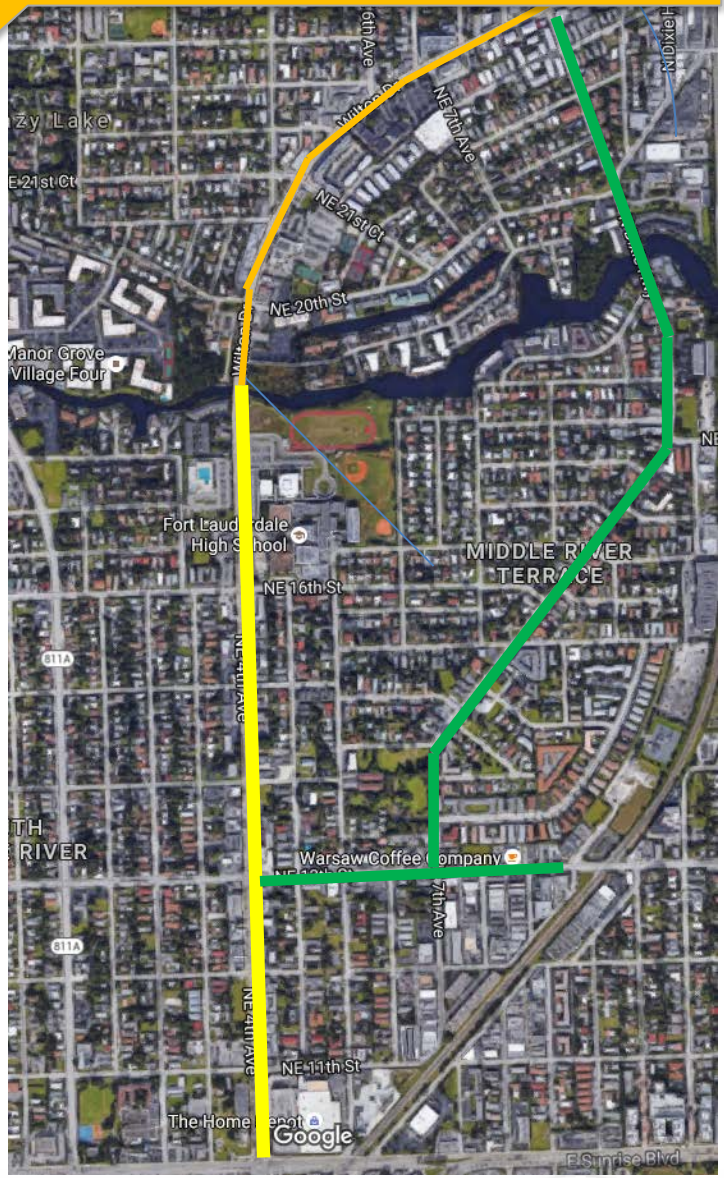
CITY OF FORT LAUDERDALE

TRANSPORTATION & MOBILITY

NE 4th Avenue
Complete Streets Project

- Project Limits
  - City of Fort Lauderdale: Sunrise Blvd to South Fork of the Middle River
  - City of Wilton Manors: Middle River to NE 26th Street (Five Points)
- Projected Adopted in the Broward Metropolitan Planning Organization (MPO) 2035 Long Range Transportation Plan as regional priority bike facility
- State Road
- Reviewed options for adding bike lanes
  - Narrowing lanes, widening of pavement and removal of trees, and elimination of a vehicle lane



Project Scope

- Design does not include moving the existing curbs
- Includes repaving of the asphalt and restriping of the lanes in both directions
- No infrastructure improvements that would physically prevent returning the roadway to the original condition

Lane Elimination Process

- **FDOT Process**
  - City, FDOT, MPO review preliminary concepts
  - Public outreach
    - If a lane elimination should be studied
      - August/September 2015
  - Traffic analysis and draft application
  - Public outreach
    - If a lane elimination application should be submitted based on the analysis
      - April – July 2016
  - Application submittal to FDOT
  - FDOT District 4 and Tallahassee to review
  - If approved, design moves forward including additional public outreach

Public Input

- Input requested at a total of 15 meetings since July 2015

- Nine in the City of Fort Lauderdale:
  - 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

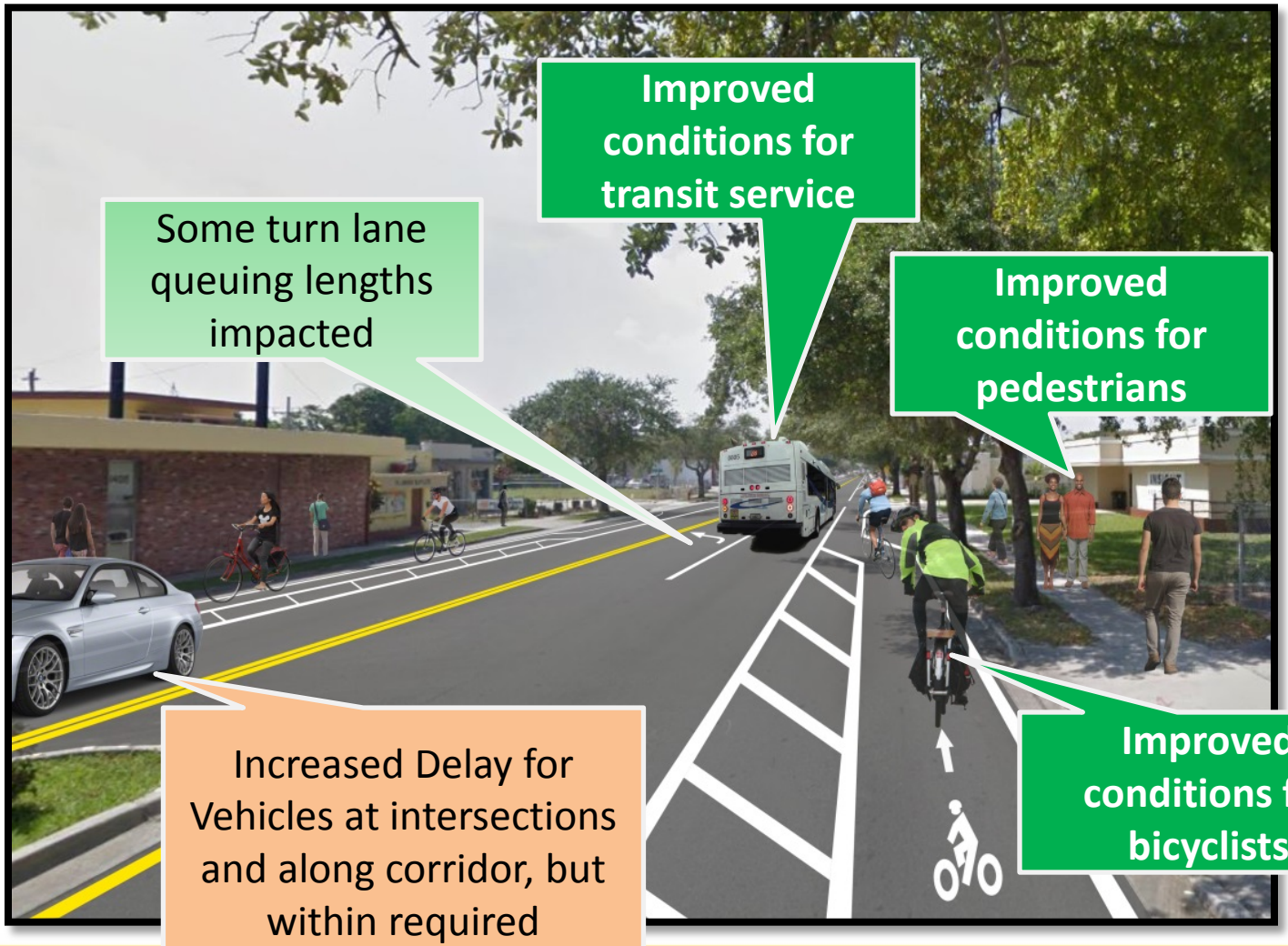
Lane Elimination Considerations

- Safety / Crash History
- Short and Long Range Traffic Projections
- Traffic Operations
- Pedestrians / Bicyclists
- Transit Service and Ridership
- Parking Supply / Activity
- Environmental Impacts
- Design Variations / Exceptions
- Access Management
- Roadway Functional Classification
- Jurisdictional Transfer
- Emergency Evacuation
- Freight Routes / Access
- Consistency with Local Plans
- Costs & Funding
- Community Support

FDOT Findings

- 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

Analysis Results



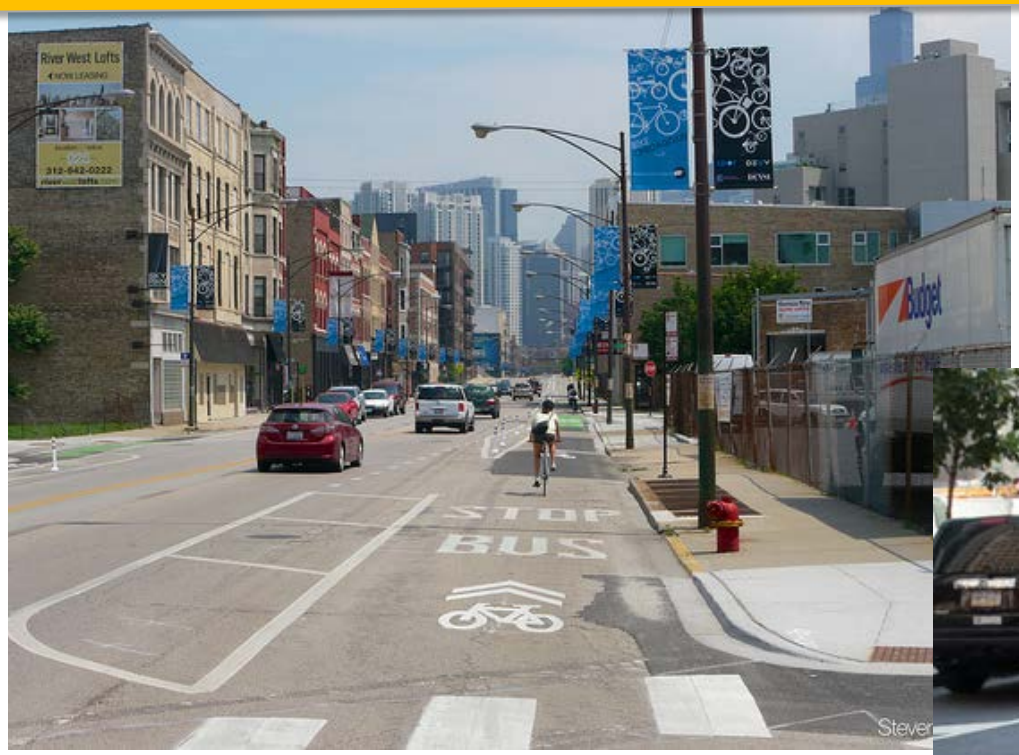
Joint City Public Meeting
September 23, 2016

- 100 + participants
- Hosted jointly by the City of Fort Lauderdale, the City of Wilton Manors, and FDOT.
- Presentations were provided by all partners
- Breakout tables by City
  - Aerial map to make comments, identify concerns
  - Comment cards available
- 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.
- 50 comments on concerns and ideas to be addressed in final design

Addressing Impacts Through Design

- Maintain vehicle lanes south of NE 11th St
- Accommodate school bus usage in bike lane between 2:30 – 3:00 PM on weekdays - Striping and signage
- Turning queue length adjustments
- Signal timing adjustments
- Delivery and loading zone areas
- Evaluate relocation of transit stops and pull-off areas or bus bay designs

FLHS Configuration Concept



Response to Specific Questions Raised

- Traffic count table
- Impacts on bike usage

Data Tables

Why is the data presented differently? The figure in red shows how the data in the two tables relate to each other.

Average daily volume is used to determine if the amount of traffic on an average day can be accommodated by a certain number of lanes.

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

The speed data is collected for each vehicle during the three day period, so the volume is not averaged.

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%

Estimate of Impact on Bike Ridership

- Bike lane projects in Portland, San Francisco, Austin, Chicago and Washington
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  - 21% to 171% increase in ridership within a year of installation

  (2014 Portland University for the National Institute for Transportation and Communities Study)
- A buffered bike lane – Los Angeles
  - 52% increase in ridership
  - 250% increase on weekends
  - 161% increase in female riders

  (A 2011 Los Angeles County Bicycle Coalition Study)
- New bike lanes in Austin
  - Study of ridership on all new bike lanes in Austin
  - 180% increase

  (A 2015 Austin Transportation Department Study)

Preliminary Project Timeline

- **October 2016** - FDOT Lane Elimination Submission & Evaluation
- **December 2016 -** Initial Engineering (30%)
- **April 2017 -** Constructability Plans (60%)
- **July 2017 -** Biddability Plans (90%)
- **October 2017 -** Production Plans (Final)
- **May 2018 -** Construction Start

Preliminary Concept

- **Preliminary Concept Review**

Discussion

Comments & Questions