



CITY OF  
**FORT LAUDERDALE**  
FLORIDA

# Sidewalk Master Plan

August 2025



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## Introduction

The City of Fort Lauderdale has committed to the installation of public sidewalks as a means to provide safe and viable alternative transportation options, foster community by connecting neighborhoods and social spaces, enhance residents' quality of life, and to serve as an essential component of a multimodal travel network.

To that end, the Sidewalk Master Plan represents the city's first comprehensive review of sidewalk infrastructure, documenting for the first time where sidewalk gaps exist citywide. The outcome of this plan, a complete sidewalk inventory, replicable prioritization criteria, and a list of initial capital projects, will support the city in addressing this significant infrastructure need. Five foundational goals, shown at right, guided the development of the plan.

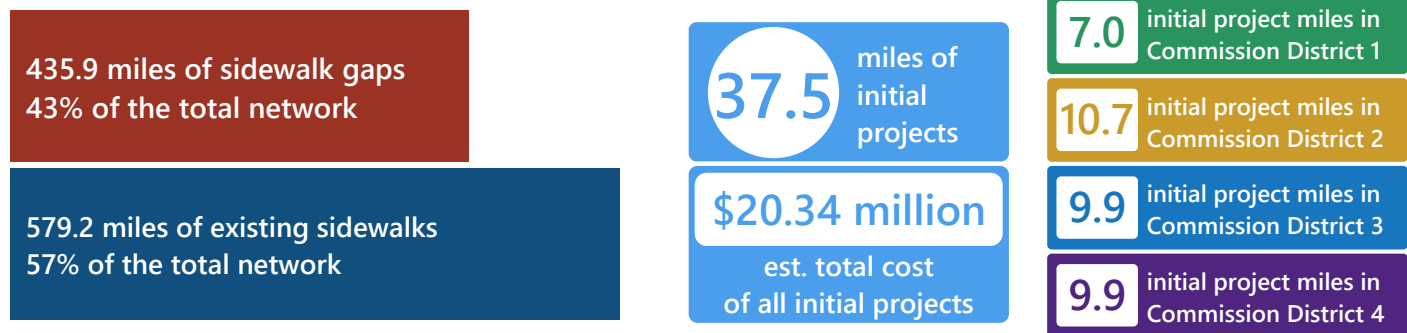
These data-driven goals were complemented by input from residents and other stakeholders across Fort Lauderdale, ensuring the plan reflects community priorities and resulting in an implementation plan to help guide the city's progress toward filling gaps and ultimately completing the network. In the coming years, the city has committed to providing funding for sidewalk projects, presenting individual improvements to each prioritized neighborhood before advancing them to design and, ultimately,

construction. Given this high level of need, a prioritization methodology was developed to implement a phased approach based on location, focusing on filling sidewalk gaps on one side of the street first.

- GOAL 1** Increase multimodal infrastructure and improve pedestrian safety.
- GOAL 2** Provide safe, connected, and ADA-compliant, dedicated space for people walking.
- GOAL 3** Create a replicable prioritization framework for implementing sidewalk construction.
- GOAL 4** Ensure equitable access to the network across the City's four commission districts.
- GOAL 5** Offer recommendations compatible with the City's adopted Mobility Master Plan.

## Summary

A review of existing data revealed that there are approximately 579 miles of existing sidewalks along public streets within the City of Fort Lauderdale. Alongside the existing network are approximately 436 miles of missing sidewalks, or gaps, the majority of which are found along neighborhood streets under the city's jurisdiction. The cost to fill all gaps, estimated at \$236.4 million using the City's 2025 cost of \$542,468 per mile of new sidewalk, is substantial.



Recognizing the scale of investment needed, the plan prioritizes approximately 38 miles of initial projects consisting of the highest need gaps are proposed at a cost of approximately \$20.34 million (2025 dollars) to help achieve better sidewalk coverage in the short- to mid-term. The result of these projects is a sidewalk network that provides a safe place to walk on at least one side of the road, with projects proposed across all four City Commission Districts and within 42 of the city's officially recognized neighborhoods.

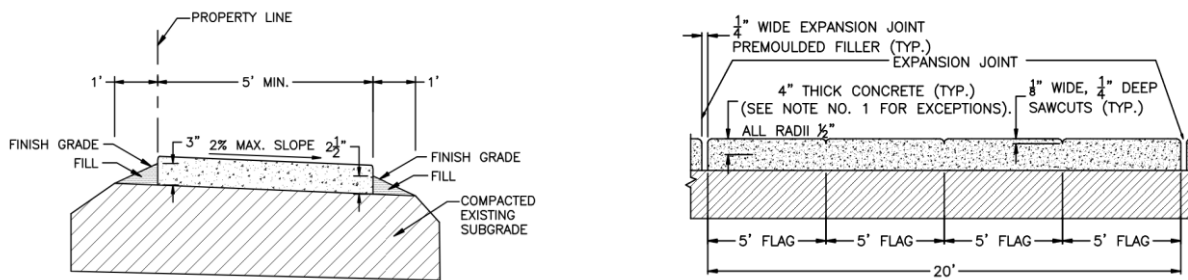
## Policy Review

A review of policies related to engineering standards, development and redevelopment activity, and the Code of Ordinances was undertaken to establish a baseline for how sidewalks are addressed from a policy perspective citywide. This review informs both policy recommendations and project priorities.

## Engineering Standards

The Code of Ordinances grants the city authority to require sidewalks and related elements to be constructed to specific standards. **Figure 1** illustrates the standard detail for sidewalks constructed citywide. While a minimum five-foot width is required throughout the city, certain areas, shown in **Table 1**, are subject to wider sidewalk requirements through a master plan.

**Figure 1 - Sidewalk Construction Detail**



### NOTES:

1. A MINIMUM OF 6" THICK SIDEWALK IS REQUIRED AT SIDEWALKS THROUGH DRIVEWAYS AND ON ALL COMMERCIAL SIDEWALK APPLICATIONS.
2. CONCRETE STRENGTH SHALL BE 3000 P.S.I.
3. THE USE OF REINFORCEMENT WILL NOT BE PERMITTED.
4. SIDEWALK SLOPES SHALL MEET THE REQUIREMENTS OF THE AMERICANS WITH DISABILITIES ACT (ADA).

**Table 1 - Master Plan Governed Minimum Sidewalk Widths**

Area	Street Type	Width (min.)
Uptown Urban Village Activity Center	All Streets	7 ft.
Central Beach Activity Center	Primary (A1A)	20 ft.
Central Beach Activity Center	Secondary Streets	7 ft.
Downtown Activity Center	Local Streets	7 ft.
Downtown Activity Center	Andrews Ave	10 ft.
Downtown Activity Center	Federal Hwy	12 ft.
Downtown Activity Center	3 <sup>rd</sup> Ave	7 ft.
South Activity Center	Secondary Streets	Varies
South Activity Center	Andrews Ave	13 ft.
NW Activity Center	Secondary Streets	7.5 ft.
NW Activity Center	7 <sup>th</sup> Avenue	10 ft.
NW Activity Center	Sistrunk Blvd	10.5 ft.
X Exclusive Zoning District	All Streets	7 ft.
Mixed-Use Developments	All Streets	7 ft.
Single Family Attached; Rowhouse Uses	All Streets	7 ft.

## Development and Redevelopment Activity

Chapter 25, Article II of the Code of Ordinances establishes regulations to ensure the sidewalk network is improved in conjunction with private development. It defines which parties are responsible for installing new sidewalks, the circumstances under which sidewalks must be installed, and the minimum standards required. These regulations apply to both new subdivisions and redevelopment or substantial improvement activities, as outlined below. The language provided in this section is intended as a summary and should not be presented as a new interpretation of the code.

### Subdivision Requirements

When a new subdivision plat is recorded, sidewalks with a minimum width of five feet must be installed on both sides of Primary and Secondary Arterials, Major Thoroughfares, and throughout all residential areas.

This requirement may be waived by the City Engineer, Planning & Zoning Board, or City Commission under the following conditions:

- Average lot widths exceed 199 feet
- Sidewalks are not needed for the protection of people walking and schoolchildren
- The location is a finger island
- A park, railroad, canal, or similar use renders sidewalks non-essential
- Sidewalks would present a storm drainage issue

### Redevelopment Requirements

For sites undergoing new development or substantial improvement, sidewalks must be installed if the proposed improvements exceed any of the following criteria:

- Exceed 25% of the value of existing improvements
- Exceed 25% of the gross floor area of existing buildings
- Exceed 25% of the development site area
- Include a zoning change that increases the required number of parking spaces
- Ability to obtain a letter of support from the officially recognized neighborhood association, if applicable

For redevelopment projects, required sidewalks may be waived by the City Engineer under the following conditions:

- The site is located on a single, dead-end road (e.g., a finger island)
- Space limitations exist for single-family, duplex, attached, or two-family dwellings in single-family zoning districts

In addition to administrative waivers, applicants may also request to forego sidewalk construction through the Development Review Committee (DRC) if the site presents “unique circumstances.” Although the term is not formally defined, it must not refer to self-created conditions. Acceptable examples include natural site topography and existing trees. Applicants must demonstrate these circumstances through signed engineering design plans and a technical traffic and safety analysis. Notably, the requirement does not specify that the analysis must prove the absence of a sidewalk results in a de minimis safety impact. The DRC makes the administrative decision on sidewalk waivers, with appeals directed to the Board of Adjustment.

### Exemption Requirements

1. Engineering plan that demonstrates “unique circumstances” that hinder the construction of new sidewalks.
2. Traffic and safety analysis.
3. Letter of support from the applicable neighborhood association president.

## Code of Ordinances

A review of the City's Code of Ordinances was conducted to identify sections that affect the construction, maintenance, or use of sidewalks, with the goal of identifying opportunities to strengthen or modify existing policies. The full annotated review is included in **Appendix 2: Annotated Code Review**.

## Policy Recommendations

In addition to the identified regulations, several areas for improvement present opportunities to enhance the overall effectiveness of the city's sidewalk network:

**Maintenance of Traffic** The Code does not establish specific, enforceable requirements for sidewalk detours during construction-related closures. Instead, detour arrangements are left to the discretion of the City Engineer through the permitting process, resulting in inconsistent implementation. Consider adopting revised MOT policies that maintain flexibility for designers while requiring more access to people walking during construction. Such requirements should be context based to provide more stringent requirements along higher volume roads and in more urban contexts.

**Address Gaps** There is no formal policy addressing sidewalk terminations where no immediate connection exists. This creates uncertainty in how to resolve critical connectivity gaps and exposes people walking to dead-ends or unsafe crossings. Consider adopting a policy where the City prioritizes the construction of short gaps left over after private construction, including ways to collaborate with the private sector such as a requirement to extend newly constructed sidewalks to the nearest logical termini.

**Enforcement** Provisions related to sidewalk enforcement are dispersed across the Code of Ordinances. Additionally, the timelines for resolving violations and the associated penalties vary significantly, reducing consistency in application. Further, while bike parking is permitted on sidewalks, the current language offers only general guidance to avoid blocking the pedestrian path. This lack of specificity makes enforcement difficult. Consider cleaning up the Code of Ordinances to group sidewalk offenses together.

**Maintenance** Property owners are identified as responsible for maintaining sidewalks adjacent to their properties, but are also required to notify the city of any damage. Although the city often repairs sidewalks that meet the written criteria for a homeowner-required maintenance activity, as written this policy likely acts to discourage property owners from proactively reporting sidewalk issues. Consider revisiting this policy to clarify when the city might repair a sidewalk.

**Exemptions and Waivers** The process for waiving sidewalk construction requires a traffic and safety review, but does not mandate that the review demonstrate that no additional safety risk will result from the exemption. Applicants are also not required to show that alternative have been considered, and the City is currently restrictive on which materials may be used materials (e.g., flexible pavement over tree roots). At a minimum, consider developing clear guidance to better reflect the intent and standards of the exemption process and allowing a wider array of alternative materials. In addition, consider implementing a pay-in-lieu fee.

**Design Standards** Alternative sidewalk materials such as asphalt, paver blocks, and other slip-resistant surfaces are referenced in the Definitions section of Chapter 25, while concrete is identified as the standard material. Additionally, in-ground furnishings like irrigation control boxes, water meters, and electrical boxes are permitted within sidewalk areas, potentially affecting accessibility and durability. Consider establishing a policy that such items cannot be placed within the sidewalk area. Further, consider a policy requiring that sidewalks constructed at the back of curb be at least six feet in width.

**Width Requirements** The citywide minimum sidewalk width is established at five feet, with allowances for greater widths in designated districts or through master plans. However, these requirements are scattered throughout the Code of Ordinances and the ULDR, reducing clarity and consistency in application. Consider cleaning up the Code of Ordinances to more clearly identify where sidewalk widths exceed the city's minimum 5-foot standard.

# Existing Conditions

## State of Existing Sidewalks

### Typical Sidewalks

Sidewalk construction materials vary across the city, with representative examples shown in **Exhibit 1**. In residential areas, the standard concrete sidewalk design is typically used. Notably, water meters are often located within the sidewalk area, posing potential maintenance and accessibility issues.

In higher-density areas, along commercial corridors, and within mixed-use districts, sidewalks often exceed the city’s minimum width standards. These areas may feature additional materials such as pavers or patterned concrete. Such enhancements are generally governed by recorded maintenance agreements, which assign maintenance responsibilities to the property owner. While these treatments improve aesthetics, consistent enforcement of maintenance agreements is critical to ensure ADA accessibility and public safety.

### Typical Issues

Various conditions disrupt the continuity and functionality of the sidewalk network, reducing walking as a safe and reliable mode of travel or recreation. These issues include sidewalk gaps and physical obstructions such as utility poles, uneven or deteriorated surfaces, and frequent flooding and resulting stormwater ponding.

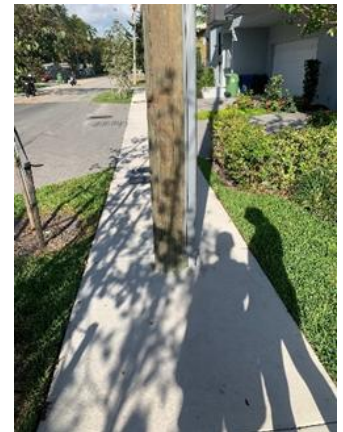
Such conditions present challenges for all users and create significant barriers for individuals with limited mobility, vision impairments, or those using mobility aids or pushing strollers. Collectively, these obstacles diminish the safety, comfort, and appeal of walking, and may prompt unsafe maneuvers as people attempt to bypass inaccessible segments.

**Exhibit 2** illustrates common examples of these issues observed throughout the city.

**Exhibit 1 - Typical Sidewalks**



**Exhibit 2 - Typical Sidewalk Issues**



## Citizen Requests

Between 2014 and 2024, the City of Fort Lauderdale offered neighbors and visitors the ability to report concerns through the LauderServ app before transitioning to the Fix FTL system. Prior to this transition, reports submitted by residents were referred to internally as Q-Alerts.

A review of Q-Alerts submitted between January 1, 2018, and September 7, 2023, was conducted to serve as a proxy for identifying where sidewalk issues are currently present. Three types of Q-Alerts were reviewed during this period, as shown in **Table 2**.

**Table 2 - Q-Alert Descriptions**

Request Type	Description
Maintenance	Requests for general repair or maintenance of an existing sidewalk
New Sidewalk	General requests for new sidewalks
Risk Management	Hazardous conditions that may pose trip hazards

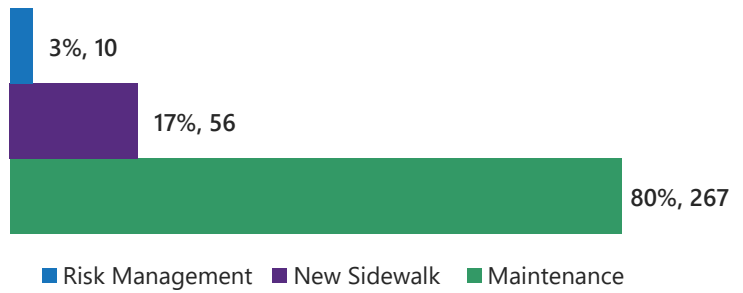
As illustrated in **Figure 1**, maintenance-related concerns were by far the most frequently submitted request type during the review period.

**Figure 2** displays the distribution of sidewalk-related requests by City Commission District, with District 4 accounting for the largest share of submissions.

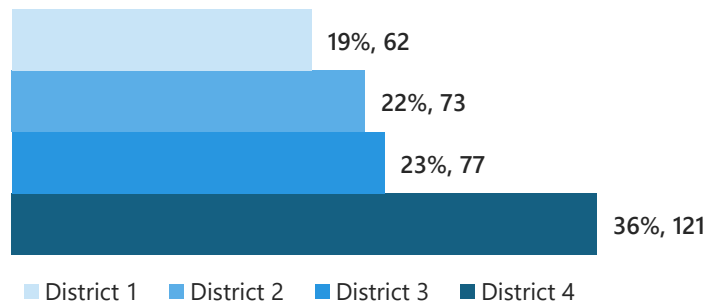
## Sidewalk Network

A map of the existing sidewalk network was developed using a mix of Lidar data, hand-drawn curb data provided by the city, site visits, and a review of aerial maps and Google Streetview imagery. The process to develop this network is described in more detail in preceding sections, and the network is shown in **Map 1**.

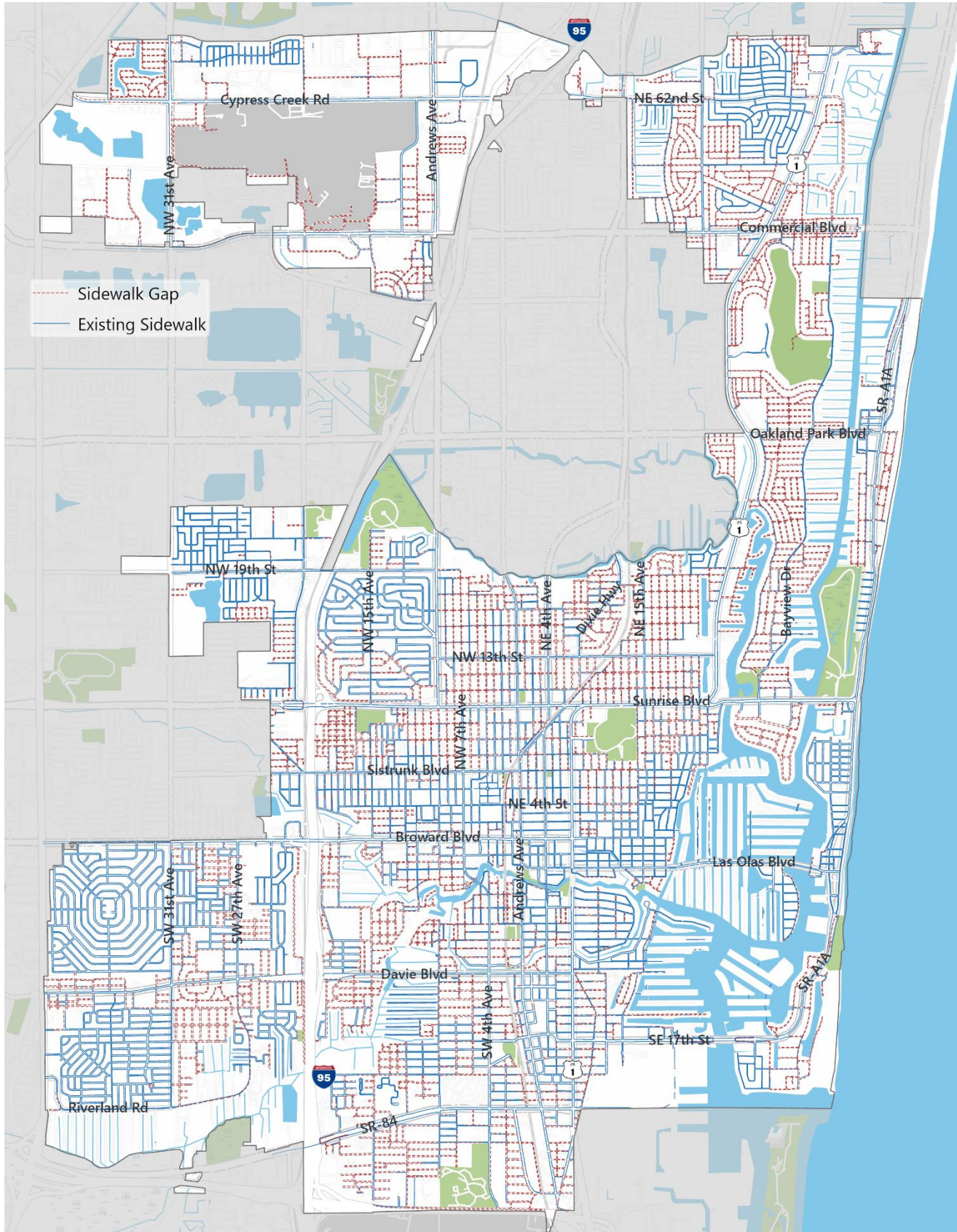
**Figure 1 - Q Alerts, 2019-23**



**Figure 2 - Q-Alerts by Commission District, 2019-23**



Map 1 - Existing Sidewalk Network



## Community Engagement

A range of community engagement activities were conducted to ensure the project was informed by input from neighbors across all City Commission Districts. In addition to soliciting direct feedback from neighborhood associations and the Council of Fort Lauderdale Civic Associations (CFLCA), a citywide survey was launched to gather public perspectives on sidewalk availability, quality, and desired improvements. These tools helped identify priority areas and informed discussions around sidewalk gaps and the proposed prioritization methodology.

### Survey

A public survey was developed to better understand community perceptions regarding the availability, quality, and use of sidewalks in Fort Lauderdale. The survey was promoted through official city social media accounts, by individual City Commissioners, and through neighborhood associations. A total of 818 responses were received.

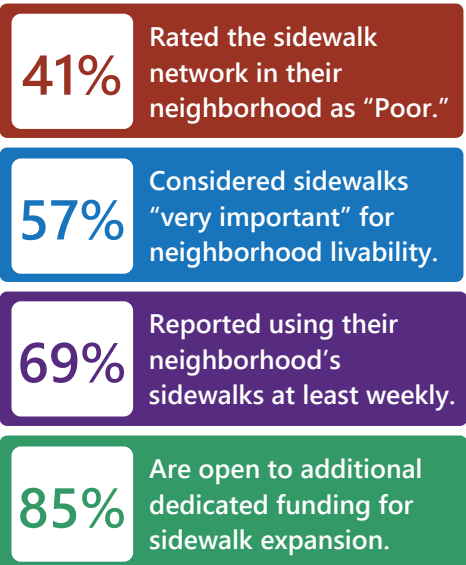
The survey data provided insights into how frequently sidewalks are used, for what purposes, and what improvements residents would like to see. This section summarizes key takeaways from the survey; the survey instrument, detailed analysis, and full raw responses are included in **Appendix 1: Survey Summary and Full Responses**.

**Use of Sidewalks** Daily sidewalk use is common among respondents, despite many reporting a lack of sidewalks and a wide range of safety and comfort concerns. Recreational use was cited most frequently, while fewer respondents reported walking for transportation purposes such as commuting or running errands.

**Core Issues** Concerns related to safety, maintenance, and design were widespread—particularly among respondents with school-aged children. Open-ended responses often cited issues with fast-moving or aggressive drivers, and included suggestions for complementary infrastructure such as new crosswalks or stop signs. Many respondents described the existing sidewalk network as disconnected and uncomfortable. This sentiment was consistent citywide, with the majority rating the sidewalk network as “Fair” or “Poor.”

**Importance of Sidewalks** Despite general dissatisfaction with current conditions, most respondents rated sidewalks as “important” to “very important” for neighborhood livability. These results indicate strong community support for expanding and improving the sidewalk network to enhance connectivity and usability.

**Funding** While awareness of current sidewalk funding levels was low, many respondents expressed a willingness to support increased funding, particularly if tied to a specific and transparent funding plan. A majority indicated that sidewalk funding should be prioritized and accelerated, even if that would require a bond.



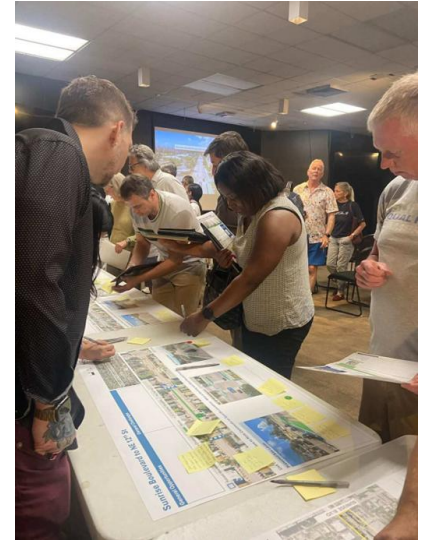
## Neighbor Meetings

In addition to the online survey, the consultant team and city staff attended and presented at various neighborhood-focused meetings. The following neighborhood associations requested and received either a formal presentation or in-person attendance to discuss the project:

- Flagler Village
- Harbordale
- Victoria Park
- Colee Hammock
- South Middle River
- Lake Ridge
- Tarpon River
- Poinsettia Heights

Other meetings where the project was presented included:

- CFCLA Board Meeting
- Infrastructure Task Force
- Neighbor Support Night
- Central City CRA Advisory Board
- City Commission Conference Meeting



## Neighborhood Priorities Exercise

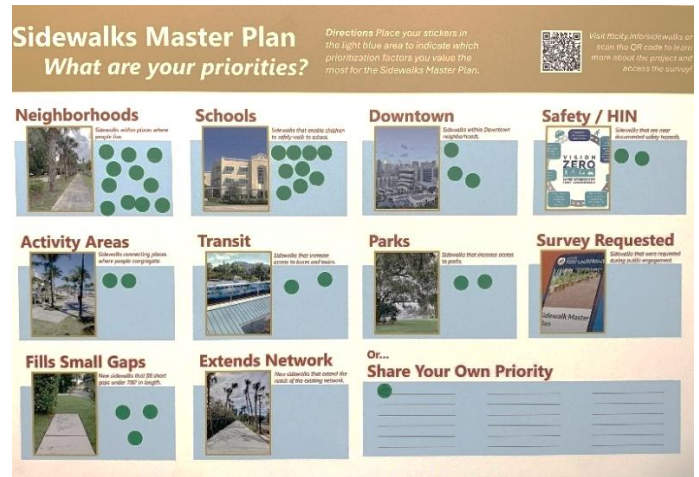
To further gauge public input on how sidewalks should be prioritized, an interactive exercise was developed and presented at the CFLCA meeting on January 16, 2024, and at Neighbor Support Night on February 15, 2024.

The results, shown in **Exhibit 3**, reflect the factors most frequently prioritized by attendees at each event. The top selections were sidewalks located within neighborhoods and those that enable children to walk safely to school. This feedback closely aligns with the results of the public survey.

### Exhibit 3 - Neighborhood Priorities Activity



Council of FTL Civic Associations



Neighbor Support Night

## Prioritization

Prioritization categories were developed to help determine which sidewalk gaps should be completed first. Public feedback received during the engagement process informed the categories, shown in **Figure 2**, that were applied to identified sidewalk gaps.

Survey respondents and participants in the interactive exercise expressed strong interest in filling sidewalk gaps that connect homes to schools, recreational areas, and shopping, dining, or entertainment

destinations. Additional feedback emphasized the importance of safety, particularly the need for separation from vehicles on roads with higher speeds or traffic volumes.

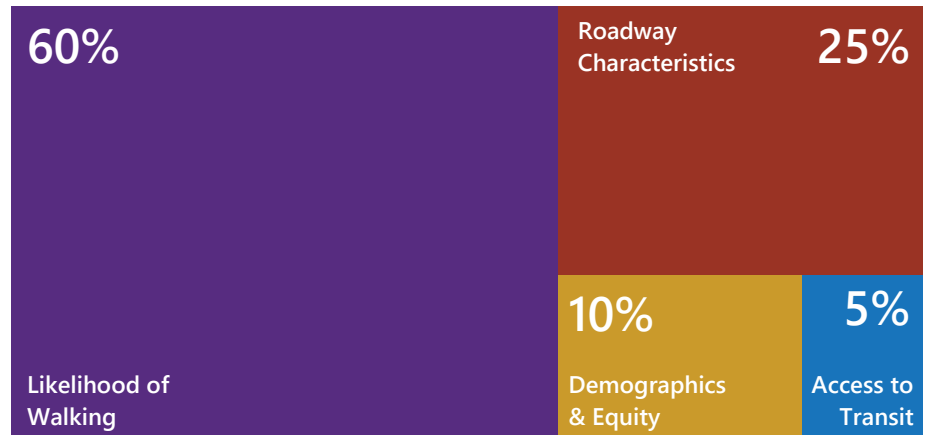
Priority was also placed on neighborhoods where residents are more likely to use sidewalks for transportation rather than solely recreational purposes. Finally, proximity to existing transit routes, stops, or stations was identified as a factor to support the city's goals of improving transit access and safety.


### Weighted Criteria

Individual criteria were developed for each prioritization category, using geospatial data to assign a score to sidewalk gaps based on their proximity to relevant features. Each category was assigned a maximum point value, serving as a weighted cap to reflect its relative importance.




The first category, *Likelihood of Walking*, includes features such as walksheds (the walkable area without encountering non-traversable barriers like fences, water bodies, or railroads) to and from public schools, trails, parks, and planned LauderTrail alignments. Residential and commercial zoning districts were also included. The *Likelihood of Walking* category carries a maximum of 30 cumulative points across its component criteria.

**Figure 2 - Prioritization Category Weights**






Likelihood of Walking	Criteria	Sidewalk gap is within a...	Criteria Points	Max Points
	Public Schools	¼ mile walk to a school.	10	30 Points
		½ mile walk to a school.	5	
	Trails, Parks, and LauderTrail	¼ mile walk to a listed facility.	10	
		½ mile walk to a listed facility.	5	
	Residential Uses	75 ft radius of a listed land use.	10	
Commercial Uses	5			

*Access to Transit* was based on the proximity of a sidewalk gap to a Broward County Transit (BCT) or LauderGO! route or stop, as well as its proximity to a passenger rail station. Passenger rail stations considered in this analysis include Amtrak, Brightline, and Tri-Rail stations located within city limits.





Access to Transit	Criteria	Sidewalk gap is within...	Criteria Points	Max Points
	 BCT or LauderGO! Route	¼ mile of a transit line.	2.5	<b>2.5 Points</b>
	 Rail Station or Transit Stop	¼ mile of a transit stop or a passenger rail station.	2.5	

The *Demographics & Equity* category measured whether a sidewalk gap falls within an equity area, as defined by the Broward MPO, or within a Transit Opportunity Index (TOI) Area. The latter reflects the population with a high propensity for transit use. This index accounts for block group level U.S. Census data including Zero Vehicle Households, Household Poverty, and individuals aged 65+ or 15-24. The percentage reflects the percentage of the population that meets certain thresholds (based on the distribution/variance of each individual variable and how that census block compares to the study area mean). This measure is especially significant given that nearly all transit trips begin or end with a walk.

Demographics & Equity	Criteria	Sidewalk gap is within a...	Criteria Points	Max Points
	 MPO Equity Area	Defined MPO equity area.	2.5	<b>5 Points</b>
	 Transit Opportunity Index Areas	≥10% TOI area	1	
		≤20% TOI area.	2.5	

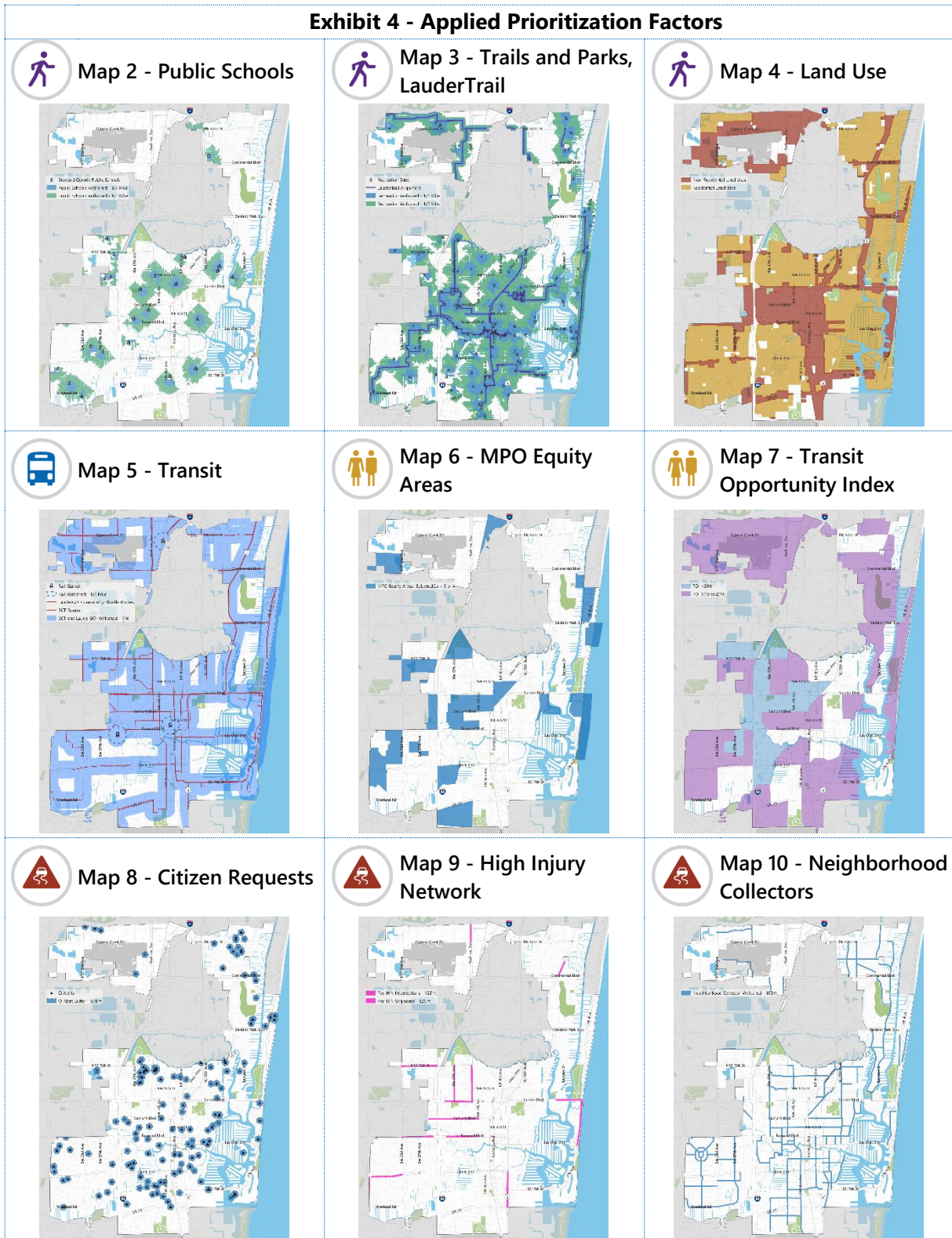
Criteria within the *Roadway Character* category were established to identify where the risk to people walking is highest. Risk was measured based on a sidewalk gap's proximity to known issues, including submitted Q-Alerts and segments or intersections within the Pedestrian High-Injury Network (HIN).

Additional consideration was given to gaps located near neighborhood collectors, roadways that collect traffic from local neighborhood streets and distribute it onto higher-order roads such as arterials. These streets often present increased risk due to higher traffic volumes and speeds compared to local residential roads.

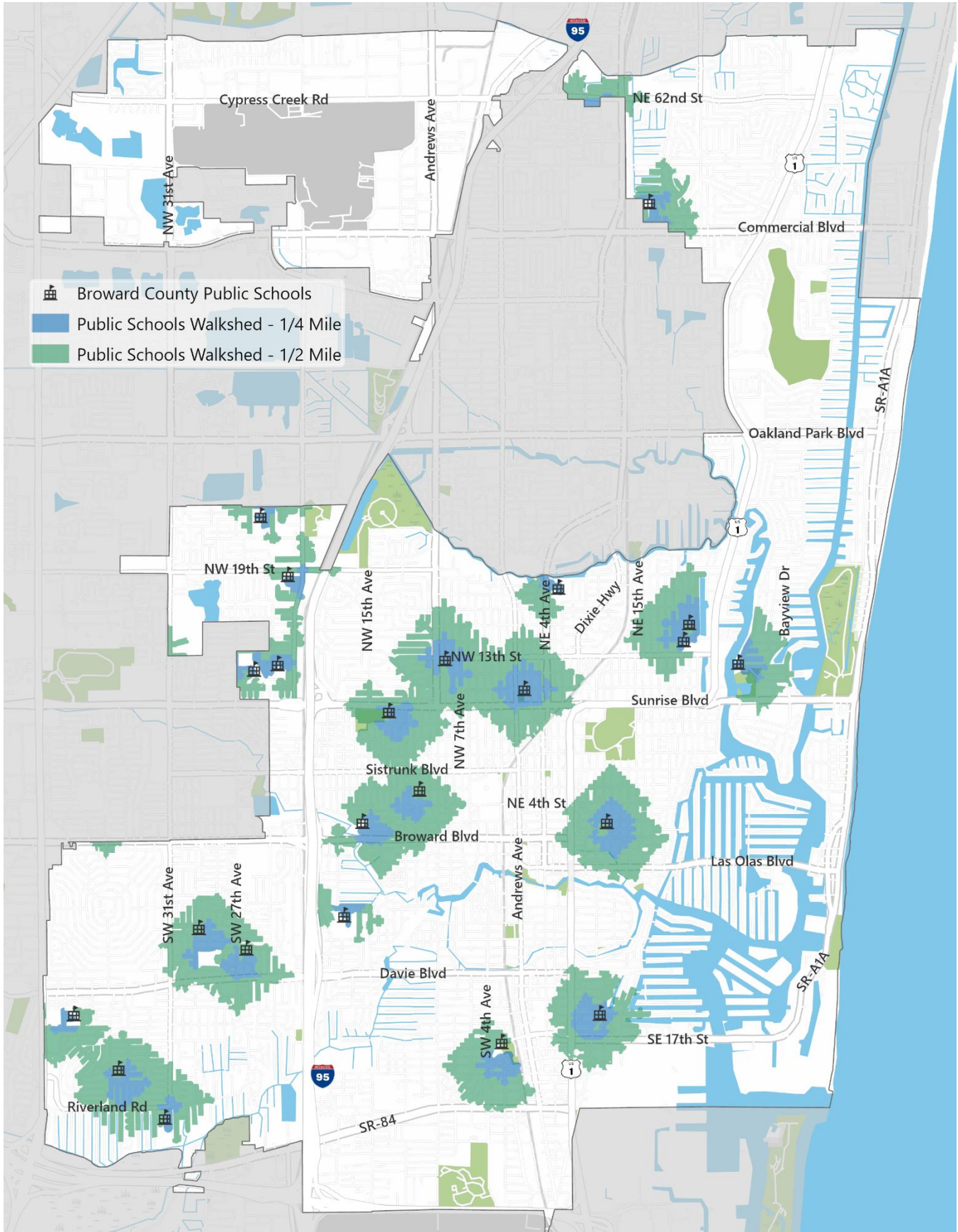
Roadway Character	Criteria	Sidewalk gap is within...	Criteria Points	Max Points
	 Citizen Requests	500 ft of a Q-Alert.	2.5	<b>12.5 Points</b>
	 High-Injury Network	125 ft of a designated HIN corridor.	5	
	 Neighborhood Collector	100 ft of a neighborhood collector roadway.	5	

## Prioritization Factors Mapping Series

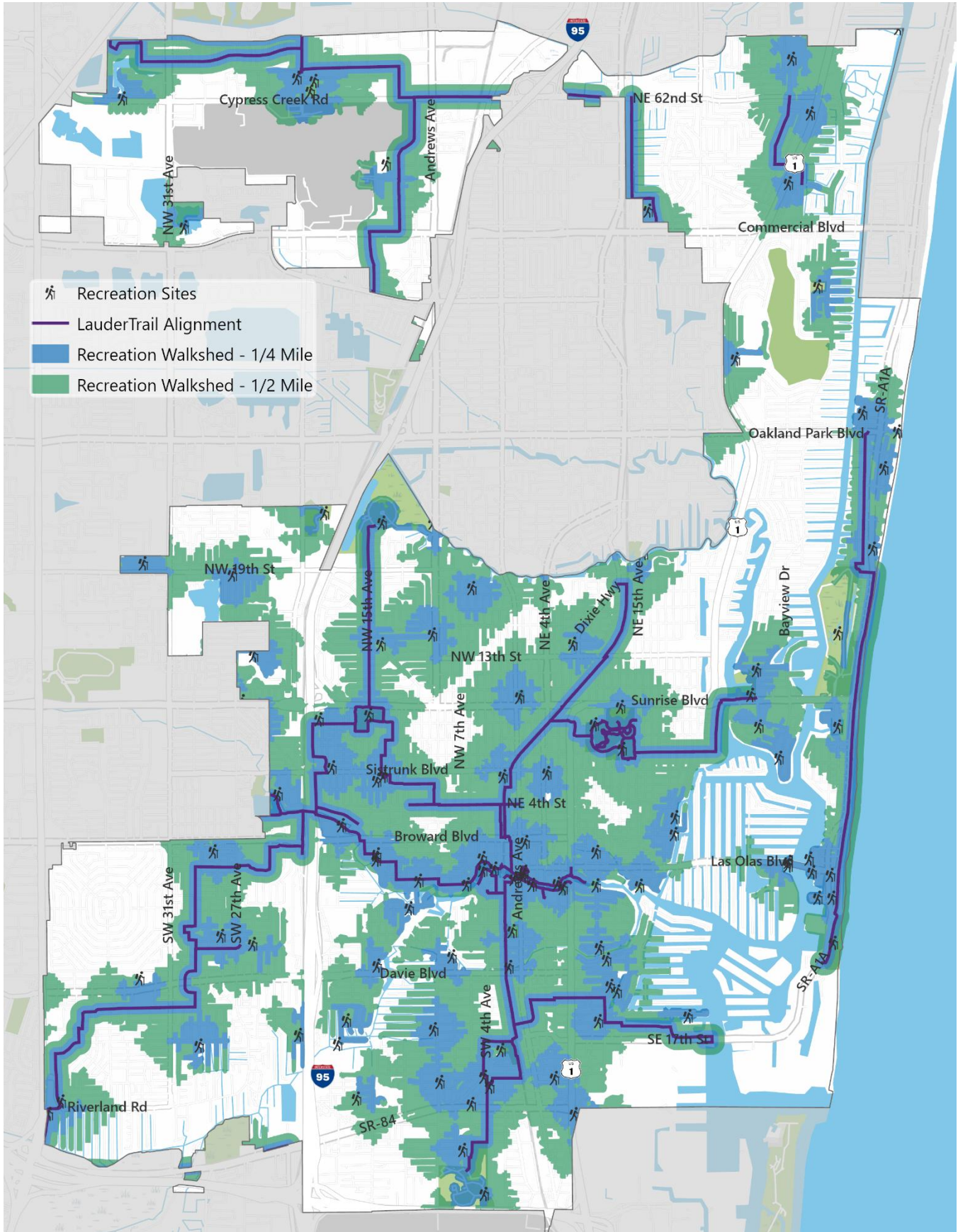
The proceeding section includes maps that depict how each prioritization criteria was applied to a given sidewalk gap, shown in summary as **Exhibit 4** and in detail as **Map 2** through **Map 10**.



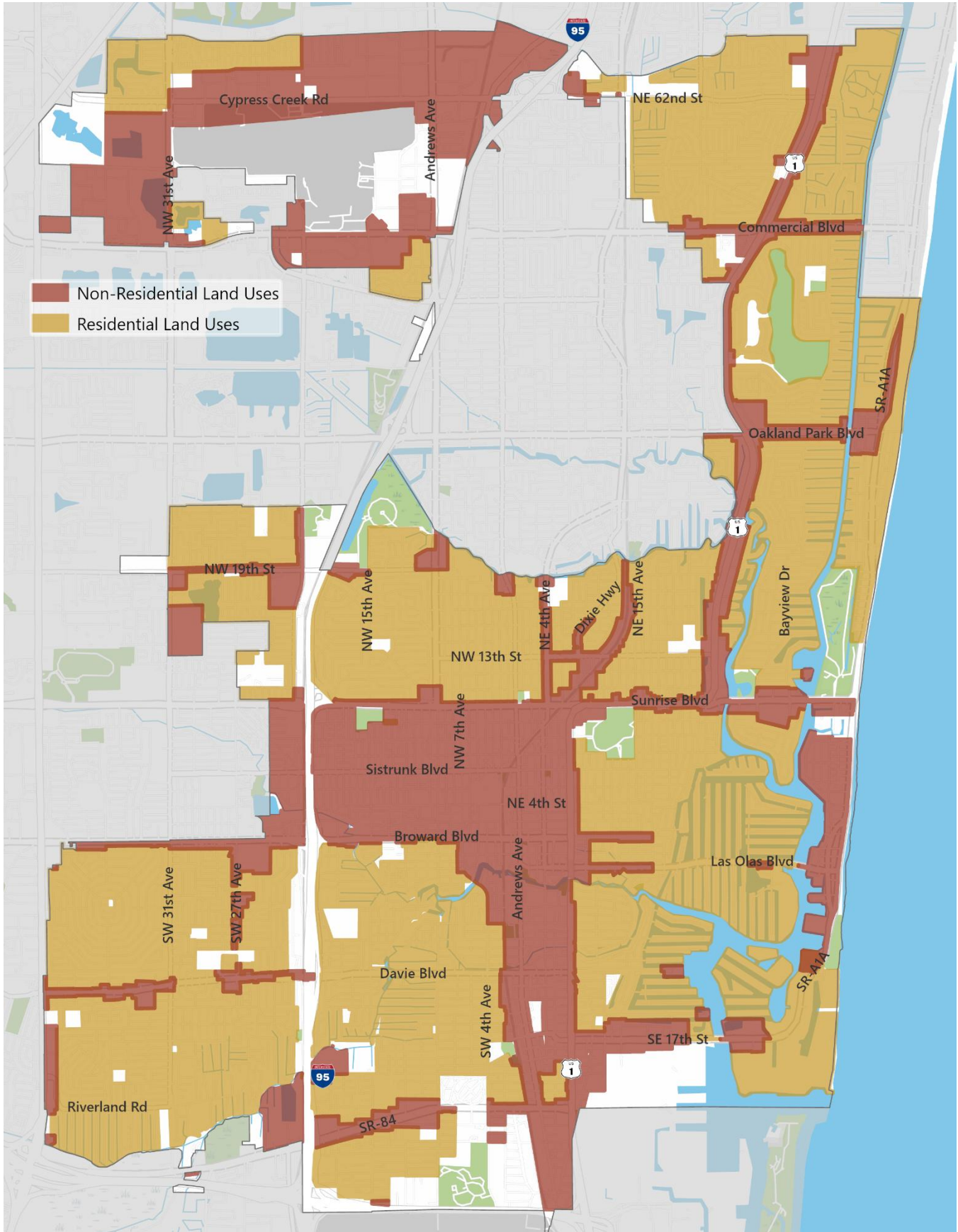
### Map 2 - Public Schools



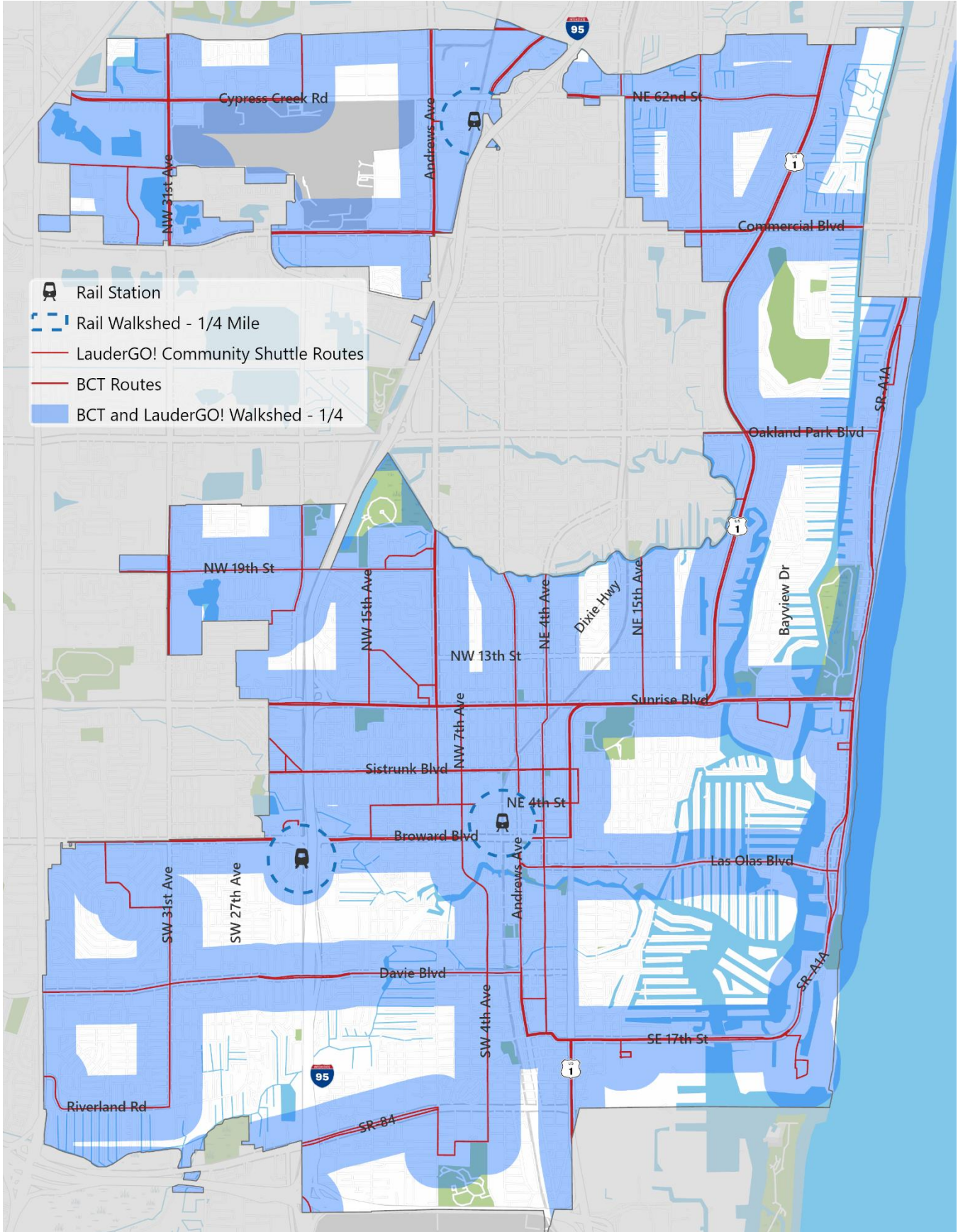
Map 3 - Trails and Parks, LauderTrail



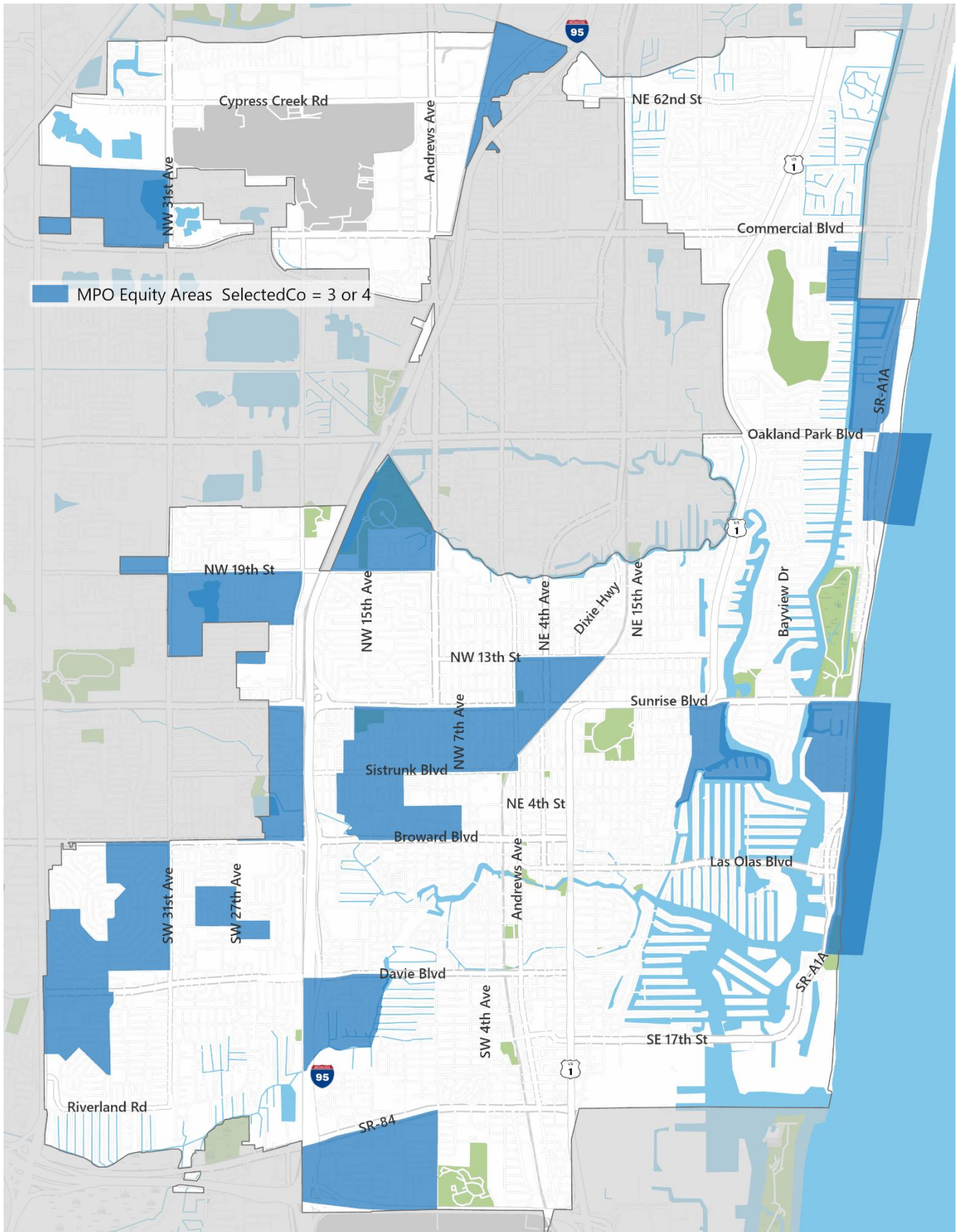
**Map 4 - Land Use**



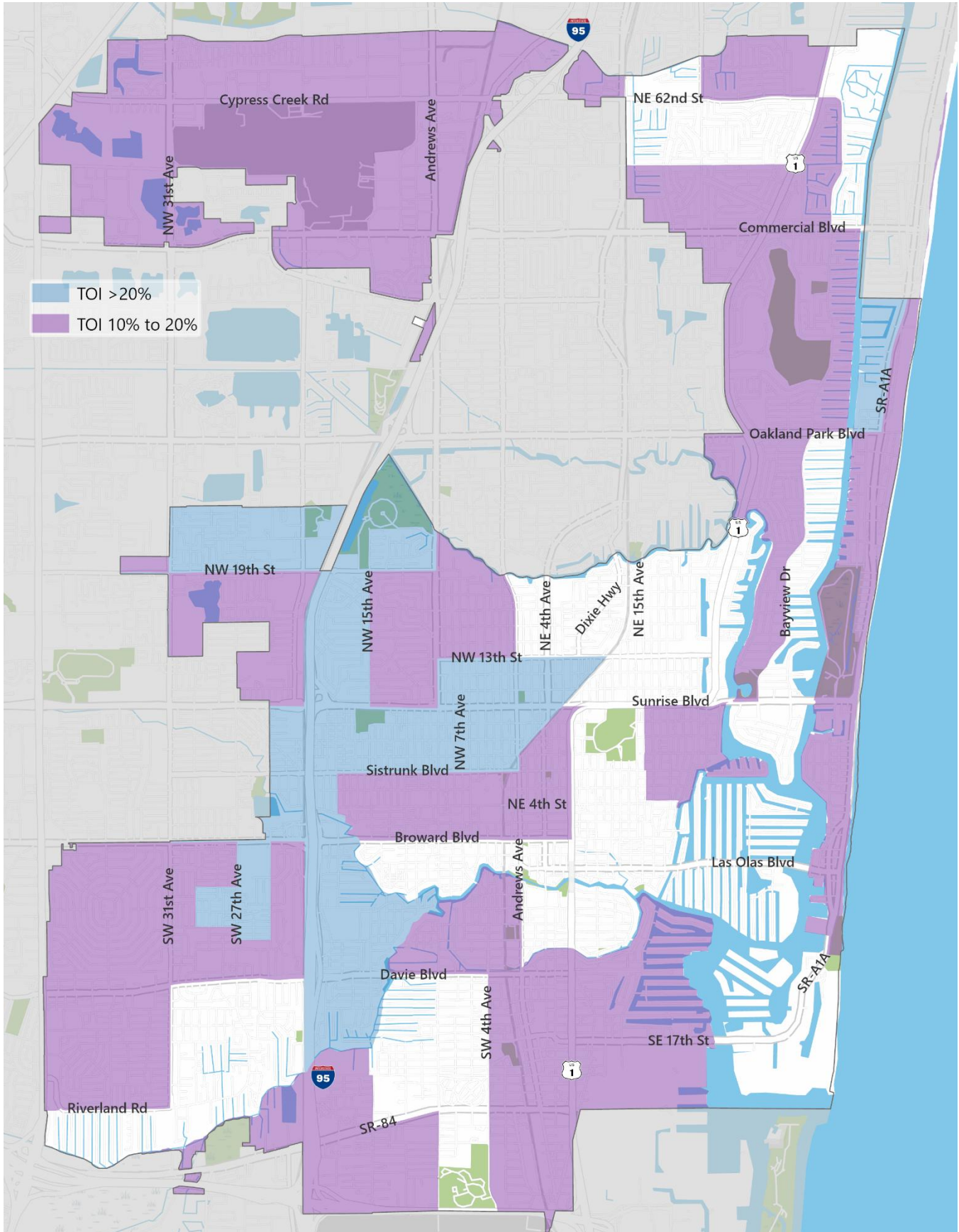
Map 5 - Transit



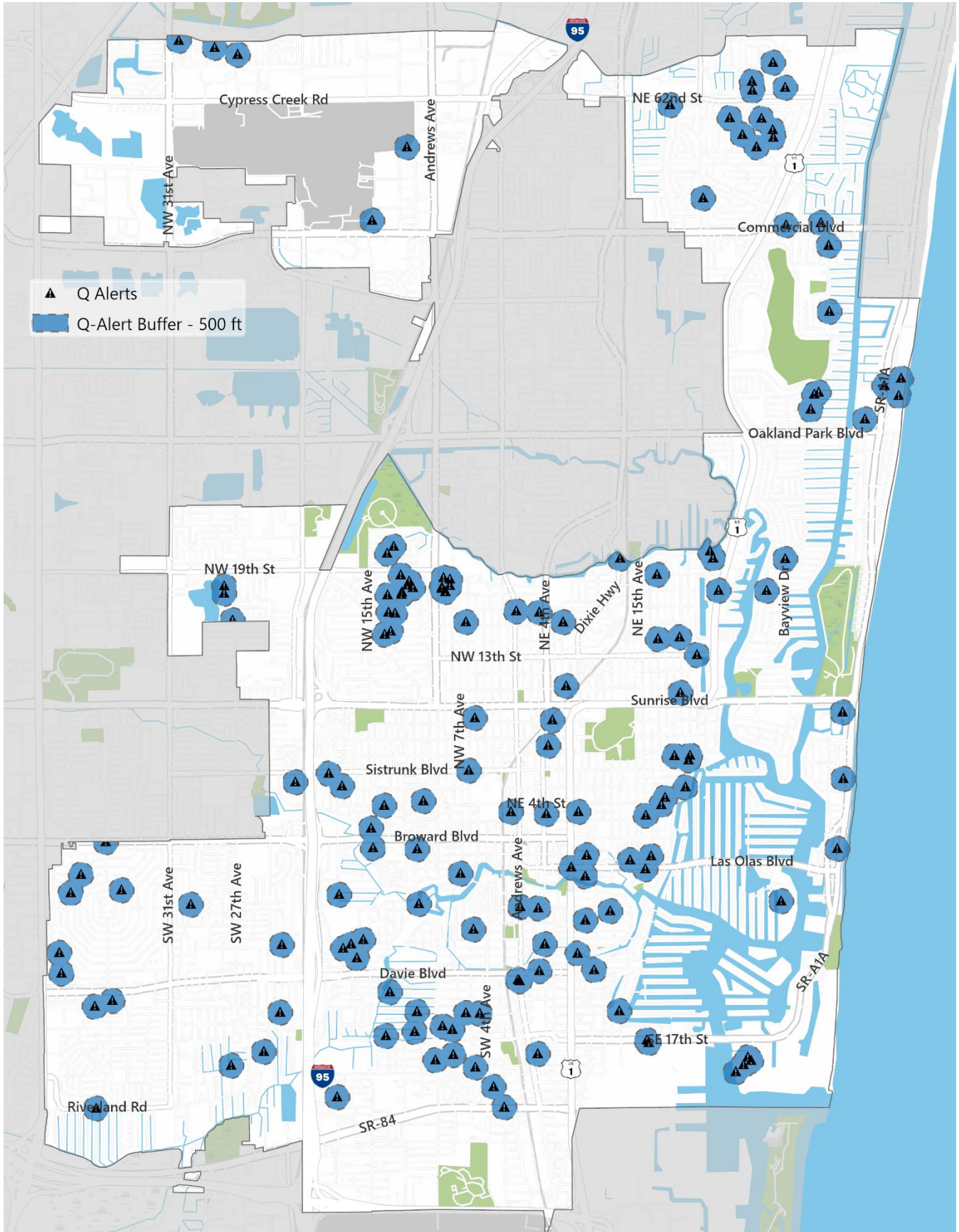
Map 6 - MPO Equity Areas



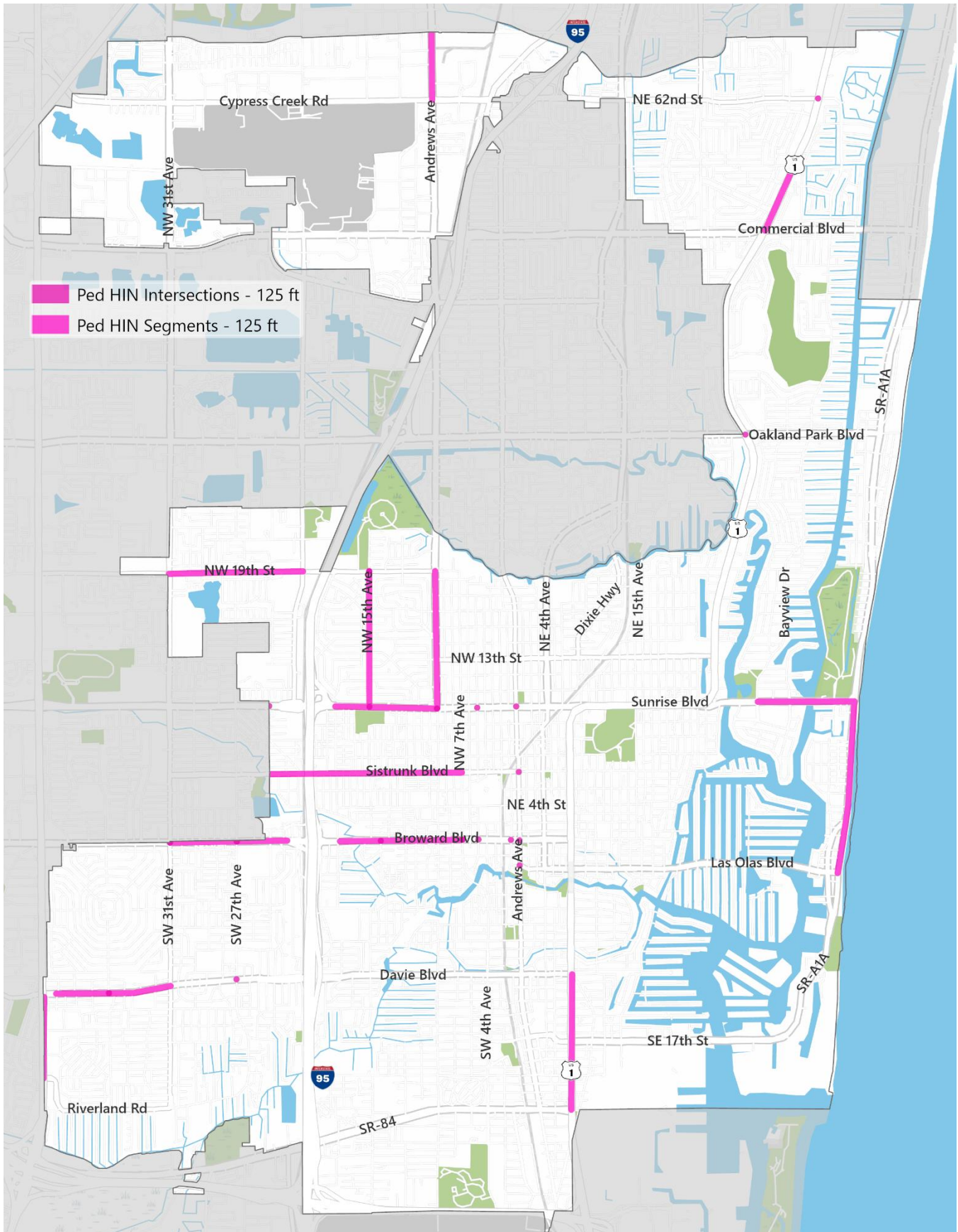
### Map 7 - Transit Opportunity Index



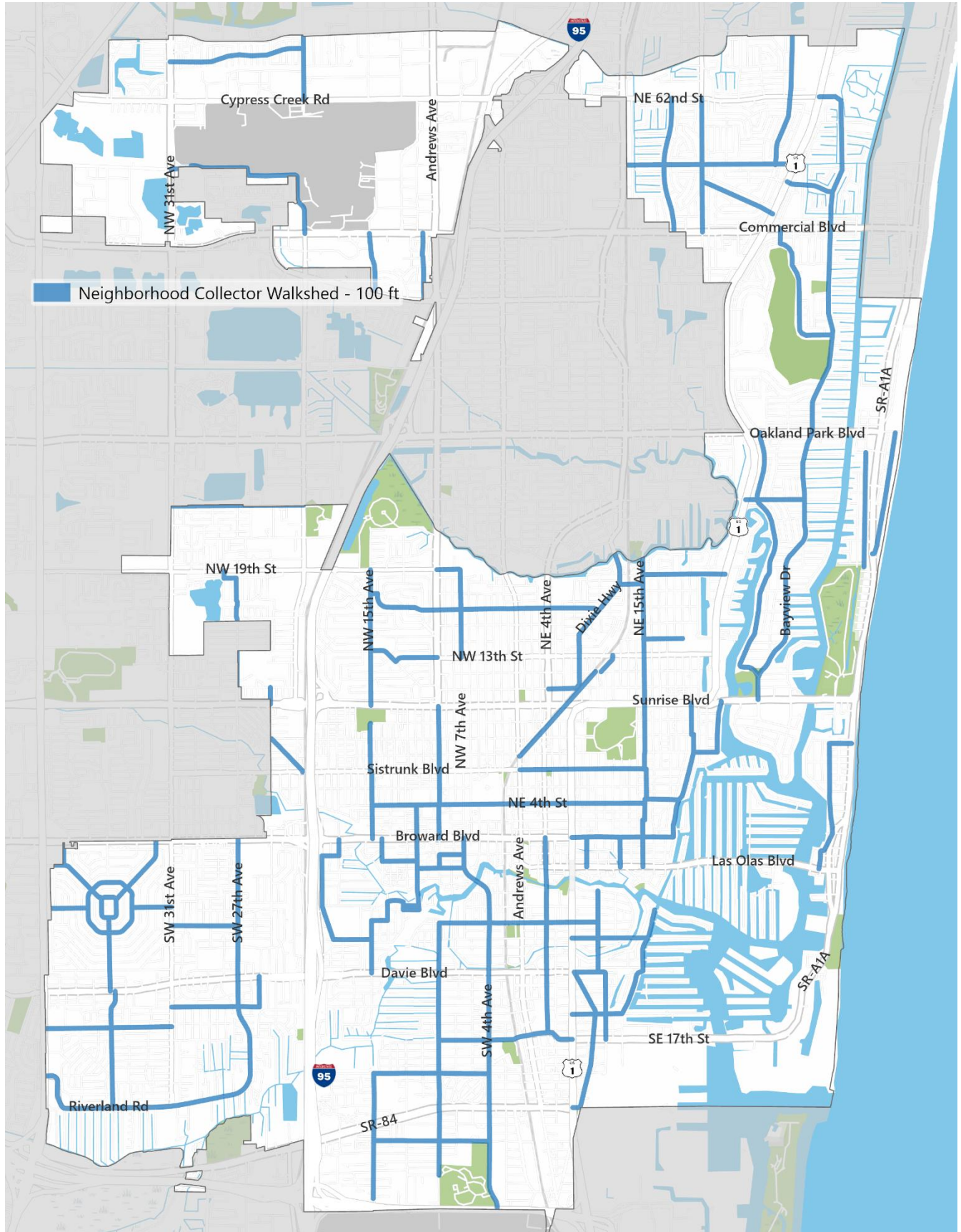
### Map 8 - Citizen Requests



### Map 9 - High Injury Network



Map 10 - Neighborhood Collectors



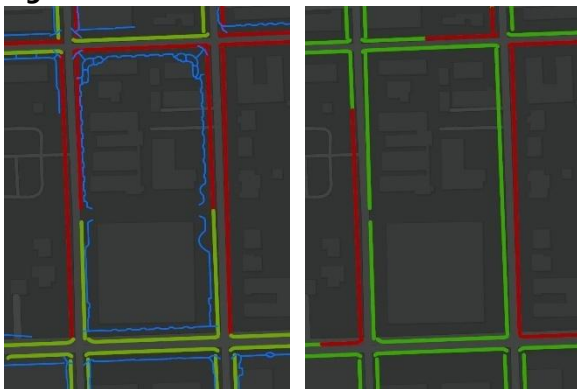
## Process

With prioritization factors selected and geospatial features identified, a comprehensive sidewalk layer was developed to depict existing sidewalks and gaps across the city, with the process to do so shown in **Figure 3**. This layer was built using two primary sources: the City’s 2020 hand-drawn curb line feature layer and the Public Works Department’s 2023 terrestrial LiDAR polygon layer.

Because the LiDAR layer depicted sidewalks as polygons representing their actual shapes, it was first converted to line features to align better with the curb layer. While the LiDAR dataset effectively identified where sidewalks existed, it did not capture areas lacking sidewalks and therefore excluded all gap segments.

The 2020 curb layer, being hand-drawn, exhibited several recurring issues, such as segments continuing through intersections or extending outside city limits. These errors were reviewed and corrected manually, resulting in a refined layer accurately depicting the edge of pavement for every street in the city. Next, dead-end roads, including finger islands, were removed as streets of this type are exempt from construction of new sidewalks. A new field was added to indicate whether a sidewalk exists along each segment, forming the basis of the comprehensive sidewalk layer. Due to the vintage of the data available data, sidewalk gaps are current as of mid-2024 and are subject to change as new development projects continue to build out the sidewalk network.

### Figure 4 - Data Transformation



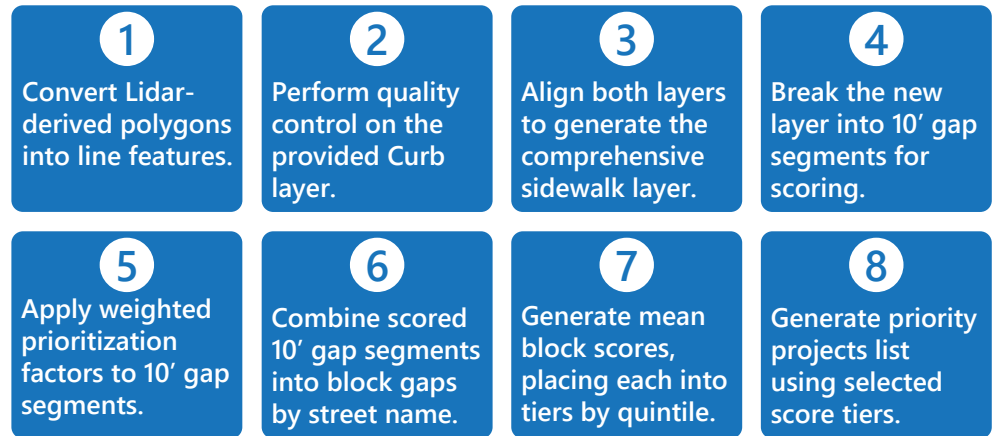
Data as Furnished

Transformed Data

*block gaps*, which were defined as continuous segments ending at either an intersection or an existing sidewalk.

The scores of the individual 10-foot segments within each block gap were averaged to generate a mean score for the entire block gap. These block-level scores were then grouped into quintiles to support prioritization. This process is illustrated in Steps 4 through 7 in **Figure 3**.

**Figure 3 - Data Preparation and Scoring Process**



First, sidewalk segments identified through the LiDAR data were populated into this layer using a geoprocessing tool. Then, technicians and city staff validated remaining gaps by comparing geospatial data against recent aerial imagery and Google Street View. The outcome was a citywide sidewalk layer representing both existing infrastructure and gaps. This process is illustrated in Steps 1 through 3 of **Figure 3** and the resulting data transformation is shown in **Figure 4**.

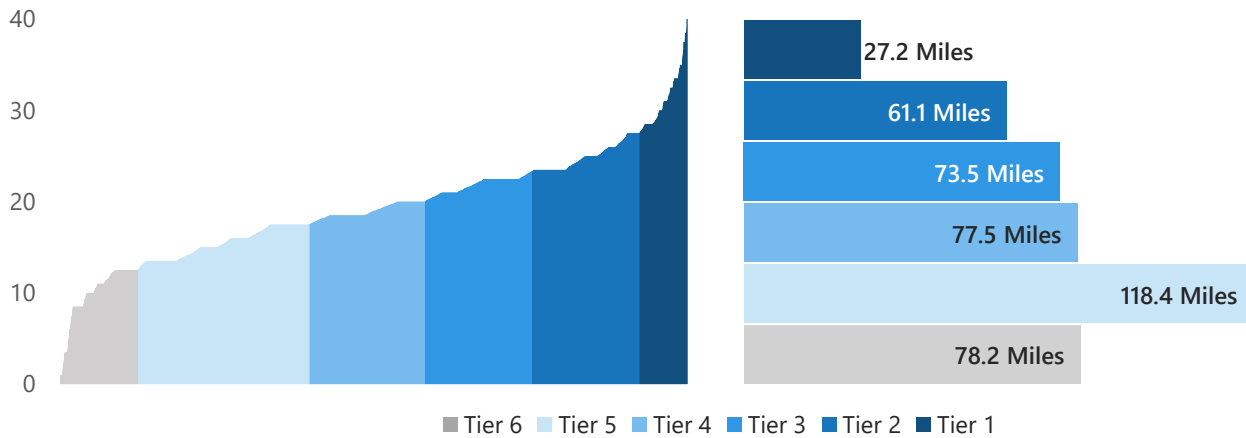
To enable more fine-grained prioritization, the comprehensive sidewalk layer was divided into short, 10-foot gap segments. The weighted criteria described in the preceding section were applied to each segment using Esri’s ModelBuilder tool. Next, the 10-foot segments were reassembled using a geoprocessing tool to form

## Scored Segments

### Citywide Scoring

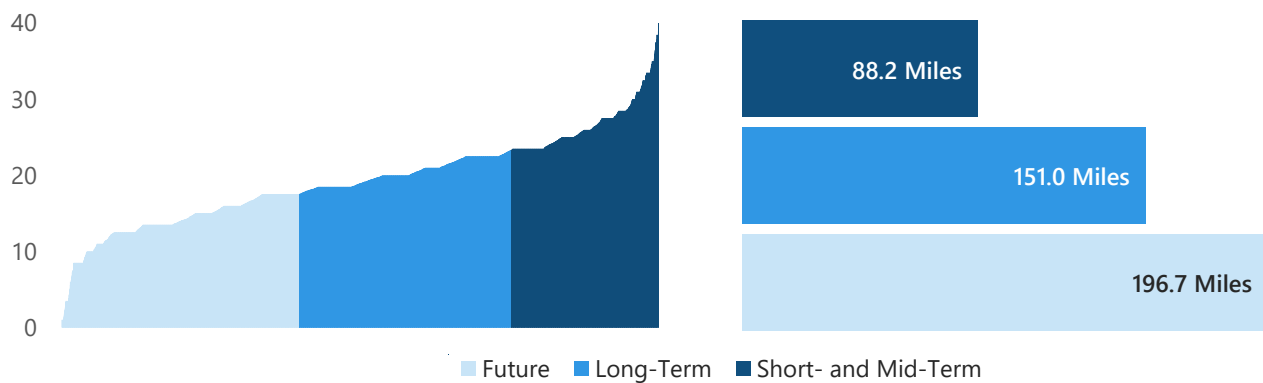
The resulting scores were grouped into quintiles and then further refined by dividing the highest quintile into two groups, resulting in six total prioritization tiers. As shown in **Figure 5**, individual gap segment scores ranged from 1 to 43, with a median score of 18.9. Tier 1, which makes up just 6% of total gap mileage, highlights the most critical capital needs. Tiers 2 through 4 accounted for 14%, 17%, and 18% of total gap mileage, respectively. Finally, Tiers 5 and 6, considered the lowest priority, together comprised 45% of all sidewalk gap mileage citywide.

**Figure 5 – Initial Tiers by Gap Score**



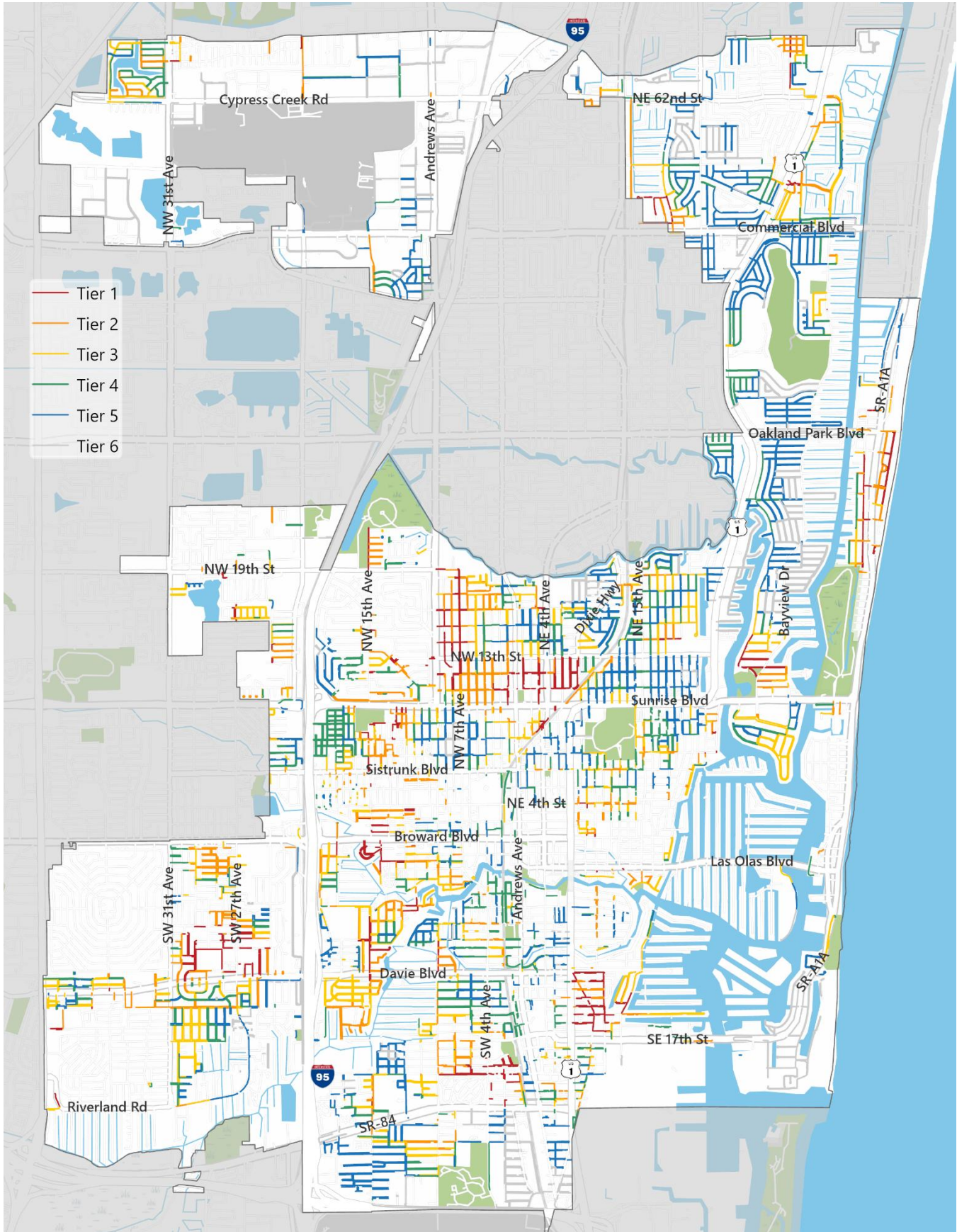
These tiers were then grouped into broader timeframes, as shown in **Figure 6**, to guide capital project development. For reference, the short- and mid-term is considered within the next 5 to 10 years, the long-term term is expected within 10 to 20 years, and the longest term, Future, is expected beyond 20 years. The short- and mid-term includes approximately 88 miles of sidewalk gaps, the long-term approximately 151 miles, and the “Future” term approximately 197 miles.

**Figure 6 - Initial Priorities by Score**



Tier distribution citywide is shown on the following page as **Map 11**.

Map 11 - Sidewalk Gaps by Tier



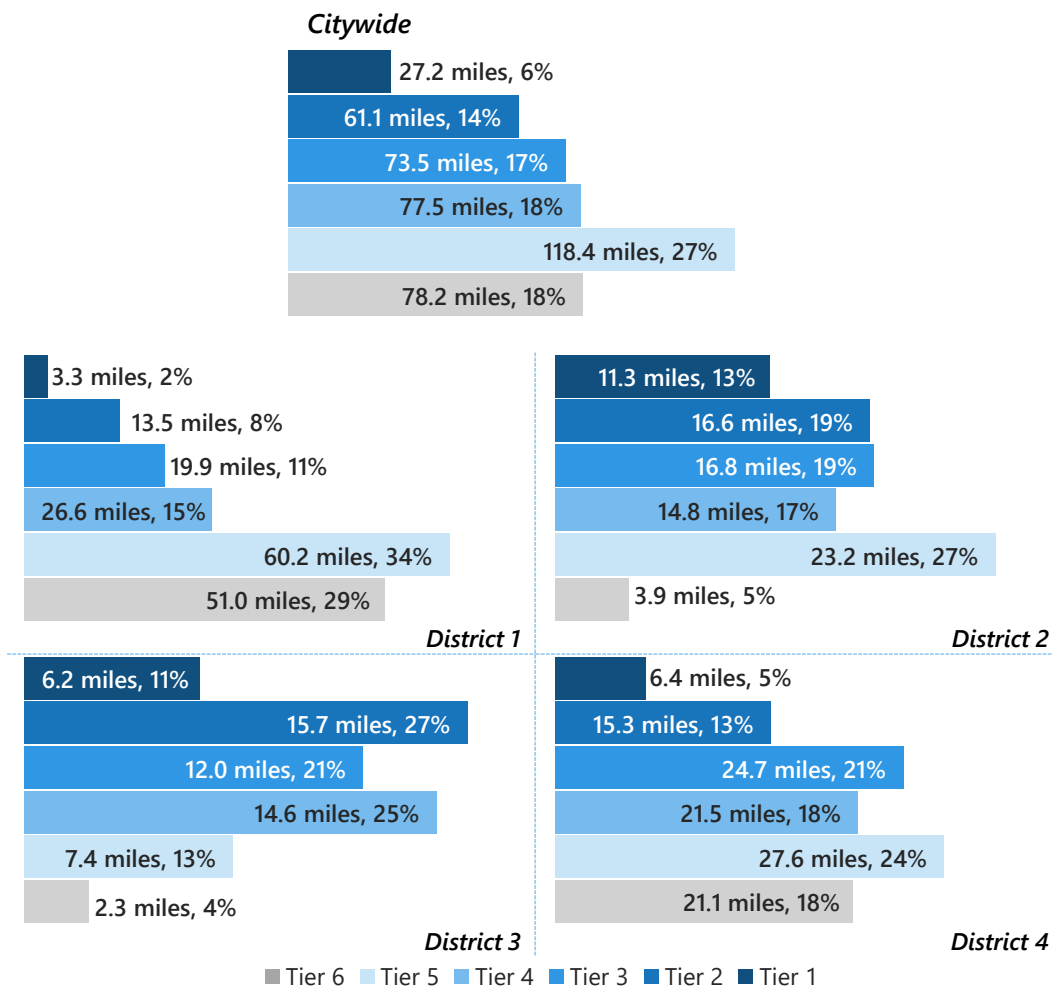
## Scoring by City Commission District

Comparing scores by City Commission District to the citywide distribution, shown in **Figure 7**, reveals significant differences in both total mileage and prioritization tier allocation. District 1 contains the largest proportion of identified gaps, with approximately 174 total gap miles, representing 40% of the citywide total and covering 27% of the city's land area. This is followed by District 4 with approximately 116 gap miles (27% of total gaps and 16% of land area), District 2 with approximately 87 gap miles (20% of total gaps and 15% of land area), and District 3 with approximately 58 gap miles (13% of total gaps and 16% of land area).

Tier distribution patterns show that District 1 has a relatively high concentration of lower-priority segments, with 63% of its gaps falling into Tiers 5 and 6. In contrast, Districts 2 and 4 have higher proportions of high-priority infrastructure needs, with 32% and 26% of their gaps, respectively, classified in the top two tiers. District 3 has the lowest share of low-priority segments, with only 17% of its gaps falling into Tiers 5 and 6.

The impact of the scoring methodology on each district is described in detail in the following section.

**Figure 7 - Segment Tiers by Mileage by City Commission District**



## Criteria Efficiency Ratios

To provide additional insight into how different prioritization categories and criteria influenced overall district performance, an efficiency ratio analysis was conducted. This ratio compares each district's average score in a given category to the citywide average. A value above or below 1.0 indicates whether a district scored higher or lower than the citywide average for that category. The results of this analysis are shown in **Figure 8**.














*Likelihood of Walking* had the strongest positive influence on scores in Districts 2 and 3, with efficiency ratios of 1.09x and 1.07x, respectively. District 3 also exceeded the citywide average in *Access to Transit* (1.12x) and performed significantly above average in *Demographics* (1.91x), reflecting greater access to and reliance on transit and other non-driving modes. *Roadway Character* had the most notable impact in Districts 2 and 4, with ratios of 1.22x and 1.21x, respectively.

Examining the two highest-weighted categories, *Likelihood of Walking* and *Roadway Character*, which together accounted for 75% of the total possible score, provides additional insight into how each influenced overall outcomes.

*Likelihood of Walking* had a relatively balanced effect across districts. Districts 2 and 3 again scored above average (1.09x and 1.07x), while Districts 1 and 4 fell below average (0.85x and 0.99x). Within this category, the *Public Schools* criterion showed the widest variation: District 3 scored 1.72x the citywide average due to a higher concentration of schools, whereas District 1 scored 0.63x, reflecting fewer schools. A similar trend was seen in the *Recreation* criterion, which boosted scores in Districts 2 and 3 but had limited influence in District 1.

*Roadway Character* produced more varied results. For the *Q-Alert* criterion, Districts 2 and 4 scored above average (1.13x and 1.14x), while Districts 1 and 3 scored below (0.78x and 0.51x). The *Neighborhood Collector* criterion followed a similar pattern, with Districts 2 and 4 again above average (1.17x and 1.15x) and Districts 1 and 3 below (0.89x and 0.46x). The *High Injury Network* criterion had minimal impact in Districts 1, 2, and 4 (0.35x, 0.37x, and 0.25x), but had a strong influence in District 3, which scored 1.70x. This reflects the higher exposure to pedestrian risk in District 3, where residents are more likely to rely on walking as a primary mode of transportation.

**Figure 8 - Efficiency Ratios**

Categories   Criteria	Commission District			
	1	2	3	4
 Likelihood of Walking	0.85	1.09	1.07	0.99
 Public Schools	0.63	1.26	1.72	0.77
 Recreation	0.59	1.15	1.25	1.08
 Land Use	1.04	1.05	0.89	0.98
 Access to Transit	0.99	1.02	1.12	0.87
 Transit Route	0.99	1.02	1.13	0.87
 Demographics	0.53	0.82	1.91	0.74
 MPO Equity Area	0.22	1.19	2.91	0.78
 Transit Opportunity	0.73	0.79	1.77	0.83
 Roadway Character	0.92	1.22	0.64	1.21
 Citizen Requests	0.78	1.13	0.51	1.14
 High Injury Network	0.35	0.37	1.70	0.25
 Neighbor. Collector	0.89	1.17	0.46	1.15

## Initial Projects

The final step in the process was to identify sidewalk projects that could be constructed by the City in the coming years. Due to the high total mileage of gaps and the associated capital need, the initial project list was developed using only Tier 1 and Tier 2 segments. The primary goal was to install sidewalks on at least one side of the street. As a result, not every neighborhood in the city will receive an initial project.

In some cases, a Tier 1 or 2 sidewalk gap ends at a lower-tier segment (e.g., Tier 3). In these instances, adjacent lower-tier gaps were included, extending in either direction, until reaching an existing sidewalk. When determining which side of the street should receive a sidewalk, convenience for people walking was considered to reduce unnecessary street crossings. This approach supports the development of a more logical and connected sidewalk network.

A total of approximately 37.5 miles of sidewalk gaps were prioritized as initial projects. The city's 2025 estimated sidewalk construction cost of \$542,468 per mile was applied to each, with a resulting estimated cost of approximately \$20.3 million. These projects are summarized by City Commission District in **Figure 9** and by neighborhood association in **Table 3**.

**Figure 9 - Initial Projects by Commission District**

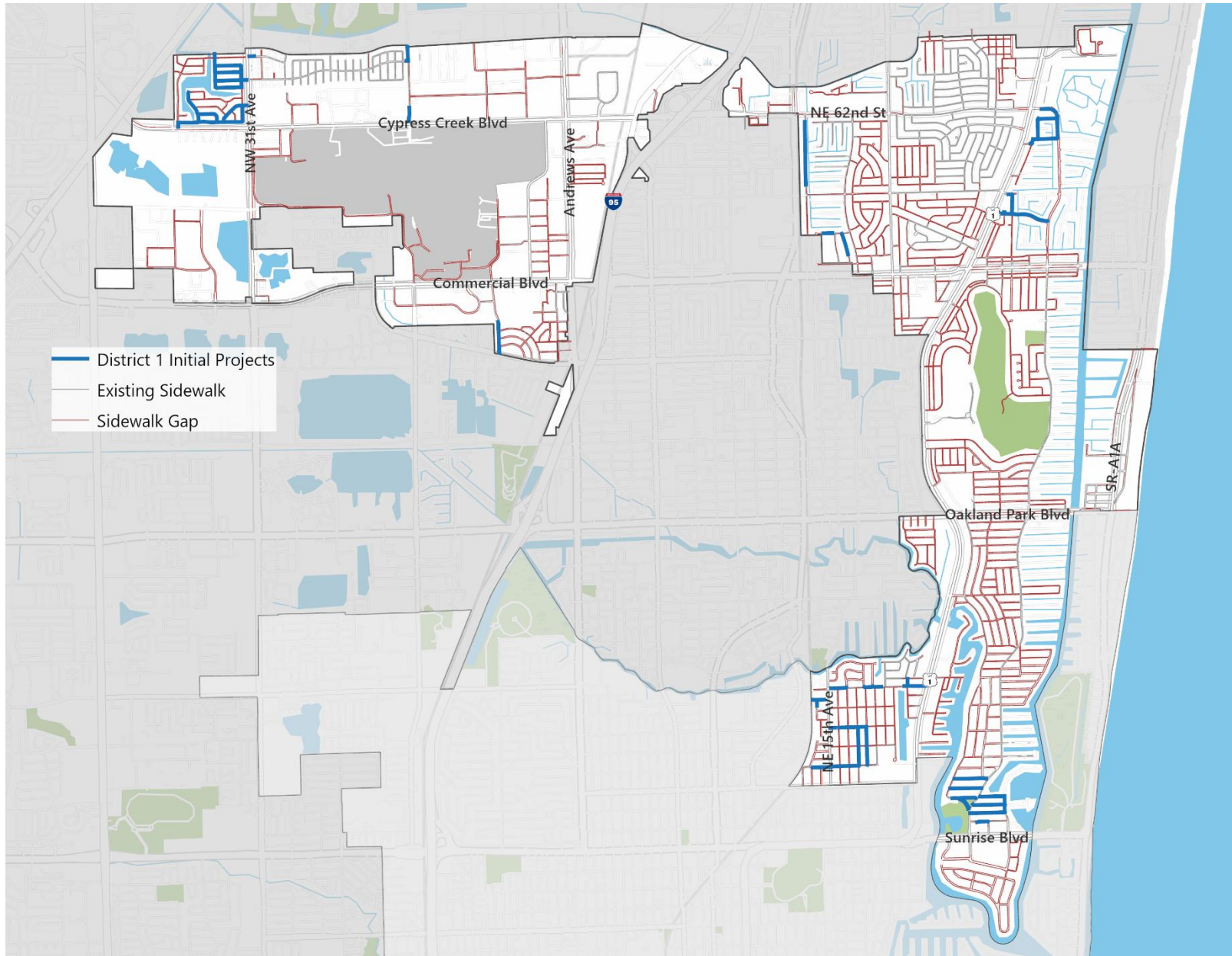
<b>District 1</b>	7.0 miles, 19%
<b>District 2</b>	10.7 miles, 29%
<b>District 3</b>	9.9 miles, 26%
<b>District 4</b>	9.9 miles, 26%

**Table 3 – Estimated Initial Project Costs by Neighborhood Association and Commission District**

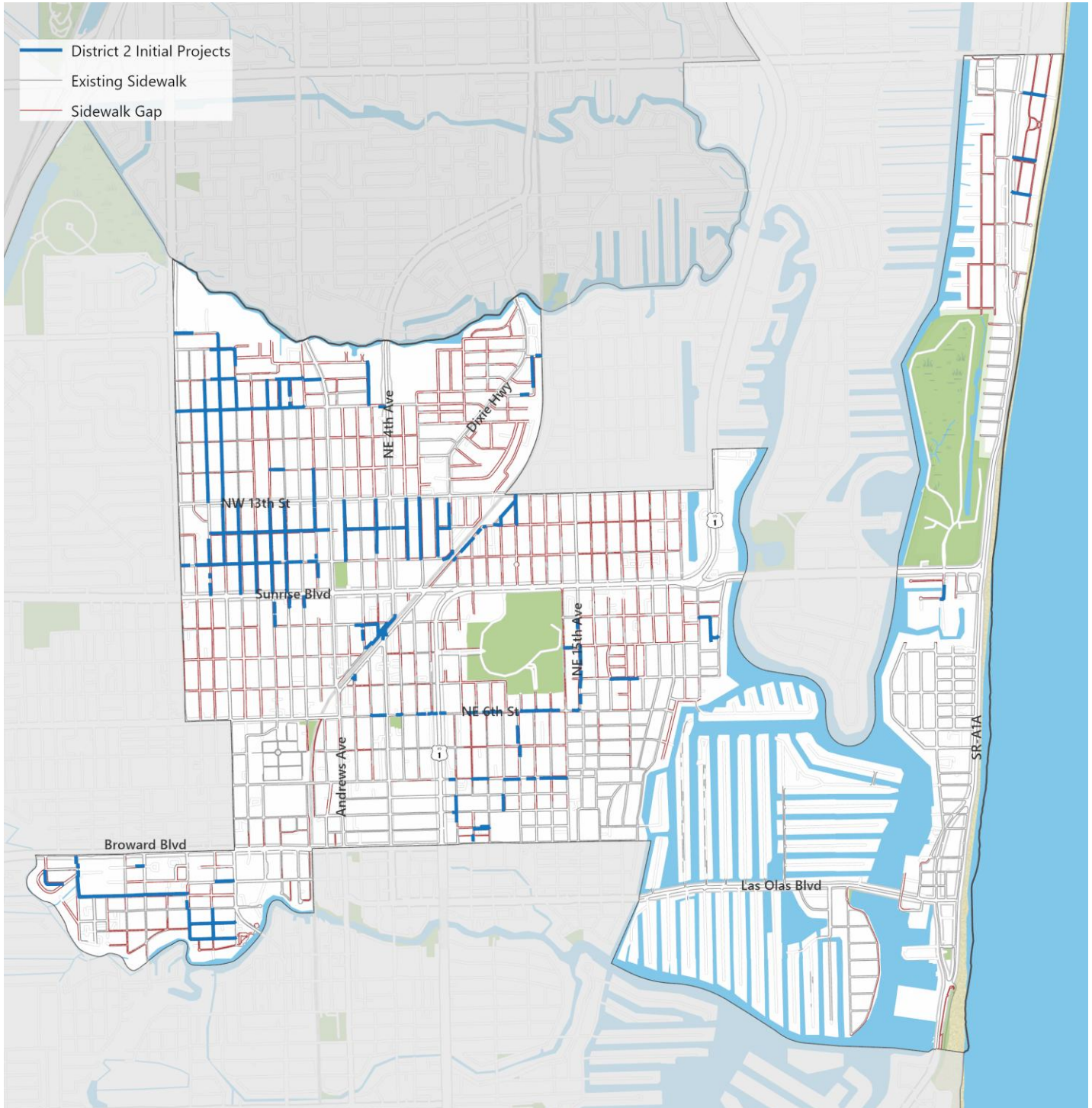
Neighborhood	Length	Dist.	Est. Cost	Neighborhood	Length	Dist.	Est. Cost
South Middle River	5.8 mi	2	\$3,158,287	Progresso Village	0.6 mi	2	\$298,615
Melrose Manors	2.4 mi	3	\$1,294,583	Dillard Park	0.5 mi	3	\$285,965
Riverside Park	2.4 mi	4	\$1,282,725	Poinciana Park	0.5 mi	4	\$279,452
Palm Aire Village West	2.1 mi	1	\$1,117,255	River Oaks	0.4 mi	4	\$238,519
Lauderdale Manors	1.7 mi	3	\$921,656	Rio Vista	0.4 mi	4	\$233,769
Dorsey-Riverbend	1.7 mi	3	\$913,009	Home Beautiful Park	0.4 mi	3	\$207,844
Croissant Park	1.5 mi	4	\$805,652	Lake Ridge	0.3 mi	2	\$163,579
Coral Ridge	1.4 mi	1	\$768,022	North Golf Estates	0.3 mi	1	\$139,972
Poinsettia Heights	1.4 mi	1	\$750,530	Rock Island	1,280 ft	3	\$131,262
Durrs	1.3 mi	3	\$729,826	Landings	1,200 ft	1	\$123,133
Victoria Park	1.3 mi	2	\$711,406	Lauderdale Beach	1,150 ft	2	\$118,362
Sailboat Bend	1.3 mi	2	\$706,146	Flamingo Park	1,150 ft	4	\$118,179
Harbordale	1.3 mi	4	\$692,314	Twin Lakes North	1,010 ft	1	\$104,138
Middle River Terrace	1.0 mi	2	\$569,074	Sunset	950 ft	3	\$97,120
River Run	0.9 mi	4	\$469,249	Flagler Village	710 ft	2	\$72,549
Shady Banks	0.8 mi	4	\$446,404	Palm Aire Village East	510 ft	1	\$52,049
Outside Official*	0.8 mi	1	\$407,293	Lake Aire Palm View	470 ft	3	\$48,087
Tarpon River	0.8 mi	4	\$407,194	Colee Hammock	330 ft	4	\$34,244
Edgewood	0.7 mi	4	\$364,521	Central Beach Alliance	300 ft	2	\$30,649
Riverland	0.7 mi	3	\$357,836	Palm Aire Village 1	160 ft	1	\$16,281
Golden Heights	0.6 mi	3	\$349,323	Lauderdale West	160 ft	3	\$16,006
Coral Ridge Isles	0.6 mi	1	\$316,830	<b>Total Est. Initial Project Costs (2025)</b>			<b>\$20,348,908</b>

Notes: Length in miles are rounded to the nearest tenth, length in feet are rounded to the nearest ten. Estimated costs are based on pre-rounded numbers.

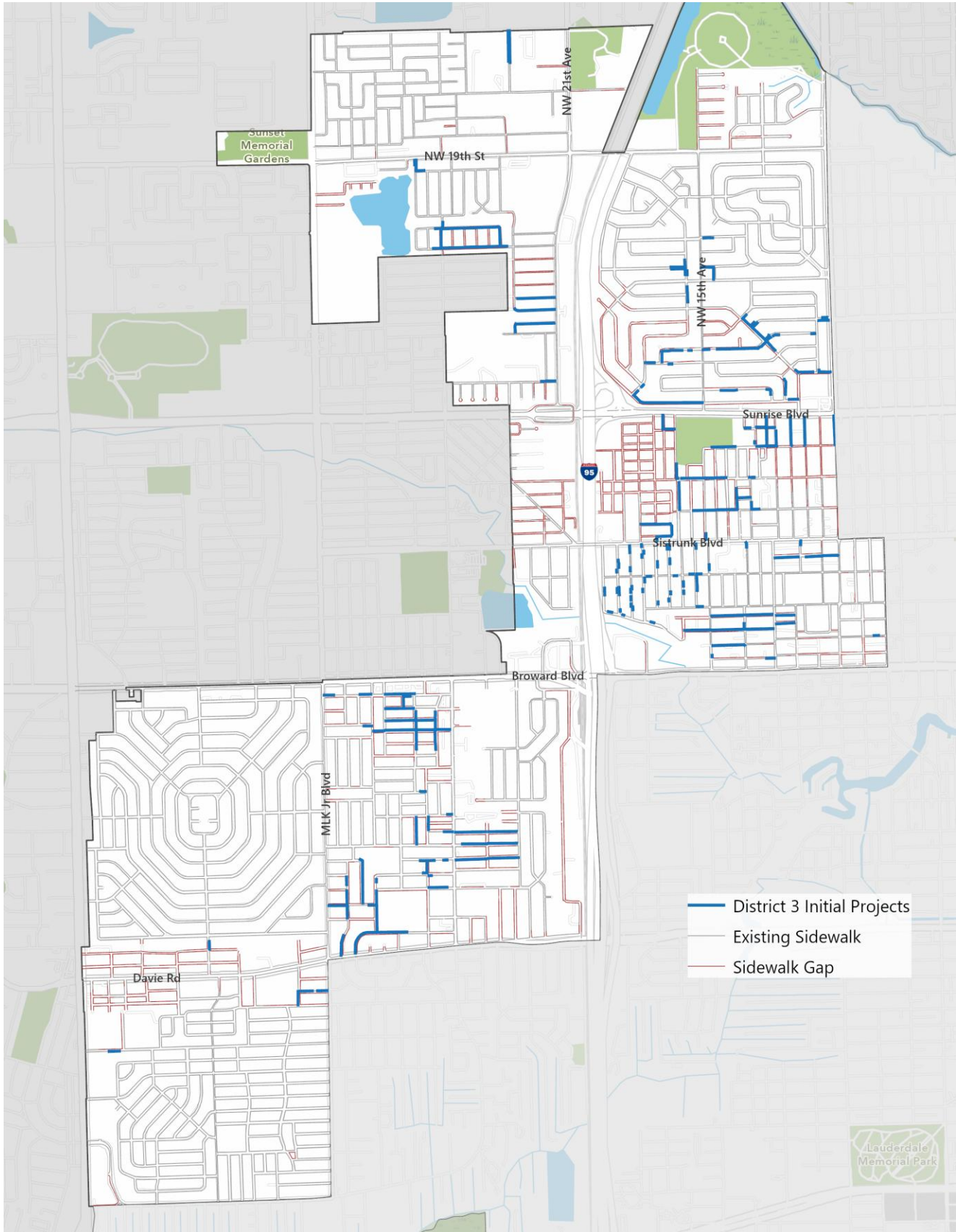
Map 12 - Commission District 1 Initial Projects



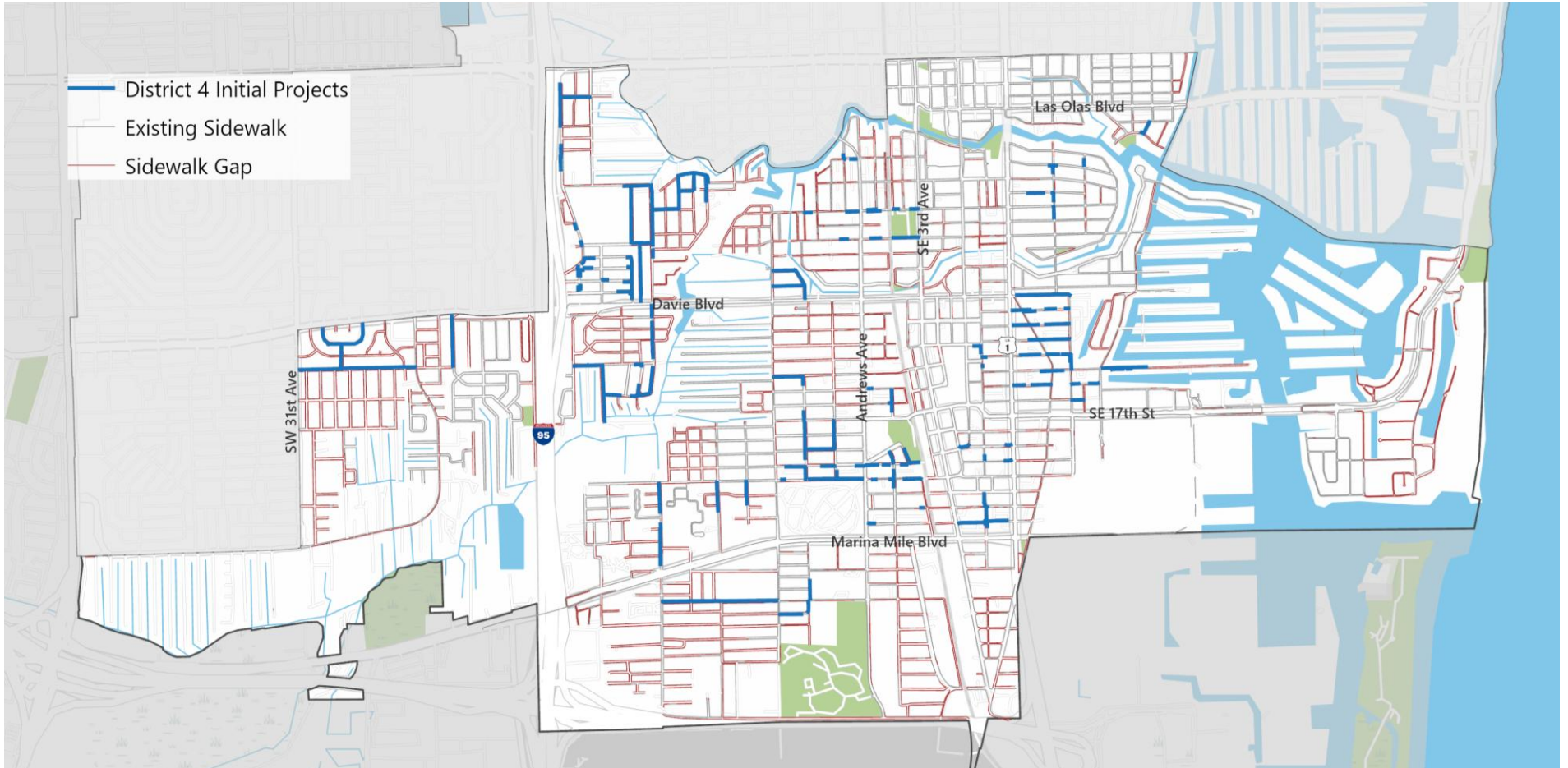
### Map 13 - Commission District 2 Initial Projects



**Map 14 - Commission District 3 Initial Projects**



Map 15 - Commission District 4 Initial Projects



## Appendix 1: Survey Summary and Full Responses

### Introduction

As part of the Sidewalk Master Plan, a survey was distributed to neighbor perceptions regarding the availability, quality, and use of sidewalks in Fort Lauderdale. Respondents were also provided a link to an online mapping site where they could graphically depict areas they felt sidewalk improvement or construction is most needed. The Fort Lauderdale Sidewalk Master Plan survey was distributed via official City social media platforms, Commissioner Newsletters, and other communication methods as recommended by city staff.

A total of 818 responses were received. On average, the survey questions received an 87% response rate. In instances where a question included a free response option, the average response rate was 84%. Free responses collected for such questions were reviewed and assigned a descriptive label and gather useful takeaways.

To report trends in the collected responses, this document organizes the 18 survey questions into four themes:

1. Respondent Geography (Questions 1-3)
2. Sidewalk Use (Questions 4-8)
3. Values and Funding (Questions 9-14)
4. Demographics (Questions 15-18)

The numerically ordered survey instrument can be found as Attachment 1, the full responses from each question, including free responses, can be found as Attachment 2.

### Survey Observations

The data collected in this survey yielded insights into the frequency and purpose of sidewalk use, as well as challenges and desires for improvements among the respondent group. Some key takeaways include:

**Use of Sidewalks** | Daily sidewalk use is common among respondents, despite a significant share of respondents reporting a lack of sidewalks and a litany of concerns related to safety and comfort. Additionally, recreational use of sidewalks is prevalent; fewer responses indicate walking as a core transportation mode such as commuting or running errands.

**Core Issues** | Concerns regarding safety, maintenance, and design persist among the responses, especially amongst those that have school aged children. Free responses related to safety were often related to interaction with fast moving or aggressive drivers. Many comments were suggestions for additional related infrastructure, such as new crosswalks or stop signs. In addition, most respondents describe the current sidewalk network as uncomfortable to use and disconnected.

**Importance of Sidewalks** | Despite a generally negative outlook on the current state of Fort Lauderdale's sidewalk system, sidewalks are "important to very important" for neighborhood livability for a majority of respondents.

**Funding** | There is limited awareness of current sidewalk funding allocations, but a willingness to support increased funding, including a tax increase, particularly with a specific funding plan in place. A majority of respondents indicated they believe that sidewalk funding should be prioritized and expedited in a way that would require a bond.

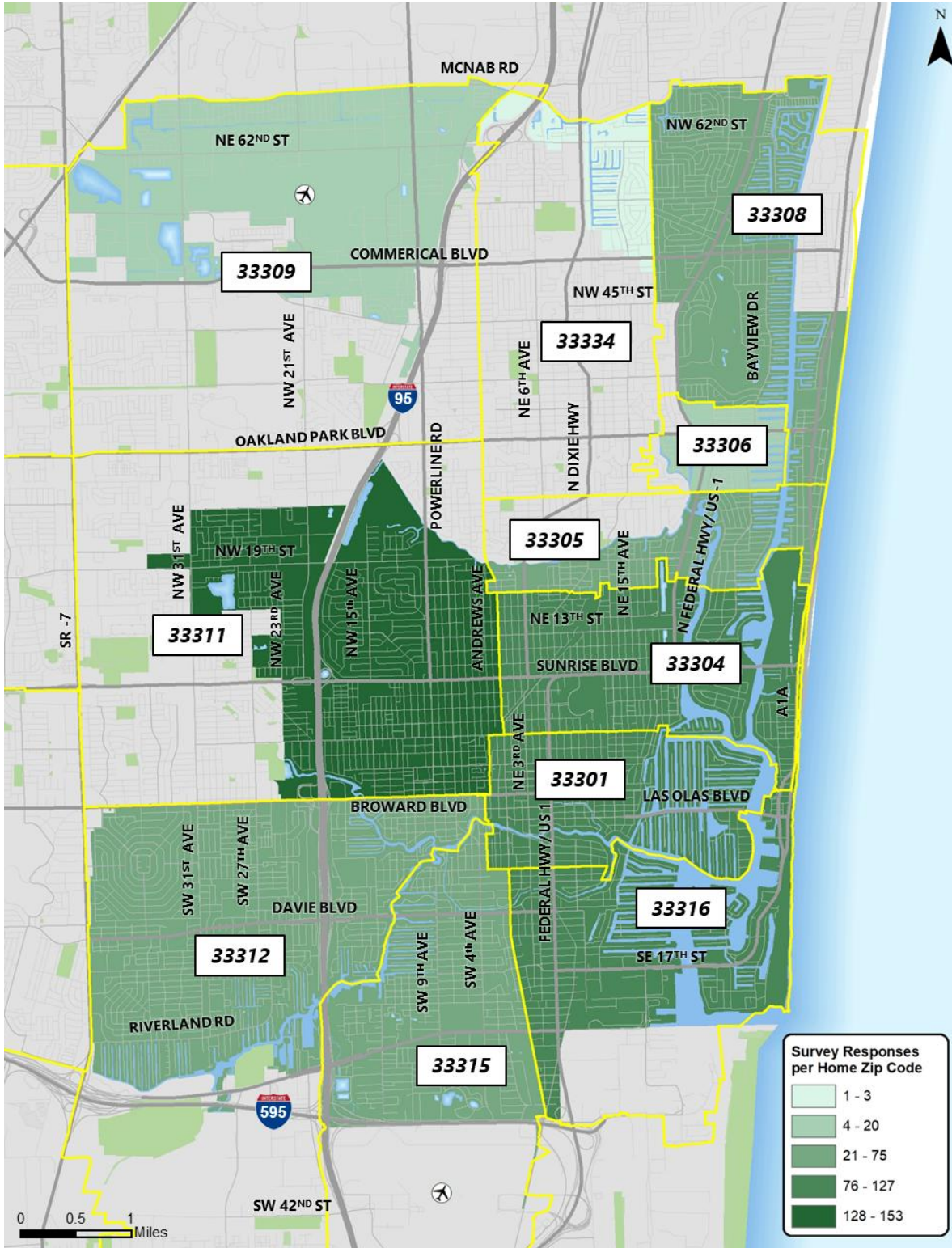
### Respondent Geography

*Questions 1 and 2 collected home and work zip codes from respondents, respectively. The three most common home zip codes were 33311 (18%), 33316 (15%), and 33304 (13%). The three most common work zip codes were 33301 (17%), 33316 (11%), and 33304 (9%). The third most frequently selected answer to Question 2 (work zip code) was "NA," which may indicate a large percentage of the respondents are of retirement age or simply did not wish to provide this information. The results of both questions are found in*

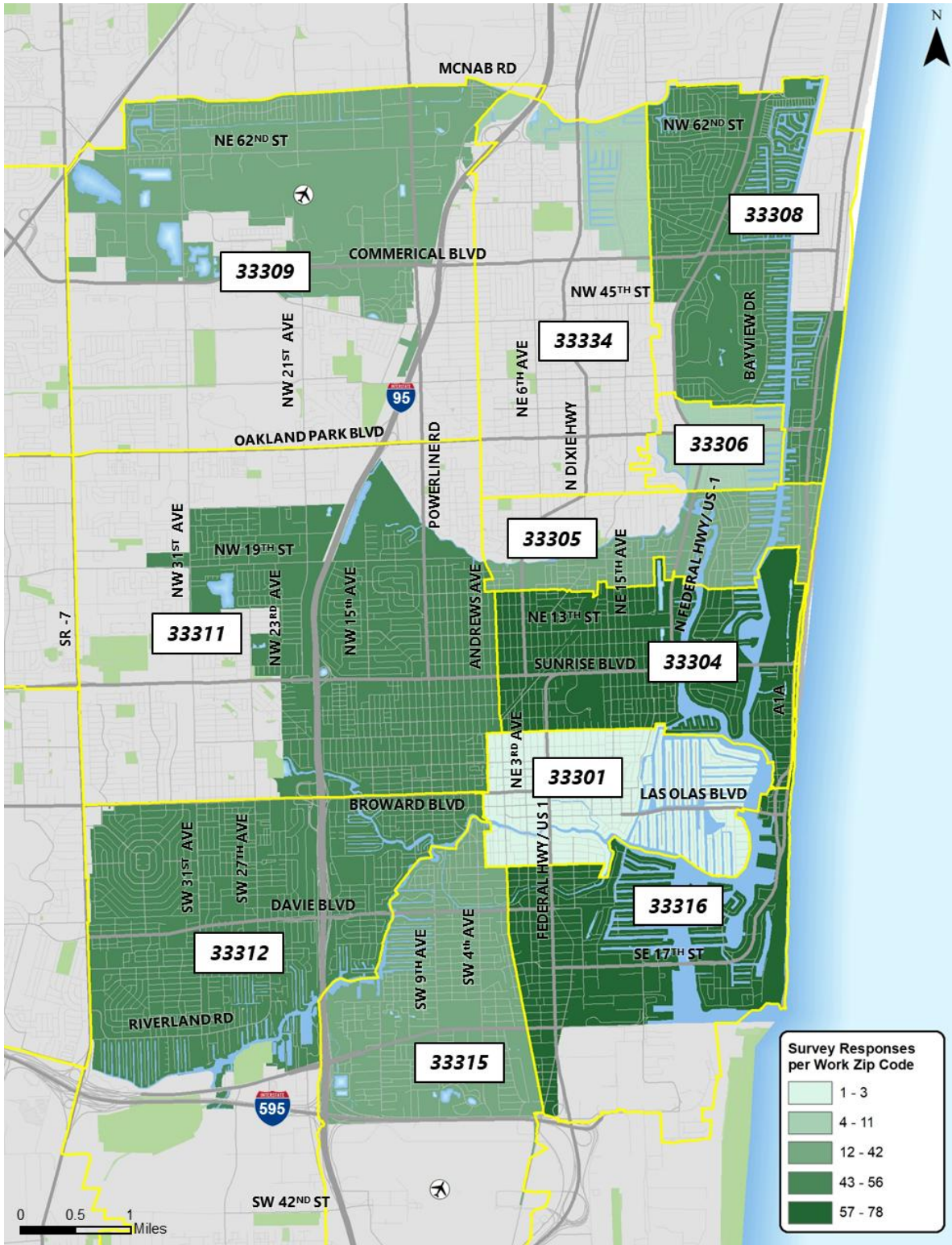
**MAP 17** and MAP 18.

Question 3 collected respondent neighborhoods. It is important to note that despite the generally high number of survey responses, not enough data are available to draw reasonable conclusions at the neighborhood geographic level. Therefore, additional geographic emphasis in this document is placed on zip codes. Nonetheless, the three most common reported neighborhoods were Victoria Park (7%), Harbordale (6%), and South Middle River (6%).

**MAP 16 - Home Location by ZIP Code**



MAP 17 – Work Location by ZIP Code

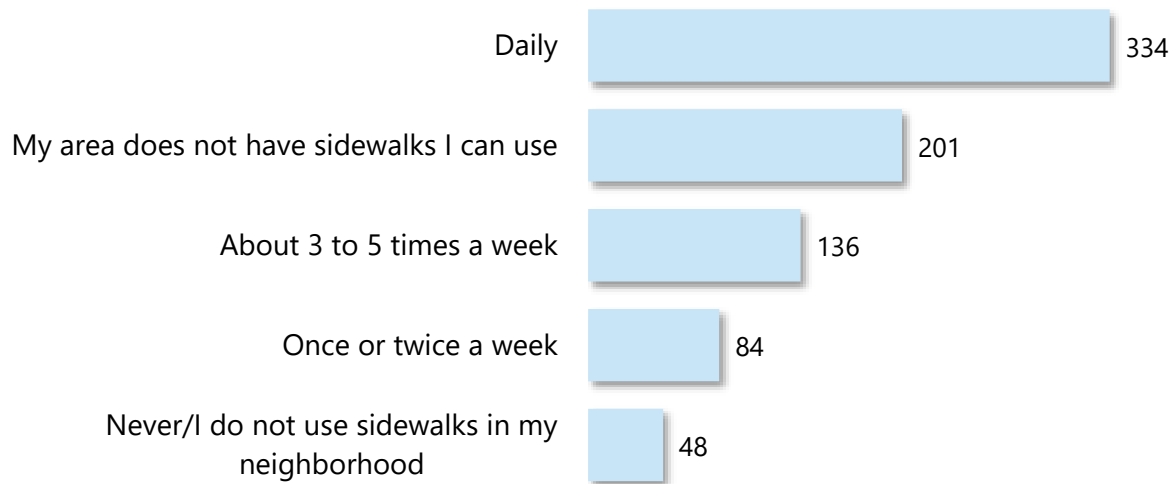


## Sidewalk Use

Respondents were asked how often they use sidewalks in Question 4 and for what purposes they use sidewalks in Question 5. When reviewing how often respondents use sidewalks, the two most frequent responses were “Daily” (42% of responses) and “My area does not have sidewalks I can use” (25% of responses), these responses illustrate a dynamic where currently existing sidewalks are well-used by respondents (67% use sidewalks at least once a week) and that there is demand for sidewalks in areas without them. Combining responses of “3 to 5 times a week” and “Once or twice a week,” a group of occasional sidewalk users makes up 27% of the total responses.

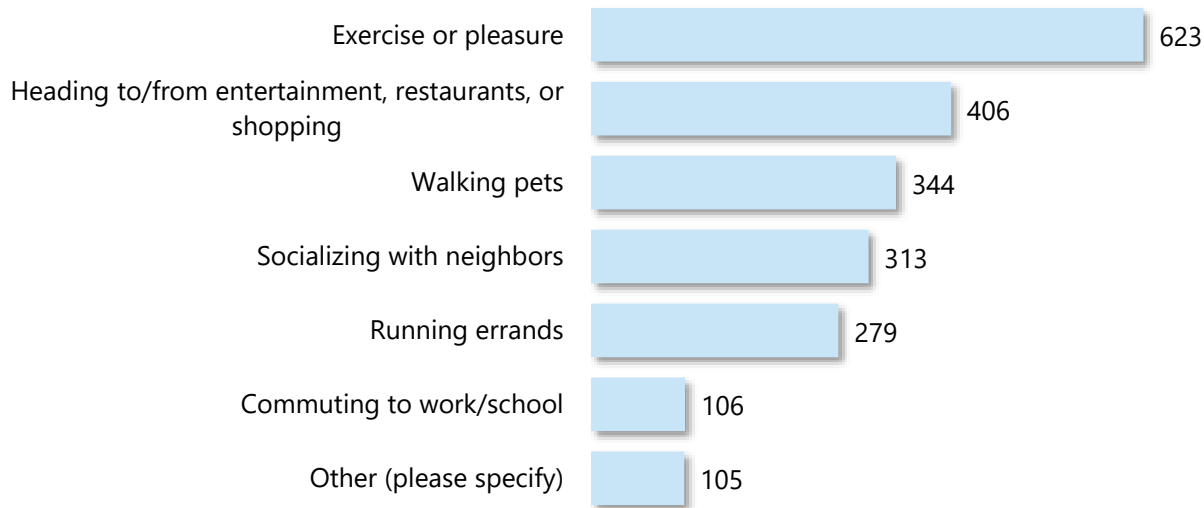
Question 5 provided respondents with seven options for sidewalk uses and asked respondents to select all options that applied. The most frequently reported uses of sidewalks were “Exercise or Pleasure” (29%), “Heading to/from entertainment...” (19%), and “Walking pets” (16%).

### Question 4: How frequently do you use sidewalks?



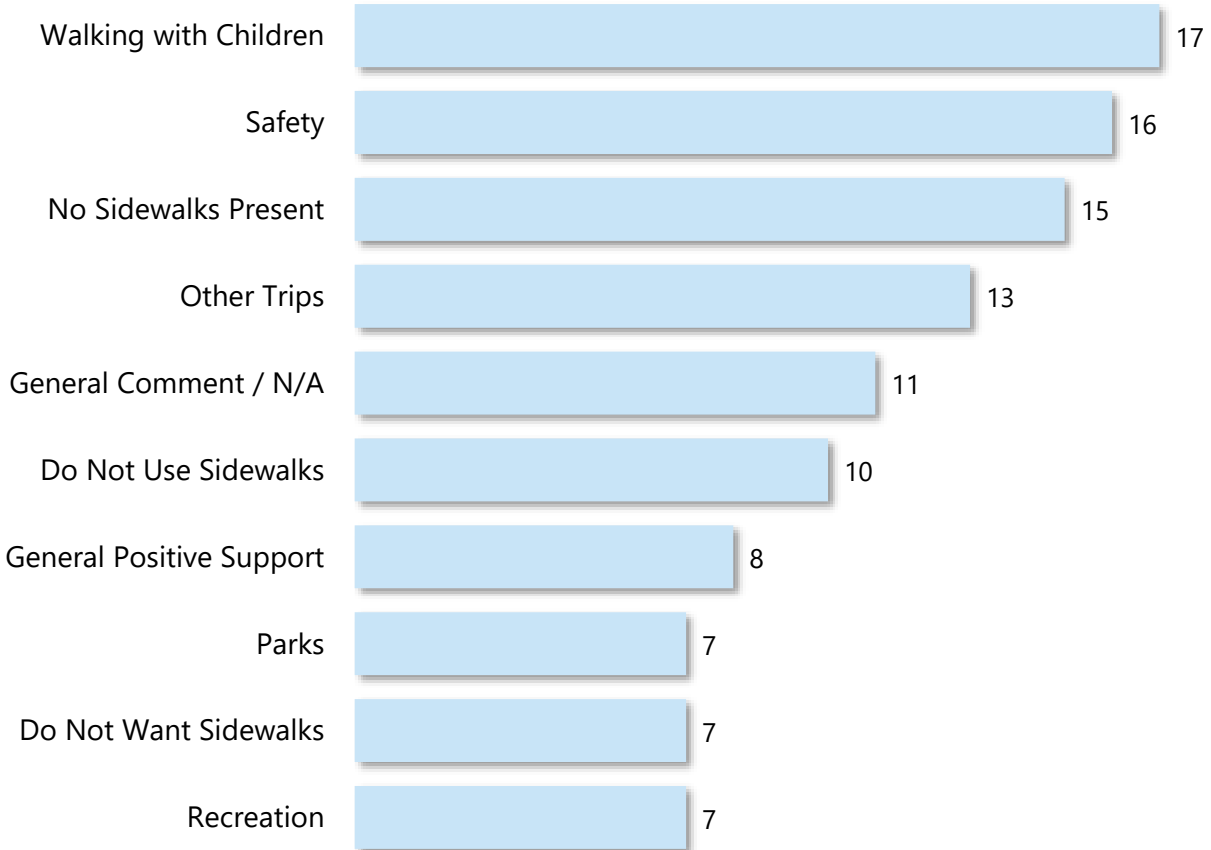
The provided options can be grouped as either Recreational: “Exercise or pleasure”; “Walking pets”; “Socializing with neighbors” or Transportation: “Heading to/from entertainment...”; “Running errands”; “Commuting to work/school.” Using the aforementioned grouping, recreational uses received a higher frequency of responses (59%) compared to transportation uses (37%).

### Question 5: What are the main purposes for which you use sidewalks?



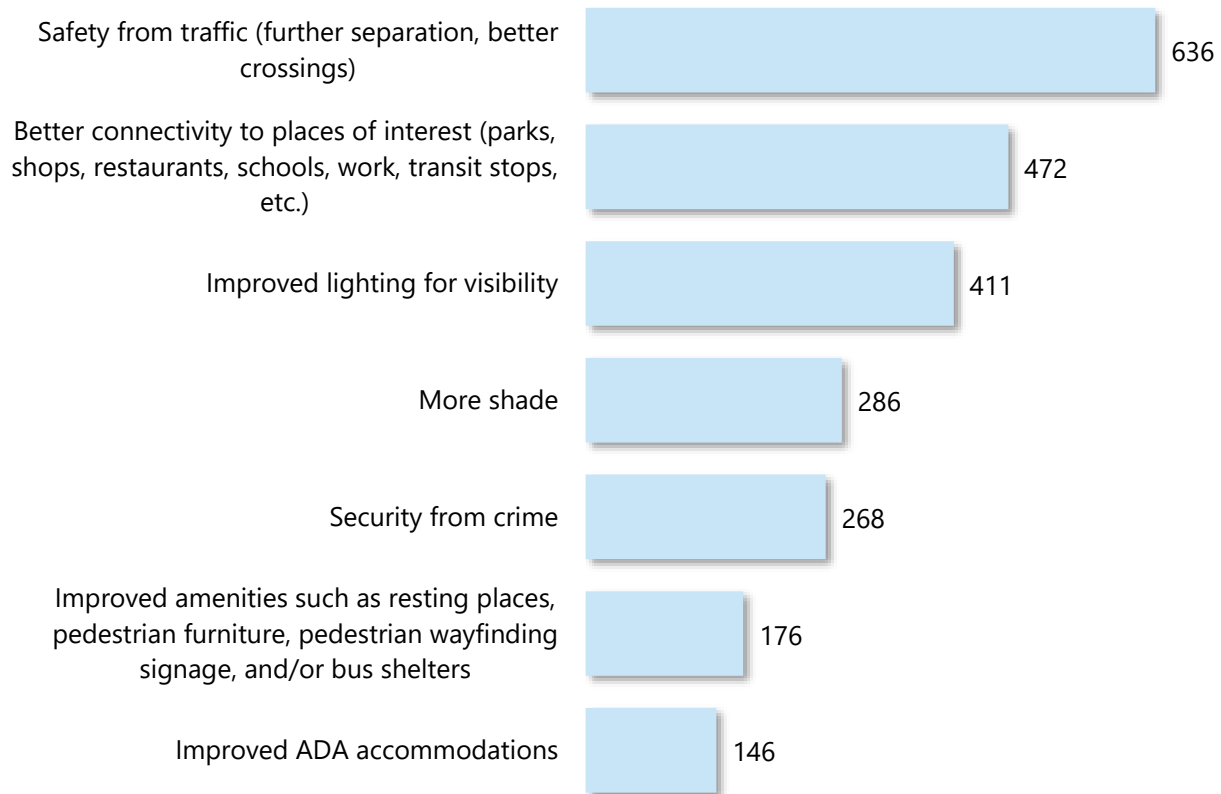
105 respondents utilized the "Other" option to provide a free-response answer, these responses were placed into the generalized categories shown below. Comments that fit into more than one category were counted once within each of the categories they were related to. The most frequent themes of the "Other" responses was "Safety" (15%) and "Walking with Children" (15%).

### Question 5: Other



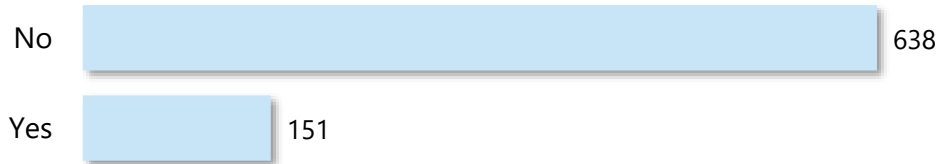
Question 6 provided respondents with 7 options that would “increase/ encourage your use of sidewalks” and asked them to select all options that applied. The three most frequently selected options were: “Safety from traffic...” (27%); “Better connectivity...” (20%); and “Improved lighting...” (17%). These three options alone accounted for more than half of the responses. The distribution of all responses is shown below.

### Question 6: What would increase/encourage your use of sidewalks?



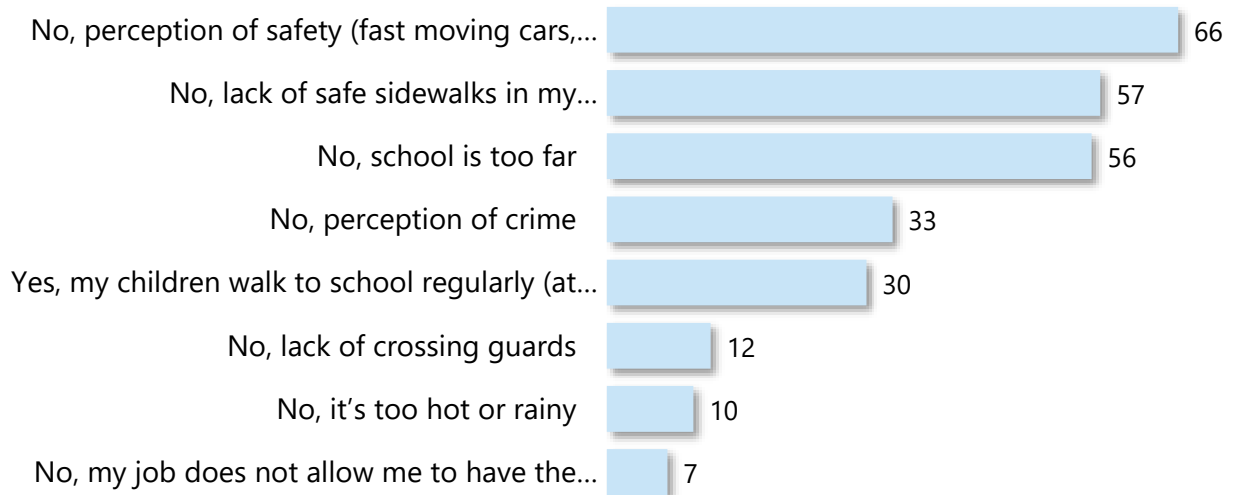
Questions 9 and 10 provide further data about sidewalk users with children. A majority (81%) of survey respondents do not have school-aged children, and thus were not presented with Question 10. Responses for Question 10 are shown on the next page.

### Question 9: Do you have school-age children?



Respondents that answered “Yes” to Question 9 were directed to Question 10 and presented with eight options for walking to school and asked to select all options that applied. Similar to preceding questions, 45% of respondents cited the lack of safe sidewalks, and the perception of safety, as the reason their children do not walk to school. These results suggest that most respondents with children might be interested in and able to walk their children to school, but do not due to resolvable circumstances such as those related to the design or construction of sidewalks. About a quarter (27%) of responses provided indicate an irresolvable issue related to walking children to school, such as being too far from the school, climate, or a lack of work flexibility.

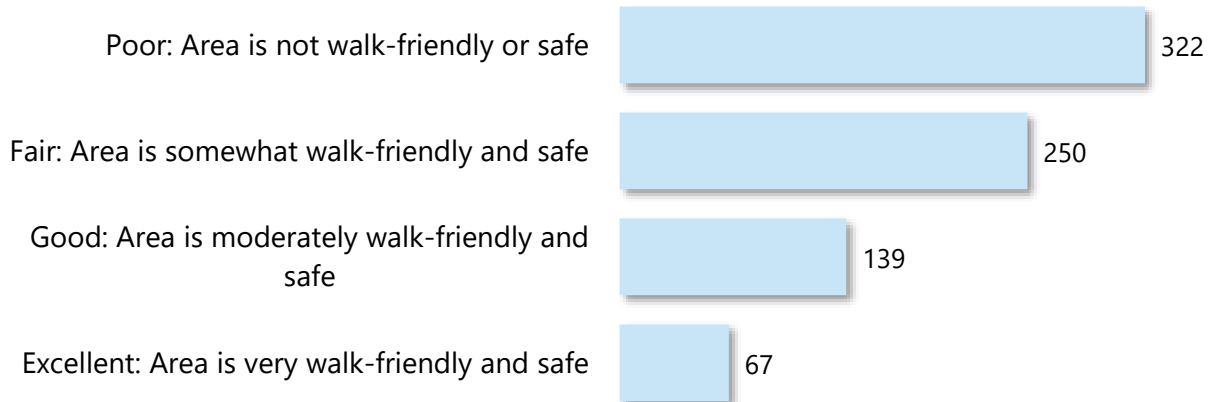
### Question 10: Do your children walk to school?



### Network Quality

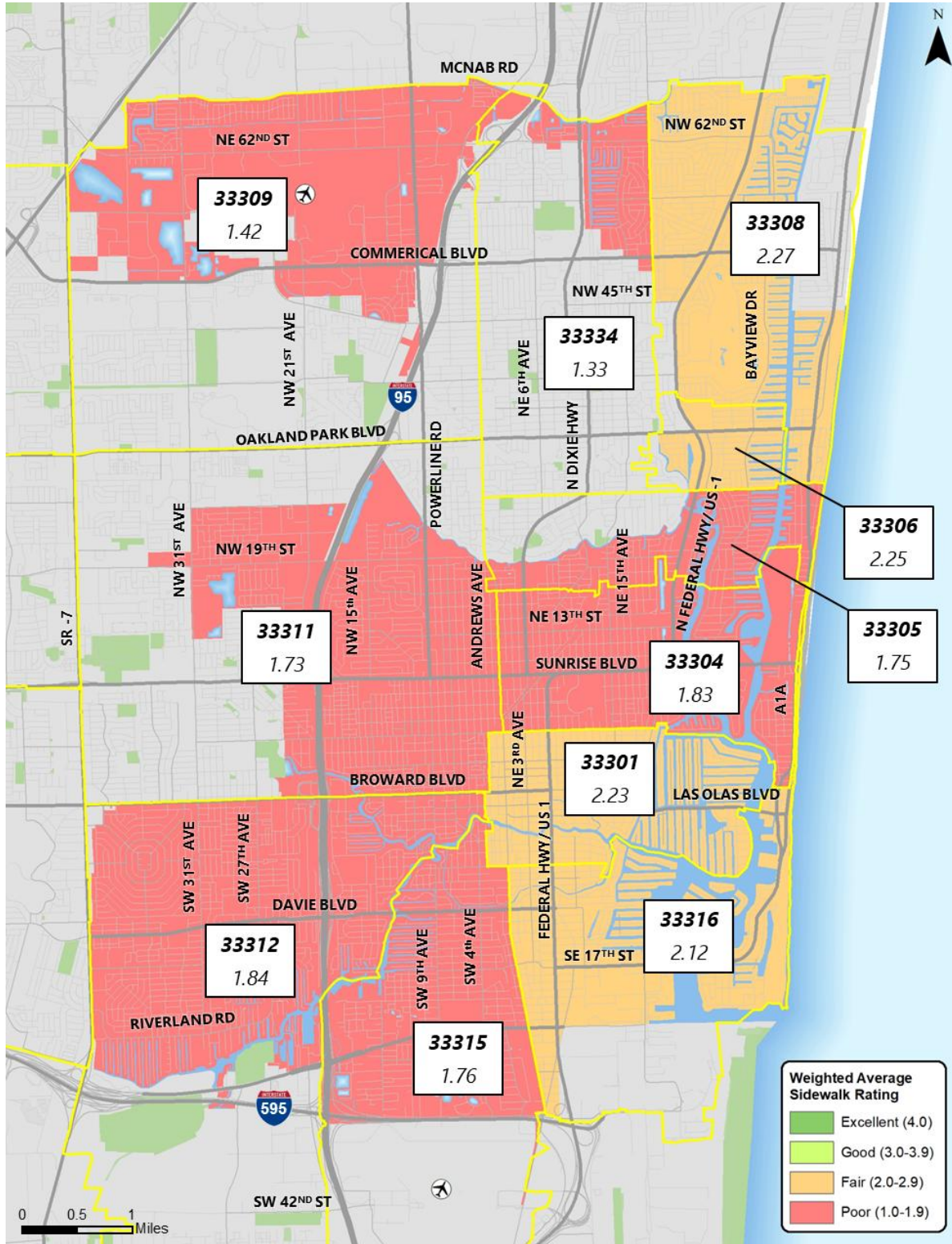
For Question 7, respondents were asked to rate the quality of the sidewalk network in their neighborhoods on a scale from Poor to Excellent. The most frequent rating was “Poor: Area is not walk-friendly or safe” (41%) while only 9% of responses rate their sidewalk network as “Excellent.” Despite this, combining the “Fair” and “Good” responses accounts for about half of the total ratings collected. The distribution of all responses is shown below.

### Question 7: How would you rate the sidewalk network in your neighborhood?



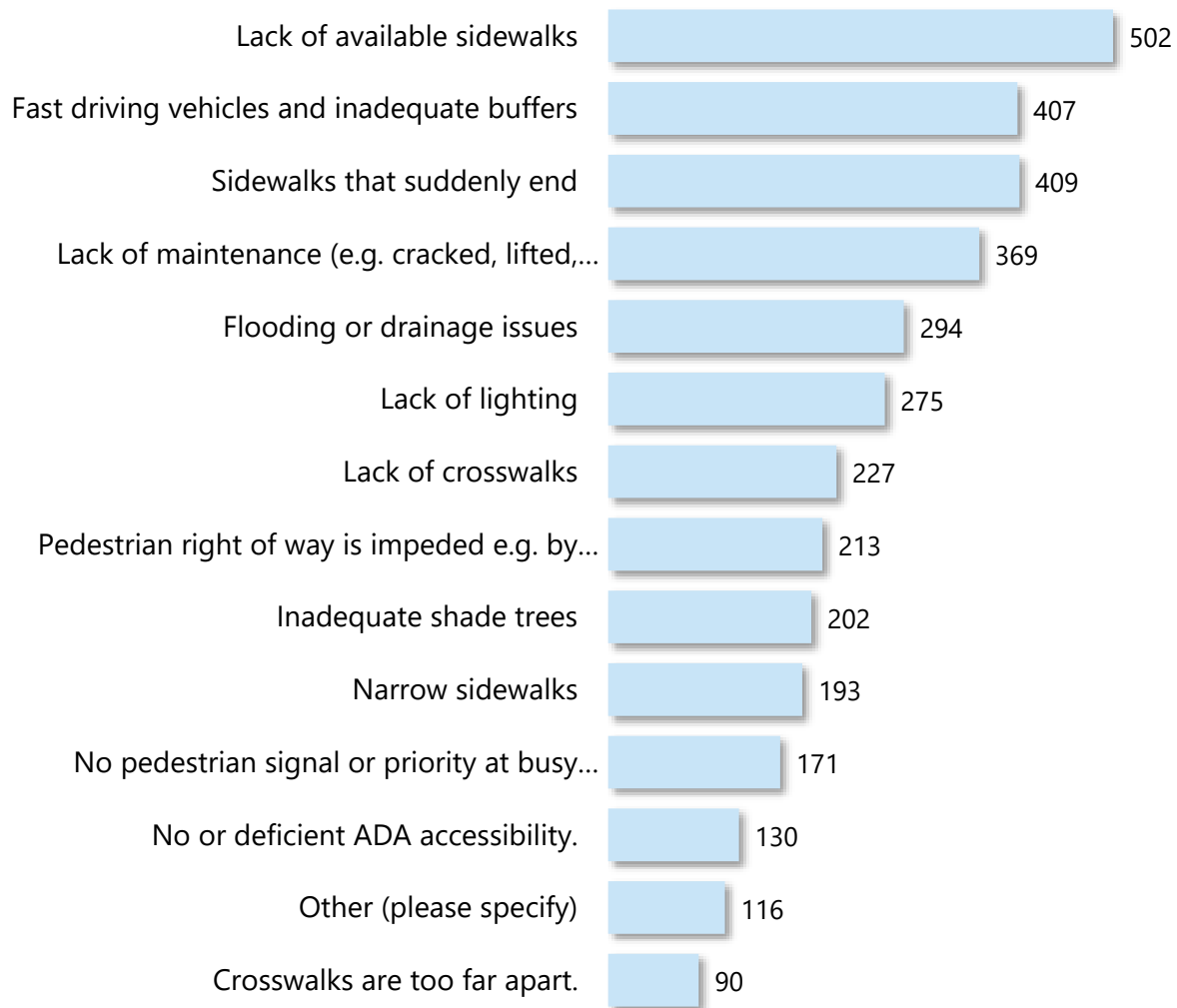
To better understand geographic trends related to this question, responses were broken down by zip code. A weighted average, which is a method of weighing a set of values to allow for a more accurate representation of the overall data, was calculated using the above results. Only zip codes within the city limits were analyzed. Based on this information, no single zip code rated the sidewalk network better than “Fair.” Except for 33308, the further from Downtown a zip code is, the worst respondents rated the quality of the network. The results of this analysis are shown in MAP 18.

MAP 18 - Weighted Average of Sidewalk Ratings (City Only)



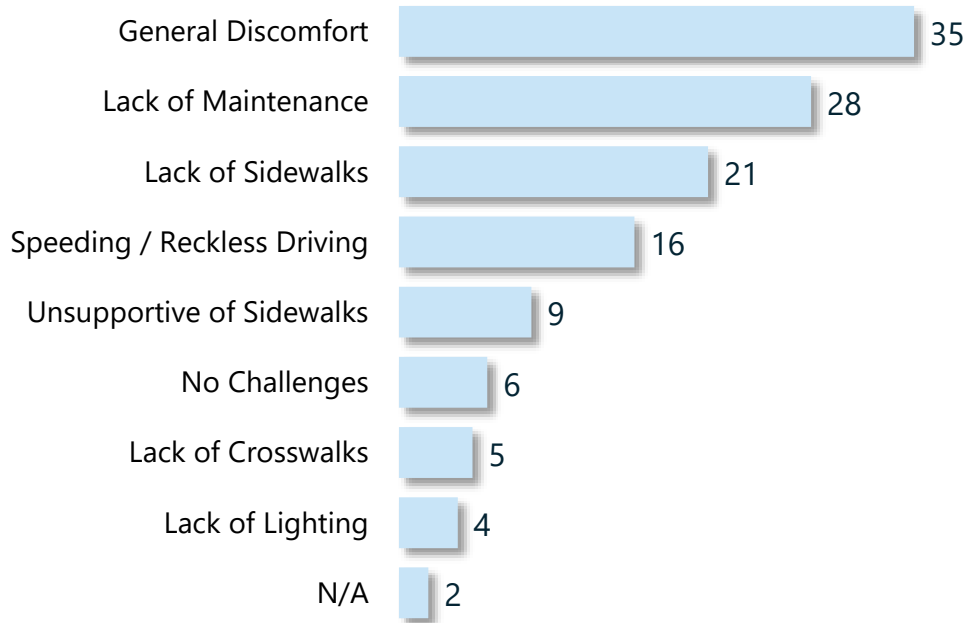
Question 8 explored the safety of the sidewalk network in more detail. Respondents were asked to select all options that described their challenges and concerns while using sidewalks. The three most frequently selected responses were “Lack of available sidewalks” (14%); “Fast driving vehicles...” (11%); and “Sidewalks that suddenly end” (11%). A “connectivity” theme presents across previous questions and is prevalent in question 8.

### Question 8: Which challenges or safety concerns have you faced while using sidewalks?



126 respondents utilized the “Other” option to provide a free-response answer, these responses were placed into generalized categories shown below. Comments that fit into more than one category were counted once within each of the categories they were related to. The responses offered were generally consistent with the theme of the parent question, with more than three quarters (79%) of respondents sharing variations related to discomfort, poor maintenance, or dangerous drivers.

### Question 8: Other

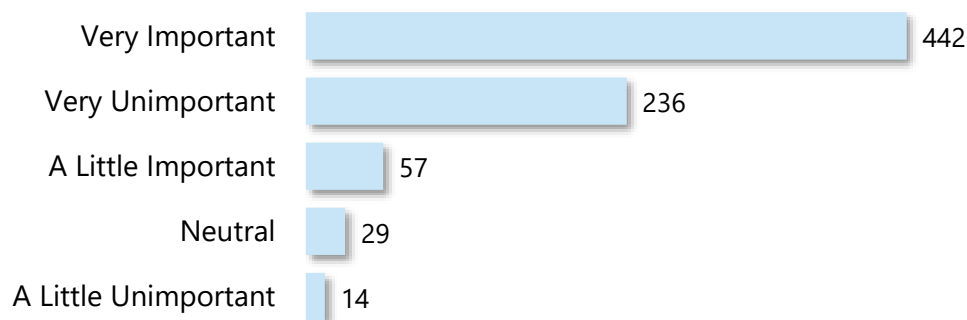


## Values & Funding

Questions offered under this theme gathered information on respondents' values and beliefs in relation to sidewalks in Fort Lauderdale and their lifestyle. Questions regarding funding also present the opportunity to assess community's awareness, prioritization, and vision of the future for investment in sidewalks.

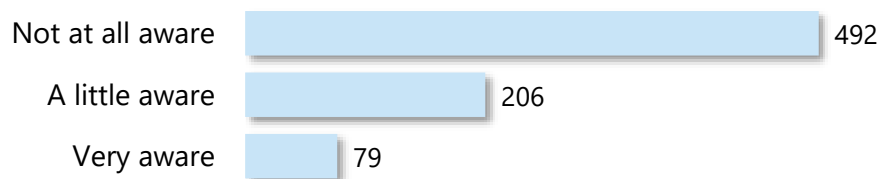
Question 11 asked respondents to consider the impact sidewalks have on their neighborhood's livability and its subsequent importance to them. More than half of respondents indicated that sidewalks were "Very Important" to the livability of their neighborhood (57%). The remaining response distribution was: "Very Unimportant" 30%; "A Little Important" 7%; "Neutral" 4%; "A Little Unimportant" 2%.

### Question 11: How important do you consider sidewalks to your neighborhood's livability?



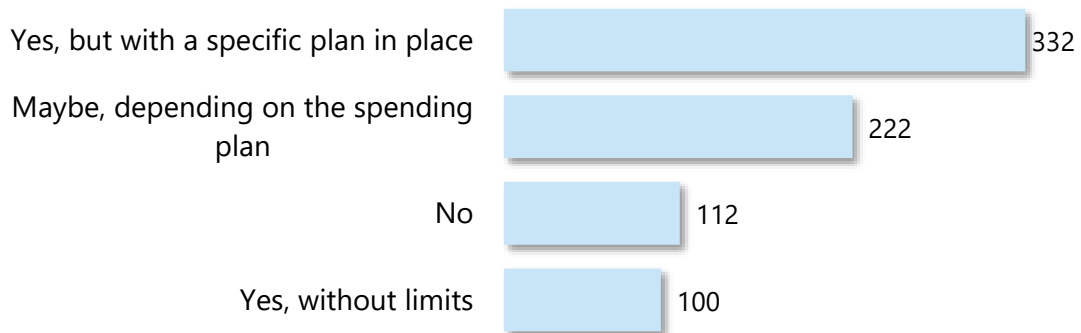
Question 12 measured awareness of the current funding allocated for sidewalk construction and maintenance. 63% of respondents were "Not at all aware," followed by "A little aware" at 26% of respondents and "Very aware" at 10%.

### Question 12: How aware are you of the current funding allocated to sidewalk construction & maintenance in your area?



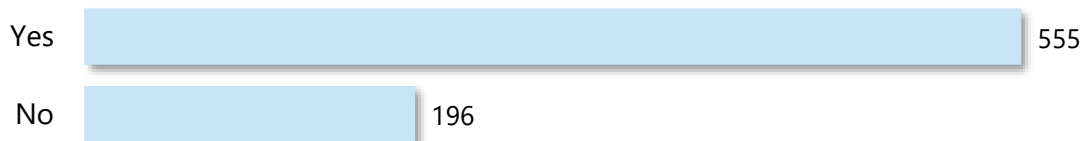
To better understand if respondents would support an increase in local funding to provide dedicated funding for sidewalk expansion, Question 13 provided options that described different planning scenarios. 43% of respondents indicated they would support an increase, but with a specific plan in place, while 29% indicated their support would be contingent on the amount of spending within a plan. 15% of respondents said they would not support an increase. This indicates that there is broad support, at least among survey respondents, for a tax-based funding source for sidewalks.

**Question 13: Would you support an increase in local funding to provide dedicated funding for sidewalk expansion?**



As a follow up to Question 13, Question 14 explored how respondents feel about sidewalk funding in the future. 74% of respondents indicated they believe that sidewalk funding should be prioritized and expedited in a way that would require a bond.

**Question 14: As the City plans for the future, do you believe sidewalks should be prioritized and expedited in a way that would require a bond for funding?**

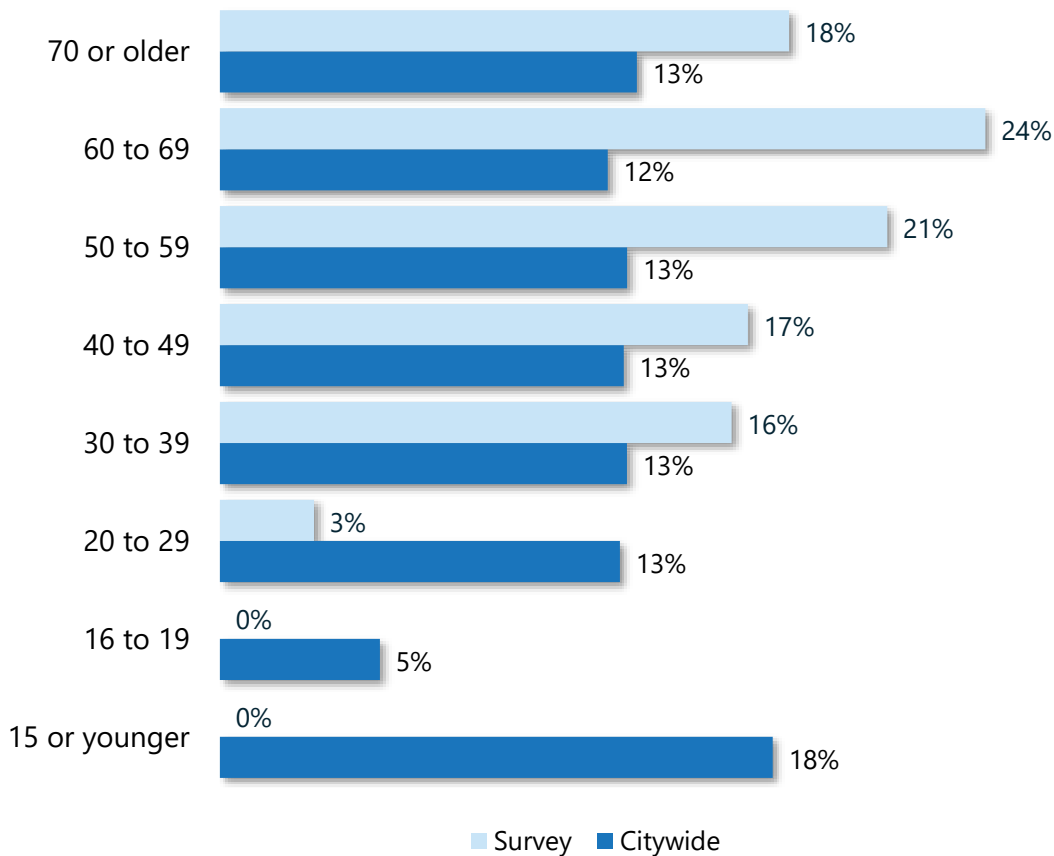


## Demographics

To better understand the survey respondent population and how it compares to the citywide population, respondents were asked to provide their age if they desired to disclose it. Age groups were broken down into those which took this survey and age groups citywide for comparison.

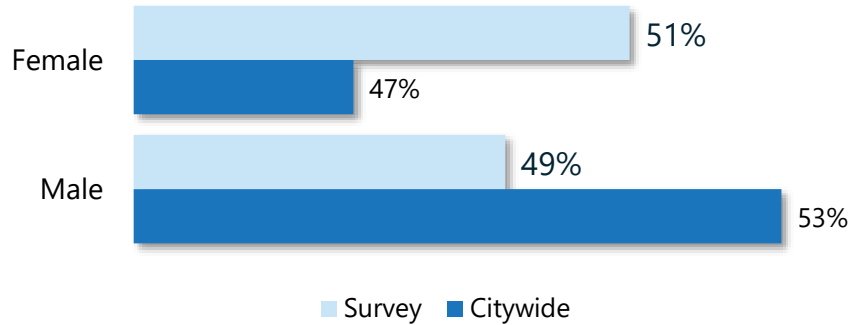
The majority (63%) of respondents reported their age being 50 or older. Their share of the survey audience is overrepresented relative to their share of the citywide population, where only 38% of residents fall into these age groups. The survey underperformed with a younger audience, with just 3% of respondents reporting their age being under 29 compared to 36% citywide. The chart below shows age groups of respondents compared to the citywide broken down into eight categories:

### Question 15: Which age group do you belong to?



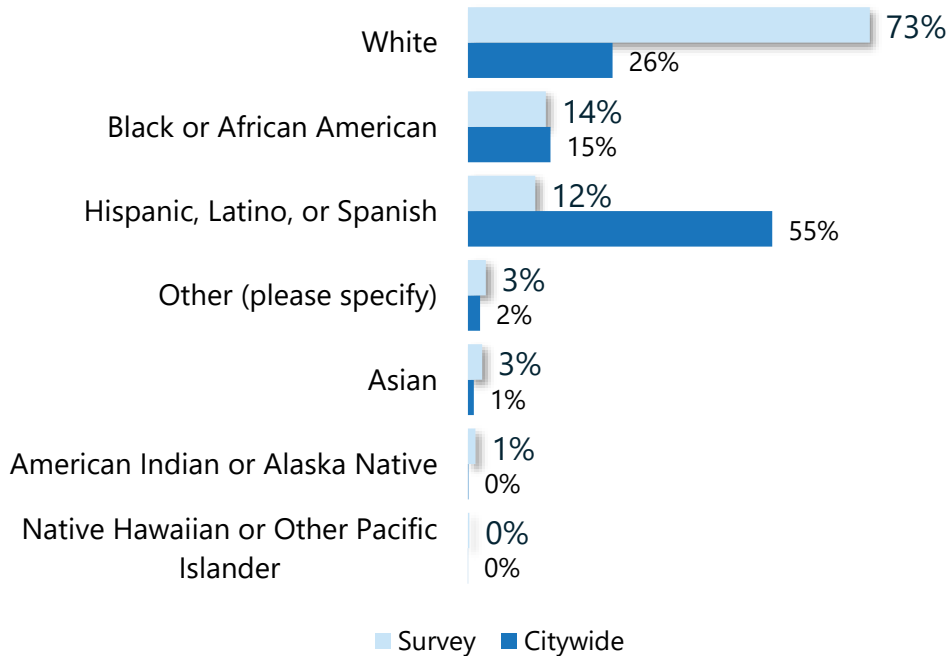
Question 16 provides an overview of the survey respondents' gender. Survey-takers were distributed nearly 50/50 male to female, the table below shows this distribution compared to the citywide population.

### Question 16: Which gender do you most closely identify with?



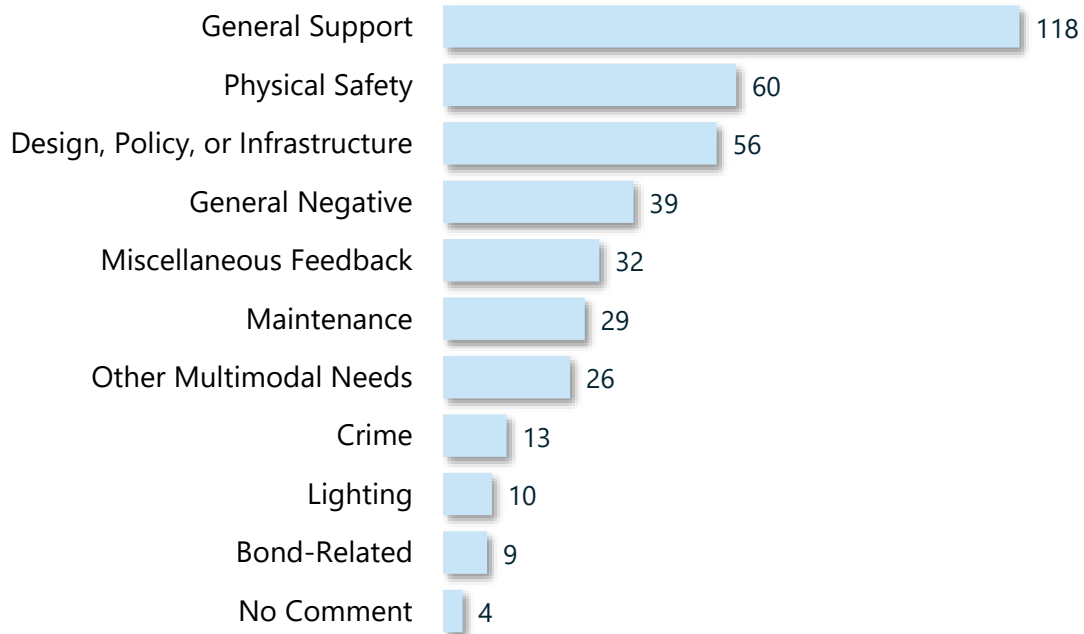
Respondents had the option to provide their Race/ethnicity in Question 14. The self-reported "Hispanic, Latino, or Spanish" segment of respondents is under-represented relative to their citywide population, while the self-reported share of respondents identifying as White was outsized. The distribution is further broken down and compared to citywide percentages in the table below:

### Question 17: Which race do you most closely identify with?



Finally, respondents were able to leave additional comments or suggestions related to sidewalks. The comments from Question 18 were grouped by general theme and tabulated in the table below.

**Question 18: Do you have any other comments or suggestions related to sidewalks?**



## Survey Instrument

### Sidewalk Use Questions

1. How would you rate the sidewalk network in your neighborhood and around your regular destinations (work, school, gym etc.).  
Check one option below
  - a. Excellent: Area is very walk-friendly and safe
  - b. Good: Area is moderately walk-friendly and safe
  - c. Fair: Area is somewhat walk-friendly and safe
  - d. Poor: Area is not walk-friendly or safe
  
2. Considering the neighborhood in which you live or in areas where you walk (e.g. shopping districts, parks), how frequently do you use sidewalks in your neighborhood?
  - a. Daily
  - b. At least twice a week
  - c. At least 5 times a week
  - d. More than 5 times a week
  - e. I do not use sidewalks in my neighborhood
  - f. My neighborhood does not have sidewalks
  
2. What are the main purposes for which you use sidewalks? Select all that apply.
  - a. Exercise or pleasure
  - b. Walking pets
  - c. Commuting to work/school
  - d. Running errands
  - e. Socializing with neighbors
  - f. Heading to/from entertainment, restaurants, or shopping
  - g. Other \_\_\_\_\_
  
3. What would increase/encourage your use of sidewalks
  - a. Better connectivity to places of interest (parks, shops, restaurants, schools, work, transit stops, etc.)
  - b. Safety from traffic (further separation, better crossings)
  - c. Security from crime
  - h.
  - d. Improved lighting for visibility
  - e. Improved amenities such as resting places, pedestrian furniture, pedestrian wayfinding signage, and/or bus shelters
  - f. More shade
  - g. Improved ADA accommodations
  
3. Have you ever faced challenges or safety concerns while using sidewalks? Please describe.
  - a. Lack of available sidewalks
  - b. No or deficient ADA accessibility.
  - c. Lack of maintenance (e.g. cracked, lifted, uneven)
  - d. Narrow sidewalks
  - e. Sidewalks that suddenly end
  - f. Lack of crosswalks
  - g. Crosswalks are too far apart.
  - h. No pedestrian signal or priority at busy crosswalks
  - i. Fast driving vehicles and inadequate buffers
  - j. Pedestrian right of way is impeded e.g. by parked vehicles, utility poles, etc.
  - k. Flooding or drainage issues
  - l. Inadequate shade trees
  - m. Lack of lighting
  - n. Other \_\_\_\_\_

## Values & Funding Questions

4. How important do you consider sidewalks to your neighborhood's overall livability?
  - a. Very unimportant
  - b. A little unimportant
  - c. Neutral
  - d. A little important
  - e. Very Important
5. How aware are you of the current funding allocated to sidewalk construction and maintenance in your area?
  - a. Not at all aware
  - b. A little aware
  - c. Very aware
6. Would you support an increase in local funding, such as a bond measure, to provide dedicated funding for sidewalk expansion and maintenance?
  - a. No
  - b. Maybe, depending on the spending plan
  - c. Yes, but with a specific plan in place
  - d. Yes, without limits

## Other Questions

7. Do you have school aged children?
  - a. Yes
  - b. No
8. You answered that you have school aged children. Do they walk to school? If not, why not? Select any that apply.
  - a. Yes, my children walk to school regularly (at least a few times a month)
  - b. No, perception of crime
  - c. No, perception of safety (fast moving cars, etc)
  - d. No, lack of safe sidewalks in my neighborhood
  - e. No, lack of crossing guards
  - f. No, school is too far
  - g. No, my job does not allow me to have the time needed
  - h. No, it's too hot or rainy
9. Do you have any other comments or suggestions related to sidewalks?
  - a. <Free Response>
8. What is your home ZIP code?
  - a. <Free Response>
9. What is your work ZIP code?
  - a. <Free Response>
10. What neighborhood do you live in?  
<Neighborhood List>

## Optional Demographic Questions

10. Which age group do you belong to?

- |                  |                |
|------------------|----------------|
| a. 15 or younger | e. 40 to 49    |
| b. 16 to 19      | f. 50 to 59    |
| c. 20 to 29      | g. 60 to 69    |
| d. 30 to 39      | h. 70 or older |

11. Which gender do you most closely identify with? Select any that apply.

- a. Male
- b. Female
- c. Other \_\_\_\_\_

12. Which race do you most closely identify with? Select any that apply.

- |                                     |  |
|-------------------------------------|--|
| a. American Indian or Alaska Native | e. Native Hawaiian or Other Pacific Islander |
| b. Asian                            | f. White                                     |
| c. Black or African American        | g. Other _____                               |
| d. Hispanic, Latino, or Spanish     |  |

## Appendix 2: Annotated Code Review

Section	Title	Description
16-82	Offenses Involving Public Peace and Order; Obstructing public streets and rights-of-way	Prohibits people from walking on the pavement of a roadway with four or more travel lanes when sidewalks are provided.
16-83	Offenses Involving Public Peace and Order; Outdoor storage on public property	Bans the storage of personal property on sidewalks or paths. Provides 24 hours to cure; instant removal possible under certain conditions. Storage fees applicable.
23-95	Mobile Venders, Prohibited Conduct	Vending on sidewalks is prohibited. Provides 48 hours to cure; repeat violations subject to a \$500 fine.
24-7	In General; Littering; unlawful accumulations	Restricts the accumulation of trash, including pet waste, along sidewalks. Provides 48 hours to cure; repeat violations subject to a \$500 fine.
24-27	Solid Waste – Containers.	Requires that trash containers be placed on the roadside and picked up by the customer on the same day as collection. Provides no timeline to cure; relocation of an improperly placed container is \$5 per violation, per container.
25-7	Building on or obstructing streets and sidewalks; temporary closing of streets.	Building or obstructing sidewalks requires a permit; Sidewalks under the city's jurisdiction can be closed beyond 72 hours by order of the City Manager.
25-10	In General, Obstructing Streets by trains	A train may not obstruct a sidewalk crossing for more than 5 minutes.
25-12	In General, Vendors of merchandise obstructing streets and sidewalks	Requires sidewalk vendors to maintain adequate space for the use of the sidewalk, minimum width not defined. See 23-95.
25-13	In General, Permit required to construct paved driveway or parking strip adjacent to street	Establishes the requirement that a permit be pulled when paved driveways intersect with a sidewalk.
25-105	Rights-of-Way Administration, Least disruptive technology	Construction within the ROW must be completed in a way that causes minimal damage or disruption to the sidewalk (e.g. trenchless technology).
25-108	Rights-of-Way Administration, Rights of Way Restoration	Following completion of construction within the ROW, the materials shall be restored to the original condition and must be maintained in that manner for 12 months following completion. Exemptions provided at the discretion of the City Engineer.
25-121	Poles, Wires, and Conduits, Authority of city engineer to direct placing and removing	Establishes that the City Engineer is responsible for directing the placement of poles and wires in a way that "cause as little obstruction as possible" with elements such as streets or sidewalks.
25-122	Poles, Wires, and Conduits, Removal of condemned poles.	Establishes the authority of the City Engineer to compel the removal of poles which are unsafe or improperly located.

Section	Title	Description
25-127	Poles, Wires, and Conduits, Legislative determinations of public purpose and special benefit	Establishes that underground utilities are in the best interests of the public by, among other things, improving visibility along the ROW.
25-146	Trees, Shrubs, Etc., Dedication of improved landscaped areas for city maintenance	Requests to dedicate landscaped areas within the ROW to be maintained by the city may be submitted for review.
25-186	Sidewalk Cafes, Sidewalk Cafes, Standards and Criteria for application review	Sidewalk cafes are permitted in specified zoning districts. Cafes are prohibited from being placed within 5 feet of a crosswalk or [25 foot] site triangle and must maintain a 5-foot walkway clearance.
25-186	Sidewalk Cafes, Sidewalk Cafes, Standards and Criteria for application review	Sidewalk Cafes must retain a 5-foot separation from adjacent sidewalks.
25-187	Sidewalk Cafes, New River sidewalk cafe permit	Sidewalk cafes of this type must maintain an 8-foot clear path perpendicular to the water's edge.
25-191	Moveable Fixtures and Newsracks within the Right-of-Way, Intent and Purpose	Pedestrian intensive / pedestrian priority streets are dedicated as locations with intensive pedestrian activity or areas where pedestrian activity is anticipated based on public investments being made.
25-193	Moveable Fixtures and Newsracks within the Right-of-Way, Location and placement of moveable fixtures and news racks	When located on a pedestrian intensive/pedestrian priority street, moveable fixtures shall provide no less than 5 feet of unobstructed sidewalk. When located on all other streets, moveable fixtures must provide no less than 3 feet of unobstructed sidewalk. Provides 15 days to cure.
25-196	Moveable Fixtures and Newsracks within the Right-of-Way, Enforcement	Moveable fixtures within ROW and in violation will be removed by the city 15 days after receipt of notice if not corrected.
25-267	Pedestrians and Traffic Safety, Pedestrians and Traffic Safety	Pedestrians may not enter or cross streets within 200 feet of identified high accidents intersections other than at designated crossings.
25-307	Communications Facilities in the Public Rights-of-Way, Permit Requirements and conditions	Requires that new communication facility poles not be located within one foot from a sidewalk less than 5 feet in width or within the site triangle. Sidewalks must be rerouted to accommodate poles at the utility's expense. Communication facilities that would preclude a 5-foot sidewalk are prohibited where sidewalks are planned to be installed.
25-4	In General; All Sidewalks adjacent to public streets declared as public sidewalks.	Provides public access to sidewalks that are adjacent to or abutting public ROW regardless of the ownership of the property that the sidewalk is on. Prohibits owners from blocking access to such sidewalks.

Section	Title	Description
25-5	In General, Removal of trees, obstructions, etc., within certain distance of street, notice to owner	Prohibits sidewalk obstructions within 25 feet intersections that could decrease visibility. Requires remedy within 10 days.
25-40	Construction and Repair of Sidewalks, Declarations and Intent	States that Whenever possible, sidewalks should be installed as development and redevelopment takes place to mitigate the proportionate increase in demand on the city's transportation system.
25-43	Construction and Repair of Sidewalks, Engineering permit required, non-compliance	Requires any modification of a sidewalk to obtain an engineering permit.
25-44	Construction and Repair of Sidewalks, Remedies for violations, orders by the City Manager	Upon receiving notice of a violation any unlawful actions must cease and all necessary actions to make the right-of-way safe for the public must be fully implemented within 4 hours from receipt of notice. Within 24 hours of receiving notice, the violator shall implement corrective actions.
25-56	Construction and Repair of Sidewalks, Requirements for existing sidewalks	Requires that abutting property owners notify the city of damage to any sidewalk and establishes that the city will determine the party responsible for repair.
		Establishes circumstances where the abutting property owner is the party responsible for the maintenance and repair of sidewalks. Example damages include those caused by irrigation, tree roots, rainwater, and landscaping.
25-57	Construction and Repair of Sidewalks, Specifications	Sidewalks shall be at least 5 feet wide throughout the city and can exceed this width in areas with a master plan.
25-61	Construction and Repair of Sidewalks, Work done by city, costs	When damages are not addressed, the city may file a lien on the property to recover costs associated with addressing the damage.
25-62	Construction and Repair of Sidewalks, Requirements for new developments and site alterations	Establishes that sidewalks are required when improvements exceed 25% the value of the existing structures, expand the site or floor area by 25%, or include a proposed zoning change. Provides for exemptions.
25-78	Construction and Repair of Sidewalks, Maintenance of barricades and warning signals	Requires that temporary Maintenance of Traffic (MOT) activities be undertaken in instances when sidewalks are altered during construction.
25-79	Construction and Repair of Sidewalks, Refilling opening and replacing pavement	Requires the use of identical materials (e.g. concrete, pavers) when reconstructing existing sidewalks.
25-98	Rights-of-Way Administration, City Engineer to administer	Designates the City Engineer as the administrator of the established ROW.
25-99	Rights-of-Way Administration, Registration of Facilities	Requires coordination to mitigate disruption within the ROW during construction.

Section	Title	Description
25A-185	Parklets, Permit Application and Site plan approval	Parklets are permitted exclusively within specified zoning districts at sites meeting specific criteria.
25A-187	Parklets, Parklet Operation and Conditions	Parklets cannot extend into the abutting sidewalk and a clear path of at least 5 feet is required along the sidewalk at all times.
26-129	Parking, Stopping and Standing, Prohibited in specified places	Parking a motor vehicle within 30 feet of a traffic control device, on a sidewalk, or on a crosswalk is prohibited. Subject to a \$40 fine.
26-181	Bicycles and Play Vehicles, Parking	Parking a bicycle is permitted along sidewalks in a bicycle rack, or against a building or curb when the obstruction to the sidewalk is minimal. Violations are subject to removal and storage fees.
27-213	Nonmotorized Vehicles - For Hire, Prohibited Conduct	A nonmotorized vehicle for hire is not permitted on public sidewalks.
27-257	Nonmotorized Vehicles - Self Propelled, Operation Standards	Bicycle sharing facilities must meet width requirements for accessibility as prescribed by the Florida Building Code.
27-266	Micromobility Programs, Micromobility Program Requirements	When no alternative is available, micromobility devices may be used on sidewalks, except in locations restricted by the City Manager for pedestrian safety. Parking micromobility devices is permitted on sidewalks, so long as a minimal clearance of 4-feet is provided.
27-270	Micromobility Programs, Storage, suspension, and revocation	A permit for micromobility operation may be suspended if the operator fails to correct a violation within 5 days of receiving a notice or if five (5) violations are received within a 30-day period
47-19.2	Development Requirements, Accessory Buildings, Structures and equipment	The placement of a portable storage unit on private property may not block a public sidewalk or interfere in any way with pedestrian traffic.
47-24.5	Development Permits and Procedures, Subdivision Regulations	Within new subdivisions, sidewalks are required on both sides of primary and secondary arterials, major thoroughfares, and in residential areas with specified materials at no less than 5-foot in width. Exemptions are provided.
47-25.2	Development Review Criteria, Adequacy Requirements	Provision and maintenance of pedestrian facilities is to be considered alongside development review decisions to ensure adequate facilities.