Exhibit 1 - Additional Information on the NE 4th Avenue Project as requested during the 9/20/16 City Commission Meeting

- ***Is the FDOT October 1st deadline for a resolution in support of the project flexible?***
  The Florida Department of Transportation (FDOT) provided an extension of the October 1st deadline to provide a resolution of support for this FY18 construction project, to allow the City to consider additional information at its the October 5th City Commission Meeting.

- ***Please clarify why the volume data is different in Tables 3 and 5.***
  The data in the two tables is from the same count of traffic collected over the three day period. The number in red font inserted in the tables below shows how the data rolls up to the same total volume over the three day period. The data is presented in different ways in the tables to address the distinct criteria for analyzing two separate issues, the capacity of the roadway to accommodate vehicles and for analyzing the prevalence of speeding. Traffic capacity (Table 3) standards consider an average of weekday traffic, established over a three day period. Speed (Table 5) standards consider total directional traffic volume over a three day period. Specifically, the data in Table 3 will be used to determine if the amount of traffic on an average day can be accommodated by a certain number of lanes. The speed data is collected for each vehicle during the three day period, so the volume is not averaged.

Table 3: Existing Traffic Volume
SUMMER COUNTS

Traffic Volume (24-hour NB/SB)		8.11.15	8.12.15	8.13.15	3 Day Volume	Avg. Weekday Traffic	Adjusted (1.08 Seasonal Factor)
1	NE 4th AVE: N of SUNRISE BLVD	14,286	15,312	14,996	44,594 *sum of the figures in the 3 columns to the left*	14,863	16,052
2	NE 4th AVE: N of NE 16th ST	14,720	15,991	15,179		15,298	16,522
3	WILTON DR: N of NE 6th AVE	13,226	13,820	13,810		13,617	14,706
4	WILTON DR: S of NE 21st CT	14,104	14,747	14,516		14,455	15,611

AADT=15,723

Table 5: Existing Speed Data: Existing Posted Speed =30 MPH

LOCATION		DIRECTION	AVG SPEED (MPH)	TOTAL VEHICLES	3 Day Volume	85th PERCENTILE SPEED	% VEHICLES > 30 MPH
1	NE 4th AVE: N of Sunrise BLVD	NB	26	21,462	44,594 *sum of the figures in the 2 rows on the left*	35	47.2%
		SB	26	23,132		33	32.0%
2	NE 4th AVE: N of NE 16th ST	NB	31	22,426		41	70.3%
		SB	30	22,600		37	23.8%
3	WILTON DR: N of NE 6th AVE	NB	29	20,546		35	51.3%
		SB	25	20,286		33	29.6%
4	WILTON DR: S of NE 21st CT	NB	27	21,890		34	40.1%

- ***Please clarify if the project could be reverted back to the original lane configuration if necessary.***

  The project design does not include moving the existing curbs. It includes repaving of the asphalt and restriping of the lanes in both directions. There are no infrastructure improvements that would physically prevent returning the roadway to the original condition. Any changes to the implemented project would require coordination with FDOT, the jurisdictional owner of the roadway and the Broward Metropolitan Planning Organization, as the entity who funded the project.

- ***Is there a way to anticipate the amount of bike ridership following the installation of bike lanes?***

  a. A 2014 study conducted by Portland University for the National Institute for Transportation and Communities evaluated bike lane projects in Portland, San Francisco, Austin, Chicago and Washington and reported ridership increases ranging between 21% to 171% within a year of installation.

  b. A 2011 study conducted by the Los Angeles County Bicycle Coalition reported a 52% increase in ridership following the installation of a buffered bike lane. The study also reported a 250% increase on weekends and a 161% increase in female riders.

  c. A 2015 study conducted by the Austin Transportation Department showed that bike ridership increased an average of 180% after installing bike lanes.

- ***What were the results of the public input, including the workshop on September 13th?***

  City staff worked with the numerous stakeholders on this project over a period of more than 12 months, including surrounding neighborhoods, Fort Lauderdale High School, Broward County Transit, Broward County, Central City CRA, and the Central City Alliance. Public input on the project was requested at a total of 15 meetings since July of 2105. Nine meetings were held within the City of Fort Lauderdale and six within the City of Wilton Manors. The nine meetings in Fort Lauderdale included:
  - Middle River Terrace Neighborhood Association- 3
  - South Middle River Civic Association- 3
  - Central City CRA Advisory Board- 1
  - Central City Alliance- 1
  - Joint Public Project Workshop- 1

  It is estimated that more than 100 people participated in the September 13, 2016 public meeting hosted jointly by the City of Fort Lauderdale, the City of Wilton Manors, and FDOT. Presentations were provided by all partners.

  City of Fort Lauderdale presentation highlights:

  - History of the project and how it addresses the City's goal of creating a connected, multimodal community, and addresses neighbors' growing dissatisfaction with the safety of biking and walking as well as the availability of bike paths, as indicated in the Annual Neighbor Survey.
  - The Broward MPO identified NE 4th Avenue as a priority link in a regional bicycle network.

- The design alternatives considered with public input by the cities, FDOT, Broward MPO, Broward County over a period of more than 12 months. Options included providing a buffered bike lane, which would maintain the landscaping strip with mature shade trees or providing an unbuffered bike lane that would require the removal of the tree buffer and widening of the roadway.
- The design without lane elimination provides only a bike lane compared to the design with the lane elimination, which preserves mature shade trees and landscaping that enhances traffic calming, walkability, stormwater drainage, reduces heat, and provides air quality benefits. The design with the lane elimination also increases safety by increasing the distance between pedestrians and bicyclists from vehicles and reducing the crossing distance for pedestrians.
- The design that requires elimination of a lane best meets City policies including the Complete Streets Policy which requires maximizing the complete streets components in all street design projects, whether city or partner funded, and complies with the Unified Land Development Regulations that require every effort be made to design around existing large desirable trees. It also aligns with the Fast Forward Fort Lauderdale Vision, Press Play Strategic Plan, Connecting the Blocks Program, Complete Streets Policy, and the Vision Zero Program.
- The summary of the lane elimination analysis process the City performed, which was needed to evaluate the feasibility of this approach based on its impacts
- Summary of the results of the lane elimination analysis

Highlights of the FDOT presentation:

- FDOT complete streets policy and the role of the lane elimination process in implementation
- Lane elimination process and criteria
- Findings from the FDOT multi-disciplined review of draft lane elimination analysis report:
    - The report is technically-supported
    - There is an expected increase in vehicular delay
    - There is an improvement in quality of service for pedestrians, bicyclists, and transit riders
    - Feasible to design

At the meeting, the participants provided feedback on the design and gave input on areas of concern and things to consider during the design phase. Breakout tables divided by city were provided for participants to complete comment cards and identify areas of concern and input on an aerial map of the corridor. Overall, there were 69 comment cards, 33 of which came from Fort Lauderdale neighbors. Of the individuals who chose to declare a position on the project, (13) indicated support of the project while six (6) indicated they did not support the project. The remaining 50 comments included specific concerns or ideas that will be addressed in the design phase, including:

- paying special attention to the area between Sunrise Boulevard and NE 11th Street to consider keeping all lanes;
- installing traffic calming on streets such as NE 3rd Avenue to reduce potential of diversion;
- improving the signal at NE 11th Street;
- ensuring that the bike lanes are carried through the intersections, and
- a preference to have the bike lane area wider than the buffer.

- **A preliminary concept of the restriping project is attached as requested.**