

DRAFT

City of Fort Lauderdale
Infrastructure Task Force Committee
February 4, 2019
2:00 p.m. to 5:00 p.m.
8th Floor City Commission Room – City Hall
Fort Lauderdale, FL 33301

1. Call to Order at 2:00 P.M.:

- **Roll Call**

I. MEMBERS		PRESENT	ABSENT
Marilyn Mammano	P	21	1
Ed Kwoka	P	17	5
Ralph Zeltman	P	21	1
Peter Partington	P	2	0
Roosevelt Walters	P	20	2
Fred Stresau	P	18	4
Norm Ostrau	P	19	1
David Orshefsky	P	19	0
Jacquelyn Scott	P	7	0

Staff Present

Paul Berg, Director- Public Works
Joe Kenney, Assistant Public Works Director
Talal Abi-Karam, Assistant Public Works Director
Meredith Shuster, Senior Administrative Assistant

2. Approval of Agenda (2:03 P.M.)

Motion to approve the February 4, 2019 Agenda made by Mr. Zeltman and seconded by Ms. Scott

Motion approved unanimously by voice vote

3. Approval of January 7, 2019 Meeting Minutes (2:04 P.M.)

Motion to approve the minute for the January 7, 2019 meeting by Ms. Scott and seconded by Mr. Walters

Motion approved unanimously by voice vote

4. General Discussion and Comments by Committee Members (2:05 P.M.)

Mr. Kwoka's resignation was addressed by the Chair and discussion ensued regarding the Vice Chairperson position. Peter Partington was proffered and he accepted the nomination.

Motion to elect Peter Partington as the Vice Chairperson made by Ms. Scott and seconded by Mr. Stresau. (2:25 P.M.)

Motion approved unanimously by voice vote

The Board and City staff extends their gratitude to Mr. Edward Kwoka for his contribution to the Infrastructure Task Force from its inception and his dedicated service as the Vice Chairperson.

In addition, gratitude is also extended to Mr. Keith Cobb and Mr. Leo Hansen for their dedication and service.

Discussion revolved around the semantics and the arithmetic of the effect on property owners if the millage rate was increased and/or if the two bond issues pass. It was agreed that either way, the resulting effect would be more money coming out of the property owners' pocket for infrastructure improvements.

When addressing the Commission's response on the Committee's recommendation to set a fixed percentage of the General Fund to be applied to infrastructure not supported by user fees, some felt that it was being addressed in as much as the Commission is asking the voters to decide on the police bond and parks bond. The special election is March 12, 2019.

Staff was asked about two recent water main breaks. Staff reported that one was out of jurisdiction of the City (Tamarac). The other break is part of a 5 year CIP project replacing small water mains in the area and is being addressed.

It was requested that staff provide a status report on the projects that are part of the Consent Order. The overall status report on the CIP projects given in November included the projects specific to the Consent Order. Staff reported that all deadlines have been met. The projection is to complete the projects by 2023. The Consent Order deadline is 2026. Staff prepared an update on the CIP today and will be doing so each quarter.

Staff explained that some studies needed as part of the Consent Order could not be paid out of the initial funding source after being reviewed by the City Auditor. However, alternative funding is in place and the studies are progressing. Staff explained that per the Consent Order, semi-annual reports are provided to FDEP. It was requested by the Committee and agreed to by Staff to forward a copy of the latest report to the ITF and requested to be copied on future reports.

5. Old Business (2:30 P.M.)

No Old Business

6. New Business (2:31 P.M.)

A. Potential Next Steps

B. Potential Discussion Points for Future Infrastructure Entity (via Dave Orshefsky)

It was decided by consensus to discuss points A and B concurrently.

Discussion ensued as to whether the substantive objectives of the ITF had been met. It was mentioned that the need arose for a "task force" out of a crisis situation that no longer exists. As a "task force", the time frame and the purpose was not intended to be ongoing but to be specific in task and of a set duration. The underlying resolution was not written for an ongoing committee.

In discussion, three of the eight board members did not agree that the original task of the ITF was completed. Five members felt that the ITF completed its initial objectives. All board members believed there was a need for an ongoing advisory board on infrastructure.

Recommendations deferred to the March 7th meeting are:

- Whether the current board remains until March of 2020 when the extended term of the task force ends; or
- Sunset the current board at this time and allow for the Commission to determine an ongoing board from the recommendations submitted to it from this Committee.

Based on the discussion at the Joint Workshop between the Commission and the Committee on January 22nd, as part of the backup material for this meeting, staff provided an outline called "Potential Next Steps", Mr. Orshefsky provided a like document titled "DMO Draft Dated: 2019-01-28." At the meeting, Mr. Partington provided his suggestions titled, "The Purpose of the Infrastructure Committee".

It was agreed that the three documents should be melded.

Ensuing discussion suggested:

- Continue to monitor and advocate for General Revenue funded CIP projects (roads/sidewalks/seawalls, etc.)
- Monitor how bond dollars are being utilized and whether infrastructure issues are getting the needed focus.
- Monitor existing bonds and identify funding sources and financing alternatives for infrastructure renewal programs
- Provide guidance and feedback to the Commission through reports
- Conduit for neighborhood outreach to inform the citizenry of the projects underway and for public feedback
- Encouraging more certainty in the amount and use of General Fund dollars for CIP projects such as roads, sidewalks, bridges and seawalls by establishing a set percentage of General Fund dollars each budget year
- Encourage the adherence to reviewing the impact fees on a regular basis
- Encourage the continual review of climate change impact on all areas of infrastructure with specific attention to the water treatment plants, well fields and the like

Board members agreed that the CIP should be less malleable. In the five-year plan, when funding is available, a project should not be abandoned and the funding used for a different purpose. Streets, sidewalks, seawalls and other CIP projects using the General Fund dollars do not have a certainty of funding in advance for preplanning purposes.

Staff explained this issue has been recognized and currently, when possible, projects are being designed prior to the year it is funded in the CIP. The goal is to have a project ready to go into bidding and construction once funding becomes available. This approach will make it less likely that the project and funding will be abandoned. The Committee responded that having the design in place will help provide a better cost estimate, as well.

Additionally, Mr. Orshefsky's outline specified membership criteria and length of term. There was some discussion whether the ITF should recommend or allow the Commission to make those determinations. It was consensus be less specific on the categories for membership. Staff will compile the substance of the membership categories into a general paragraph to allow for more flexibility.

Discussion whether a meeting should be held in March prior to the results of the election was had. Consensus was to have the March 7th meeting. Whether the bonds pass or not, there is an ongoing need for an infrastructure advisory board. **(3:42 P.M.)**

In addition, the Department of Sustainable Development is scheduled to do a presentation on the City's Comprehensive Plan as it pertains to infrastructure at the March 7th meeting.

7. Informational Items (3:42 P.M.)

A. Update on CIP Projects since November 2018

A public meeting on the resiliency efforts undertaken by the City was held on January 29th. It was well received by the Commission and the Neighbors. A copy of the presentation was requested and will be forwarded to the ITF.

The CIP presentation given in November was to inform the ITF of the projects, progress and funding being undertaken by the City. The information today updates what progress has been made since then. The presentation shows progress is being made. A progress report will be offered every quarter. (The presentation begins at 1.48.22 on the video)

B. Status of Open Audit Findings (12/31/2018) (4:18 P.M.)

It was explained that the City Auditor reviews Commission actions that involve money. Each year, it will focus on a given department to do an internal review. It may also be asked to do an internal review if issues are occurring that call for it. It does not do a report on each expenditure of the City. A certified annual financial report is compiled each fiscal year by a contracted certified public accounting firm and presented to the Commission. A link will be sent to the ITF for its review.

8. Public Comments

Paul Chettle, Citizen of Fort Lauderdale (3:34 p.m.)

Mr. Chettle pointed out there is \$2.4 Billion in master plans for water and sewer. Whether the scope changes or whether it is set up as an ongoing committee or a taskforce, bottom line, he felt it is incredibly necessary for the public to have a voice. He commended the Committee for its recommendations. He understands that the composition of members may change but bottom line, the need for an ongoing entity to represent the public is necessary.

Later in the meeting he expressed that the Committee should meet in March. He stated the past four months of meetings have addressed the politics of the group. Not holding a meeting in March and waiting for the April meeting would mean a six month time period of not discussing substantive infrastructure issues. He suggested more emphasis be placed on substantive issues such as; stormwater implementation for the seven neighborhoods and

beyond, the next \$200M in water/sewer bond funds, bridge master plan and other infrastructure concerns.

9. Adjournment – Next Regular Meeting March 7, 2019 (4:33 PM)

Motion to adjourn made by Mr. Orshefsky and seconded by Mr. Zeltman.

Motion approved unanimously by voice vote

DRAFT

**City of Fort Lauderdale
Infrastructure Task Force Committee**

**8th Floor City Commission Room – City Hall
Fort Lauderdale, FL 33301**

MEMBERS	PRESENT	ABSENT
Marilyn Mammano	P	
Peter Partington	P	
Ralph Zeltman	P	
Jacquelyn Scott	P	
Roosevelt Walters	P	
Fred Stresau	P	
Norm Ostrau	P	
Dave Orshefsky	P	

Staff Present

Joe Kenney, Asst. Public Works Director
Meredith Shuster, Sr. Administrative Assistant

Roll was called at ____ p.m. and a quorum was established.

Communication to the City Commission

1. Member _____ made the motion, seconded by member _____ recommending the City Commission:
 - a. Establish a permanent Infrastructure Advisory Board to continue the objectives of the Infrastructure Task Force and continue to make recommendations to the City Commission regarding infrastructure conditions and improvement strategies in infrastructure maintenance and resiliency.
 - b. The Board will assist in reviewing existing City infrastructure, including, but not limited to: roads, sidewalks, airports, seawalls, water and wastewater distribution and collection systems, treatment plants, well fields, parks and all City facilities and structures and examine their current condition and identify infrastructure for repair or replacement as well as review and identify funding sources and financing alternatives for those infrastructure improvements.
 - c. The Board will consist of ten (10) members appointed by resolution of the City Commission, who shall serve a four (4) year term; a maximum of two

- (2) consecutive terms, without compensation and at the pleasure of the City Commission.
- i. Two members will be chosen by the Mayor and each Commissioner
- d. The Board should include members who have one or more of the following credentials or experiences:
- i. Urban planning/landscaping/urban designer
 - ii. Civil engineering
 - iii. Governmental finance
 - iv. Utility director/governmental utility experience (not current City employee)
 - v. Municipal management (former elected official or municipal administrator)
 - vi. Private lawyer with governmental practice experience
 - vii. Developer
 - viii. Civic association executive
 - ix. Non-profit executive
- e. Each member of the Board shall be a resident, property owner, or business owner in the City of Fort Lauderdale.
- f. Notwithstanding above, if the City Commission determines that an applicant for a vacancy on the Board possesses the experience required for filling a particular vacancy, such person may be appointed.
- g. Board meetings and procedures:
- i. The Board shall meet no more frequently than once each calendar month.
 - ii. The Board shall select its own chair and vice-chair from its members.
 - iii. The Board shall adopt rules and procedures for the conduct of its meetings.
 - iv. A majority of the members appointed to the Board on the date a meeting is held shall constitute a quorum.
- h. Board purpose and duties:
- i. To act in an advisory capacity to the City Commission with regards to infrastructure maintenance and repair; and
 - ii. To review existing infrastructure, including, but not limited to: roads, sidewalks, airports, seawalls, water and wastewater distribution and

- collection systems, treatment plants, well fields, parks and all City facilities and structures and examine their current condition; and
- iii. To review and identify the repair or replacement as well as review and identify funding sources and financing alternatives for those infrastructure improvements; and
 - iv. To facilitate City resident's input in infrastructure improvements within the City; and
 - v. To provide recommendations to the City Commission on the adoption, prioritization and implementation of initiatives, actions, policies, and public outreach and education programs to support and promote all aspects of infrastructure repair; and
 - vi. To monitor the progress of approved recommendations and identify and address hurdles to their implementation to ensure that infrastructure improvements are implemented in a reasonable timeframe; and
 - vii. To review and advise on future infrastructure requirements for the City including needs, implementation and potential funding sources.

In a voice vote, the motion carried unanimously. (or vote breakdown)



INFRASTRUCTURE

SANITARY SEWER, WATER, & STORMWATER ELEMENT

PRINCIPLES

The City will strive to deliver sewer, water and stormwater services that are efficient, and reliable. The systems will be designed and maintained at the highest level and will be durable, resilient, and sustainable to serve future generations within the neighborhoods and beyond. The City will endeavor to continue to maximize water conservation and minimize energy consumption.

The Infrastructure Element of the Comprehensive Plan covers sanitary sewer, potable water, water reuse, water conservation, and stormwater. Solid waste is covered in the solid waste element.



GOALS, POLICIES, AND EVALUATION MEASURES

GOAL 1: To develop and maintain an adequate wastewater collection and treatment system, which meets existing and projected needs of the City and adjacent users in the Central Wastewater Region.

OBJECTIVE SWS 1.1: Wastewater Service Provider

Provide wastewater service to Fort Lauderdale customers and adjacent jurisdictions within the Broward County Central Wastewater Region utilizing contracts and agreements.

EVALUATION MEASURE SWS 1.1.1: Record of the City achieving and maintaining levels of service standards established for the City and the Central Wastewater Region.

POLICY SWS 1.1.2: The levels of service for wastewater are as follows:

Development	Wastewater LOS (Gallons/day)
Single Family Housing Unit	350
Other Residential Units	250/housing unit
Hotel/Motel	150/bedroom
Office, Retail and Warehouse Uses	1/sq. ft.
Institutional Uses	200/bed
Restaurant	30/seat

POLICY SWS 1.1.3: An analysis of the requested sewer demand and the impacts on relevant collection pipes, pumping station, and wastewater treatment plant capacity, and recommended improvements shall be provided with development applications.

OBJECTIVE SWS 1.2: Maintain Wastewater Capacity and Resilient Operations

As lead agency for the Broward County Central Wastewater Region, the City shall provide wastewater treatment and collection operations to meet flows within the service area in an efficient, economical and environmentally sensitive manner that minimizes disruption of service through 2035.

EVALUATION MEASURE SWS 1.2.1: The George T. Lohmeyer Wastewater Treatment Plant (GTL), and its deep well site, shall annually show the ability to treat flows within the service area at the level of service standard established within the City.

EVALUATION MEASURE SWS1.2.2: The GTL shall maintain a maximum three month average daily flow capacity of 56.6 MGD, which is anticipated to provide adequate capacity until 2030. The GTL will need to monitor, project, and as needed, expand injection well capacity to meet future flows.





EVALUATION MEASURE SWS 1.2.3: The base wastewater unit flows used in the 2017 Utility Plan are 70 gallons per capita per day (gpcd) for residential and 30 gpcd for non-residential uses (increasing by 2.5 gpcd every 5 year).

POLICY SWS 1.2.4: Conduct wastewater treatment and disposal, giving due consideration to environmental quality impacts by requiring industrial pre-treatment for all federally designated “categorical” and “significant” industries. The City’s pre-treatment program and the industries themselves must be in compliance with all Environmental Protection Agency (EPA) and State of Florida requirements and directives.

POLICY SWS 1.2.5: Continue to maintain a list of commercial and industrial enterprises which utilize, produce or dispose of hazardous chemicals as a means to track potential sources of water contaminants.

POLICY SWS 1.2.6: Continue to reduce quantities and cost of handling biosolids while reducing GTL’s carbon footprint and promoting beneficial reuse when economically viable.

POLICY SWS 1.2.7: Reduce risks related to sea level rise and climate change to the City’s wastewater system by protecting pump stations from flooding and loss of electrical power and monitoring I/I and saltwater intrusion into GTL.

OBJECTIVE SWS 1.3: Wastewater Improvements for Future Needs

Expand and improve the wastewater collection and treatment facilities, as needed, to handle the projected 2035 flows for the service area.

EVALUATION MEASURE SWS 1.3.1: Record of planned and funding sources for expansions to wastewater collection and treatment facilities and services to meet projected 2035 flows.

EVALUATION MEASURE SWS 1.3.2: Reduce inflow and infiltration (I/I) through improvements to the collection system in order to reduce costs of GTL capacity expansion.

POLICY SWS 1.3.3: Ensure the wastewater collection system is rehabilitated and maintained in order to meet EPA and Florida Department of Environmental Protection (FDEP) standards and regulations.

EVALUATION MEASURE 1.3.4: Extend hydraulic modeling of future flows to evaluate the capacity of wastewater system components required for development and redevelopment.

EVALUATION MEASURES 1.3.5: The City will create a program to monitor and address inflow infiltration by 2021.

POLICY SWS 1.3.6: The City will consider options for maintaining and upgrading sewer lines by requiring sewer line inspections and placement of sewer cleanout manholes in new development and redevelopment.





OBJECTIVE SWS 1.4: Citywide Conversion from Septic to Sanitary Sewer

Continue to provide for conversion of all areas in the City from septic tanks to the sanitary sewer as a means to protect ground water quality.

EVALUATION MEASURE SWS 1.4.1: Record of conversions from septic tanks to connections to the wastewater collection system.

POLICY SWS 1.4.2: The City will evaluate and implement any needed recommendations in the 2017 Utility Plan based on priority and funding.

POLICY SWS 1.4.3: Provide extensions of the wastewater system to new development in the City, as necessary, in accordance with the schedule illustrated in the map entitled "Septic Tank Areas to be Sewered" contained in the Support Document to this Element, unless an individual property wishes to proceed in advance of the schedule and enters into an individual agreement with the City.



POLICY SWS 1.4.4: Scheduling for conversion of areas currently using septic tanks shall follow the groupings listed in the WaterWorks 2011 Program, and will be based on the need to ensure the optimum operation of the system.

POLICY SWS 1.4.5: When wastewater or water services become available to existing developments, the use of septic tanks or private wells will be discontinued within ninety (90) days of the date of service availability. The only exception to this requirement will be in those specific areas where the City, for the good and welfare of the community as a whole, will offer specific incentives to spread the cost of sewer assessments over a longer period of time. Any specific incentives will be addressed in the City Code of Ordinances including all specific conditions and the exact area where said incentives will occur. Time frames for connection under these conditions will be specifically identified.

OBJECTIVE SWS 1.5: Facility Expansions to be Economically Feasible

Facility expansions to be economically feasible, which will accommodate projected capacity demands through 2035. Future expansions will be with the cooperation of all appropriate governmental agencies to ensure that demands and cost of service are economically feasible.

EVALUATION MEASURE SWS 1.5.1: Record of City participation in intergovernmental coordination programs for wastewater treatment facilities and services.

POLICY SWS 1.5.2: Continue to upgrade and replace major GTL plant components, as identified in the City's 2017 Utility Plan and the 20 Year Renewal and Replacement (R&R) Plan on a continual basis.

POLICY SWS 1.5.3: Consider energy efficient design and operations at the expansions to City wastewater utilities.

POLICY SWS 1.5.4: The City will evaluate and support any new funding recommendations in the 2017 Utility Plan, and the water and sewer rate study, or other planning documents to ensure financial feasibility.



GOAL 2: Develop and maintain an adequate water supply, treatment and distribution system, which meets the existing and projected needs of the service area in an efficient, economical, and environmentally sensitive manner.

OBJECTIVE SWS 2.1: Meet Level of Service Demand in an Efficient, Economical and Environmentally Sensitive Manner

The City shall, through the coordination of land use planning with water supply planning and management, provide potable water service to meet the demands of the service area in an efficient, economical and environmentally sensitive manner.

EVALUATION MEASURE SWS 2.1.1: Record of the City providing potable water service to meet the demands at adopted levels of service.

EVALUATION MEASURE SWS 2.1.2: The level of service for potable water shall be 197 gpcd for current conditions and reducing to 170 gpcd by 2028 through conservation.

EVALUATION MEASURE SWS 2.1.3: Reduce water demand to 170 gpcd through conservation strategies by the year 2028.

POLICY SWS 2.1.4: Coordinate any necessary raw water wellfield expansion and specific well location with local land use plans and the plans of appropriate County and regional agencies, including the South Florida Water Management District (SFWMD).

POLICY SWS 2.1.5: Assure that adequate water supplies and potable water facilities shall be in place and available to serve new development no later than the issuance of a certificate of occupancy.



POLICY SWS 2.1.6: Monitor water usage for compliance with the City's Consumptive Use Permit.

POLICY SWS 2.1.7: Implement the City's 10-Year Water Supply Facilities Work Plan (current version).

POLICY SWS 2.1.8: Maintain a Water Supply Facilities Work Plan for at least a 10 year planning period addressing water supply facilities necessary to serve existing and future development within the water service areas, adjacent municipalities, potential new demand, and support other local and regional water supply plans. The 10-Year Water Supply Facilities Work Plan (Work Plan) shall be incorporated wholly into the Infrastructure Element of the Comprehensive Plan.

POLICY: SWS 2.1.9: Coordinate and be consistent with the SFWMD Lower East Coast Water Supply Plan (LEC Plan) when proposing or amending the Work Plan. Update the City's Work Plan within 18 months following an update to the LEC Plan. Where appropriate and feasible, the Work Plan shall include collaborative approaches with other local governments for water supply source use and water treatment technology.

POLICY: SWS 2.1.10: An analysis of the requested water demand and the impacts on relevant distribution pipes, plant capacity, and recommended improvements shall be provided with development applications.



OBJECTIVE SWS 2.2: Water Supply System

Expand and improve the necessary facets of the water supply system to meet the projected demand for the service area and minimizes disruptions of service.

EVALUATION MEASURE SWS 2.2.1: The LOS for water shall be 197 gallons per capita per day.

POLICY SWS 2.2.2: Immediate priorities for water system maintenance shall be areas where: :

- The health, safety and welfare of system users is a concern;
- Deteriorated condition has caused repeated occurrences of leakage and/or breakage; and
- Complaints have been received due to repeated water aesthetic quality problems including color, clarity, and taste and odor, which do not pose a health threat.



POLICY SWS 2.2.3: Coordinate expansion of the potable water system with the appropriate local governments to ensure that projected service area demands are considered in the cost of supplying new development in order to maintain economic feasibility.

POLICY SWS 2.2.4: Water supply and distribution mains must assure adequate flow for both fire fighting and consumer needs.

POLICY SWS 2.2.5: Provide extension of potable water mains and distribution lines to new development in the City, as necessary, via agreements with developers to share in costs on a negotiated basis.

EVALUATION MEASURE SWS 2.2.6: Potable water storage and other level of service criteria shall be as recommended in the 2017 Utility Plan or other planning documents. Daily potable water pressure shall be maintained up to 90 pounds per square in of pressure (psi) to ensure adequate system operation and fire protection.

POLICY SWS 2.2.7: The City has identified portions of the water system requiring upgrading to meet future demands, as well as, overall priorities and coordinate these improvements for public and/or private funding as necessary as per the results and recommendations of the 2017 Utility Plan, The Five-Year Community Investment Plan (CIP), and other planning documents.

POLICY SWS 2.2.8: In order to maintain the City's distribution system, rehabilitate prioritized pipeline on a yearly basis as recommended in the Utility Plan. Create a redundant system, especially for all areas with 30 inch, water mains diameter.

POLICY SWS 2.2.9: The City will evaluate and support any new funding recommendations in the 2017 Utility Plan or other planning documents to ensure financial feasibility.

POLICY SWS 2.1.10: As new development and infill development occur, the City shall require looped water distribution systems, especially where there are currently dead ends in the system.

POLICY SWS 2.2.11: The City will review the need for a future water treatment plant in the future.

POLICY SWS 2.2.12: The City will seek funding to replace all water meters with electronic meters and advanced metering infrastructure (AML) systemwide.



OBJECTIVE SWS 2.3: Water Service to Adjacent Jurisdictions

Continue to provide water service to adjacent jurisdictions through the time frames of individual interlocal agreements. City shall explore the opportunity to provide new water services to new customers outside City Limit.

EVALUATION MEASURE SWS 2.3.1: Record of City participation in interlocal agreements for potable water services.

POLICY SWS 2.3.2: The potable water daily average gallon per capita per day (GCpd) demand for users shall be as listed in users agreements.

POLICY SWS 2.3.3: Work with Broward County and other municipalities to maintain updated population forecasts. User interlocal agreements shall meet the demand projected by the Broward County Population Forecasting Model, University of Florida, Bureau of Economic and Business Research (BEBR), unless otherwise noted by the individual municipality.

POLICY SWS 2.3.4: Monitor wholesale water use through monthly meetings with users and monthly reports.

GOAL 3: Continue to support water conservation efforts to support sustainability and extend existing water resources.

OBJECTIVE SWS 3.1: Water Conservation

The City will actively pursue achieving the water conservation goals of the Sustainability Action Plan.

EVALUATION MEASURE SWS 3.1.1: Record of City annual average daily demand showing continued reduction in per capita water use.



POLICY SWS 3.1.2: The City shall support recommendations from the 2017 Utility Plan regarding water conservation including: public education, appliance rebates, promoting Florida-friendly landscaping, leak detection program, unidirectional flushing, etc.

POLICY SWS 3.1.3: The City shall maintain new design and construction codes that require water efficient construction and encourage multi-family development.



GOAL 4: As part of long-term planning, continue to evaluate water reuse as an alternative to enhance water sources and increase sustainability.

OBJECTIVE SWS 4.1: Water Reuse

Continue to look for opportunities to cost-effectively incorporate water reuse.

EVALUATION MEASURES SWS 4.1.1: 1. Record of City including water reuse alternatives in future utility system master planning. 2. Instances of private developers incorporating water reuse projects into new development.

POLICY SWS 4.1.2: The City shall pursue the C-12 and C-13 Canal Interconnect Project with Broward County. This project will result in improved water quality in the North Fork and may be able to be applied as offsets to enable increased Biscayne Aquifer withdrawals from City wellfields

POLICY SWS 4.1.3: In future master planning; continue to evaluate the benefits of satellite treatment and reuse or a saltwater intrusion barrier, as well as other water reuse alternatives as recommended in the 2017 Utility Plan.

POLICY SWS 4.1.4: Through the design review process, provide information to private development as to the availability of water reuse public infrastructure that may be available to tie into.

OBJECTIVE SWS 4.2: Cost Feasible System Expansion

The City shall extend new services and expand capacity, as needed, on a cost-feasible basis.

EVALUATION MEASURE SWS 4.2.1: Record of service extensions to areas experiencing redevelopment.

POLICY SWS 4.2.2: The City shall first prioritize the maintenance of facilities in existing neighborhoods.

POLICY SWS 4.2.3: The City shall assist, and shall give priority to service and capacity extension on a cost-feasible basis, and as desired by those areas and as approved by the City Commission to areas with:

- 1. Affordable housing development
- 2. Redevelopment or infill development located in:
 - a. Transit oriented corridors
 - b. Regional activity centers

POLICY SWS 4.2.4: The extension and expansion of service capacity shall be consistent with the City's adopted Comprehensive Utility Master Plan and its standards.



GOAL 5: Protect aquifer recharge potential and water supply quality in the City.

OBJECTIVE SWS 5.1: Wellfield Protection

The City shall continue to protect the viability of the Peele-Dixie and Prospect wellfields by reducing the potential for contamination of the wells from pollution and saltwater intrusion.

EVALUATION MEASURES SWS 5.1.1: 1. Record of City participation in wellfield protection programs. 2. Record of annual wellfield analysis.

POLICY SWS 5.1.2: The City shall encourage and assist Broward County in enforcing the Wellfield Protection Ordinance to the maximum extent possible.

POLICY SWS 5.1.3: Monitor activities at the Fort Lauderdale Executive Airport that may affect the wellfield.

POLICY SWS 5.1.4: Continue saltwater intrusion data collection and support Broward County efforts to minimize salt intrusion risk for sea level rise scenarios.

POLICY SWS 5.1.5: Continue to use natural areas and open space to facilitate both adequate drainage and aquifer recharge.

POLICY SWS 5.1.6: Install interconnects from surface waters of Broward County (i.e., drainage features) to appropriate areas for recharge of both Peele-Dixie and Prospect wellfields, thus intercepting waters that would otherwise have been lost to tide.

POLICY SWS 5.1.7: Sample groundwater in the vicinity of potential industrial contamination annually to detect pollution that may enter the aquifer.

GOAL 6: Ensure that all areas of the City are reasonably protected from flooding giving due consideration to the City's natural environment.

OBJECTIVE SWS 6.1: Ensure Adequate Stormwater Drainage Exists

Continue to review site plans for new development and redevelopment to ensure that stormwater systems provide adequate and efficient drainage capacity.

EVALUATION MEASURES SWS 6.1.1: 1. Record of City designation of Conservation Areas on the City's Future Land Use Map (Series). 2. Record of review of site plans by the City's Stormwater Operations Section of the Utilities Division.

POLICY SWS 6.1.2: The following design storms are established for drainage facility capacity:

- Public road elevation: 10 year, one-day storm event.
- Finished Floor elevation: 100 year, three-day storm event.

The final design of new systems will be adjusted to mitigate problems within reasonable economical, physical, and environmental limitations.

POLICY SWS 6.1.3: New development and redevelopment shall provide on-site retention and treatment of the first inch of stormwater runoff through the use of vegetative swales, perforated pipe, deepwell injection, or by other means acceptable to City, County and/or State agencies or departments.



POLICY SWS 6.1.4: Assure drainage and stormwater management utilizing the following standards for new development:

- *Road Protection:* Residential streets with rights-of-way less than fifty feet wide to have crown elevations no lower than the elevation for the respective area depicted on the ten year “Flood Criteria Map.”

Streets in rights-of-way greater than fifty feet wide to have an ultimate edge of pavement no lower than the elevation for the respective area depicted on the ten year “Flood Criteria Map.”

- *Buildings:* To have the lowest finished floor elevation no lower than the elevation for the respective area depicted on the “100 Year Flood Elevation Map.” Retain the first inch of stormwater runoff on-site.
- *Off Site Discharge:* Residential projects less than 1 acre: After retaining the first inch of runoff not to exceed the inflow limit of SFWMD primary receiving canal or the local conveyance system, whichever is less.

Residential projects greater than 1 acre and nonresidential projects: Retain the greater of one inch over the site area or 2.5 inches over the percentage of impervious area.

- *Storm Drainage:* Design frequency minimum to be three year rainfall intensity of the State Department of Transportation Zone 10 rainfall curves.
- *Floodplain:* Calculated flood elevations based on the ten year and one hundred year return frequency rainfall of three day duration shall not exceed the corresponding elevations of the ten year “Flood Criteria Map” and the “100 Year Flood Elevation Map.”
- *On Site Storage:* Per SFWMD Permit Review Manual, Volume 4.
- *Best Management Practices (BMP):* Prior to discharge to surface or ground water, BMPs will be used to reduce discharge.

Regulations for roads and parking lots shall be consistent with the criteria established by the SFWMD for such uses.



POLICY SWS 6.1.5: Continue to enforce land development regulations adopted to implement minimum design criteria for drainage improvements.

POLICY SWS 6.1.6: Utilize the land use designations of Conservation and Park/Open Space to protect open natural drainage areas from undue development.



OBJECTIVE SWS 6.2: The National Flood Insurance Program

The City shall continue to support the National Flood Insurance Program, disseminate information relative to its provisions, and enforce conformance of building elevations to minimize flood loss hazards.

EVALUATION MEASURE SWS 6.2.1: Record of participation in Federal Emergency Management Administration (FEMA) program.

POLICY SWS 6.2.2: Participate in programs designed to protect life and property.

POLICY SWS 6.2.3: Participate in the periodic update of FEMA maps as per federal requests.

OBJECTIVE SWS 6.3: Federal National Pollution Discharge Elimination System

Monitor and continue to participate in the Federal National Pollution Discharge Elimination System Municipal Separate Storm Sewer (NPDES MS4) permitting program administered by the Florida Department of Environmental Protection (Florida DEP).

EVALUATION MEASURE SWS 6.3.1: Record of participation in the NPDES program.

POLICY SWS 6.3.2: Continue to comply with the current NPDES MS4 Permit awarded to the City by the Florida DEP, and apply for and receive a new NPDES MS4 permit in 2022.

POLICY SWS 6.3.3: Comply with specific conditions of stormwater sampling and storm water infrastructure maintenance and repair for the ensuing annual reports.

POLICY SWS 6.3.4: Continue to provide local drainage data and other pertinent information to Broward County for analysis and assessment as part of its permitting process.

POLICY SWS 6.3.5: Modify City code, as needed, to support compliance with the NPDES MS4 Permit.

OBJECTIVE SWS 6.4: Future Drainage Needs and Improvements

Pursuant to the Broward County Drainage Assessment, the City will determine the best course regarding drainage needs and potential improvements including extensions of or increases in capacity of facilities in coordination with the SFWMD, the Regional Planning Council, Broward County, and private developers.



EVALUATION MEASURE SWS 6.4.1: Record of improvements to drainage facilities necessary to meet the drainage needs and increase in drainage capacity as identified in the Broward County Drainage Assessment.

POLICY SWS 6.4.2: Implement the recommendations of the 2012 Enhanced Local Mitigation Strategy and the City's Stormwater Master Plan.



POLICY SWS 6.4.3: As part of the City’s course of action regarding drainage priorities shall include the elimination of as much non-point source pollution through stormwater discharge as it is physically and economically possible.

POLICY SWS 6.4.4: The City adopts the surface water standards of Chapter 27 Pollution Control of the Broward County Code of Ordinances (27-195) as the standards for stormwater discharge within the City. These standards are consistent with Chapter 17-25 F.A.C. standards for water quality.

POLICY SWS 6.4.5: The City shall support financing recommendations in the City’s Stormwater Master Plan and including funded projects in the annual updates of the Capital Improvement Program.

GOAL 7: Ensure coordination of infrastructure improvements.

OBJECTIVE SWS 7.1: Intergovernmental Coordination for Roadway Projects

The City shall ensure, through intergovernmental coordination, that water, wastewater, and stormwater infrastructure improvements are included in the implementation of transportation projects.

EVALUATION MEASURE SWS 7.1.1: Attendance at Technical Coordinating Committee (TCC) Meetings and regular coordination with Florida Department of Transportation (FDOT).

POLICY SWS 7.1.2: Continue to participate in the TCC of the Metropolitan Planning Organization (MPO) and provide advance notice of City water and wastewater capital improvements to FDOT so that efficiencies can be achieved through coordination of the improvements with programmed roadway projects.





INFRASTRUCTURE

TRANSPORTATION & MOBILITY ELEMENT

PRINCIPLES

Transportation access is a vital component to an equitable, livable community and essential to the success of the local economy. Through the realization of a Complete Network, Fort Lauderdale shall promote continuous, “connected” systems for pedestrians, bicyclists, transit users, and drivers.

The City will ensure a healthy and functioning network in order to enhance opportunities for local residents and businesses. By providing these opportunities, the City strives to create a modal shift in transportation choices and reduce automobile congestion.

The City will also encourage healthy living through the development and enhancement of modes conducive to active transportation. In addressing health, safety is a priority concern of the City and it will strive to continue efforts to achieve the goals of Vision Zero. The City of Fort Lauderdale adopted Vision Zero in 2015 and committed to recognizing that death and serious injury on our streets are unacceptable and preventable; people will make mistakes and the transportation system should be designed so those mistakes aren't fatal; and safety should be the primary consideration in transportation decision-making. Traffic safety solutions must be addressed strategically and holistically through a safe systems approach.

As a regional and international destination, Fort Lauderdale will ensure accessibility and mobility to the City and regional transportation to support tourism and local businesses.



GOALS, POLICIES, AND EVALUATION MEASURES

GOAL 1: Ensure the development of a Complete Network for transportation that prioritizes Safety and emphasizes multimodal mobility and accessibility.

OBJECTIVE TM 1.1: General Mobility

Encourage multimodal connectivity through the Connecting the Blocks transportation master plan to enhance the City’s mobility and livability.

POLICY TM 1.1.1: Fort Lauderdale shall maintain and regularly update a Transportation Master Plan, using context sensitive typologies to enhance safety and improve multimodal infrastructure and connectivity for residents and businesses. The Transportation Master Plan will consider the intermodal aspects of transportation to ensure seamless transportation.



POLICY TM 1.1.1a: The development of the Transportation Master Plan and its implementation shall include consideration of land use patterns and urban design.

POLICY TM 1.1.1b: The City shall evaluate and update the Master Plan, at minimum every 5-7 years.

POLICY TM 1.1.1c: Continue to enhance bicycle and pedestrian mobility, prioritize safety and ensure connectivity throughout the City. The City will continuously explore, as part of this connectivity, alternative designs to ensure safe pedestrian, scooter, and bicycling crossings where the railroad exists within the City.

POLICY TM 1.1.1d: The City, in developing its Transportation Master Plan, shall consider, and where appropriate, apply a Level of Stress evaluation measure.

POLICY TM 1.1.1e: Fort Lauderdale will continue to evaluate emerging transportation technologies including, but not limited to autonomous vehicles, enhanced real time communication, and artificial intelligence in relation to the impacts these advancements will have on transportation, land use, and the urban form.

POLICY TM 1.1.1f: Fort Lauderdale shall continue to examine best practices and methods for the safe and context sensitive implementation of shared mobility and micromobility solutions, such as microtransit, dockless bicycle share, dockless scooters, and e-bikes.

POLICY TM 1.1.1g: Development standards shall consider how emerging transportation technologies will impact travel patterns, curb management, travel, parking, and loading/unloading demand, supporting infrastructure, and roadway design. This will require for flexibility in design and transition.



POLICY TM 1.1.1h: The City shall consider context sensitive solutions that allow existing and emerging transportation modes to utilize the roadway network with intelligent technology system components and broader communication systems between users and vehicles.

POLICY TM 1.1.1i: The City shall consider the potential changes to design of the public realm if and when the need for on-street parking is significantly reduced, and supporting infrastructure for shared use, electrical vehicles are increased.

POLICY TM 1.1.1j: The City shall consider how electric-assist technologies developed for bicycles, scooters or other alternative mobility options and sharing services will impact commuting patterns, enhancing sidewalk and roadway networks, parking infrastructure utilization and design of the public realm.

POLICY TM 1.1.2: The City shall use “Complete Streets” principles to ensure that roadways are planned, designed, and maintained in a context sensitive manner for safe use by users of all ages and abilities, including pedestrians, bicyclists, transit users, motorists, and freight vehicles.

POLICY TM 1.1.3: Fort Lauderdale shall enhance and/or re-establish street-network connectivity and circulation (e.g. removal of barriers which close off or inhibit pedestrian, bicycle, or vehicle access to public rights-of-way, including during construction activities).

POLICY TM 1.1.4: The City shall coordinate multi-modal use of rights-of-way with appropriate supporting land uses, urban form, and densities necessary to support transit-oriented development (e.g. public spaces that promote ground level interest, reduced setbacks, surface parking behind buildings), as applicable.



POLICY TM 1.1.4a: Development plans for new developments and redevelopment of residential and non-residential sites shall show any existing and proposed bicycle and pedestrian access to adjacent properties and transit stops.

POLICY TM 1.1.4b: Continue to evaluate and implement pedestrian and transit design standards as they relate to incorporating mass transit, car pool, pedestrians, and bicycle amenities in different commercial, industrial, and office buildings in activity centers.

POLICY TM 1.1.4c: Fort Lauderdale shall consider opportunities and methods to partner on and support roadway “shared space” efforts such as, but not limited to, the (re)design of appropriate rights-of-way to best accommodate festivals, parades, open air markets, and other events that encourage social interaction, safety education, and community building.

POLICY TM 1.1.4d: The City of Fort Lauderdale shall continue to support private/public collaboration to integrate improvements to transit, bicycle and pedestrian facilities into private development.





POLICY TM 1.1.5: Ensure accessibility and connectivity by providing ADA compliant sidewalks, bicycle paths, trails, transit facilities and/or roads between new developments and existing neighborhoods.

POLICY TM 1.1.6: Fort Lauderdale shall continue to support Broward County programs such as Transportation Disadvantaged Services that ensure transportation access is maintained for those unable to transport themselves due to physical or mental disability, age, and income status.

POLICY TM 1.1.7: The City shall evaluate the need for a potential multimodal level of service standard by 2026. Fort Lauderdale will maintain its concurrency system while exploring opportunities for improvement that provide multimodal transportation enhancements.

OBJECTIVE TM 1.2: Vision Zero

Continue implementation of a Vision Zero Action Plan that focuses on reducing transportation related fatalities to zero and emphasizing reductions in the number of serious injuries.

POLICY TM 1.2.1: Fort Lauderdale shall strive to achieve zero traffic fatalities through the following programs and activities:

POLICY TM 1.2.1a: Provide focus for engineering, enforcement, education, encouragement, and evaluation measures to reach interim steps toward zero deaths.

POLICY TM 1.2.1b: Adopt and implement the City’s Vision Zero Five-Year Action Plan, periodically updating as needed.

POLICY TM 1.2.1c: Fort Lauderdale shall continue to maintain land development codes requiring ADA accessible infrastructure for new development and redevelopment.

POLICY TM 1.2.1d: Use data, community outreach, and equity-based engagement activities and engineering components to develop strategies for areas most affected by deadly and serious traffic crashes throughout the city, including a focus on locations with crashes involving vulnerable users.

POLICY TM 1.2.1e: Prioritize improvements based on vulnerable users, at risk populations, and locations with higher concentrations of these population, including, but not limited to, schools, after care facilities, parks, and healthcare facilities.

POLICY TM 1.2.1f: Fort Lauderdale shall coordinate with local and regional agencies to provide safety and other educational training courses to at risk populations and vulnerable roadway users, including at educational institutions.

POLICY TM 1.2.1g: Support the development of automated and connected vehicle technologies that have been demonstrated to improve safety and reduce crash risk and/or crash severity.





POLICY TM 1.2.1h: Traffic signalization should be context sensitive to the modal priorities of the right-of-ways in areas of high pedestrian and bicycle use.

POLICY TM 1.2.1i: Fort Lauderdale shall encourage safe pedestrian and bicyclist behaviors through educational programs for the public. The City shall also encourage Broward County Public Schools to include WalkSafe, BikeSafe, and any relevant road safety educational programs for children.

POLICY TM 1.2.2: Incorporate safety considerations in the annual prioritizing of local road improvement funding. Prioritize safety investments for the most vulnerable users first with pedestrians and bicyclists priority, and motorists second. Transit riders are pedestrians and bicyclists are as vulnerable as pedestrians.



POLICY TM 1.2.3: Continue to utilize working groups, including elected officials, Vision Implementation Partners (VIPs), Vision Zero Champions, Florida Department of Transportation, Broward County, Broward MPO, and the Vision Zero Task Force to guide the implementation of Vision Zero.

POLICY TM 1.2.4: Work with partners in the region to influence street planning, design, maintenance, operations, and law enforcement.

POLICY TM 1.2.5: The City will explore grant funding opportunities for Vision Zero Implementation project and programs.

POLICY TM 1.2.6 Continue to provide safety for motorists, bicyclists and pedestrians by controlling the connections of driveways and access points to roads by using guidelines and standards from Florida Department of Transportation, the County, and the City’s development review process.

OBJECTIVE TM 1.3: Pedestrian Mobility

Ensure a safe network that maximizes pedestrian accessibility and mobility for Fort Lauderdale’s neighborhoods.

POLICY TM 1.3.1: The City shall maintain a facilities list of pedestrian improvements and a prioritized inventory of missing pedestrian links within the City, inclusive of location and infrastructure needs for each missing link.

POLICY TM 1.3.1a: The City shall strive to reduce the number of missing pedestrian connections through setting of appropriate goals in its Master Plan, and shall adopt those goals by reference into its Comprehensive Plan.





EVALUATION MEASURE TM 1.3.1b: The City shall strive to reduce the number of missing pedestrian connections through setting of appropriate goals in its Master Plan, and shall adopt those goals by reference into its Comprehensive Plan.

POLICY TM 1.3.2: Continue to implement the design concepts in high areas of pedestrian traffic that include, but are not limited to, street trees, canopies/arcades, patterned colored pavement and street signage, and area specific recommendations as noted by the Connecting the Blocks report.

POLICY TM 1.3.3: Provide pedestrian safety by ensuring well-lit streets, intersections, pedestrian refuges, midblock crossings, and sidewalks. As needed, the City will conduct lighting analyses in areas of high crash incidents involving pedestrians.

POLICY TM 1.3.4: The City's Unified Land Development Regulations (ULDR) shall require sidewalks construction development and redevelopment, except where not feasible.

OBJECTIVE TM 1.4: Bicycle Mobility

Ensure a complete network that provides for bicycling as a viable primary modal choice.

POLICY TM 1.4.1: The City shall maintain a listing of existing bicycle infrastructure, and a prioritized inventory of missing bicycle links and facilities within the City, inclusive of location and infrastructure needs for each missing link.

EVALUATION MEASURE TM 1.4.1a: The City shall strive to reduce the number of missing bicycle connections through setting of appropriate goals in its Master Plan, and shall adopt those goals by reference into its Comprehensive Plan.

POLICY TM 1.4.1b: The City shall continue to participate in bicycle planning programs of the Broward MPO and the FDOT to provide bike facilities with all roadway improvements, where feasible.



POLICY TM 1.4.1c: Continue to work with the Downtown Fort Lauderdale, FDOT, Broward MPO, and other agencies to promote the use of bicycles and provide convenient locations for bicycle parking and boulevards in activity centers and throughout the City when appropriate.

POLICY TM 1.4.1d: The City shall consider opportunities and incentives for the provision of appropriate facilities to support bicycling, such as showers, lockers and bicycle parking by new development.

POLICY TM 1.4.1e: Where possible, the City shall encourage the provision of convenient, covered and secure bicycle parking at transit stations, schools, public facilities and commercial centers.

POLICY TM 1.4.1f: The City shall prioritize and construct the LauderTrail planned pathways to enhance local connectivity.

POLICY TM 1.4.2: Work with transit agencies to improve connections between rail and bus and existing and planned bicycle routes.



POLICY TM 1.4.3: When streets are reconstructed, high-quality bicycling facilities shall be considered in street reconstructions plans when appropriate.

POLICY TM 1.4.4: Encourage, through community partnerships, a culture that embraces bicycle use as a mainstream travel mode.

POLICY TM 1.4.4a: The City shall seek to raise the visibility and participation of bicycling in Fort Lauderdale through regularly organized bicycling events, prominent facilities and other encouragement activities.

POLICY TM 1.4.4b: The City shall encourage partner agencies to conduct an ongoing safe bicycle route to schools programs, including semi-annual bicycle safety educational programs for children and adults.

POLICY TM 1.4.4c: Where possible, the City shall enhance bikeway information and way-finding signage along bicycle routes.

POLICY TM 1.4.4d: Where possible, the City shall implement facilities improvements based on area specific recommendations as noted by the Connecting the Blocks plan.

OBJECTIVE TM 1.5: Blueways/Water Transit

Enhance local facilities to support transportation opportunities on Fort Lauderdale’s waterways.



POLICY TM 1.5.1: The City shall, by 2023, establish and begin to implement a Blueways System Plan for existing navigable waterways.

POLICY TM 1.5.2: Fort Lauderdale will coordinate with Broward County and partner agencies to increase access to public waterways through expansion of the blueways system with dock facilities at public parks and other appropriate locations.

POLICY TM 1.5.3: The City shall continue to support water transportation systems as an alternative form of transportation within the City.

POLICY TM 1.5.4: Continue to work with the State to enforce a year-round slow speed zone on the Intracoastal Waterway from Sunrise Boulevard Bridge to Las Olas Bridge, to ensure public safety on the waterways.

OBJECTIVE TM 1.6: Roadways

Maintain and enhance the roadway system to ensure adequate connectivity and mobility in Fort Lauderdale, as well as develop safe systems that prioritize safety and protects vulnerable road users.

POLICY TM 1.6.1: The City shall maintain an inventory of existing rights-of-way in the City, and regularly evaluate the City’s roadway network.



POLICY TM 1.6.1a: Conduct periodic reviews of City roadway system operation to identify problem areas with potentially low-cost Congestion Management System solutions such as restricting left turns, reversible lanes, etc.

POLICY TM 1.6.1b: Conduct, as needed, in-depth studies of local rights-of-way and neighborhood circulation to implement safety and traffic calming measures, and prioritize the implementation of recommendations related to Vision Zero friendly design and safe systems approaches.

POLICY TM 1.6.2: Fort Lauderdale shall minimize the need for roadway width expansion except where needed to improve mobility for bicycles and pedestrians or to effect intersection improvements, and continue to direct efforts towards Complete Streets implementation.

POLICY TM 1.6.3: The City shall continue to incorporate the design of streets and roadways from the policies outlined in Broward County’s Complete Street Guidelines, the City’s Complete Streets Manual, National Association of City Transportation Officials Design Guides, the Connecting the Blocks Plan, and the Florida Department of Transportation’s (FDOT) Design Manual.

POLICY TM 1.6.3a: The City shall support and incorporate into its standards the context sensitive use of urban forestry techniques, including trees selected, located, and tended in a manner that assures healthy growth, to enhance pedestrian and bicyclist shade/cooling, and enhance corridor aesthetics. The City will continue to require unobstructed sight lines and non-obtrusive landscape plantings along medians and at development driveway/street locations as required by the ULDR.

POLICY TM 1.6.3b: The City shall support and incorporate into its standards the context sensitive use of “street/traffic calming/speed management” techniques, (e.g. reduced vehicle lane width), textured pavement, chicanes, roundabouts, on-street parking, strategic use of differing median types) to enhance multi-modal user safety and accessibility.

POLICY TM 1.6.3c: The City shall review and modify as appropriate, existing land development regulations that control access points and minimize curb cuts on City maintained roadways to provide safe and convenient pedestrian circulation and on-site traffic flow.

POLICY TM 1.6.3d: The City shall support standards and incorporate into its standards the context sensitive use of techniques to efficiently address stormwater runoff (e.g. swales, planters, vegetated buffer strips, rain gardens, bioswales, infiltration trenches, permeable paving) in a manner that provides ecological, economic, and aesthetic benefits.

POLICY TM 1.6.3e: The City shall consider where appropriate the application of standards regarding the context sensitive placement of energy efficient illumination to promote pedestrian, bicycle, and vehicular activity and safety without adversely impacting protected wildlife or promoting light pollution.

POLICY TM 1.6.3f: The City shall support standards for resiliency in its roadway network by incorporating into its design streetscape improvement techniques to address the effects of sea level rise.





POLICY TM 1.6.4: The City shall coordinate with the Broward MPO and FDOT to provide bike facilities and other transportation mechanisms with all roadway improvements, where feasible.

EVALUATION MEASURE TM 1.6.5: The City of Fort Lauderdale shall participate in Broward County’s Transportation Concurrency Management System, FDOT’s Strategic Intermodal Systems Program, and implement local road concurrency in order to mitigate traffic impacts created by development. The roadway LOS standards, for the purpose of issuing development orders and permits, are to achieve and maintain the following minimum criteria:

SIS Roads: For facilities within the Strategic Intermodal System (SIS), the Generalized Peak Hour Two Way Level of Service Standard, established by the FDOT, is as follows:

SIS Roadways	Affected Roadway Segments	LOS ¹ Standard
I-95	Oakland Park Boulevard to I-595	D
I-595	I-95 to US 1	D
SIS Connectors	Affected Roadway Segments	LOS ¹ Standard
Andrews Avenue	SR-84 to Eller Drive	D
SR-84	I-95 to Spangler Boulevard	D
Broward Boulevard	I-95 to NE 3 rd Avenue	D
SW 4 th Avenue	SR-84 to Perimeter Road	D

Broward County and Non-SIS State Roads: LOS Standards to be utilized are based on the Generalized Peak Hour Two-Way Volumes for Florida’s Urbanized Areas Table in the FDOT’s Level of Service Manual. For facilities not within the SIS within:

1. Eastern Core District: the LOS standard shall be “E”
2. Port/Airport District: the LOS standard shall be “D”
3. Central Districts: the LOS standard shall be “D”

Local Roads: All other roads within Fort Lauderdale will be maintained at LOS D.

POLICY TM 1.6.6: Partner with agencies and businesses to increase commuter car-pooling and to incentivize and encourage alternative/public transit use. The City of Fort Lauderdale shall coordinate with the FDOT District IV Carpooling program encourage ride-sharing and carpooling practices throughout the City.

POLICY TM 1.6.7: Continue expedited permitting of alternative fuel and electric vehicle charging infrastructure.

POLICY TM 1.6.8: Work with Broward County, the Coast Guard, Army Corps of Engineers and the FDOT to minimize travel delay at intersections, railroad crossings and major bridges.

POLICY TM 1.6.9: The City shall require traffic and transportation coordination, inclusive of emergency management access, as a component for special events within the City, especially in areas where the transportation grid is constrained, such as the beach.

POLICY TM 1.6.9a: Maintenance of Traffic Plans shall be required for events requiring road closures.



OBJECTIVE TM 1.7: Transit

Transit amenities should be of high quality to support multimodal transportation and reduce the use of the single-occupant vehicle.

EVALUATION MEASURE TR 1.7.1: The City of Fort Lauderdale shall participate in Broward County's Transportation Concurrency System, and adopts the following Transit Level of Service:

Port/Airport District	Establish at least one fixed-route with direct service to Fort Lauderdale-Hollywood International Airport.
	Continue studies to examine intermodal connections between Port Everglades, Fort Lauderdale-Hollywood International Airport, and the Greater Fort Lauderdale/Broward County Convention Center.
Central District	Achieve peak headways of 30 minutes or less on 60% of local bus routes.
Eastern Core District	Achieve peak headways of 30 minutes or less on 60% of routes, and support the maintenance and enhancement of the Broward Central Bus Terminal in Fort Lauderdale.

POLICY TM 1.7.1a: The City's development review process shall provide that, for purposes of issuing development orders and permits, the adopted public transit level of service shall not be negatively affected by proposed development.

POLICY TM 1.7.1b: The City will support the development of new transit connections between FLL and the Port.

POLICY TM 1.7.2: Transit stations and stops should be located within walking distance of activity centers, and access routes for pedestrians and bicycles to transit should be as direct as possible, promoting both pedestrian and bicycle connectivity



POLICY TM 1.7.3: The City shall regularly evaluate transit stops within city limits to identify needs for improvements such as shade, ADA compliance, well-designed shelters, bicycle parking, route information, benches, waste receptacles, or the need for new transit stop locations.

POLICY TM 1.7.4: The City shall support the exchange of information between the Sun Trolley, Broward County Transit, the City, and the South Florida Regional Transportation Authority to identify transit user needs.

POLICY TM 1.7.5: The City shall evaluate and adopt, by 2020, a citywide Transit Master Plan.

POLICY TM 1.7.5a: As part of the Transit Master Plan, the City shall evaluate transit service areas and determine potential new routes to service Fort Lauderdale neighborhoods, including community bus service.

POLICY TM 1.7.5b: New community bus routes as feasible will be identified within the Plan. The City shall coordinate with Broward County and the Broward MPO in identifying Transportation Surtax monies to fund community buses.



POLICY TM 1.7.5c: The City shall evaluate as part of its Transit Master Plan potential areas of the City for the implementation of bus only lanes and transit signal priority to improve transit reliability.

POLICY TM 1.7.5d: The Transit Master Plan shall evaluate first-last mile transportation improvements, techniques and implementable transit programs for public education, and transit demand management.

POLICY TM 1.7.5e: The Transit Master Plan shall be updated at minimum every five (5) years.

POLICY TM 1.7.5f: The City shall continue to support the Sun Trolley local circulator system servicing local neighborhoods, and explore opportunities for system expansion.

POLICY TM 1.7.6: Coordinate with Broward County to provide transit amenities such as shelters, real-time information and public art.

POLICY TM 1.7.7: Accessibility for people of all ages and ability are key concepts for the planning, development, and implementation of multimodal transportation planning.

POLICY TM 1.7.8: The City will continue to support the development of Brightline, Coastal Link, and the existing Tri-Rail services through zoning, land use, and prioritization of first and last mile improvements within the vicinity of each station area.

OBJECTIVE TM 1.8: Parking

Ensure parking requirements and strategies provide for a successful transportation network.

POLICY TM 1.8.1: The City will consolidate all of the parking strategies into one document to provide clear guidance for developers and to provide information for policy makers, in order to promote the City’s multimodal transportation goals and objectives.

POLICY TM 1.8.2: The City shall work with the Downtown Development Authority and downtown property owners to identify possible strategies to provide very short-term on-street or close proximity downtown parking in order to facilitate drop-off and pick-up.

POLICY TM 1.8.3: Continue to develop and enforce improved roadway and parking lot designs, including curb management for drop offs, street parking, minimum access spacing criteria, cross access easement requirements or other access controls, through local engineering and development review procedures.

POLICY TM 1.8.4: Evaluate parking strategies, park and ride lots, parking garages, and Transportation Management Association services to determine improvements in the transportation network.

POLICY TM 1.8.4a: The City shall encourage the utilization of ridesharing and similar services to reduce the amount of parking required for developments within the airport, activity centers, and large trip generating areas.





POLICY TM 1.8.4b: The City should consider, where feasible, reducing parking requirements in the ULDR for development that:

1. Falls within a Transit Overlay District or Multimodal Transportation District;
2. Commits to a trip reduction program through a Transportation Demand Management program approved by the City; and/or
3. Demonstrates that time-shared parking with other nearby land uses reduces the number of spaces required at any one time.

POLICY TM 1.8.6: Continue to enforce Unified Land Development Regulations (ULDRs) that address controlled access to adjacent traffic circulation facilities, the provision of adequate on-site traffic circulation and off-street parking relative to existing and planned development.

POLICY TM 1.8.7: New City of Fort Lauderdale parking facilities shall be designed with parking demand management technology to provide real time information on parking availability. The City shall explore, where feasible, retrofitting existing city owned parking facilities to include this technology, with the goal of improving all feasible facilities by 2025.

OBJECTIVE TM 1.9: Freight and Rail

Ensure the safe, efficient, and reliable movement of people and goods throughout Fort Lauderdale.

POLICY TM 1.9.1: The City shall support and implement any feasible alternatives to conventional warning devices for railroad crossings, and support the closing of all unnecessary grade crossings.



POLICY TM 1.9.2: Improve connections between roadways and the railway network to ensure the safety in the multimodal transportation network.

POLICY TM 1.9.4: Using the Vision Zero data, evaluate and implement safety measures in areas that may be high risk areas for crashes and fatalities as they relate to rail crossings.

POLICY TM 1.9.4a: By 2023, the City shall evaluate and implement, as needed, truck routing strategies within the City of Fort Lauderdale as part of an adopted Truck Route Plan.



OBJECTIVE TM 1.10: Aviation and Port

Provide support to ensure continued success of local aviation and port facilities.

POLICY TM 1.10.1: Continue to maintain safe and secure airport operations and facilities that meet Federal Aviation Administration (FAA) requirements, and to provide for safe and efficient vehicular and non-vehicular movements, parking and adequate access to the Fort Lauderdale Executive Airport for service and emergency vehicles.

POLICY TM 1.10.2: Continue to enforce Part 77, Title 14 of the Code of Federal Regulations entitled "Objects Affecting Navigable Airspace" and require advanced written approval from the Federal Aviation Administration (FAA) for any structure, temporary or permanent within one mile radius of Fort Lauderdale Executive Airport and Fort Lauderdale-Hollywood International Airport.

POLICY TM 1.10.3: Protect Fort Lauderdale Executive Airport, Fort Lauderdale-Hollywood International Airport and Port Everglades facilities from the encroachment of incompatible land uses during the review of land use amendments and development proposals.

POLICY TM 1.10.3a: Continue to evaluate development proposals near Port Everglades, Fort Lauderdale-Hollywood International Airport, and the Fort Lauderdale Executive Airport relative to existing DRI agreements.

POLICY TM 1.10.4: Continue to monitor the number of aviation-related incidents at the Fort Lauderdale Executive Airport and evaluate the effectiveness of implemented safety measures.

POLICY TM 1.10.5: Continue to support studies to identify methods to provide transit connections between the downtown and:

1. Fort Lauderdale Executive Airport/Cypress Creek Road area
2. Fort Lauderdale-Hollywood International Airport
3. Port Everglades

POLICY TM 1.10.6: Continue to maintain the downtown helistop to foster connections between Florida airports, outlying areas, and downtown.

POLICY TM 1.10.7: Utilize airport and industrial airpark revenues, FDOT funds, and FAA funds to develop aviation infrastructure and improvements.

POLICY TM 1.10.8: Continue to participate in regional planning studies to address the access needs of Port Everglades and the Fort Lauderdale-Hollywood International Airport.



POLICY TM 1.10.8a: Work with the Broward MPO to investigate alternative routes for cargo traffic into/from Port Everglades and the Fort Lauderdale-Hollywood International Airport.



POLICY TM 1.10.8b: Continue to help coordinate intermodal management of surface and water transportation within Port Everglades through involvement in the MPO and the South Florida Regional Planning Council.

POLICY TM 1.10.8c: The City shall encourage the study of a port bypass road.

POLICY TM 1.10.9: A Master Plan for the Fort Lauderdale Executive Airport, assessing aviation facility and infrastructure needs to optimize existing facilities, resources, and airport operations, will be maintained and updated at least every 5 years.

GOAL 2: Obtain the highest possible value and utility from investments in the City's transportation network

OBJECTIVE TM 2.1: Develop and Maintain Complete Networks

Emphasize the importance of maintaining existing roadways, transportation facilities, public rights of way, and meeting level of service goals.

POLICY TM 2.1.1: Fort Lauderdale shall continue to maintain and provide for the good repair of City-owned and operated roadways, sidewalks, bicycle lanes, greenways, and transit facilities including the removal of debris and obstructions that could hinder the safe operations for drivers, bicyclists, and pedestrians.



POLICY TM 2.1.2: Minimize disturbances in the transportation network by coordinating improvement projects with different utility, neighborhood, development projects, and implementation of Neighborhood Mobility Master Plans.

POLICY TM 2.1.3: Prioritize transportation investments in activity centers that promote mixed-use, compact development, and provide multi-modal access to transportation facilities.

OBJECTIVE TM 2.2: Funding

Explore all available sources for transportation funding.

POLICY TM 2.2.1: The City shall evaluate the need for potential multimodal impact fees based on infrastructure needs.

POLICY TM 2.2.2: Explore opportunities for developers, companies, and other private sector entities to participate in the operation and maintenance of the transportation system through development bonuses and other applicable programs.

POLICY TM 2.2.3: Continue to apply for grants and other funding sources from state and federal agencies to help with funding for improvements in the transportation network, and dedicate any matching funds as needed.



POLICY TM 2.2.3a: The City shall annually identify projects eligible for Broward County Transportation Surtax and apply for funding.

POLICY TM 2.2.4: Through participation in the TAC, FDOT, Broward MPO, Broward County, and city’s Development Review Process and other involvement, secure funding for traffic operations improvements with particular emphasis on fully developed roadways, such as US 1, Broward Boulevard, Davie Boulevard, Sunrise Boulevard etc.

GOAL 3: Ensure a cohesive transportation network among local, regional, and state regulatory institutions.

OBJECTIVE TM 3.1: Participate and Coordinate

Continue participate and coordinate with intergovernmental plans, programs, and policies to promote a safe, multimodal transportation network.

POLICY TM 3.1.1: Continue the City’s active involvement with the Broward County MPO, the FDOT, South Florida Regional Transportation Authority (SFRTA) and Broward County Transit to provide for area-wide coordination exploring alternative methods to provide for a complete transportation network.

POLICY TM 3.1.1a: The City shall continue to coordinate with the Broward MPO to ensure that high priority projects within the City are incorporated in the Long-Range Transportation Plan and the 5-year Transportation Improvement Program.

POLICY TM 3.1.2: Work with SFRTA, BCT, and similar organizations to improve and expand the existing feeder bus connections, transit service, as well as pedestrian and bicycle amenities.

POLICY TM 3.1.3: Continue to work with other local municipalities, The Broward MPO, the South Florida Regional Planning Council and the State to establish strategies, agreements, and other mechanisms to provide the region wide coordination relating to transportation.

POLICY TM 3.1.4: Continue to work with Broward County to encourage the development of roadway and transit service improvements in coordination with the future needs of the Fort Lauderdale Executive Airport and ports adjacent to the City including Port Everglades and the Fort Lauderdale-Hollywood International Airport.



POLICY TM 3.1.5: Coordinate with Broward County Emergency Management Division and FDOT to maintain or improve hurricane evacuation clearance times in the City’s coastal high hazard areas, considering both roadway and transit use.



OBJECTIVE TM 3.2: City Agencies and Regulatory Processes

Utilize City agencies and regulatory processes to ensure enhancements within the transportation network.

POLICY TM 3.2.1: Fort Lauderdale shall not issue a building permit, unless a corresponding Transportation Concurrency Satisfaction Certificate issued by Broward County has been presented and full compliance with Broward County Planning Council agreements have been met.

POLICY TM 3.2.2: Fort Lauderdale shall continue to coordinate and implement existing Development of Regional Impact (DRI) agreements and DRI development orders, consistent with changes to State growth management regulations in place for DRI development.

POLICY TM 3.2.3: Continue to partner with the Downtown Development Authority (DDA), and the Broward MPO on projects that enhance mobility.

POLICY TM 3.2.4: The City will work with, FDOT, Broward MPO, and Broward County to identify and prioritize appropriate locations to install transportation improvements including, but not limited to, bicycle parking, crosswalks, lighting, bike lanes, traffic calming, and buffered sidewalks.