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URBAN CORE MASTER PLAN

MAKING DOWNTOWN EASIER TO MOVE AROUND

As the city grows and changes, the transportation network needs to adapt, and with that knowledge, the Fort Lauderdale City Commission identified an Annual Commission Priority to create a downtown where residents and visitors can move around in whichever mode they choose, not just a car. The first phase toward that goal is identifying what is needed to achieve the vision through the creation of the Urban Core Master Plan.

The first phase of the plan has been to collect all of the current conditions, existing plans and projects, approved developments, traffic control devices, crash data, etc. This data will be used to identify needs to be addressed today, tomorrow and into the future.

Issues facing the Urban Core include small items like existing sidewalk conditions impacted by impediments such as light poles, the sidewalk network having gaps, physical barriers to pedestrians created by the railroad tracks, the river and major arterial roadways, and the lack of convenient and safe crossings of major arterials downtown, to name a few.

Staff has already begun working on some items to accomplish the vision. Most notably is partnering with the Florida Department of Transportation (FDOT) on pedestrian safety improvements along U.S. 1/Federal Highway between Broward Boulevard and Sunrise Boulevard through two initiatives.

FDOT, which has jurisdiction of the roadway, recently installed dynamic message signs at the intersection of Broward Boulevard and U.S. 1/Federal Highway to notify drivers turning right on red to stop for pedestrians when the walk signal is activated.

Additionally, the City advocated to FDOT requesting that they study U.S. 1/Federal Highway between Broward Boulevard and Sunrise Boulevard for the feasibility of adding signalized pedestrian crossings at Northeast Third Street, Northeast Fifth Street, and Northeast Seventh Street. FDOT has completed their study, which included a walking audit with key stakeholders along the corridor to better understand the challenges as well as data collection and detailed engineering analysis.

An element of the engineering study includes camera-based pedestrian and bicycle counts that show the trajectories of users. During the day of data collection, nearly 400 people crossed at the intersection of U.S. 1/Federal Highway and Northeast Seventh Street, and nearly 250 at Northeast Fifth Street within a 24-hour period, illustrating the significant need for formalized crossings at these locations.

FDOT found that new signals are warranted at Northeast Fifth Street and Northeast Seventh Street, as well as a variety of other short term safety enhancement projects that include updated pavement markings, signage, and the addition of Leading Pedestrian Interval to the signals at Northeast Eighth Street and Northeast Ninth Street to be consistent throughout the corridor.

The City is grateful for the continued partnership with FDOT on improving safety of arterials within Fort Lauderdale and look forward to continuing to make progress together.



PHOTO PROVIDED BY THE CITY OF FORT LAUDERDALE

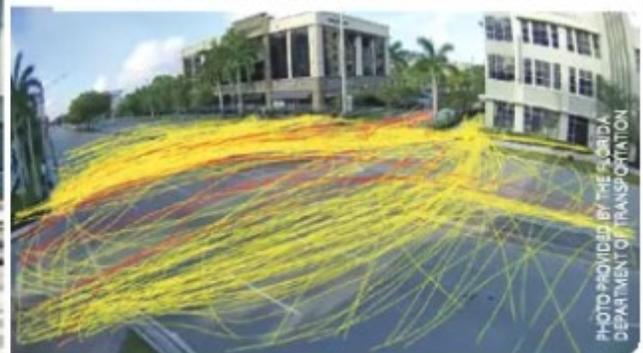


PHOTO PROVIDED BY THE FLORIDA DEPARTMENT OF TRANSPORTATION

Below, this image shows a 24-hour period on May 2, 2024, at the intersection of U.S. 1/Federal Highway and Northeast Fifth Street. Each line represents one of 253 people crossing the streets.