

BAYVIEW DRIVE SCOPE OF WORK



The existing conditions along Bayview Drive consist of a 2-lane section within a primarily 80 foot right of way. The roadway has a 3 foot shoulder, and sidewalks on one side with a landscape buffer. The existing 29-foot width of paved asphalt is not pedestrian or bicycle friendly.

The schools, churches, parks and commercial services along this roadway make it a priority for safe walkways and pedestrian crossings as well as safe bicycle accommodations. The narrowing of the travel lane, installation of traffic calming measures such as raised table intersections, traffic circles, stormwater improvements and installation enhanced crosswalks will create a more pleasant and safe bicycle and pedestrian friendly environment. Parents will be able to have a choice for their children getting to and from school and parks by bicycle or walking which will also improve health through the increase in physical activity opportunities throughout the day.

The City of Fort Lauderdale has been working with the two neighborhoods that consist of the Bayview Drive corridor to improve the multimodal connectivity. The City's Transportation & Mobility Department worked with Coral Ridge Country Club Estates to complete a Neighborhood Mobility Master Plan which identified this project as a priority. Initial conceptual plans were developed based on their preliminary plans as identified through their neighborhood association. The City has also included needs expressed by the Coral Ridge Neighborhood Association for locations in need of traffic calming and improved pedestrian accommodations.

Since the original application the City implemented ADA improvements to the existing sidewalks along Bayview Drive between Sunrise Boulevard and Oakland Park Boulevard and will be milling and resurfacing Bayview Drive between Sunrise Boulevard and Commercial Boulevard which will include the installation of pavement markings to implement dedicated bike lanes ahead of the second phase of the project.

The proposed Scope of Work includes the addition of bicycle and pedestrian safety measures along the 3.7 mile roadway. These enhancements include:

Phase I (City funded FY18)

- a. Mill and Resurface including lane width to 10 feet to accommodate bike lanes.
- b. Approximately 3.7 miles of 4.5 foot designated bike lanes with colored treatments at conflict points to increase safety and visibility for bicyclists and vehicles.

Phase II (Grant Funded FY22 Construction)

- c. Raised speed tables with patterned asphalt at NE 14th St, NE 18th St to help slow vehicles near the canal end parks.
- d. Raised table intersections at NE 37th St and NE 40th St to help slow vehicles.
- e. Traffic circles at NE 12th St, NE 32nd St, and NE 47th St to increase safety at the intersections.
- f. Enhanced crosswalk at NE 18th St. in place of the existing pedestrian signal including an in-ground LED lit crosswalk and rapid flashing beacons.
- g. Relocation of the pedestrian crossing at Bayview Park closer to the entrance at NE 44th St which includes the removal of the signal and replacement with an in-ground LED lit crosswalk and rapid flashing beacons.
- h. New enhanced pedestrian crossing at SE 15th Street.
- i. Complete the missing sidewalks along the roadway where there are gaps.
- j. Address remaining ADA deficiencies including ramps and access to pedestrian buttons at NE 26th St.
- k. Tightening of turning radii where necessary to help increase safety for turning vehicles and address intersection geometry issues.
- l. Swale improvements where possible adjacent to new sidewalks to improve drainage, where possible.

Project Timeline

The grant was submitted to the MPO in September 2015 for the Bayview Drive Complete Streets Project. Work has begun in preparation of the project. Design is anticipated to begin in FY20 with construction anticipated in FY22. Additional public outreach will be completed once design begins and during the design process.