps are to be used for reference. Below a sample of street prototypes developed.

Full Street Cross Sections Package can be found in the appendix.




Option
#2
16
QUANTITATIVE MEASURES
QUALITATIVE MEASURES
2-3
Community Street
Bike Priority + Auto Street Prototype
Typical Community Street: 60' ROW minimum*
*final widths may vary
Sample Street: NW 4th Street


Option
#2
*This option illustrates an expanded ROW width as provided by the Trafficways Plan (120 ft.)
27
QUANTITATIVE MEASURES
QUALITATIVE MEASURES
4
Utility Street
Transit Priority + Auto Street Prototype
Typical Utility Street: 100' ROW minimum*
*final widths may vary
Sample Street: N. Federal Hwy

Infrastructure Needs Assessment

The baseline assessment highlights there is a gap in infrastructure that hinders the City's vision in relation to the quality and comfort of the walking and biking experience.//

The Level of Traffic Stress analysis and Network Comfort Assessment were leveraged to identify opportunities for high quality multimodal infrastructure that is consistent and complementary to the priority mode designations assigned to each street in the modal priority framework.

Opportunities for protected/separated bike facilities along bicycle priority corridors were identified. Buffered bike lanes, standard bike lanes and bicycle boulevards were identified as supporting bicycle facilities on lower stress streets. Most intersections evaluated for bicycle comfort received poor scores largely due to right turn only conflicts. This will require intersection treatments to manage the right turn-conflicts.

Projects included in the Connecting the Blocks program were screened and cross-referenced to identify planned projects in the short, medium, and long-term that are aligned with the modal priority framework.

FIGURE 1 //BICYCLE INFRASTRUCTURE NEEDS

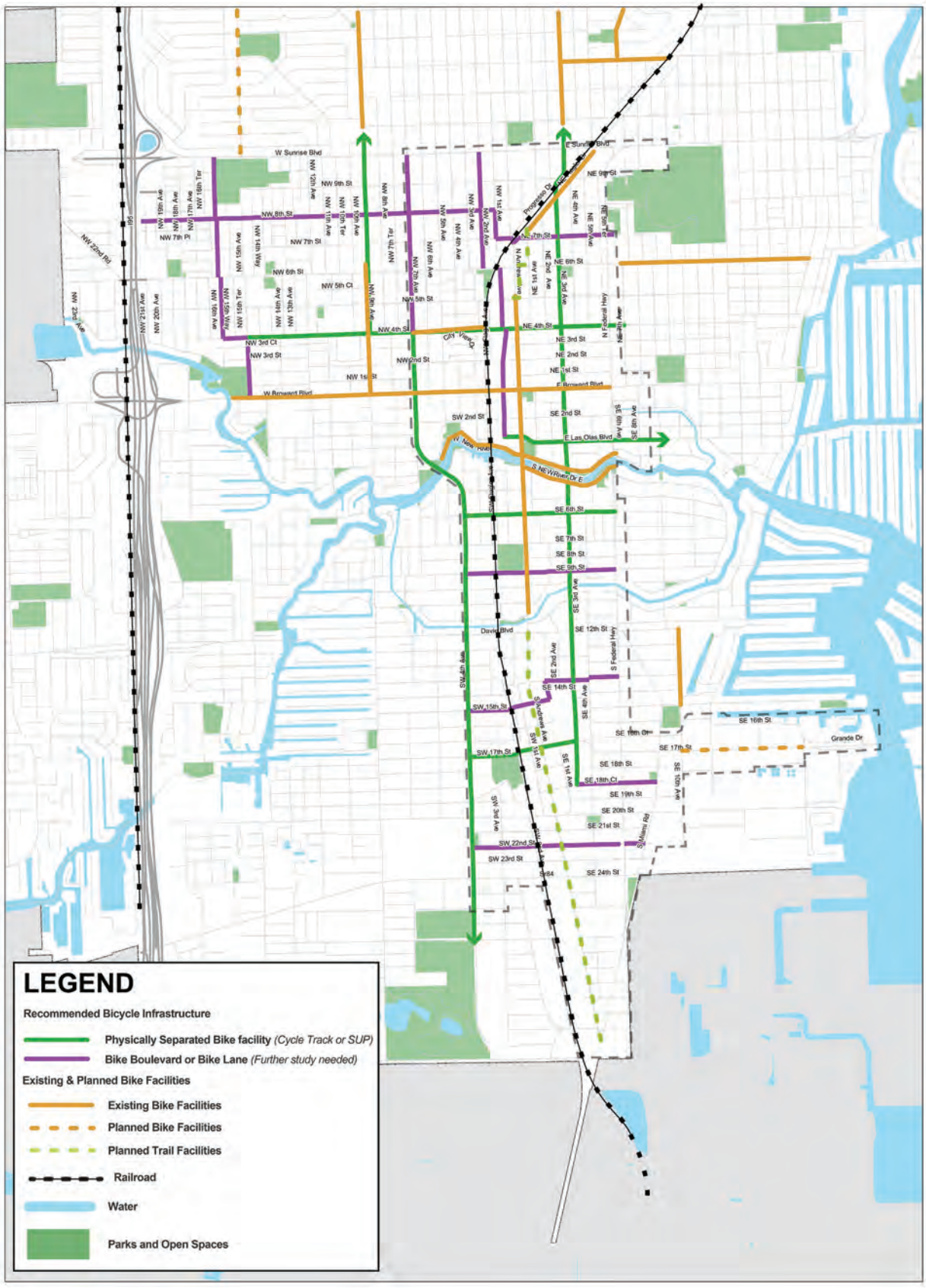
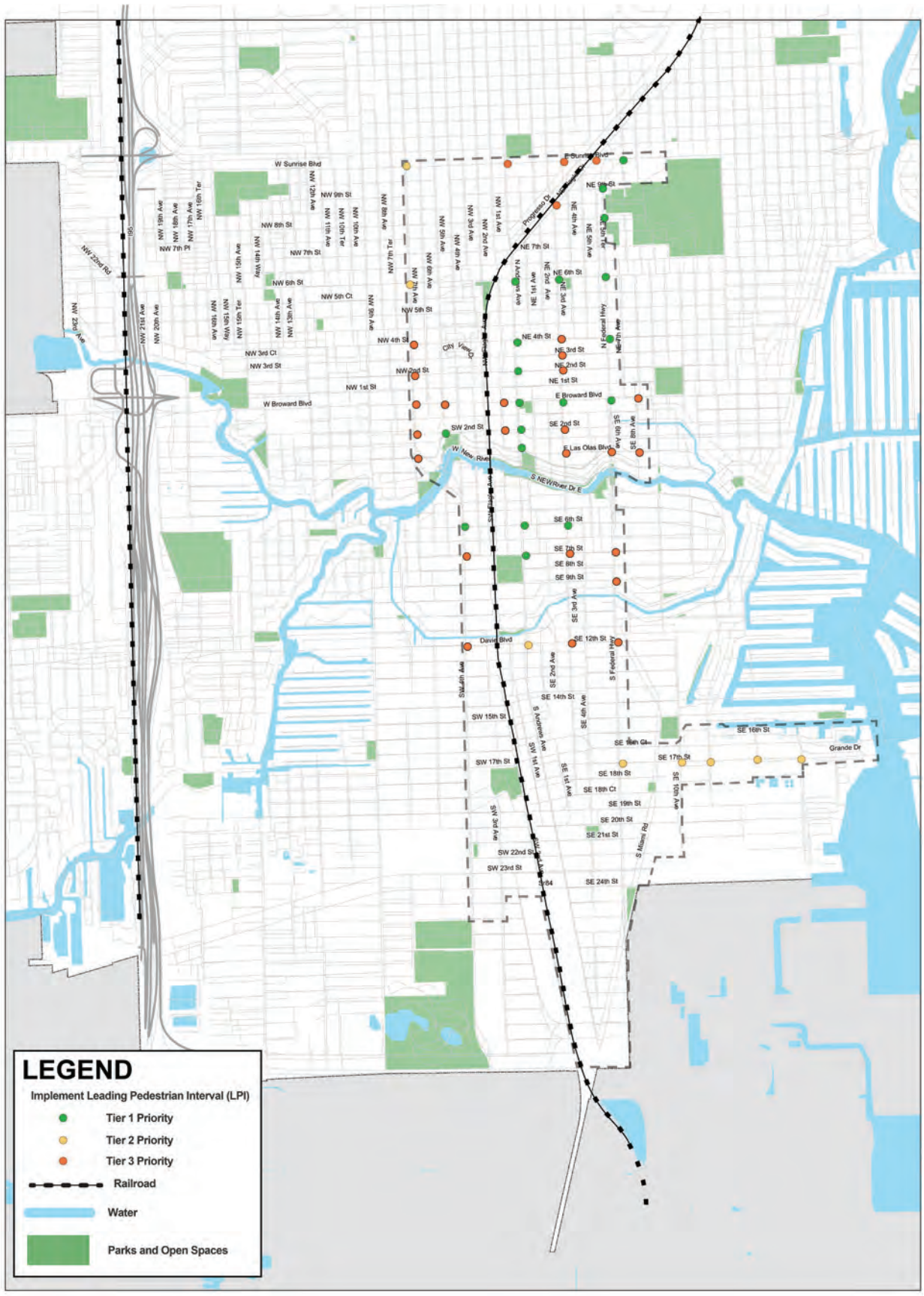


FIGURE 2 // LEADING PEDESTRIAN INTERVALS RECOMMENDATION



CONNECTING THE BLOCKS (CTB) PEDESTRIAN, BICYCLE & TRANSIT HUB PROJECTS

The following maps prioritize the CTB projects that are consistent with the modal priority maps short, medium- and long-term priorities. Short term projects are high-priority projects that are recommended for implementation in the next 3 to 5 years. Projects with a medium priority are recommended for implementation in the next 5 to 10 years and long-term projects may take more than 10 years for implementation. Figure 6 through Figure 8 provide maps of the projects that are consistent with the Modal Priority map recommendations. Tables 1 through 8, provide details on the projects and indicate whether the project is a short, medium- or long-term project.

FIGURE 3 // CTB SCREENING – PEDESTRIAN PROJECTS CONSISTENT WITH MULTIMODAL RECOMMENDATIONS

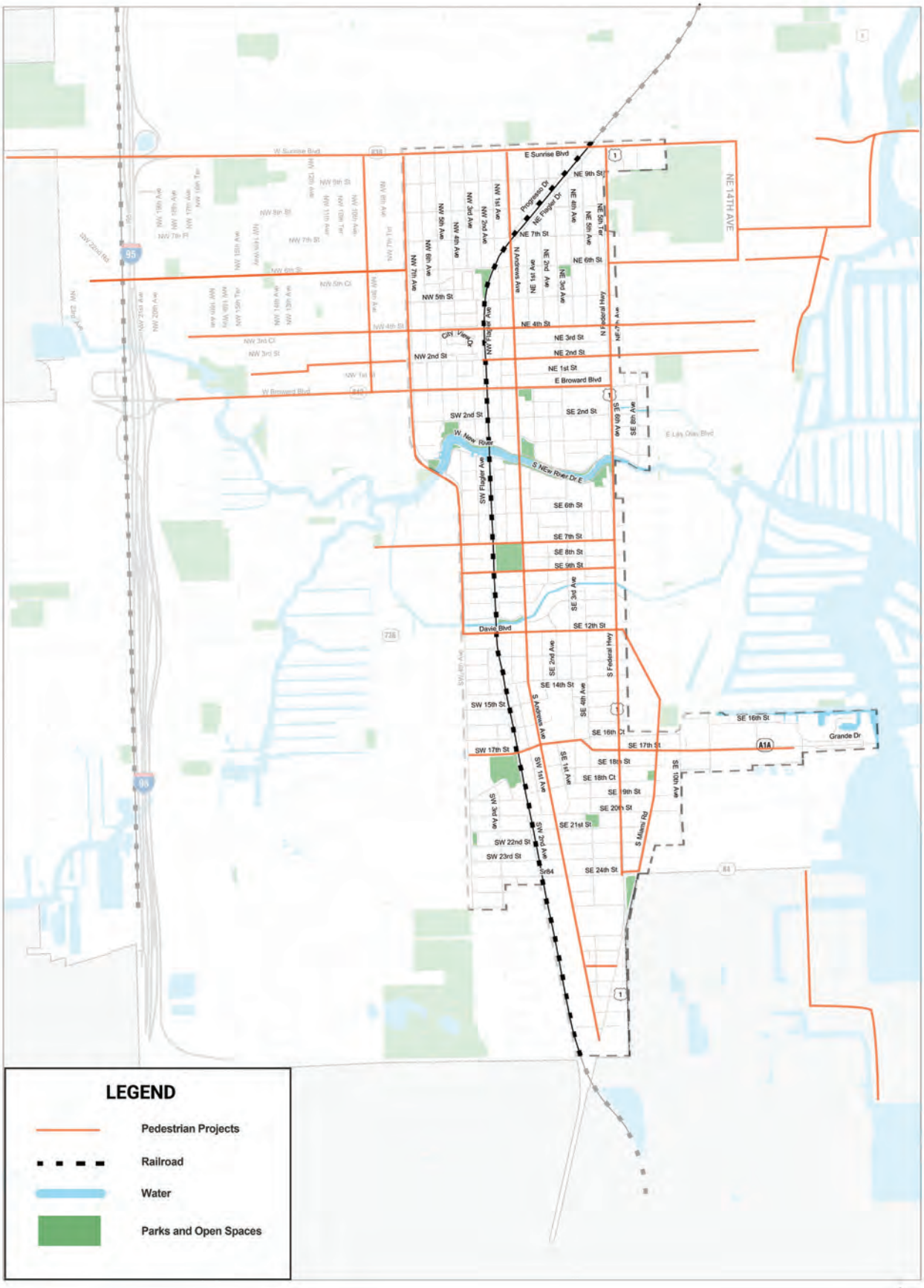


TABLE 2 // CTB SHORT TERM PEDESTRIAN PROJECTS, 2019

ROADWAY	FROM	TO	TREATMENT	LENGTH (MILES)	CONSTRUCTION COST ESTIMATE
Miami Rd	SE 12TH St	SE 17TH St	Complete sidewalks on 2 sides. Add sidewalk buffers, pedestrian-oriented lighting and shade.	0.5	$365,000
Miami Rd	SE 17TH St	SE 24th St/ SR 84	Complete sidewalks on 2 sides. Add sidewalk buffers, pedestrian-oriented lighting and shade.	0.5	$353,000
NW 2nd St	NW 11th Ave	NW 15th Ave	Complete sidewalks on 2 sides. Add pedestrian-oriented lighting and shade.	0.4	$299,000
NW 2nd St	NW 7th Ave	NW 11th Ave	Complete sidewalks on 2 sides. Add pedestrian-oriented lighting and shade.	0.4	$299,000
NW/NE 2nd St	US 1/ SR 5/ Federal Highway	NW 7th Ave	Narrow auto lanes to create sidewalk buffers and add pedestrian-oriented lighting.	0.8	$613,300
NW 7th Ave	Sunrise Blvd/ SR 838	NW 6TH ST/ Sistrunk	Implement lane diet to create space for wider sidewalk buffers and bus shelter pads. Add pedestrian-oriented lighting and shade.	0.5	$371,250
NW 7th Ave	NW 6th St/ Sistrunk	Broward Blvd	Implement lane diet to create space for wider sidewalk buffers and bus shelter pads. Add pedestrian-oriented lighting and shade.	0.5	$315,900
SE 3rd Ave	Davie Blvd	SE 17th ST	Add ped-oriented lighting. Add shade. Add sidewalk buffer south of SE 16th st. By narrowing sidewalk. Enhance ped crossing.	0.5	$384,100
NE 6th St	NE 3rd Ave	US 1/ SR 5/ Federal Highway	Complete pedestrian connections including existing crosswalks	0.2	$214,000
SW 7th St	US 1	SW 4th St	Complete sidewalks on 2 sides. Add pedestrian-oriented lighting and shade.	1	$775,000
SW 9th St	US 1	SW 4th Ave	Complete sidewalks on 2 sides. Add pedestrian-oriented lighting and shade.	1	$848,000

TABLE 3 // CTB LONG TERM PEDESTRIAN PROJECTS, 2019

ROADWAY	FROM	TO	TREATMENT	LENGTH (MILES)	CONSTRUCTION COST ESTIMATE
Andrews Ave	SE/SW 9th St	SW 17th Street	Add buffer to sidewalk. Add pedestrian-oriented lighting. Add shade. Enhance pedestrian crossings.	1.3	$1,562,000
Andrews Ave	SR 84/SW 24th ST	US 1/ SE 6th Ave	Add buffer to sidewalk, pedestrian-oriented lighting and shade. Enhance existing pedestrian crossings.	0.7	$877,000
Andrews Ave	Sunrise Blvd	NE 7th St	Add buffer to sidewalk. Add pedestrian-oriented lighting. Add shade. Enhance pedestrian crossings.	1.8	$2,057,000
Broward Blvd	NW 7th Ave	SR 5/ US1	Implement lane diet to create sidewalk buffers. Add pedestrian-oriented lighting and shade.	0.8	$638,550
Davie Blvd	SW 4th Ave	US 1/ SR 5/ Federal Highway	Add pedestrian-oriented lighting. Add shade.	0.6	$403,000
NW/NE 4th St	US 1/ SR5/ Federal Highway	NW 7th Ave	Complete sidewalks on 2 sides. Add pedestrian-oriented lighting. Add shade.	0.8	$642,000
NE 6th St	NE 14th Ave	US 1/ SR 5/ Federal Highway	Complete sidewalks on 2 sides. Add pedestrian-oriented lighting and shade.	0.5	$423,250
SE 30th St	US 1	Andrews Ave	Add sidewalks on 2 sides. Add pedestrian-oriented lighting. Add shade.	0.2	$116,050
SW 4th Ave	Broward Blvd	Davie Blvd	Add pedestrian-scale lighting. Add shade.	1.1	$733,700
US 1	Davie Blvd	SR 84	Add pedestrian-oriented lighting. Add shade. LPIs. Enhance pedestrian crossings.	1	$931,050
US 1	Broward Blvd	Davie Blvd	Add pedestrian-oriented lighting. Add shade. LPIs. Enhance pedestrian crossings.	1	$931,050
US 1	NE 6th St	Broward Blvd	Add pedestrian-oriented lighting. Add shade. Enhance pedestrian crossings. Add LPI signals.	0.5	$544,950
Sunrise Blvd	US 1	NW 24th Ave	Add pedestrian-oriented lighting. Add shade. Enhance pedestrian crossings.	1.9	$2,336,800
US 1	NE 15th Ave	NE 6th St	Add pedestrian-oriented lighting. Add shade. LPIS.	0.9	$772,200

FIGURE 4 // CTB – BICYCLE PROJECTS CONSISTENT WITH MULTIMODAL RECOMMENDATIONS

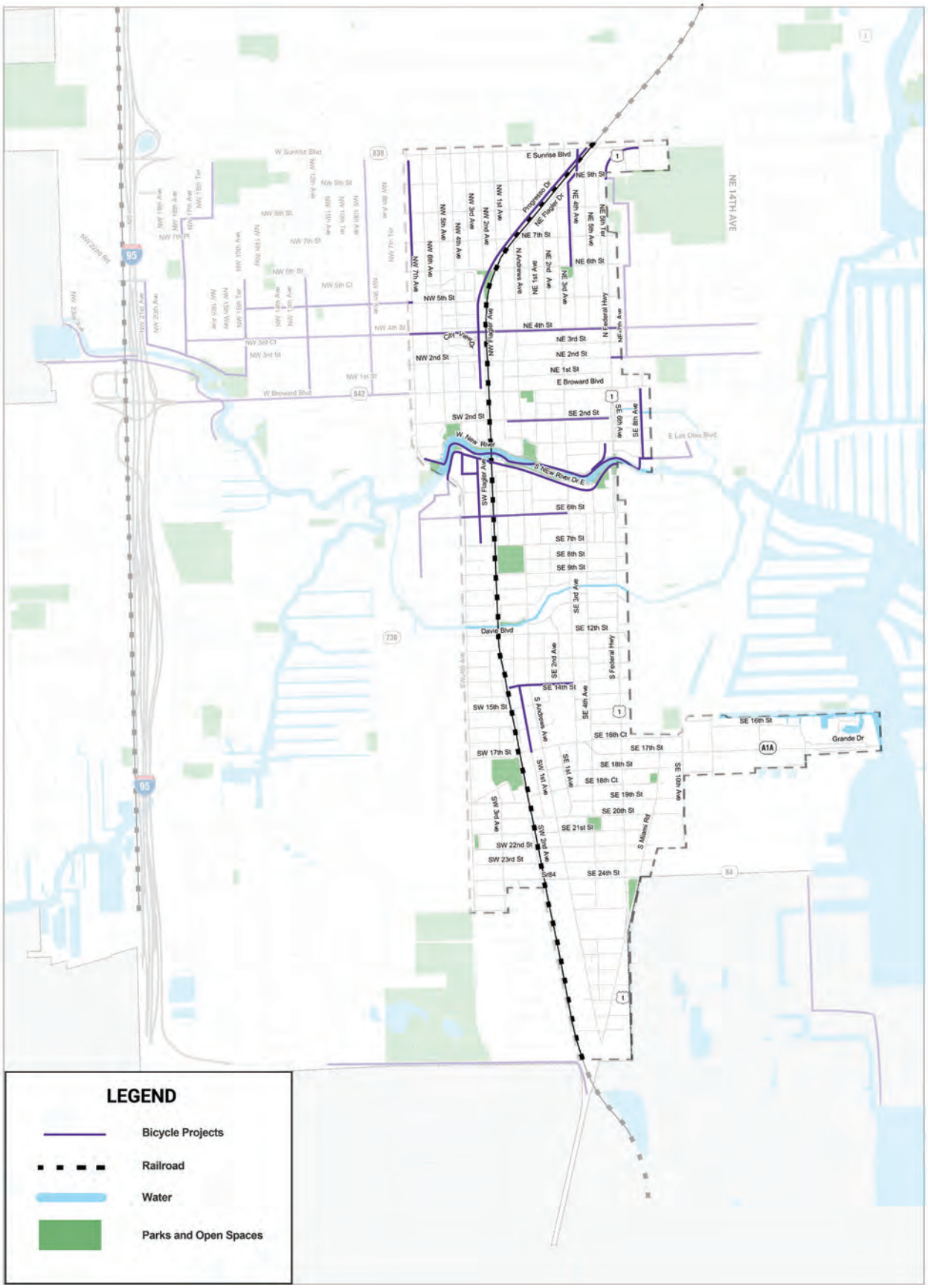


TABLE 4 // SHORT TERM BICYCLE PROJECTS, 2019

ROADWAY	FROM	TO	TREATMENT	LENGTH (MILES)	CONSTRUCTION COST ESTIMATE
Broward Blvd	SR-5/US-1	NE/SE 15th Ave	Bike accommodations as appropriate	1	$144,000
NW 7th Ave	Sunrise Blvd/ SR 838	NW 6th St/ Sistrunk	Implement lane/road diet to create 5' bike lanes	0.5	$303,750
SW/SE 2nd st	US 1	Brickell Ave	Add sharrows and shared-lane signage	0.5	$17,000
US 1	NE 6th St	Broward Blvd	Continue multi-use path north and south with future redevelopment	0.5	$328,050
NE 6th Ter	NE 8th St	NE 6th St	Secondary road bike accommodations	0.1	$31,680
NE 7th St	NE Flagler Dr	NE 7th St	Secondary road bike accommodations	0.8	$253,440
SW 6th St	SW 7th Ave	US 1	Secondary road bike accommodations	0.6	$190,080

TABLE 5 // MEDIUM TERM BICYCLE PROJECTS, 2019

ROADWAY	FROM	TO	TREATMENT	LENGTH (MILES)	CONSTRUCTION COST ESTIMATE
SE 14th Ct	Andrews Ave	SW 14th St	Secondary road bike accommodations	0.5	$95,040
SW 1st Ave	SW 14th St	SE 3rd Ave	Secondary road bike accommodations	1	$95,040
Flagler Greenway Phase 2	NE 2nd St	South	Extend the existing flagler greenway	0.6	$2,000,000

TABLE 6 // LONG TERM BICYCLE PROJECTS, 2019

ROADWAY	FROM	TO	TREATMENT	LENGTH (MILES)	CONSTRUCTION COST ESTIMATE
NE 3rd/4th Ave	SR 838/ Sunrise Blvd	NE 6th St / Sistrunk Blvd	Narrow auto lanes to create bike lane	0.5	$273,600
NW 9th Ave	Sunrise Blvd	NW 6th St	Stripe 11' auto lanes and widen paved area as needed to create bike lanes	0.5	$273,600
SE 3rd Ave	Davie Blvd	SE 17th St	Remove median to create bike lane. Remove two-way left turn lane to implement road diet to re-purpose ROW to include bike lanes at either side.	0.5	$252,900
SW 17th St	SW 4th Ave	SE 3rd Ave	Narrow auto lanes and implement a separated bike facility	0.7	$347,400
NW 18th Ave/St & NW 16th Ave	W Sunrise Blvd	NW 9th Ave	Secondary road bike accommodations	0.6	$190,080
N New River Path	SW 7th Ave	SE 17th Ave	Construct separated bike lane	1.4	$ 1,050,000
Progresso Dr Greenway	NE 4th St	Sunrise Blvd	Design and construct 12' multiuse greenway along progresso Dr	0.9	$6,000,000

FIGURE 5 // CTB SCREENING – TRANSIT PROJECTS CONSISTENT WITH MULTIMODAL RECOMMENDATIONS

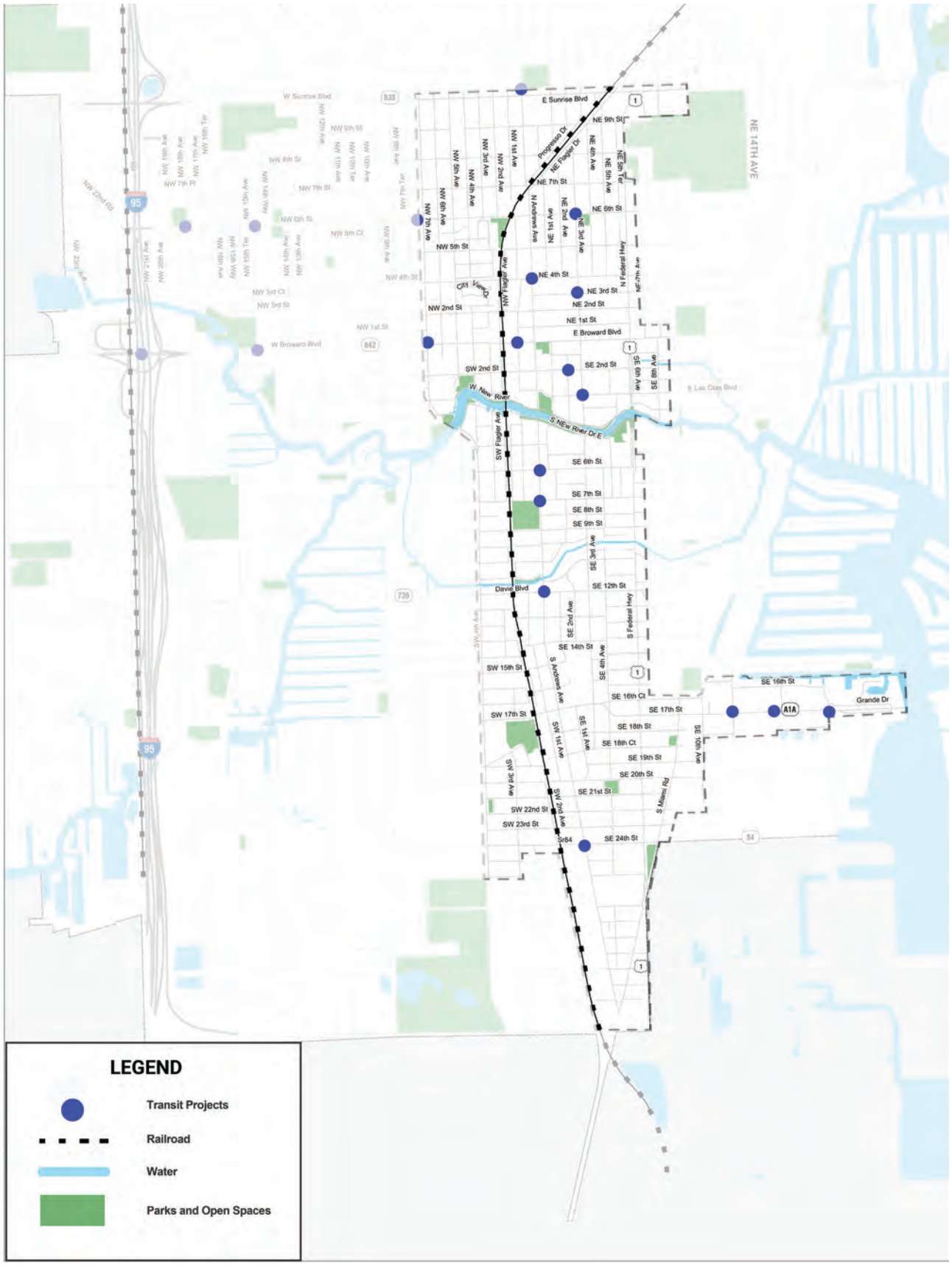


TABLE 7 //SHORT TERM TRANSIT PROJECTS, 2019

ROADWAY	FROM	TO	TREATMENT	CONSTRUCTION COST ESTIMATE
Andrews Ave	SW 6th St	Community Hub	Bus shelter, lighted waiting area	$56,948
Andrews Ave	SW 7th St	Community Hub	Bus shelter, lighted waiting area	$56,948
Andrews Ave	NE 4th St	Community Hub	Bus shelter, lighted waiting area	$56,948
Broward Blvd	NW 7th Ave	Community Hub	Bus shelter, lighted waiting area	$56,948
NE 3rd St	NE 3rd Ave	Community Hub	Bus shelter, lighted waiting area	$56,948
Sistrunk Blvd	NE 3rd Ave	Community Hub	Bus shelter, lighted waiting area	$56,948
Sistrunk Blvd	NW 7th Ave	Community Hub	Bus shelter, lighted waiting area	$56,948

TABLE 9 // MEDIUM TERM TRANSIT PROJECTS, 2019

ROADWAY	FROM	TO	TREATMENT	CONSTRUCTION COST ESTIMATE
Andrews Ave	Davie Blvd	Anchor Hub	Transit shelter with real-time passenger information, lighted waiting area, preboard ticketing, kiss-n-ride and taxi areas	$1,930,844.00
Las Olas Blvd	SE 3rd Ave	Community Hub	Bus shelter, lighted waiting area	$56,948.00
SE 17th St	Convention Center	Community Hub	Bus shelter, lighted waiting area	$56,948.00
SE 17th St	Cordova Dr	Community Hub	Bus shelter, lighted waiting area	$56,948.00
SE 17th St	SE 15th Ave	Community Hub	Bus shelter, lighted waiting area	$56,948.00
SW 1st Ave	SE 2nd St	Community Hub	Bus shelter, lighted waiting area	$56,948.00

TABLE 10 // LONG TERM TRANSIT PROJECTS, 2019

ROADWAY	FROM	TO	TREATMENT	CONSTRUCTION COST ESTIMATE
Sunrise Blvd	Andrews Ave	Anchor Hub	Transit shelter with real-time passenger information, lighted waiting area, preboard ticketing, kiss-n-ride and taxi areas	$1,930,844.00
Broward Blvd	NW/SW 1st Ave	Gateway Hub	Enclosed transit station, real-time passenger information, preboard ticketing, frequent transit service, park-n-ride, carpool parking, taxi bays, restrooms and parking	$8,196,178.00

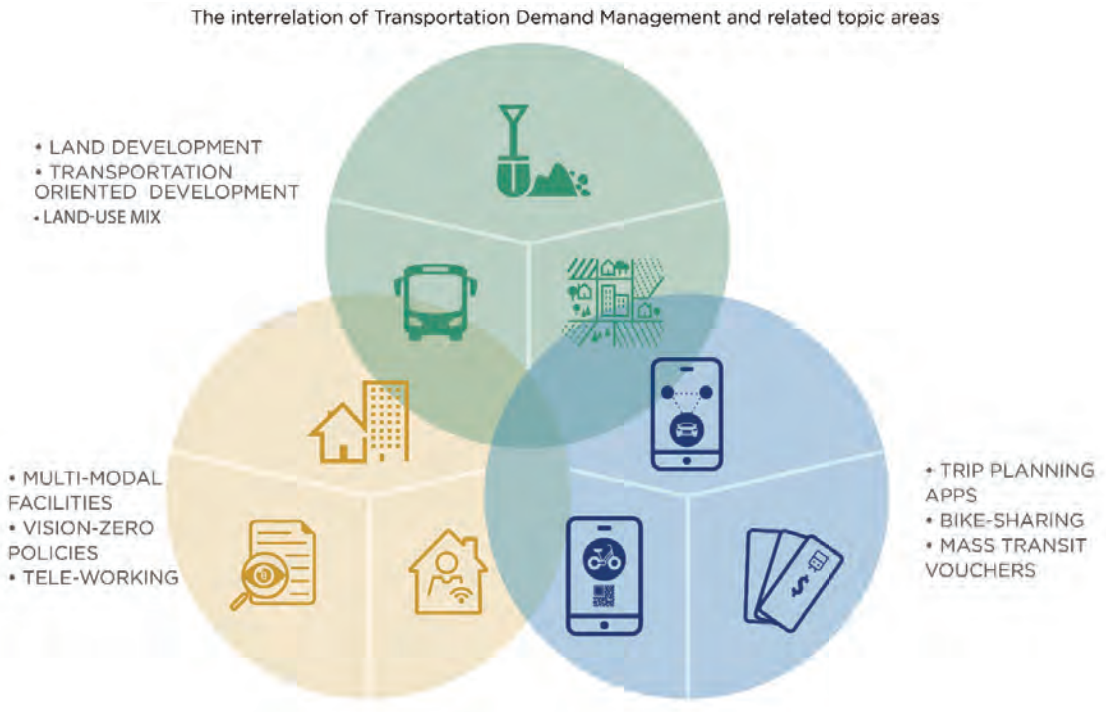
TDM Strategies

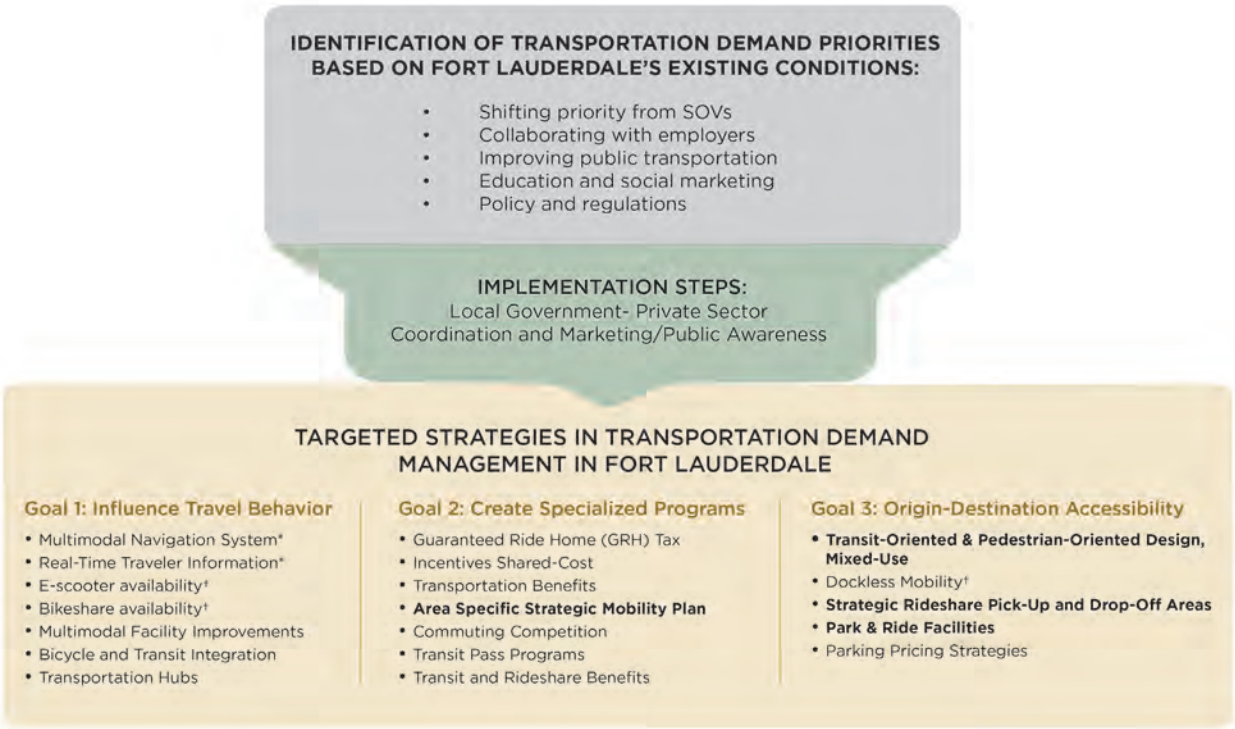
Transportation Demand Priorities based on Fort Lauderdale's existing conditions include:

- Shifting priority from Single Occupancy Vehicles (SOVs)
- Collaborating with employers
- Improving public transportation
- Education and social marketing
- Policy and regulations

Strategy goals include:

- Influence traveler behavior by providing alternative means of travel
- Create specialized programs that incentivize an alternative travel choice
- Encourage desirable user choices by making origins and destinations accessible by alternative transportation routines




IDENTIFICATION OF TRANSPORTATION DEMAND PRIORITIES BASED ON FORT LAUDERDALE'S EXISTING CONDITIONS:
Shifting priority from SOVs
Collaborating with employers
Improving public transportation
Education and social marketing
Policy and regulations
IMPLEMENTATION STEPS:
Local Government- Private Sector Coordination and Marketing/Public Awareness
TARGETED STRATEGIES IN TRANSPORTATION DEMAND MANAGEMENT IN FORT LAUDERDALE
Goal 1: Influence Travel Behavior
Multimodal Navigation System*
Real-Time Traveler Information*
E-scooter availability†
Bikeshare availability†
Multimodal Facility Improvements
Bicycle and Transit Integration
Transportation Hubs
Goal 2: Create Specialized Programs
Guaranteed Ride Home (GRH) Tax
Incentives Shared-Cost
Transportation Benefits
Area Specific Strategic Mobility Plan
Commuting Competition
Transit Pass Programs
Transit and Rideshare Benefits
Goal 3: Origin-Destination Accessibility
Transit-Oriented & Pedestrian-Oriented Design, Mixed-Use
Dockless Mobility†
Strategic Rideshare Pick-Up and Drop-Off Areas
Park & Ride Facilities
Parking Pricing Strategies

MOBILITY FEE ANALYSIS & RECOMMENDATIONS

The City would benefit from a mobility fee system – which would serve as an additional funding mechanism to fund priority multimodal infrastructure projects and potentially subsidize transit operations, while also serving as a land use regulation to help shape development patterns.

It is recommended for the City to develop a cohesive transportation vision in order to determine and prioritize a program of multimodal projects for implementation.

Capital Needs to Foster Livability

Mode	Additional Infrastructure Needed

 **Pedestrian**	• Sidewalks
	• Crosswalks
	• Traffic-calming measures
	• Landscaping/Trees
	  • Shade
	  • Buffers
	• Wayfinding signage
	• Lighting

 **Bike**	• Bike facilities • Bike parking • Bike lanes • Bike crosswalks • Wayfinding Signage
 **Bus**	• Park n Ride • Additional bus stop facilities • Safe access to bus stops
 **Rail**	• Trees (shade at stations) • Safer access to stations • Wayfinding to/ from stations
 **Auto**	• More convenient parking • Better access to/less congestion in garages • Improved signal timing

DEVELOPMENT REGULATIONS

Code Recommendations

Code modules were created for the implementation of updates to the land development code, addressing topics areas that are currently creating confusion among staff and applicants given to lack of clarity in the language and process.

Three distinct maps were created to regulate the planning area: Modal Priority Map, ABC Street Map, and a Character Zones Map.

Each of the priority street types provides policy direction for a public frontage standard. Public frontage standards are generally referred to in an urban setting as the curb to building face area.

The Modal Priority Framework Map provides quantitative and qualitative measures, by street type.

FIGURE 6 // MODAL PRIORITY MAP

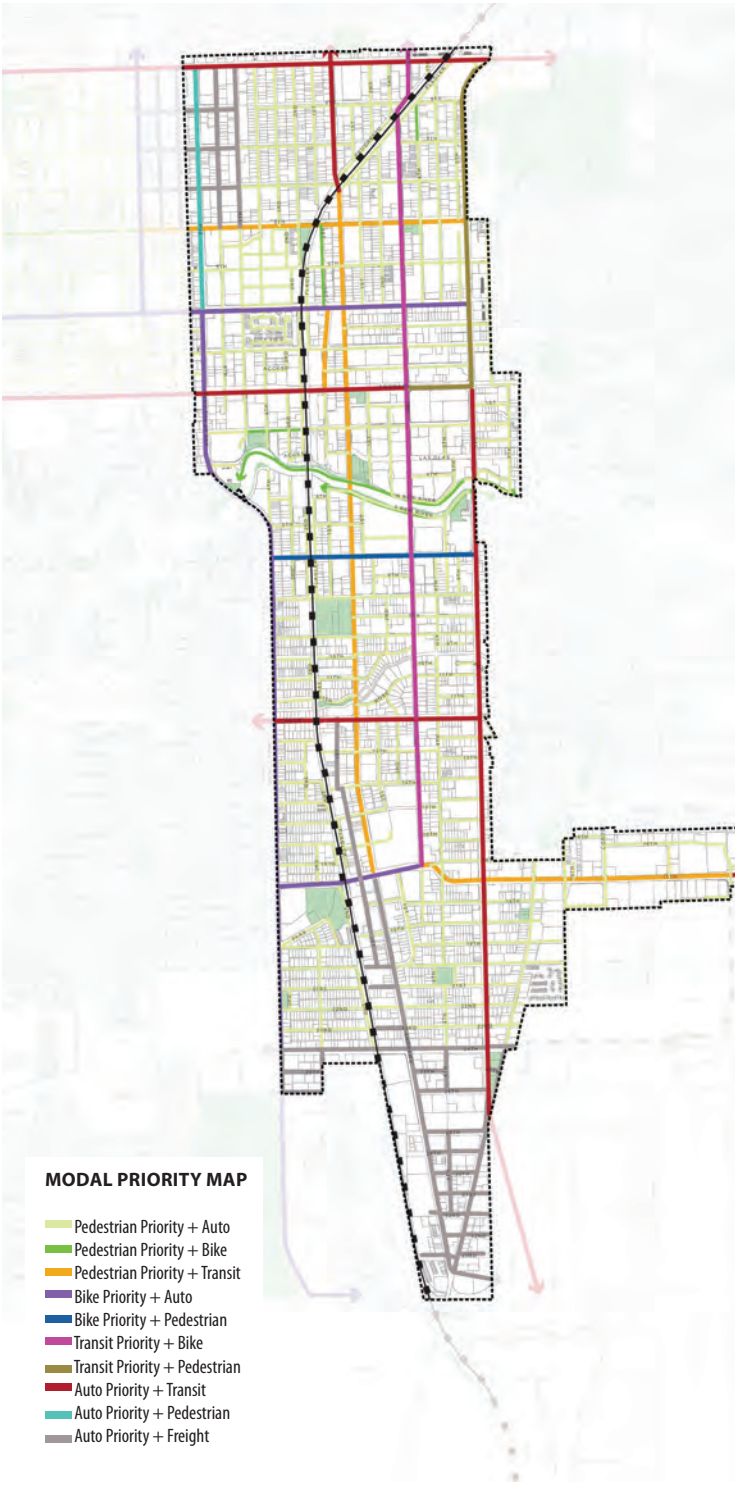
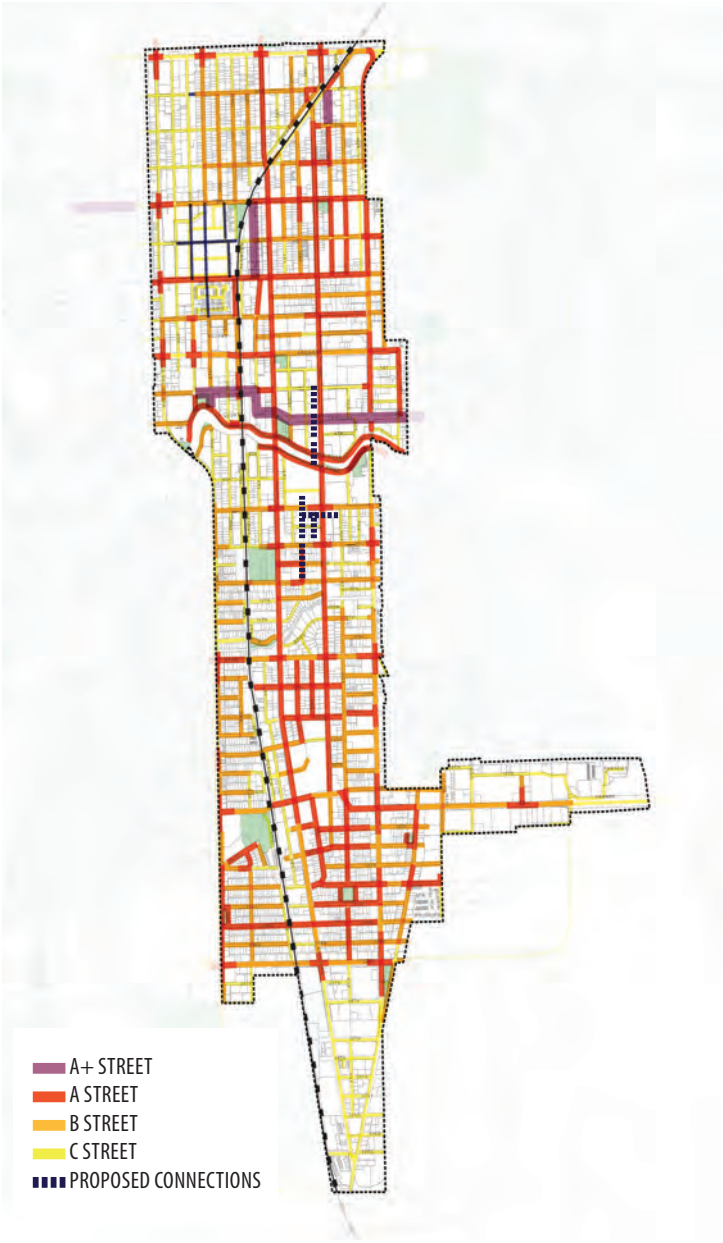
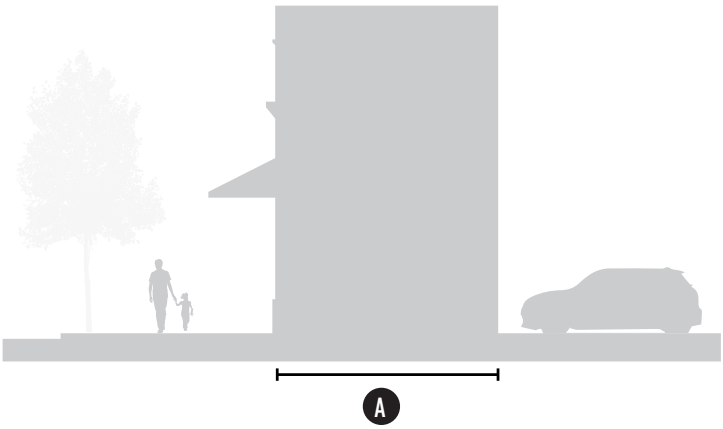


FIGURE 7 //ABC STREET MAP

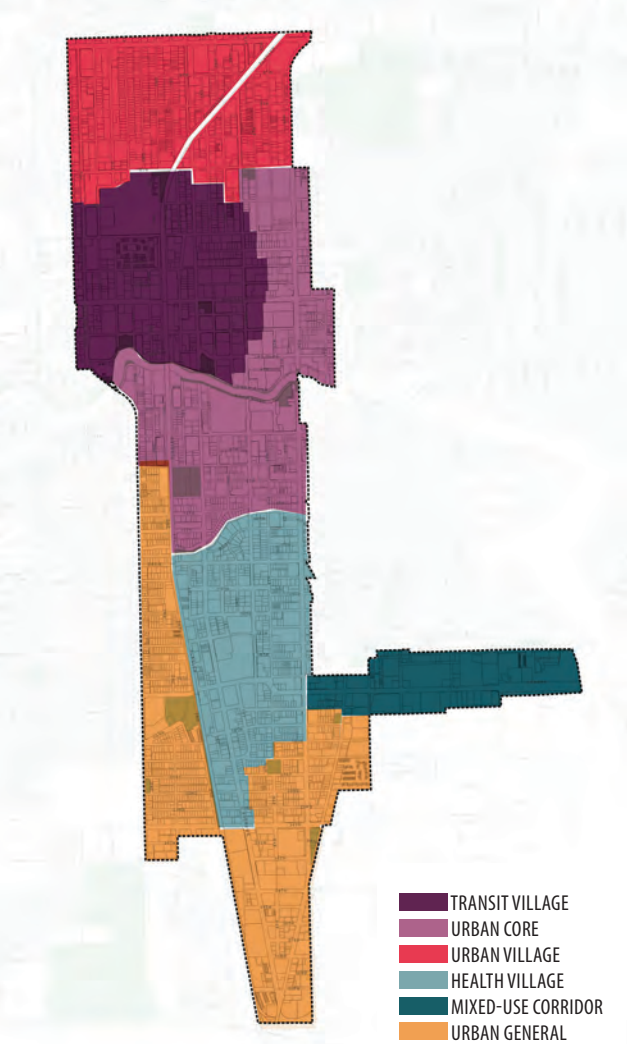


The ABC Street Map creates a context-based approach to establishing provisions to regulate the street wall and manage the quality of the street frontage provided, which influences the comfort of the pedestrian experience at ground level.



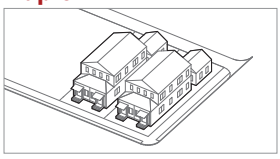
Surface Parking	A	**A+ Street:** Parking must not be visible from this street. **A Street:** Parking must not be visible from this street. (relief is allowed for sites with two A street frontages) **B Street:** Parking should be lined by a minimum habitable space of 20 ft deep but may be unlined provided that any length provided that the minimum frontage buildout stipulated in the building typology standards has been satisfied. For unlined portions, a streetscreen must be provided. (See streetscreen standards) **C Street:** Parking may be located to the front, rear and/or side of the building.

FIGURE 8 // CHARACTER ZONES MAP

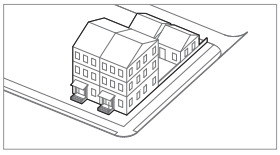


The Character Zones Map establishes 6 character zones within the planning area: Transit Village, Urban Core, Urban Village, Health Village, Mixed-Use Corridor, Urban General Character zones establish permitted building types. The building types provide a range of low, medium and high scale typology types. The purpose for building types is to provide a range of typologies that are helpful in managing size and scale, by character area. These typologies will also aid in addressing neighborhood compatibility.

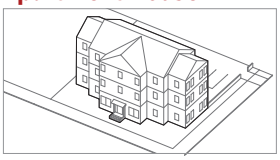
Duplex



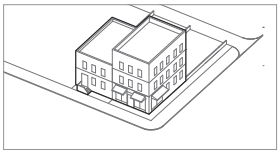
Row house



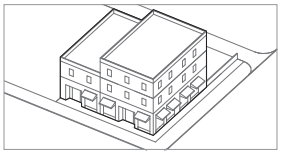
Apartment House



Live-work



Main Street Building / Small Retail Building



BUILDING TYPE	TRANSIT VILLAGE	URBAN CORE	URBAN VILLAGE	HEALTH VILLAGE	MIXED-USE CORRIDOR	URBAN GENERAL
Duplex		●	●			●
Row House	●		●		●	●
Apartment House	●		●	●	●	●
Live / Work	●		●	●	●	●
Main Street Building/ Small Retail	●	●	●	●	●	●

● Allowed

○ Conditional

(Blank) Not Permitted

INTERAGENCY COORDINATION

Inter-agency coordination was one of the top challenges identified through this planning process in relation to fostering the livable, walkable, and connected place the city wants to be.

Broward County and/or FDOT often play a significant role in the review and approval process of projects as there is often jurisdictional overlap and projects shall also comply with State and County standards for final approval when necessary.

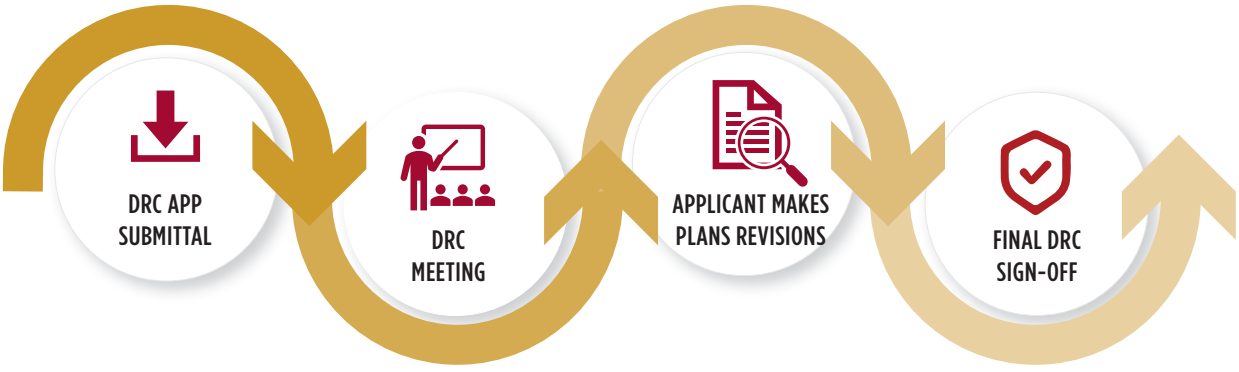
A lack of clarity related to development approval process and standards, and coordination gaps between the City of Fort Lauderdale, Broward County and FDOT staff have led to added costs and predictability challenges to the development community.

The City of Fort Lauderdale has high-level policies and standards within and around the downtown that sets a vision for the future that often conflicts with conventional standards (especially as they relate to access and street design) set by the partner agencies, challenging the City's ability to implement multimodal infrastructure according to their vision in order to make this area more walkable and livable. The City of Fort Lauderdale, Broward County and FDOT should resolve key critical items (misalignment of standards especially as they relate to flexibility and design expectations for urban contexts) that often come up through the review process to avoid getting continuously stuck in the same issues.

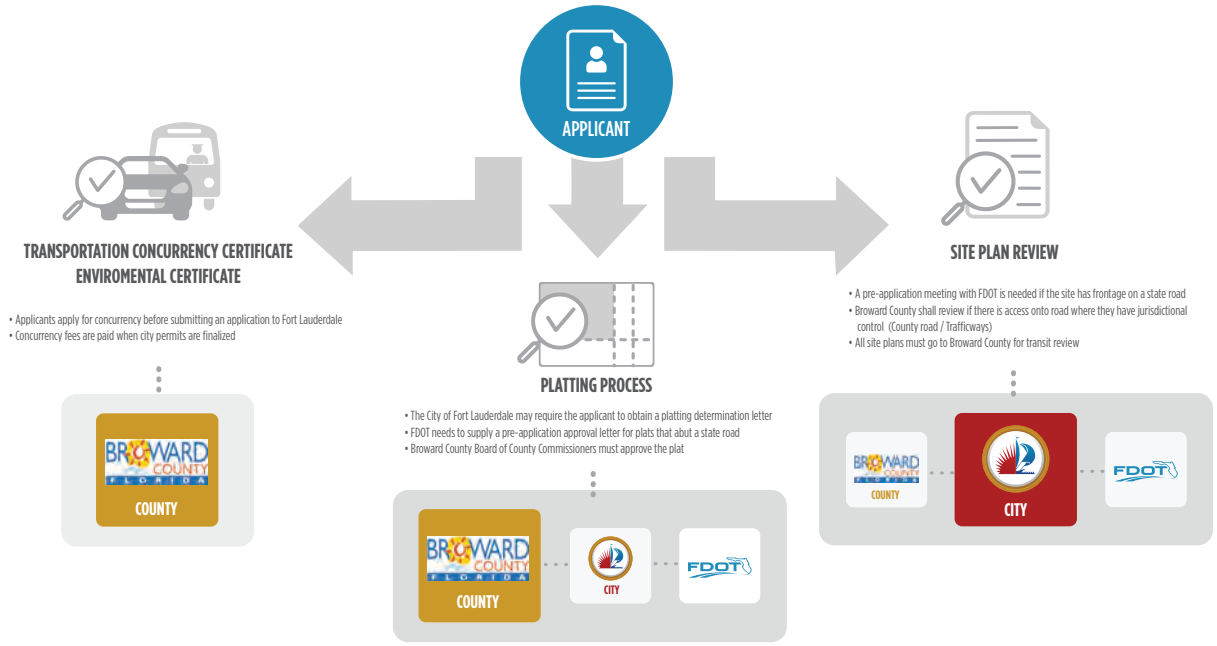
There isn't an existing mechanism to guide applicants through the necessary coordination needs with partner agencies during the site plan review process. Providing applicants with flowcharts that clearly communicate the processes in which an applicant needs to consult and coordinate with partner agencies can provide high level guidance.

The level of review provided at the early planning stages by County staff (when provided) and the inability to see completed plans with an adequate level of detail is a key factor contributing to the discrepancies faced by applicants as they attempt to pull required permits with the County/FDOT prior to pulling building permits with the City. The City should consider requiring a minor review from FDOT and Broward County prior to DRC sign off.

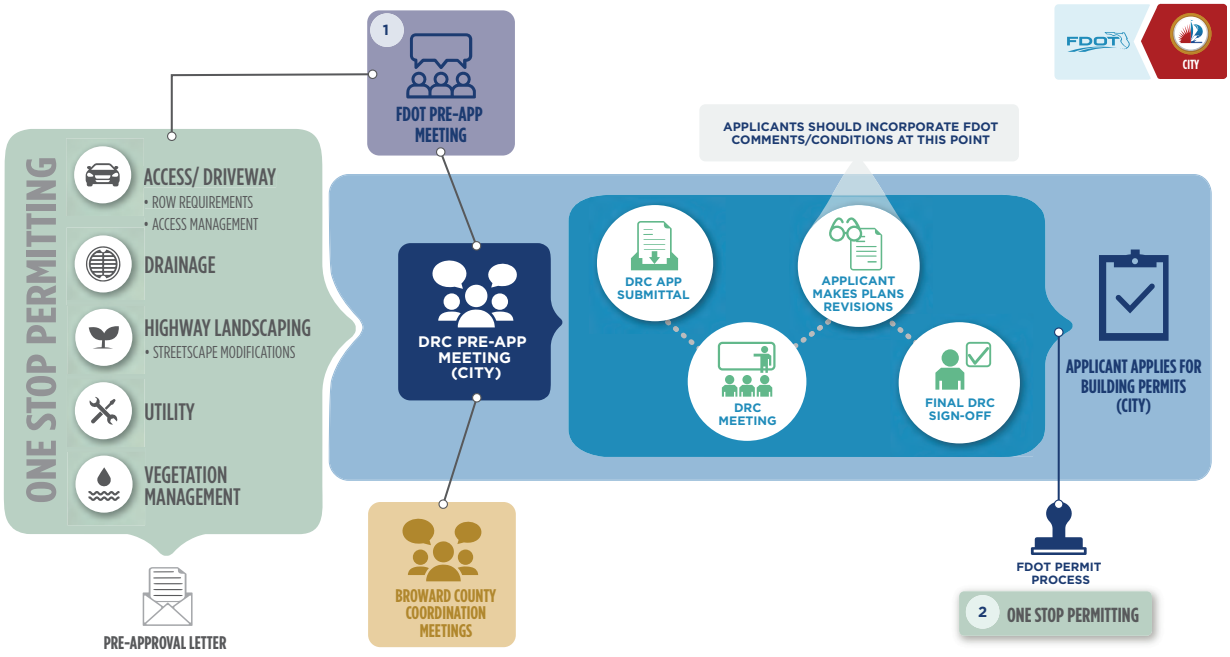
Agencies should figure out a way to share staff contact lists from the various development review teams across agencies to ensure interagency communication.



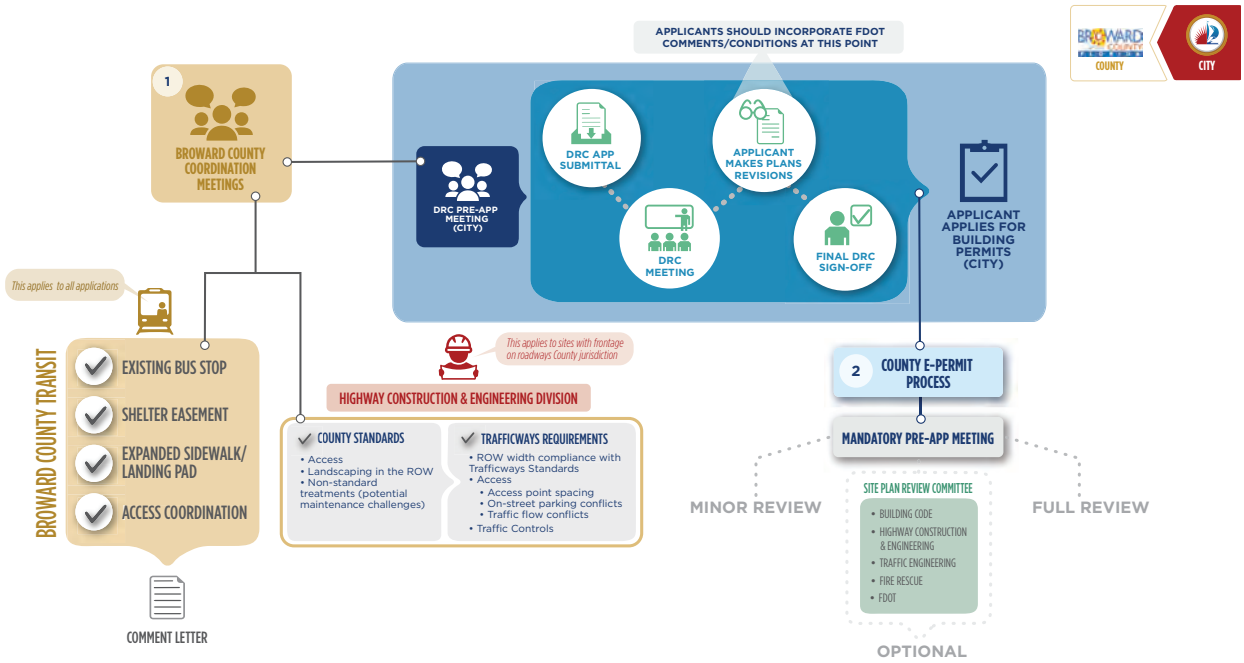
Overall Coordination



FDOT Coordination



Broward County Coordination

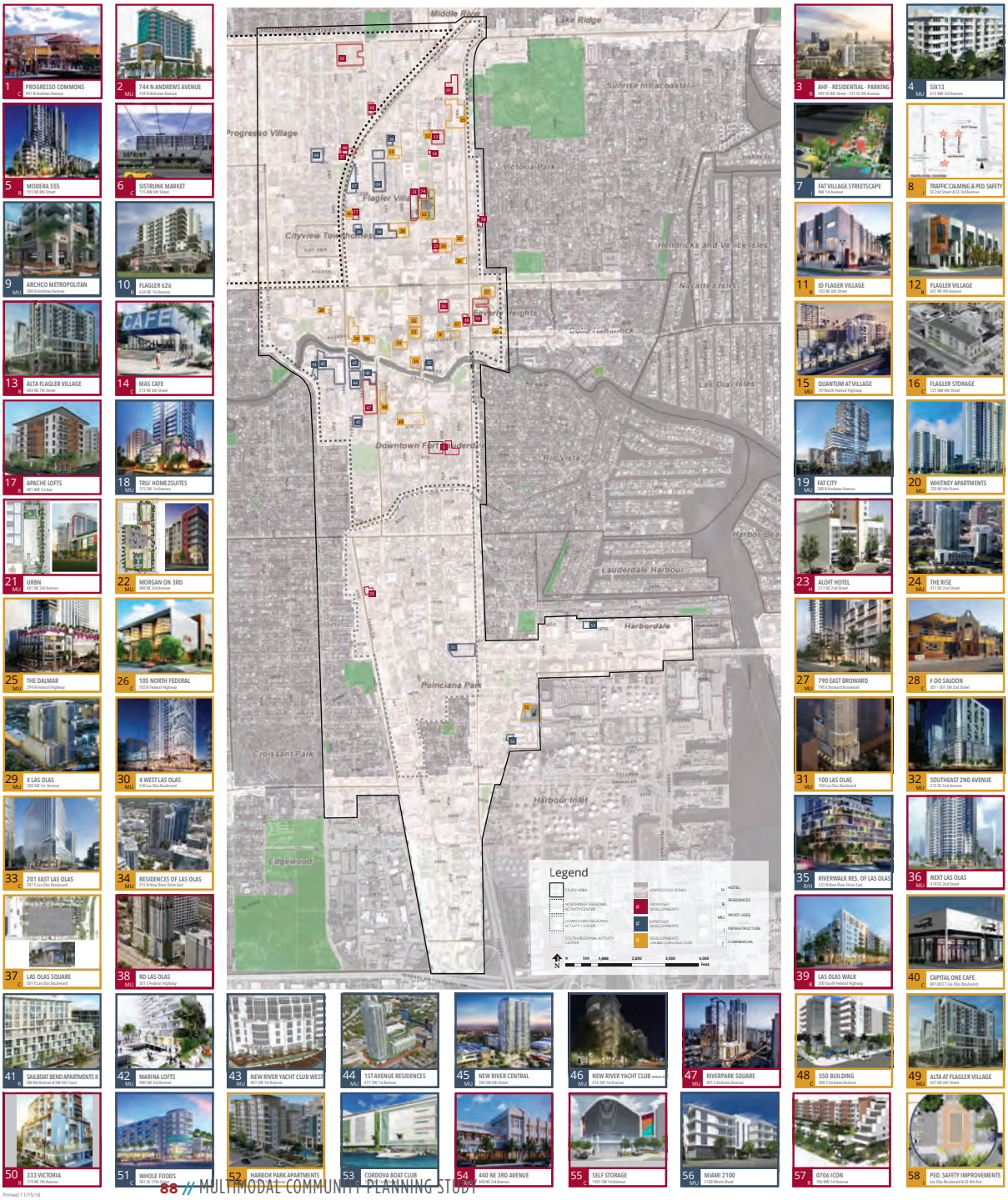


APPENDIX

1. Development Pipeline Summary map
2. Stakeholder Survey Summary Infographic
3. Online Survey Summary Infographic
4. Understanding Context & Needs Summary Infographic
5. Housing & Affordability Infographic
6. Pedestrian Use Criteria Table
7. Modal Priority Decision Making Framework
8. Review Process Coordination Flowcharts

NEXT STOP FORT LAUDERDALE

Development Pipeline Summary Map



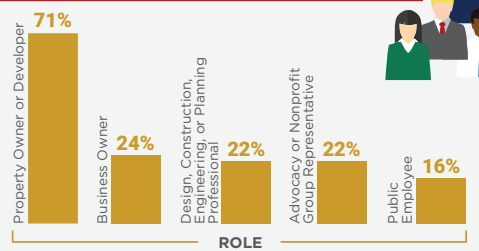
1 C PROGRESSO COMMONS
2 MU 744 N ANDREWS AVENUE
3 R AHF - RESIDENTIAL - PARKING
4 MU SIX13
5 MODERA 555
6 C SISTRUNK MARKET
7 FAT VILLAGE STREETSCAPE
8 I TRAFFIC CALMING & PED. SAFETY
9 MU ARCHCO METROPOLITAN
10 R FLAGLER 626
11 R ID FLAGER VILLAGE
12 R FLAGLER VILLAGE
13 MU ALTA FLAGLER VILLAGE
14 C MAS CAFE
15 MU QUANTUM AT VILLAGE
16 C FLAGLER STORAGE
17 MU APACHE LOFTS
18 MU TRU/ HOME2SUITES
19 MU FAT CITY
20 MU WHITNEY APARTMENTS
21 MU URBN
22 MU MORGAN ON 3RD
23 R ALOFT HOTEL
24 MU THE RISE
25 MU THE DALMAR
26 C 105 NORTH FEDERAL
27 MU 790 EAST BROWARD
28 C # 00 SALOON
29 MU X LAS OLAS
30 MU 4 WEST LAS OLAS
31 MU 100 LAS OLAS
32 MU SOUTHEAST 2ND AVENUE
33 C 201 EAST LAS OLAS
34 MU RESIDENCES OF LAS OLAS
35 R/H RIVERWALK RES. OF LAS OLAS
36 MU NEXT LAS OLAS
37 C LAS OLAS SQUARE
38 MU RD LAS OLAS
39 R LAS OLAS WALK
40 C CAPITAL ONE CAFE
41 R SAILBOAT BEND APARTMENTS II
42 MU MARINA LOFTS
43 MU NEW RIVER YACHT CLUB WEST
44 MU 1ST AVENUE RESIDENCES
45 MU NEW RIVER CENTRAL
46 MU NEW RIVER YACHT CLUB
47 MU RIVERPARK SQUARE
48 C 550 BUILDING
49 MU ALTA AT FLAGLER VILLAGE
50 333 VICTORIA
51 C WHOLE FOODS
52 HARBOR PARK APARTMENTS
53 CORDOVA BOAT CLUB
54 MU 440 NE 3RD AVENUE
55 C SELF STORAGE
56 MU MIAMI 2100
57 R 0706 ICON
58 I PED. SAFETY IMPROVEMENTS

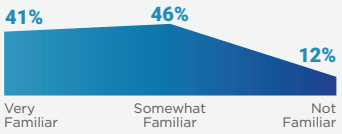
Printed 11/15/18

Stakeholder Survey

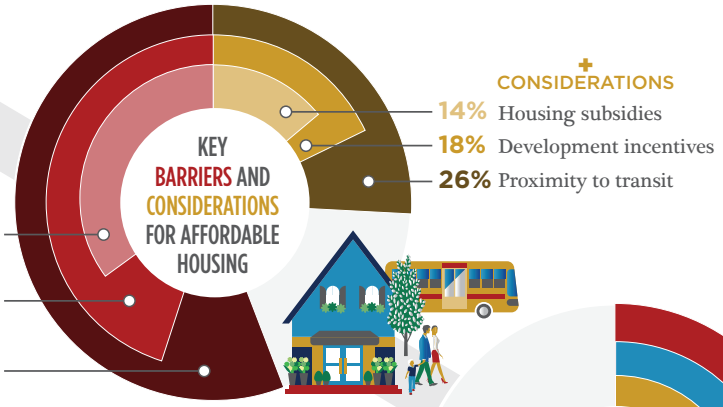
WHO DID WE HEAR FROM?

88 stakeholders responded to the survey





KEY BARRIERS AND CONSIDERATIONS FOR AFFORDABLE HOUSING



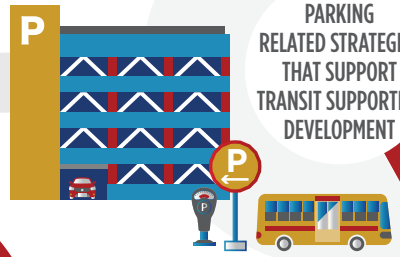
- BARRIERS

- Neighborhood opposition **35%**
- Cost of development **45%**
- Cost of land **56%**

+ CONSIDERATIONS

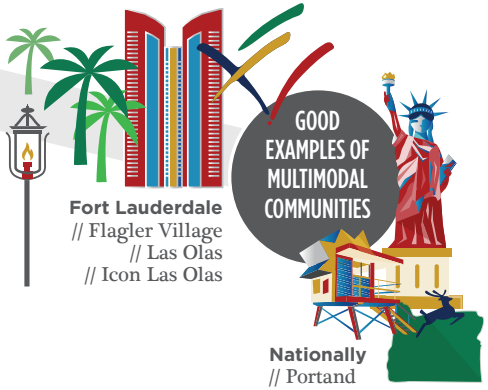
- **14%** Housing subsidies
- **18%** Development incentives
- **26%** Proximity to transit

PARKING RELATED STRATEGIES THAT SUPPORT TRANSIT SUPPORTIVE DEVELOPMENT



- **25%** Shared parking policies
- **30%** Proper wayfinding to garages
- **42%** Transit incentives to reduce parking demand

GOOD EXAMPLES OF MULTIMODAL COMMUNITIES



Fort Lauderdale
// Flagler Village
// Las Olas
// Icon Las Olas

Nationally
// Portand
// New York City
// Brickell and South Beach

TOP THREE ELEMENTS OF PROSPEROUS, COMPACT, AND LIVABLE PLACE

- **34%** Affordable housing
- **38%** Frequent and accessible transit
- **39%** Comfortable walking/biking facilities

- REGULATORY CHALLENGES

- Lack of flexibility **20%**
- Vague regulations **23%**
- Complicated review process **30%**

STRATEGIES THAT BEST SUPPORT WALKABLE COMMUNITIES

- **44%** Ground-floor retail
- **48%** Continuous sidewalks
- **53%** Multimodal transportation options
- **57%** Shaded paths

Percentages may not add up to 100% because respondents were allowed to select more than one option.

NEXT STOP FORT LAUDERDALE

Online Survey Results

The purpose of this study is to advance the City's vision to enhance quality of life in our community by fostering places that are walkable, connected, and livable.

This survey addressed topics related to multimodal infrastructure, land use, mobility strategies, and regulations. The outreach was targeted to the general public and focused on gauging perceptions about aspects related to becoming a walkable and livable community that people care or are concerned about.

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499 RESPONSES

LIVE HERE

WORK HERE

VISIT HERE

LIVABILITY TOP PRIORITIES

#1 LIVE/WORK/PLAY I N THE SAME PLACE

#2 STRONG LOCAL ECONOMY

#3 ENVIRONMENTAL QUALITY (WATER & AIR)

MOBILITY TOP PRIORITIES

#1 STREETS THAT MAKE WALKING AND BIKING SAFE, EFFICIENT AND ENJOYABLE

#2 ENCOURAGE WALKING, BIKING AND USE OF TRANSIT

#3 REDUCE STREET CONGESTION

MOST COMFORTABLE FOR WALKING/CROSSING

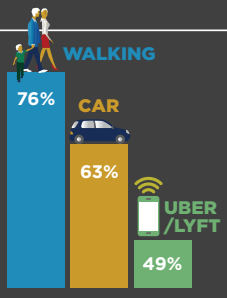
1 SHARED STREET

2 MAIN STREET

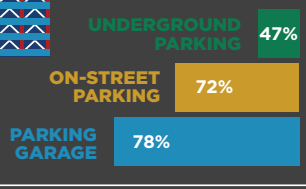
3 BOULEVARD

MOST APPEALING MODES OF TRANSPORTATION TO GET AROUND

* PERCENTAGES ARE BASED ON FIRST, SECOND, AND THIRD CHOICES



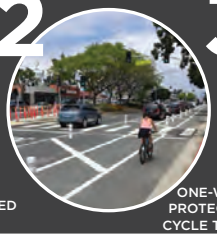
PREFERRED PARKING OPTIONS WITHIN THE URBAN CORE



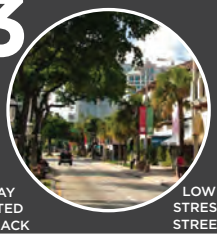
MOST COMFORTABLE FOR BIKING

1 SEPARATED BIKEWAY

2 ONE-WAY PROTECTED CYCLE TRACK



3 LOW STRESS STREET



PLACEMAKING TOP PRIORITIES

#1 BUILDINGS THAT MAKE WALKING SAFE AND PLEASANT

#2 MEET DAILY NEEDS WITHIN WALKING DISTANCE

#3 HOUSING AFFORDABILITY

TOP 3 HOUSING TYPES

1 MID-RISE APARTMENT BUILDINGS

2 TOWNHOMES

3 APARTMENT BLOCKS

90% MULTIMODAL COMMUNITY PLANNING SURVEY

PUBLIC SPACES

PREFERRED BY THOSE WHO LIVE HERE

1 SQUARES
2 RIVERWALK
3 CITY PARKS

PREFERRED BY THOSE WHO WORK OR VISIT HERE

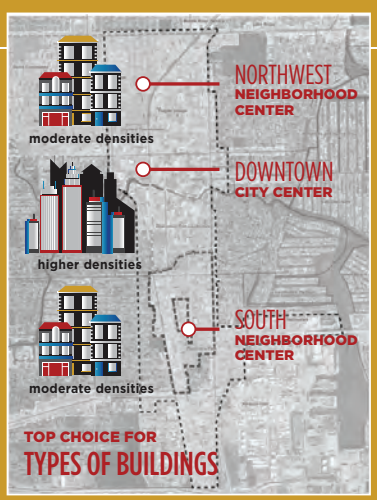
1 RIVERWALK
2 PEDESTRIAN STREETS
3 SQUARES

PREFERRED TYPES OF USES IN AN URBAN NEIGHBORHOOD

#1 RESTAURANTS

#2 NEIGHBORHOOD RETAIL

#3 SCHOOLS/ LIBRARIES/ MUSEUMS



WOULD YOU CONSIDER LIVING THERE?

UNDERSTANDING CONTEXT & NEEDS

NEXT STOP FORT LAUDERDALE
Advancing the Vision

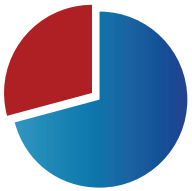
Market

Livable communities with integrated live, work, and play opportunities create a strong market demand.

Survey Data Summary

This study has been designed to help the City advance its vision to enhance the quality of life in our community by making our neighborhoods walkable, connected, and accessible for everyone.

PLANNING AREA DESIRABILITY



29% NO

71% YES

- Too expensive
- I prefer single-family housing
- Too crowded
- Too much noise and traffic
- I love my current neighborhood

LOOKING AHEAD

PEOPLE WOULD LIKE TO SEE MORE:

- WALKABLE PLACES
- CONVENIENCE RETAIL
- NEARBY PLACES TO WALK TO
- TRANSPORTATION OPTIONS TO GET AROUND NEARBY DESTINATIONS

LOOKING INTO THE FUTURE PEOPLE SEE FORT LAUDERDALE HAVING:

- A THRIVING DOWNTOWN (LIVE/WORK/PLAY)
- WORLD-CLASS AMENITIES TO BE A LEADING DESTINATION
- BETTER INFRASTRUCTURE
- AN EFFICIENT TRANSPORTATION/TRANSIT SYSTEM

TOP PLANNING AREA CONCERNS

Rated on a 1-5 scale from least concerning to most.

Preferred transportation options people would like to see more available:

Percentages do not add up to 100% because respondents were allowed to select more than one option.

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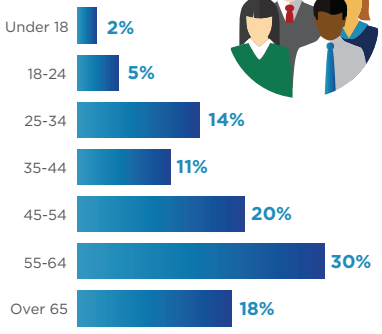
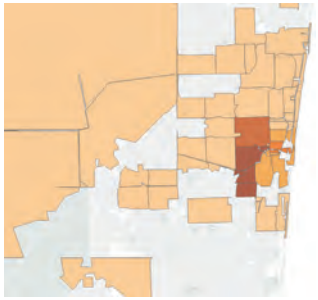
WHO RESPONDED

30% live
22% live-work-play
10% live-play
9% work
9% play
6% live-work
14% other

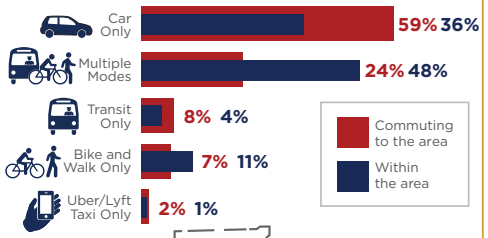
AGE

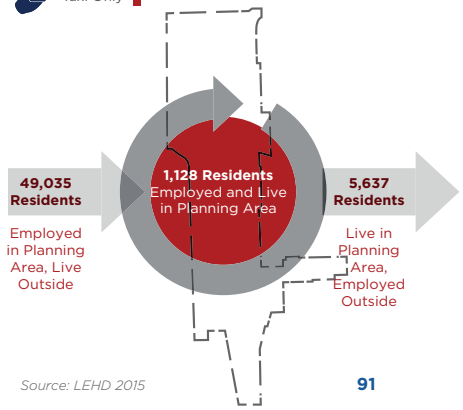


HOME ZIP CODE



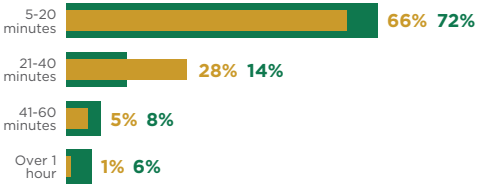
GETTING AROUND

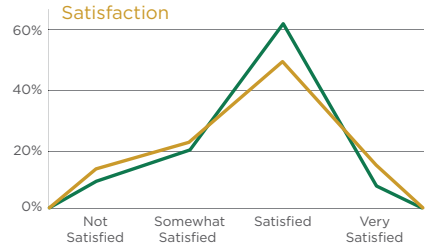




Source: LEHD 2015

COMMUTE TIME

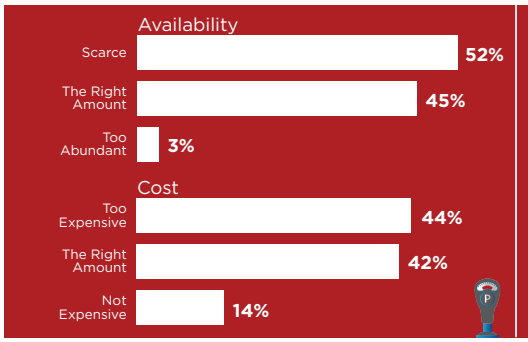




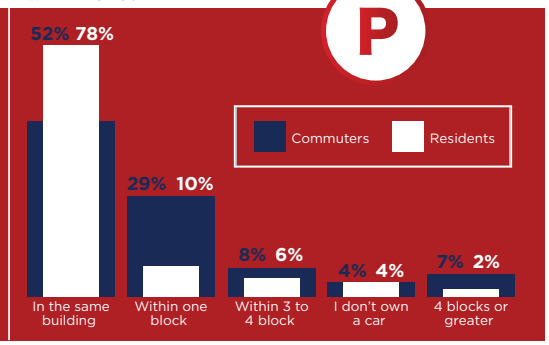
Parking Supply, Cost and Location

The design and management of parking supply can affect the livability and walkability of downtowns/neighborhoods. One of the most pressing parking related challenges is to find the right balance between supply and demand as parking influences the character, form, function and flow of our communities.

PARKING



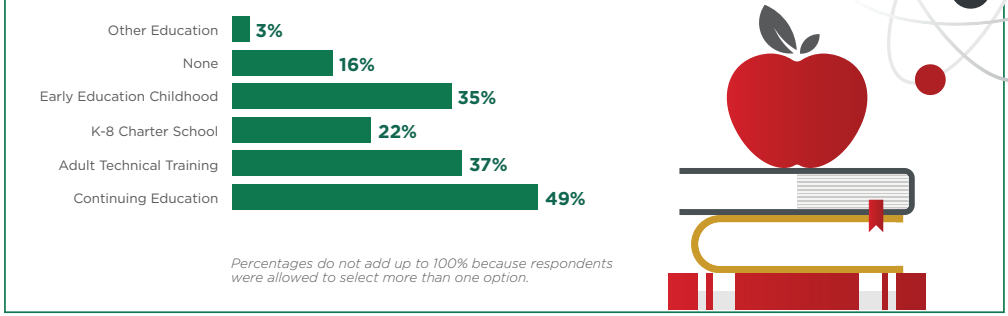
WHERE DO YOU PARK?



Education

Access to quality education is important to the long-term livability of cities and neighborhoods.

EDUCATION OPPORTUNITIES

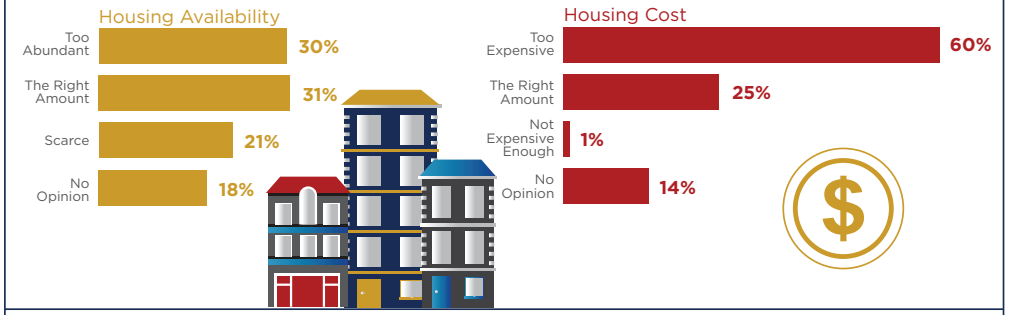


Percentages do not add up to 100% because respondents were allowed to select more than one option.

Housing and Transportation

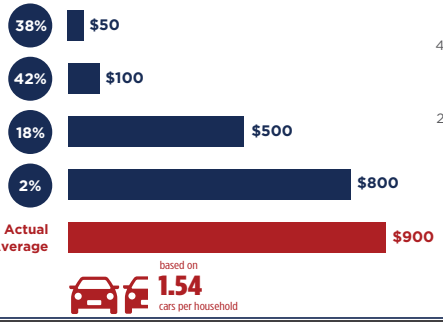
The proportion of household budget that goes towards paying for housing and transportation has risen dramatically over the last decade.

HOUSING AND TRANSPORTATION AFFORDABILITY

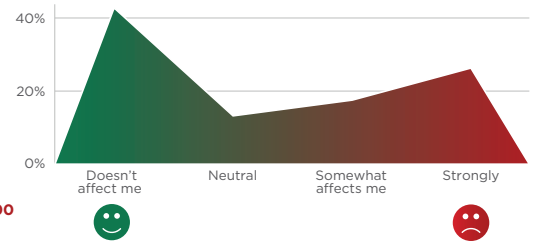


Transportation costs are typically a household's second-largest expenditure. For the Fort Lauderdale area transportation costs average $900/month (cost reflects the average 1.54 cars and 17,780 VMT per household in Fort Lauderdale). *Source: Center by Neighborhood Technology (www.cnt.org)*

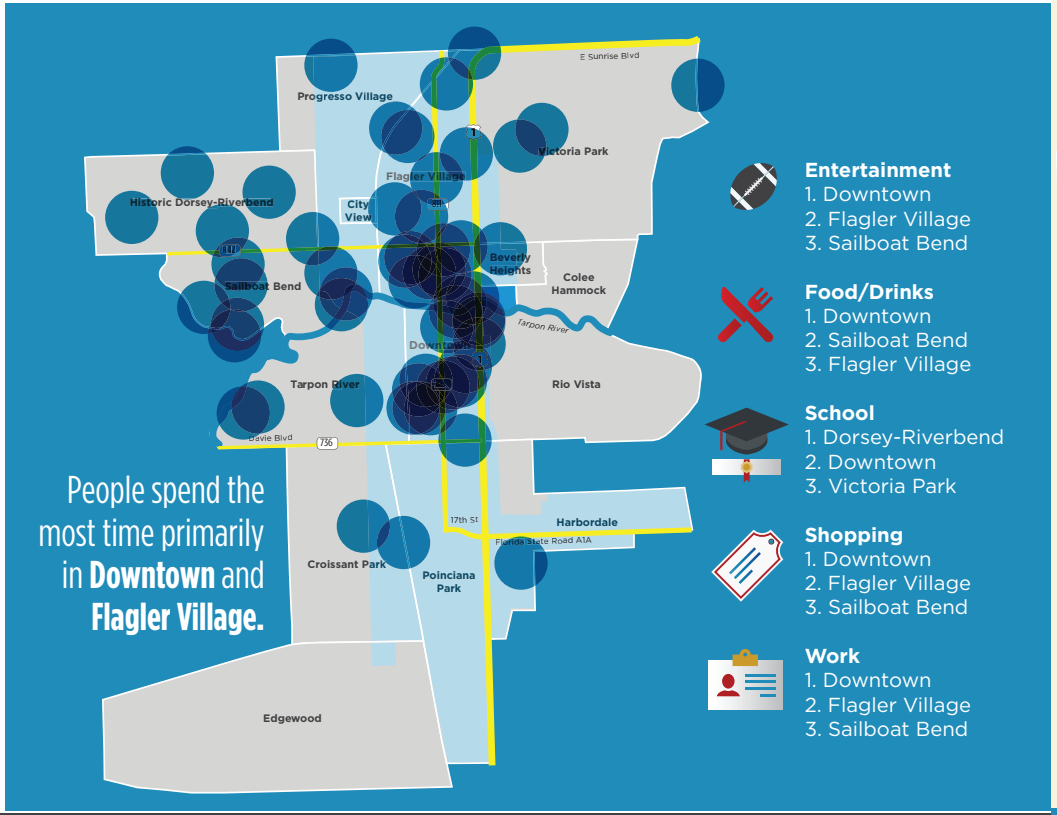
What do you spend per month on transportation?



Do housing expenses lead to difficult budget trade-offs?



WHERE ARE PEOPLE SPENDING MOST OF THEIR TIME?



HOUSING AND AFFORDABILITY

NEXT STOP Fort Lauderdale
Advancing the Vision

WHY?

The purpose of the Next Stop Fort Lauderdale study is to advance the City's vision to enhance quality of life by making our neighborhoods

connected, livable, and walkable

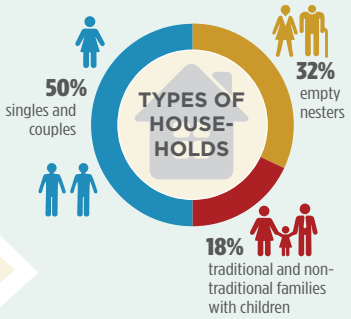
WHERE?

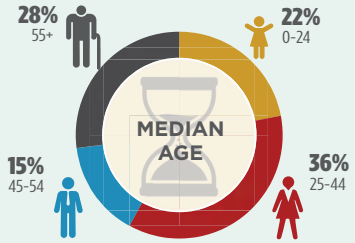
Fort Lauderdale is a neighborhood of neighborhoods.

The Planning Area comprises some of the city's most vibrant, visited, lived in and worked in spaces.

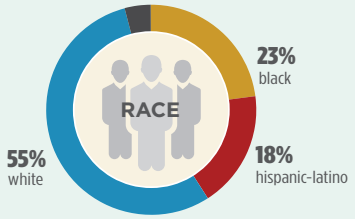
WHO? Here's who lives and works in the Planning Area today.

Planning Area Population: 16.5 K | Planning Area Households: 8K





DEMOGRAPHIC SNAPSHOT



Population change, 2000– 2016

+45% white
+48% hispanic
-25% black

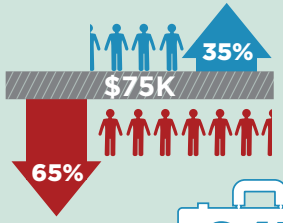
PLANNING AREA OVERVIEW

41 is the median age in the Planning Area: generally younger than the city overall.

80% of households in the planning area are 1-2 person.

44% of study area residents have a bachelor's degree or higher. This is 8% higher than the citywide average.

Average Income and Wages in the Area



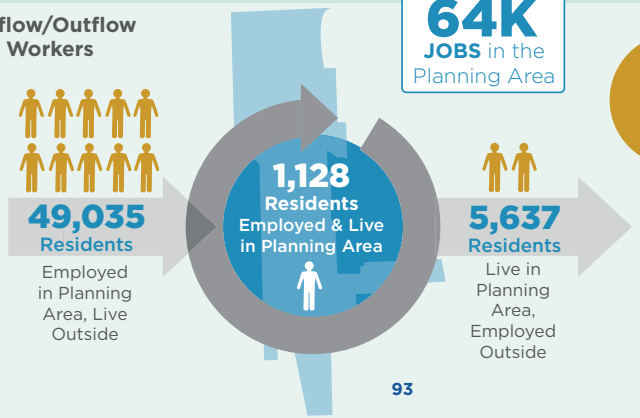
44% high wages ($40K+)
37% medium wages ($15K—40K)
19% low wages ($15K or less)

19% live **below poverty level**

79,215 people commute to work in Fort Lauderdale daily.

7.7 miles is the median commute distance.

Inflow/Outflow of Workers



64K JOBS in the Planning Area

Employment by Industry

HOUSING AND AFFORDABILITY

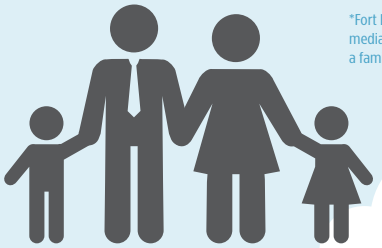
NEXT STOP Fort Lauderdale
Advancing the Vision

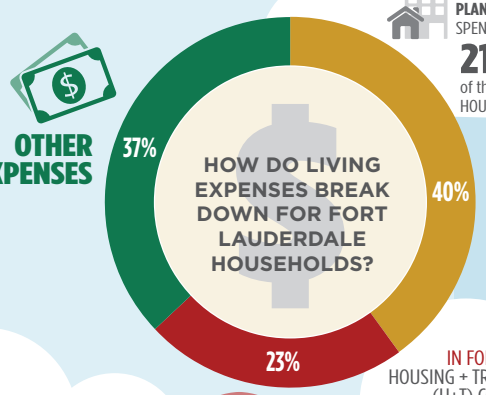
AFFORDABILITY

The median family income (MFI) in Fort Lauderdale/ Broward County is:

$65,700*

*Fort Lauderdale MSA area median family income for a family of four.





OTHER EXPENSES

HOUSEHOLDS IN THE **PLANNING AREA** SPEND BETWEEN **21–60%** of their income on HOUSING

HOUSING

HOUSEHOLDS IN THE **PLANNING AREA** SPEND BETWEEN **18–20%** of their income on TRANSPORTATION

TRANSPORTATION

IN FORT LAUDERDALE HOUSING + TRANSPORTATION (H+T) COMBINED COSTS

63% OF A FAMILY'S INCOME

A COMBINED H+T INDEX OF **45%** IS CONSIDERED AFFORDABLE

SOURCE: Center by Neighborhood Technology

Transportation Costs for the Fort Lauderdale Area

$920 average spent each month

1.54 cars per household

17,780 average household vehicle miles traveled

A considerable number of households pay more than **30%** of income on rent.

Who wants to rent apartments or lofts in the planning area?

56% Have incomes below 80% MFI (under $45,000)

44% Have incomes above 80% MFI (over $58,000)

HOUSING MARKET POTENTIAL

THE FUTURE

6,745 is the annual average number of target households who may choose to live in the Planning Area (per year over 5 years) - Who are they?

68% **SINGLES & COUPLES**
Over 56% of the households in this segment make between less 45K and less than 53K

22% **EMPTY NESTERS & RETIREES**
Over 55% of households in this segment have incomes at or over 45K

10% **FAMILIES**
Over 57% of households in this segment make beween less than 52K and less than 65K

New residents would likely be moving from:

FTL **41%**
County **25%**
Tri-county area **17%**
Outsiders **17%**

Housing Preferences

62% Rental loft apartments

15% For-sale urban houses

9% For-sale townhomes

14% For-sale condos

HOUSING MARKET SUPPLY

The Planning Area is majority renter-occupied

76% RENTER-OCCUPIED

24% OWNER-OCCUPIED

Rental ranges by unit type

$1,549–$1,700 1 BR / STUDIO
$2,200–$3,000 2 BR
$3,500–$5,700 3 BR

For-sale unit price ranges

$409k – $700k
MOST NEW UNITS ARE ABOVE $600K

HOUSING MARKET ABSORBTION

Potential Annual Capture / Rate of 25% for new rentals & 15% for new for-sale

Of the annual average market over the next 5 years - by housing type

	Below 50% MFI	50%–80% MFI	80%–120% MFI	120% MFI and up
rental units	320-399	149-186	134-168	233-291
for-sale condo units	30-45	16-24	15-26	30-45
for-sale townhouse units	22-32	11-15	10-16	19-29
for-sale urban houses	30-46	18-27	18-27	37-55

SOURCE: Zimmerman/Volk Associates, Inc.

Housing Market Potential

Analysis quantifies the number of units that could be absorbed in the Planning Area.

100% MFI OR ABOVE

1-3 PERSON HOUSEHOLDS

MIGRATION & MOBILITY
DEMOGRAPHICS / LIFESTYLE
INCOME

Who does the market serve?

$675–817/MONTH IS THE MOST THE AVERAGE LOW OR MIDDLE WAGE WORKER CAN AFFORD IN RENT

WORKERS COMMUTE FAR FROM AFFORDABLE NEIGHBORHOODS

What are the unmet affordability needs?

HOUSING MARKET POTENTIAL + ABSORPTION

HOUSING AND AFFORDABILITY

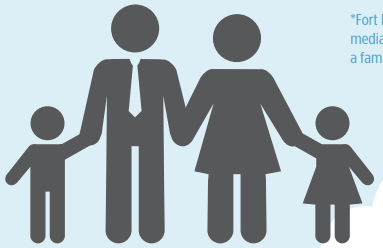
NEXT STOP Fort Lauderdale
Advancing the Vision

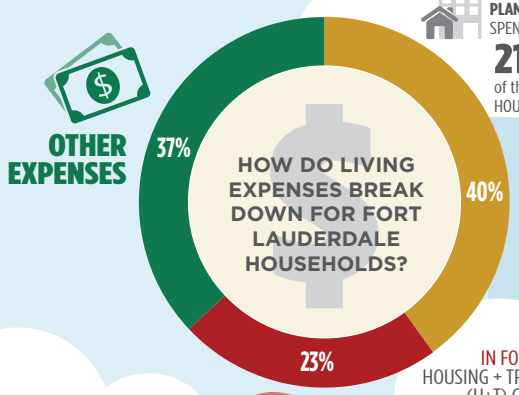
AFFORDABILITY

The median family income (MFI) in Fort Lauderdale/ Broward County is:

$65,700*

*Fort Lauderdale MSA area median family income for a family of four.





OTHER EXPENSES

HOUSEHOLDS IN THE **PLANNING AREA** SPEND BETWEEN **21-60%** of their income on HOUSING

HOUSING

HOUSEHOLDS IN THE **PLANNING AREA** SPEND BETWEEN **18-20%** of their income on TRANSPORTATION

TRANSPORTATION

IN FORT LAUDERDALE HOUSING + TRANSPORTATION (H+T) COMBINED COSTS **63%** OF A FAMILY'S INCOME

A COMBINED H+T INDEX OF **45%** IS CONSIDERED AFFORDABLE

SOURCE: Center by Neighborhood Technology

Transportation Costs for the Fort Lauderdale Area

$920 average spent each month

1.54 cars per household

17,780 average household vehicle miles traveled

Who wants to rent apartments or lofts in the planning area?

A considerable number of households pay more than **30%** of income on rent.

56% Have incomes below 80% MFI (under $45,000)

44% Have incomes above 80% MFI (over $58,000)

HOUSING MARKET POTENTIAL

THE FUTURE

6,745 is the annual average number of target households who may choose to live in the Planning Area (per year over 5 years) - Who are they?

68% SINGLES & COUPLES
Over 56% of the households in this segment make between less 45K and less than 53K

22% EMPTY NESTERS & RETIREES
Over 55% of households in this segment have incomes at or over 45K

10% FAMILIES
Over 57% of households in this segment make beween less than 52K and less than 65K

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Who does the market serve?

What are the unmet affordability needs?

HOUSING MARKET POTENTIAL + ABSORPTION

PEDESTRIAN USE: STREET CATEGORIES

NEXT STOP Fort Lauderdale Advancing the Vision

QUANTITATIVE MEASURES

QUALITATIVE MEASURES

	TRIP TYPE	EXPECTED PEDESTRIAN VOLUME	PEDESTRIAN TYPE	LEVEL OF COMFORT (LTS)	LAND USE CONTEXT	BUILDING SETBACK	ROADWAY CHARACTERISTICS	KEY ELEMENTS OF SUCCESS
Neighborhood Use Street	Inter-community trip		Family/ residents	1-2	Residential	Up to 25 feet	Travelway • On-street parking: YES • Total number of travel lanes: 1-2 • Median presence : NO • Curb and Gutter: Maybe • Bike Parking: NO Street Side • Sidewalk presence: At least on one side • Sidewalk width: 5' (MINIMUM) • Driveway Use: LOW • Street Trees: YES • Street Furnishings (pedestrian scale lighting, furnishings etc.): NO	• Presence of trees / shade • Continuous and unobstructed sidewalk
Community Street	Mix of trips to commercial/ community amenities and daily commuting		Family/ residents	2-3	Mostly mix of residential and	Up to 40 feet	Travelway • On-street parking: YES • Total number of travel lanes: 2 • Median presence: MAYBE • Curb and Gutter: YES • Bike Parking: YES Street Side • Sidewalk presence: On Both Sides • Sidewalk width: 5'-12' • Driveway Use: Medium • Street Trees: YES • Street Furnishings (pedestrian scale lighting, furnishings etc.): MAYBE	• Presence of trees / shade • Pedestrian-scaled lighting • Awnings • Sidewalk on both sides • Access to community amenities
Link Street	Mix of community connections and commuter trips		Family/ residents, transit users, employees/ workers	2-3	Mostly commercial/ office/ institutional uses	Up to 60 feet	Travelway • On-street parking: MAYBE • Total number of travel lanes: 3-4 • Median presence: MAYBE • Curb and Gutter: YES • Bike Parking: YES Street Side • Sidewalk presence: On Both Sides • Sidewalk width: 5'-12' • Driveway Use: MEDIUM • Street Trees: YES • Street Furnishings (pedestrian scale lighting, furnishings etc.): YES	• Presence of trees / shade • Pedestrian-scaled lighting • Awnings • Sidewalk on both sides • Access to community amenities • Bus stops/Shelters
Main Street	Leisure/entertainment		Visitors, families, transit users, residents	N/A	Mixed-used/ commercial	Up to 15 feet	Travelway • On-street parking: YES • Total number of travel lanes:2-4 • Median presence: MAYBE • Curb and Gutter: YES • Bike Parking: YES Street Side • Sidewalk presence: ON BOTH SIDES • Sidewalk width: >12' • Driveway Use: HIGH • Street Trees: YES • Street Furnishings (pedestrian scale lighting, furnishings etc.): YES	• Presence of trees / shade • Pedestrian scaled streetscape elements • Awnings • Buildings up to the street • Active groundfloor • On-street parking • High emphasis crosswalks at every intersection • Pick-up / drop-off zones

PEDESTRIAN USE

QUANTITATIVE MEASURES

QUALITATIVE MEASURES

	TRIP TYPE	EXPECTED PEDESTRIAN VOLUME	PEDESTRIAN TYPE	LEVEL OF COMFORT (LTS)	LAND USE CONTEXT	BUILDING SETBACK	ROADWAY CHARACTERISTICS	KEY ELEMENTS OF SUCCESS
Utility Street	Transit connection for commuter/regional trips		Commuters	4	Single land use/ stand-alone commercial	>60 feet	Travelway • On-street parking: NO • Total number of travel lanes:4-7 • Median presence: MAYBE • Curb and Gutter: YES • Bike Parking: NO Street Side • Sidewalk presence: On Both Sides • Sidewalk width: 5' • Driveway Use: High • Street Trees: MAYBE • Street Furnishings (pedestrian scale lighting, furnishings etc.): MAYBE	• Minimum standard sidewalks • Bus stops/Shelters • Safe pedestrian crossing opportunities • Lighting
Industrial Street	Industrial work trips		Limited Use	4	Industrial	>60 feet	Travelway • On-street parking: MAYBE • Total number of travel lanes: 2-4 • Median presence: NO • Curb and Gutter: MAYBE • Bike Parking: NO Street Side • Sidewalk presence: At least on one side • Sidewalk width: 5' • Driveway Use: Medium • Street Trees: MAYBE • Street Furnishings (pedestrian scale lighting, furnishings etc.): NO	• Minimum Standard Sidewalk

Decision-Making Framework

Pedestrian Priority Streets

- For **Main Streets**, the primary user is always the pedestrian
- For **Neighborhood-Use Streets**, the primary user is always the pedestrian (except when on a special condition, bicycle users can be considered the primary user)
- **Link Streets** have the potential of having segments where pedestrians can be considered the primary user based on special roadway characteristics and land use context

Multimodal Community Planning Study- Modal Priority Map

Decision-Making Framework

Transit Priority Streets

- Along KEY **Community Streets**, transit can be considered the primary user OR secondary user based on roadway characteristics and land use context
- On key segments of **Utility Streets** transit can be considered the primary user and pedestrians can be considered the secondary user based on land use context.
- For **Utility Streets**, transit is almost always considered the secondary users

Multimodal Community Planning Study- Modal Priority Map

Decision-Making Framework

Bike Priority Streets

- For **Community Streets** and **Link Streets,** bicycle users can be considered primary or secondary users
- Along KEY **Main Streets**, bicycle users can be considered secondary users
- Along KEY **Neighborhood Use Streets**, bicycle users can be considered primary users *(these streets are identified as supporting facilities in the bike facilities map per LTS analysis)*

**KEY Main Streets:*

- *Have a connecting function to major destinations*
- *Are considered a distinct entertainment district*
- *Have a higher intensity of mixed uses*

Multimodal Community Planning Study- Modal Priority Map

Decision-Making Framework

Auto Priority Streets

- For **Utility Streets**, the primary users is always auto/freight
- For **Utility Streets**, transit is almost always considered the secondary users
- Key **Utility Streets** have the potential of having segments where pedestrians can be considered the secondary user based on land use context

Multimodal Community Planning Study- Modal Priority Map

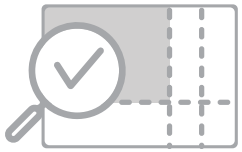
DEVELOPMENT APPROVAL PROCESSES

NEXT STOP FORT LAUDERDALE

TRANSPORTATION CONCURRENCY CERTIFICATE
ENVIROMENTAL CERTIFICATE

- Applicants apply for concurrency before submitting an application to Fort Lauderdale
- Concurrency fees are paid when city permits are finalized

COUNTY



PLATTING PROCESS

- The City of Fort Lauderdale may require the applicant to obtain a platting determination letter
- FDOT needs to supply a pre-application approval letter for plats that abut a state road
- Broward County Board of County Commissioners must approve the plat

COUNTY

CITY

FDOT

SITE PLAN REVIEW

- A pre-application meeting with FDOT is needed if the site has frontage on a state road
- Broward County shall review if there is access onto road where they have jurisdictional control (County road / Trafficways)
- All site plans must go to Broward County for transit review

COUNTY

CITY

FDOT

SITE PLAN REVIEW PROCESS/ COORDINATION

NEXT STOP FORT LAUDERDALE

FDOT CITY

1

FDOT PRE-APP MEETING

APPLICANTS SHOULD INCORPORATE FDOT COMMENTS/CONDITIONS AT THIS POINT

ONE STOP PERMITTING

- ACCESS/ DRIVEWAY
  - ROW REQUIREMENTS
  - ACCESS MANAGEMENT
- DRAINAGE
- HIGHWAY LANDSCAPING
  - STREETSCAPE MODIFICATIONS
- UTILITY
- VEGETATION MANAGEMENT

DRC PRE-APP MEETING (CITY)

DRC APP SUBMITTAL

DRC MEETING

APPLICANT MAKES PLANS REVISIONS

FINAL DRC SIGN-OFF

APPLICANT APPLIES FOR BUILDING PERMITS (CITY)

PRE-APPROVAL LETTER

BROWARD COUNTY COORDINATION MEETINGS

FDOT PERMIT PROCESS

2 ONE STOP PERMITTING

SITE PLAN REVIEW PROCESS/ COORDINATION

NEXT STOP FORT LAUDERDALE

COUNTY | CITY

APPLICANTS SHOULD INCORPORATE FDOT COMMENTS/CONDITIONS AT THIS POINT

1 BROWARD COUNTY COORDINATION MEETINGS

DRC PRE-APP MEETING (CITY)

DRC APP SUBMITTAL

APPLICANT MAKES PLANS REVISIONS

DRC MEETING

FINAL DRC SIGN-OFF

APPLICANT APPLIES FOR BUILDING PERMITS (CITY)

This applies to all applications

BROWARD COUNTY TRANSIT

- EXISTING BUS STOP
- SHELTER EASEMENT
- EXPANDED SIDEWALK/ LANDING PAD
- ACCESS COORDINATION

COMMENT LETTER

This applies to sites with frontage on roadways County jurisdiction

HIGHWAY CONSTRUCTION & ENGINEERING DIVISION

COUNTY STANDARDS

- Access
- Landscaping in the ROW
- Non-standard treatments (potential maintenance challenges)

TRAFFICWAYS REQUIREMENTS

- ROW width compliance with Trafficways Standards
- Access
  - Access point spacing
  - On-street parking conflicts
  - Traffic flow conflicts
- Traffic Controls

2 COUNTY E-PERMIT PROCESS

MANDATORY PRE-APP MEETING

MINOR REVIEW

FULL REVIEW

SITE PLAN REVIEW COMMITTEE

- BUILDING CODE
- HIGHWAY CONSTRUCTION & ENGINEERING
- TRAFFIC ENGINEERING
- FIRE RESCUE
- FDOT

OPTIONAL

TRAFFICWAYS PLAN AMENDMENT PROCESS

NEXT STOP FORT LAUDERDALE