CITY OF
FORT LAUDERDALE

All-America City

Memorandum

Memorandum No: 19-096

Date: September 17, 2019

To: Honorable Mayor and Commissioners

From: Chris Lagerbloom, ICMA-CM, City Manager

Re: Las Olas Mobility Working Group Update

This memo updates you on the Las Olas Mobility Working Group efforts. The Las Olas Working Group is focused on understanding the current boulevard conditions and identifying potential improvements based on stakeholder feedback. The working group provided input and guidance to define project objectives and scope that served as the baseline for a Request for Qualifications (RFQ) solicitation.

The City issued an RFQ solicitation for the conceptual streetscape design for Las Olas Boulevard in January 2019 and received seven proposals in March 2019. The respondents included Cooper Robertson, Corradino Group, Diamond Architecture Group, EDSA, Keith & Associates, Keith & Schnars, and Kittleson & Associates. The City established an evaluation committee which included department directors representing Public Works, Sustainable Development, Transportation and Mobility (TAM), Parks and Recreation, and Neighborhood Support. The evaluation team selected the Corradino Group after completing presentations and interviews.

The City's procurement policy outlines the need to negotiate the hourly rates and fully define the scope, prior to entering into an agreement. Procurement Services negotiated the hourly rates and TAM staff led scope discussions and negotiations, which refined and reduced the scope and cost. The Corradino Group scope, Exhibit 1, includes many deliverables within the following task requirements:

- Task 1: Project Management
- Task 2: Data Collection and Existing Current Analysis
- Task 3: Detailed Multimodal Traffic Analysis
- Task 4: Public Engagement
- Task 5: Conceptual Design Alternatives
- Task 6: Cost Estimations
- Task 7: Segment Construction Prioritization

- Task 8: Final Vision Report

The City plans to allocate funds to this project by abandoning two downtown walkability projects: 1) #12336 SE 5th Avenue and Las Olas Boulevard Pedestrian Improvements and 2) #12453 Walkability NE 4th, 3rd Avenue to US 1. Cancelling these two projects provides approximately $800,000 for the Las Olas Boulevard planning study improvements. The current cost estimate, derived from the current scope of services, is approximately $1,300,000 exceeding the allocated funding by $500,000.

It is important to understand that these funds are for planning efforts only, and do not include any construction work. By referencing Clematis Street (West Palm) and Flagler Street (Miami) as benchmark projects, the Corradino Group estimates that the total cost to reconstruct the 2.4-mile roadway could exceed $120 million. However, these estimates assume the entire boulevard would receive the same treatment, whereas TAM anticipates that various treatment levels would be used to lessen construction costs.

We have identified Las Olas Boulevard improvements as part of our Transportation Surtax project list with an estimated need of $43 million for general safety, street lighting, and roadway improvements. At this time, the MPO has not finalized the surtax distribution process, including timing and prioritization, and surtax proceeds are not yet available for use.

If you need further information, please contact Ben Rogers at 954-828-3781 or brogers@fortlauderdale.gov.

Attachments:
- Exhibit 1: Corradino Group Las Olas Scope Document
- Exhibit 2: Corradino Group Cost Projections
- Exhibit 3: Surtax Project List Submission

c: Rob Hernandez, Deputy City Manager
Alain E. Boileau, City Attorney
Jeffrey A. Modarelli, City Clerk
John C. Herbst, City Auditor
Department Directors
CMO Managers

Las Olas Boulevard Streetscape Design
The Corradino Group
Second Revised Draft Scope

August 20, 2019

Las Olas Boulevard is its own brand. How this brand unifies the district and helps the evolution of a classic, iconic thoroughfare, is the heart of this study. Beginning with the vision statement from the Las Olas Mobility Working Group - "Connecting residents and visitors of Fort Lauderdale through the enhancement of this iconic boulevard representing our history and future" this study must further identify opportunities and challenges to provide key components of a vision that will ground the future development of the area. To take advantage of these opportunities in a community with diverse, deeply held opinions, the building of consensus and stakeholder ownership for the ideals and visions must be the core basis to which future design will use to guide future implementation.

The City of Fort Lauderdale is committed to promoting safe, accessible, multi-modal travel evidenced by its implementation of Complete Streets and Vision Zero policy. As the major thoroughfare connecting Downtown Fort Lauderdale and Central Beach, Las Olas Boulevard must balance moving people efficiently through a balance of transportation needs, inclusive of pedestrian, bicycling, vehicular, and transit modes, with space programmed to safely accommodate other alternative modes such as scooters when they arise.

A successful conceptual design as achieved through our scope of services will meet the following broad goals:

- Ensure a unified vision that enhances the branding for the Boulevard and the City's branding as both an international destination and the place for live, work, and play in South Florida.
- Create a seamless, iconic, context-sensitive design for the five distinct character areas.
- Strike a balance between the needs of drivers from the beach and the residential areas to the east, and the needs of retail, office, and public space and event uses along Las Olas Boulevard.
- Develop a safe, comfortable network for pedestrians and bicyclists through the entire 2.4 mile segment that connects with other existing and planned pedestrian and bicyclist networks, as well as provide for first and last mile connections to both land and water transit services.
- Ensure that the roadway is designed to accommodate the effects of climate change.
- Ensure that underground infrastructure is understood and incorporated at the planning level..

A balance must be struck between the unique needs of people driving, people walking, people biking, and of special events while elevating the safety for all modes. This balance must also preserve the character of adjacent neighborhoods while also defining the future of this iconic boulevard. The design determined at the conclusion of this visioning process will ultimately inform the complete reconstruction of the Boulevard.

The following details our proposed scope of work. It is expected that this scope can be completed in 12 months from the City's Notice to Proceed.

Scope of Work

Study Area:

The Study Area shall be broadly defined as focusing on Las Olas Boulevard and the area of immediate effect between the New River and Broward Boulevard, between Andrews Avenue and Fort Lauderdale Beach Boulevard; with the exception of alternatives development which will only apply for the area between Andrews Avenue and the Intracoastal Waterway.

Task 1.0 – Project Management

Within one week of the Notice to Proceed from the City, the Corradino Team will schedule a kickoff meeting with City Staff. At this meeting, the team will review the project schedule, data needs, and stakeholder list with City Staff. The date and time of the regularly scheduled project update meetings will also be determined at this time.

Corradino's project manager will attend regularly scheduled bi-weekly in-person meetings to provide progress updates to city staff. Corradino staff will also attend regular meetings with the Las Olas Mobility Working Group as needed by the City. Understandably, because of the high-profile nature of this project, regular meetings with City Management are expected. Where provided notice for presentations at these meetings, Corradino will provide the presentations to City staff for review and approval prior to Commission meetings. Corradino expects that, as needed, additional meetings with City Advisory Boards may be requested by the City and has accounted for this need under the Public Engagement Task (Task 4).

All deliverables are subject to approval by the City's Project Manager before finalization.

Deliverables: Agendas for each meeting
Summaries with action items for each meeting

Task 2.0 – Data Collection and Existing Conditions Analysis

This task includes the review and collection of existing conditions data, including, but not limited to: ADA compliance; bicycle facilities; bridges; existing studies; landscaping; lighting; existing utilities; locations and existing styles of various street furniture; medians; parking; pedestrian facilities; planned infrastructure improvements; right-of-way constraints and "pinch points;" stormwater capacity and general performance; and sea level rise projections. It is expected that attention will need to be paid to resiliency needs, especially for stormwater capacity along the Corridor given current design.

Corradino understands that the City will furnish data on an as-needed basis, including, but not limited to: As-builts of City construction projects along the corridor when available, existing plans, information related to zoning and land development regulations, proposed development plans that may impact the corridor, the locations of existing utilities including Lidar data, traffic data, proposed infrastructure projects, and the locations of right-of-way lines. Of particular need is an understanding of existing infrastructure designed to aid in drainage. The City will furnish other available data not explicitly listed upon request when available.

Safety for travelers of all modes is paramount in any future concept, in line with the City's policies implementing Vision Zero, and available 5-year crash data from the Florida Department of Transportation will be obtained by the consultant for analysis. In addition, in order to complete Task 7.0, additional coordination with City staff in obtaining information regarding planned right-of-way improvements and projected timelines for these projects will be needed to better assess impacts on this project's prioritization and maintenance of traffic needs.

Deliverables: Existing conditions documented through a series of maps, diagrams, site photographs, and narratives

Task 3.0 – Detailed Multimodal Traffic Analysis

Corradino will conduct a detailed multimodal traffic analysis, utilizing vehicular, pedestrian, and bicyclist data, utilizing counts the City is collecting within the Study Area. The Study area shall be defined as focusing on Las Olas Boulevard. The area of immediate effect between the New River and Broward Boulevard, between Andrews Avenue and Fort Lauderdale Beach Boulevard; with the exception of alternatives development which will only apply for the area between Andrews Avenue and the Intracoastal Waterway shall be evaluated as the influence area. All roadways with traffic count data as provided by the City within the Study and influence areas below shall be evaluated as related this study, including:

1. Las Olas Boulevard
2. Broward Boulevard between Andrews Avenue and Victoria Park Road
3. Andrews Avenue between Broward Boulevard and S. New River Drive
4. SE 3rd Avenue between Broward Boulevard and S New River Drive E
5. Tarpon Drive
6. SE 4th Street
7. SE 1st Avenue
8. SE 8th Avenue
9. SE 2nd Court
10. SE 11th Avenue
11. SE 12th Avenue
12. SE 15th Avenue
13. SE 16th Avenue
14. SE 17th Avenue

As available, data from the new scooter programs will be included. This analysis will prioritize safety, incorporating crash analysis, and consider the difference in local needs resulting from potential development.

Task 3.1 Existing and Future Roadways Conditions Analysis

As with any urban corridor project, providing an efficient and safe corridor are primary goals. This includes all forms of travel in the corridor including passenger vehicles, transit, deliveries, bicyclist, scooters, pedestrians, etc. The challenge is to develop a proposed corridor cross-section that can

provide efficient operations and safe traveling conditions for each of these modes utilizing the corridor.

For a corridor such as Las Olas Boulevard, the vehicular operations throughout the corridor will need to be evaluated to determine appropriate number of lanes and lane configuration along the corridor and at intersections. Based on coordination with the City and Broward County, the consultant team will utilize the latest version of Synchro for traffic operations analysis. The software is limited with accommodating pedestrian, bicycles and transit operations, in the operational analysis; however, as much as possible due to the limitation of the software, each of these modes will be included in the analysis.

The Synchro analysis will be conducted for Existing Conditions (2019) and Future Conditions (2040).

Task 3.1.1 – Field Visit & Data Collection

First, the Corradino Team will conduct field visits to observe the existing conditions of the corridor. During the field visit, the Team will gather operational information, including such information as queue lengths, pinch points, transit and parking maneuvers, traffic signal operations, etc. This information will be utilized in the development of the Synchro model, but also throughout the evaluation and development of alternatives and recommendations.

In order to develop a representative Synchro model of the corridor, extensive data collection is required. Data needs include:

- Turning movement counts (Provided by the City);
- Vehicular speed data (Provided by the City);
- Roadway characteristics, such as speed limit; median type and width; lane width; parking lane; transit availability; etc. (Obtained by the Consultant)
- Intersection information including type of control; number of lanes and lane designation; pedestrian accommodations; channelized turn lanes; storage lengths; etc. (Obtained by the Consultant)
- Traffic signal timing data; (Obtained by the Consultant)
- Travel time data; (Provided by the City)
- Link distances between intersections; (Obtained by the Consultant)
- Aerial mapping; (Obtained by the Consultant from FDOT)
- Bridge logs (Obtained by Consultant from FDOT).
- And more as needed.

The Corradino Team will collect the necessary data to develop the base Synchro model.

Task 3.1.2 – Base (2019) Synchro Model

The Corradino Team will utilize the latest version of Synchro for the traffic operations analysis. The Team will use the base/aerial mapping, to construct the basic roadway network and populate the model with the data collected during the field visit. Once the base model has been developed, the Team will calibrate the model, using speed, travel time, lane utilization, and other factors as observed during field observations, to as closely as possible match the existing conditions in the corridor.

When the model has been calibrated, the Team will conduct operational analysis runs of the model and report the Existing Conditions (2019) LOS and operational characteristics.

Task 3.1.3 – Future (2040) Synchro Model

The Corradino Team will utilize the latest version of Synchro for the traffic operations analysis, with the latest five years of available data. The Team will use the Base (2019) model as the starting point. The future traffic (2040) scenario developed utilizing city-approved methodology proposed by the consultant for the study area, will be input into the model and an initial analysis run completed (including optimized signal timings) with operational characteristics and LOS/delay noted. Based on the results of the initial model run, the Team will identify potential modifications to improve vehicular operations through the Corridor. Various alternatives may be developed, but not limited to:

- modification to lane designation;
- turn or lane restrictions;
- if signalization needs to be added or removed;
- traffic signal timing and phasing, i.e. exclusive or scramble pedestrian phases;
- parking prohibitions or additions;
- others

The various alternatives will be evaluated and analyzed and the resulting operational characteristics and LOS/Delay for Future Conditions (2040) will be reported. Outputs shall be shown as intersection delay in seconds as well as the speed/travel times for the corridor.

The alternatives evaluated will be included in the overall review of the corridor and included for the consideration of the conceptual design alternatives presented for public input. Synchro's 3D Viewer will be utilized as needed to support public engagement efforts (Task 4).

3.2 Multimodal Analysis

While the study focuses on Las Olas Boulevard, regional and local facilities, such as Brightline and the Water Trolley and Taxi are proximal to different character areas on Las Olas Boulevard. When first-last mile is considered, these facilities affect modal choice and possible entry points to Las Olas Boulevard, and in the case of the Water Trolley, provide a vital alternative route to travel along Las Olas. Key junctions to these facilities will be noted, and as needed, emphasis on certain modes and design considerations for adjoining streets will be incorporated into the conceptual design alternatives (Task 5). The City's Bicycle and Pedestrian data, as well as crash data as applicable will be utilized for this analysis. A **Level of Stress** approach will also aid the Bicycle facilities analysis and will be utilized here.

The multimodal analysis will consider the grid network and a qualitative approach to this analysis begins with an assessment that focuses on the continuity and availability of infrastructure for each mode (transit, pedestrian, bicycle, and micromobility). *Complete Streets* best practices and guidelines are provided for by the City's existing plans and can be noted as needed to support the general

design of the project, particularly in regard to street fronting retail and potential future residences, if applicable. Keeping in mind the City's strong desire to maintain Vision Zero efforts, safety, along with mobility and accessibility, will be primary considerations when evaluating multimodal ideas and recommendations.

a. First-Last Mile Infrastructure: Existing local facilities and associated city plans will be reviewed to determine walkability and bicycle accessibility to the site. As available, information from the City's new scooter system will be included in a multi-modal analysis.
b. Transit Infrastructure: Transit facilities will be reviewed in relation to the Corridor and study area. Specifically, Broward County Transit routes that service the Corridor, and associated headways; Brightline schedules; Sun Trolley; and the Water Trolley and Taxi will be included. As part of this analysis, parking facilities that service these routes, including parking proximal to Water Trolley and Taxi or potential stops capable of servicing Las Olas needs will be noted. Data from the Sun Trolley and Broward County Transit will be evaluated. Where stops data is available, the analysis will include considerations of daily boarding for locations with >20 and >50 boardings per day to better determine potential facilities needs for transit.
c. Curb management is a necessary aspect of future development of the corridor and will both be analyzed and included into the overall design (Task 5).
d. Rideshare options will be considered as part of the analysis.

As needed, **Access management** is key to the development of a major facility in a downtown core, and best practices techniques, including but not limited to congestion pricing, marketing and incentivization strategies, will be considered as they relate to potential design elements to be considered.

3.3 Parking Analysis (Optional)

Corradino will assess potential parking needs based on the City's data on parking utilization, land use, and existing capacity. This analysis will be utilized to fill in any gaps from existing analyses. Parking within a half-mile of the Corridor will be inventoried, by corridor segment. Each space will be counted and categorized as on-street parking, off-street parking, public parking, paid parking and free parking. This will be done through an examination of aerial photography and verified through on-site inspection. Data will be kept on a block by block basis in an excel spreadsheet. Utilizing this data and comparing the land use to the ITE Parking Generation Manual, 4th Ed., local parking demand and capacity will be noted. As needed, supply excess or deficits will be noted and incorporated into considerations for subsequent tasks.

Deliverable: Detailed Multimodal Traffic Analysis Report
Parking Analysis Report (Optional)

Task 4.0 – Public Engagement

Corradino will take a multifaceted approach to public engagement, utilizing a combination of stakeholder meetings, public workshops, surveys, social media, public participatory GIS, and other methods to share information and obtain feedback.

Key goals of this process include:

1. To enhance public confidence and support of the improvement project.
2. To implement an inclusive public communication effort that addresses the needs and concerns of affected residents, local businesses, visitors, and other interest groups while meeting the project goals.
3. To provide factual and clear information to impacted target audiences.
4. To provide multiple, convenient ways for stakeholders to obtain updates as well as convey any concerns or questions.

The following summarizes the public outreach meetings:

Las Olas Working Group Meetings	4
Stakeholder Meetings (Initial)	20
Public Workshops	3
Public Outreach at Festivals	6 (Expected) Festivals
Walking Tours and Trolleys	3
Segment by Segment Interaction and Street Team	An estimated 240 hours of outreach along the entire corridor's stores and businesses and an additional 60 hours of public outreach, with post outreach video work
Public Hearings	2

The ultimate goal of the public outreach plan is to maintain an open line of communication that will encourage coordination with the community, ensure responsiveness to community needs and help mitigate disruptive impact to stakeholders. At the core of this study is a visioning process, and this guides the public interaction. While it is important to provide the public with context, this context must not only be easy to comprehend, but be of a relatable quality that allows them to immerse or imagine themselves in the vision. The use of infographics, renderings, 3D designs, and other graphical approaches that make complex information about traffic analysis and street design easier to understand and more compelling are therefore vital and inclusive to this process.

The designated approach to public engagement on the Las Olas Corridor consists of a combination of tried and true strategies coupled with cutting edge contemporary innovative techniques, including: one on one and small group stakeholders' meetings, interactive workshops to present and refine ideas, social media techniques, and interactive communications with corridor users.

As much as there may be a variety of highly engaged special interests in the corridor, it is critical to communicate and get input from all local neighbors, in a combination of ways where we go to them and they come to us. Assuring that everybody has the opportunity to communicate, expanding the outreach from the traditionally engaged stakeholder to every demographic in the community.

4.1: Stakeholders Meetings

The initial aspect of this approach is to undertake stakeholders' meetings with individuals, then people in smaller groups and then enter the larger workshops. It may be necessary to double back to the individual and small group stakeholders. While it is understood that that the primary stakeholder group may be the Las Olas Mobility Working Group, the Corradino Team will work collaboratively with the City to further refine an inclusive stakeholder list of residents, businesses and other relevant entities representative of both the corridor and the entire city. This sub task will include up to four meetings with the Las Olas Mobility Working Group, as the design progresses. These meetings will occur, prior to each public workshop and again after the third public workshop to accept and endorse the recommended alternatives. Prior to the third public workshop, some individual groups may be met with again to go over the recommendations. The initial focus will include but not be limited to the following key audiences:

- Las Olas Boulevard Mobility Project Working Group
- Neighborhood Associations along Las Olas Boulevard
- Business or Merchants Associations and related property owner groups

From this list, the key leader or leaders in each group will be met with on an individual basis, for up to 20 meetings. Corradino will do additional meetings beyond the initial 20, as needed by the City, on an hourly basis. Two individual meetings for each stakeholder group will be scheduled prior to and after the workshops. The purpose of these meetings will be to gain an unvarnished opinion of what individual members of these groups find important. In addition the stakeholder group meetings, individual meetings will be scheduled with all appropriate City staff and elected officials. Prior to the third public workshop, key stakeholders from primary groups will be met with again to individually go over the recommendations. We expect that there will be additional meetings, not to exceed 20 meetings, as with the initial individual meetings.

4.2: Workshops

Three general public involvement workshops will be held, one to introduce the project, the second as alternatives are developed and the last to present and refine the final recommendations. Workshops will generally follow the same format, with introductory presentation, individual working groups to approach specific segments or technical subjects, and summarization of the results.

Public Workshop 1: After the stakeholder's meetings and meetings in small groups with individual organizations occur, the first of three general public involvement meetings will be held. This meeting will be for the purpose of introducing the study, the scope of services, the timeline, expectations, a review and summary of prior meetings and discussions, and to collect additional input from the general public and any and all other stakeholder groups in an open setting. This will begin with a highly graphic presentation of the corridor, its

dimensions and an understanding of its history and the preliminary findings related to traffic, and the principals of urban design. A question and answer period will then ensue, followed by breakout sessions, where each segment of the corridor is laid out on a table and participants are encouraged to work with facilitator, traffic and transportation engineers, and urban designers to express their desires. The table sessions will last 45 minutes. To wrap up the workshop, final statements will be made, each group will be asked to present out their desires, and final questions will be taken. The whole process will be accomplished in two hours.

Public Workshop 2: As draft alternatives for each section are arrived at, about 60% through the project, the second workshop will be held. This will follow the same general format as the first, with an initial presentation of the corridor and the concepts, questions, and breakout sessions on a segment by segment basis to review in detail all the potential alternatives. After this the project team will return to the studio to refine the alternatives into their final form, consisting of two alternatives for each segment of the corridor.

Public Workshop 3: Two draft final alternatives for each segment of the corridor will be developed. These will be presented in the final public workshop. Additional refinement of the final alternative as provided for in Task 5 will be undertaken as the product becomes final.

4.3: Public Boards / Public Hearings

After the third and final public workshop, and the final alternatives have been accepted and endorsed by the Las Olas Mobility Working Group, the alternatives will be presented to the public boards including mid-way through the process; 5 such meetings are anticipated. The City will provide a list of these boards. Included will be two (2) meetings with the City Commission.

4.4: Enhanced Community Interaction

In order to assure that communication with the community at large is accomplished and the input of the general public, area neighbors, and users of the corridor is taken, a program of community interaction will be undertaken. We propose the addition of a "Street Team", which would be tasked with executing a video testimonial campaign where they capture short video responses from various stakeholders (neighbors, business owners, tourists, etc.) The Street Team can also be deployed to complement other listed community interactions such as attendance at festivals.

A project number and email shall be utilized for the project and shall be provided for by City staff at 954-828-4TAM(4826) and transportation@fortlauderdale.gov.

Attendance at festivals

The City shall provide the project team with a list of Las Olas and Fort Lauderdale festivals and events. The team will provide a presence at each one. Examples of potential outreach include the Las Olas Art Fair, Christmas on Las Olas, Jazz Brunch, Riverwalk Fall Festival,

and ArtWalk. This may include a combination of a table top display, with project materials, explaining the projects. Visuals will be utilized, and where possible, interactive activities will be used to gain feedback or promote further engagement. The table will be manned with staff that can engage the public, solicit input and answer questions. Similarly, surveys, questionnaires can be distributed from the table top, or by staff in attendance at the festivals.

Walking Tours

Guided walking tours will be structed at one time early in the project for each segment of the corridor. These will be held in the winter when the weather is conducive for walking. They will be led by a facilitator and supported by professionals in the fields of urban design, traffic and urban planning. The tours will walk the corridor point out key components like rights of way width, sidewalk width, lighting, presence of street furniture and amenities, travel lanes and medians, and adjacent land uses. Insight from professionals will be used to initiate conversation and questions and explore the strengths and weaknesses of the corridor. These will be held in between the first and second public workshops and will serve as a critical component of the public input. The general public and each stakeholders group will be invited to each.

Segment by Segment Interaction

On several peak season and peak days, outside of the festivals, intercept surveys and questionnaires will be distributed at various segments of the corridor. Materials may be left with valets, inside shops and restaurants and perhaps in local professional offices. The intent is to inform the public the study is being undertaken, encourage them to provide input, and direct them to the on-line or social media outlets where they can contribute on their own terms. We envision that this interaction will involve working with restaurants and businesses to share information, such as through tabletop displays. Directions for how to provide feedback for the project will be included in the information provided, in order to broaden outreach to both residents and visitors.

Pop-up Shop

As the conceptual designs are created (Task 5), there is an opportunity to create a community-oriented space showcasing the plan in an interactive setting. A pop-up shop will allow visitors to Las Olas to experience and imagine the future of their space through a showcase of the conceptual design alternatives. Interactive activities with the planned corridor design, such as a physical model or interactive display on the plan's elements, will be planned within the space as a facet for community feedback, with tie-ins to local events, such as the Art Fair. This space is envisioned to be open for a short period of time in one of the storefronts on Las Olas Boulevard.

Online Surveying

Multiple options exist for online surveying, ranging from SurveyMonkey to app-based Fulcrum and other applications. A Public Participatory GIS tool will be deployed to gather location specific comments – Corradino has utilized Community Remarks in the past and

will deploy this program for this project. The Corradino Team will utilize the survey to gauge public wants for the corridor, including usage and programming; preferred modes of travel; attitudes about alternative modes on Las Olas Boulevard; street design elements desired (such as seating, lighting), etc.; and visual preference. As needed, a general survey for the public will be developed, and a separate survey geared towards local business needs will be developed to supplement the study and analysis. Outreach to the local businesses will be conducted as part of the Segment-by-Segment interaction.

4.5: Graphic Communications

As the project progresses, and the team gains an understanding of the likes and dislikes of the community, a series of graphics will be developed to convey visual messages of alternative designs, individual components and finishes or simplify complex technical aspects or processes like traffic engineering. This task will include the overall general branding for the project. These will be continuously compiled and will be integrated into each of the communications strategies.

4.6: Social Media Strategy

A social media strategy will be developed that will enable all the concepts, meetings, alternatives and communications to be consumed by individuals at their convenience. The City's Fsocial media accounts will be utilized; Corradino will coordinate with the City's project manager to deliver the social media posts to the City's Strategic Communications Office.

Corradino will work with the City's Project Manager in coordinating with the City's Strategic Communications Office. This will enable the public to review at their convenience in the comfort of their own homes.

Social media posts will be developed on a regular basis to alert follows to happening in and around the corridor as they relate to the study, and sent to the City's Strategic Communications Office for posting on the City's social media accounts.

A project website will be developed as a third outlet for this content. It will be updated on a weekly and as-needed basis.

The website will be monitored in real time and "live" interaction with the project team will be possible. Questions and comments will be able to be addressed daily by a member of the project team to assure that communication is constant, thorough and responsive.

Deliverables: Meeting Agendas
Meeting Summaries
A memorandum summarizing the results of all collected surveys, outreach efforts, and other items relevant to the public outreach process
Appendix of images and texts posted on Social Media and any comments received.

Task 5.0 – Conceptual Design Alternatives

The Corradino Team will prepare two (2) concepts based on the public input received and the data collected, broken out into each character area. Those concepts will be used to receive additional public outreach on which is the preferred alternative. The overarching concepts will be formulated as visions and unifying themes that will serve as the backbone for the design of each character area, which may differ based on locational constraints and local preferences.

This task has two vital parts, an "Imagine" aspect in how we want to utilize our space and how we want our space to feel and be recognized ("Identity"), and the formulation of an achievable design ("Placemaking") resulting from a melding of urban design, landscape architecture, and core urban planning and engineering principles.

Task 5.1 – Initial Conceptual Design Alternatives

As part of this task, the Corradino Team shall prepare two (2) planning-level conceptual alternatives to consist of street sections and plans for each of the four (4) character areas as defined by the City and at least two (2) detailed renderings depicting the before and after for each of the four (4) character areas (Fort Lauderdale Beach character area excluded).

Each concept begins with the planning level unifying themes. These themes focus on the vision and branding of the area and provide for the main "backbone" for the development of the character areas.

While this project is not an engineering design exercise, ultimately, the planning concept must bridge between the imagination and constraints in implementation to bring vision into reality. Concepts needs to consider including engineering safety, and constraints, as well as landscape architecture, drainage and resiliency considerations will be incorporated into the development of the street sections and plans.

Constraints, however, provide for opportunities to utilize innovative techniques in the streetscape to address issues. Within the various areas, drainage and considerations of sea level rise must be considered for the Las Olas Isles area. Drainage is also an issue for some parts of the Corridor, and there is a need to explore stormwater management technology such as soil cells, among others, combining sustainable and aesthetically pleasing design with landscape functionality. Other opportunities include emerging technology which may be incorporated into the concept plans.

Potential strategies will address and balance how the boulevard is utilized by people driving, people walking, and people biking, and for special events. General approaches include iconic hardscape and softscape elements, enhancement of the traveling experience for people driving and people biking, and the inclusion of safe, comfortable pedestrian infrastructure. Future parking options along the boulevard will need to be examined and incorporated into the design alternatives. The Tunnel Top Plaza's project development will be incorporated into the overall design of the Corridor.

Deliverables: 2 Alternatives for each of the 4 plan areas as planning-level conceptual alternatives in plan view; for a total of eight (8) renderings
2 Alternatives for each of the 4 plan areas as planning-level conceptual alternatives renderings, for a total of eight (8) renderings

Task 5.2 – Concept Refinement and Preferred Schematic Design

Based on feedback received during the Task 5.1, the Corradino Team will prepare a conceptual "preferred" schematic design and detailed renderings for a Complete Streets corridor. Placemaking for Las Olas Boulevard will include the general locations of design elements including but not limited to: street furniture, wayfinding, crosswalk locations and treatments, iconic/placemaking elements, and hardscape and softscape elements. General conceptual "looks" of elements used to create "Identity," such as lighting, seating, options for plantings, and patterns will be included in the visual representation of the future boulevard. As with Task 5.1, this conceptual design will consist of a thematic core vision as "Imagined" that will ensure unity in urban design, allows for variations in programmatic space, and provides for cohesive branding in an iconic, easily identifiable streetscape.

The conceptual alternatives will be reviewed against engineering standards and consider resiliency/climate change adaptation needs, as well as potential technology options. Ultimately, the plan must be implementable. This is achieved by realistically applying the physical constraints to the vision, and incorporating the cost differences between different engineering and landscape design options into the schematic design.

Deliverables: Four (4) planning-level conceptual plan view for the preferred alternative
Four (4) planning-level conceptual street sections for the preferred alternative
Detailed renderings of the "preferred" schematic design (Four – (4)).

A memorandum summarizing the process utilized to determine the "preferred" schematic design, including any specific materials, plantings, patterns, or other specific elements proposed to be utilized.

Task 6.0 – Cost Estimations

The Corradino Team will provide a planning level cost estimate for each concept alternative. After the refinement and selection of a preferred vision, the Corradino Team will provide a revised planning level estimate, inclusive of potential costs for design, construction, maintenance of traffic, and CEI. This cost estimate will consider current costs of construction, including but not limited to Florida Department of Transportation historical costs as a baseline when possible; however, we expect, because of the iconic nature of the corridor, hardscape and basic finishes may require special considerations for procurement. In that this may not be not a typical FDOT cost project, we will utilize best estimates as necessary to provide the City with reasonable planning level cost estimates. In addition, as this project is not projected to be constructed for several years, a discount rate/inflation factors may be applied for the projected preliminary, planning level cost at the City's request. This cost estimate will be broken down by segment, generally by character area or alternative segments as appropriate for project bundling purposes.

Deliverables: A memorandum summarizing the cost estimation process
"Preferred" schematic design planning level cost estimate

Task 7.0 – Segment Construction Prioritization

Corradino will prepare a document guiding a construction implementation schedule for the construction phases of the project. This document will be guided by the cost estimating task as well

impacts to the public and businesses along the corridor, public input, and existing conditions. This sequencing will be reviewed with property and business owners as part of Task 4. To assist with implementation, Corradino will utilize the final approved concept plan and cost items to research potential grant funding the project will be eligible for, including the new Broward Surtax (Mobility Advancement Program). Considerations of funding availability as it affects sequencing, including timing of applications for any applicable grant funding, will be discussed with City Staff.

The document should also include the impacts and schedule of planned City capital improvement projects along the corridor and take into consideration broad construction Maintenance of Traffic (MOT) strategies to minimize the impacts of construction sequencing. The MOT strategies will consider the sequencing of other projects in the vicinity and the impacts of such projects collectively with the Las Olas Boulevard construction.

Deliverables: Segment Prioritization Recommendations
Construction Implementation Schedule

Task 8.0 – Final Vision Report

The Corradino Team will prepare a final vision report that summarizes Tasks 1.0 through 7.0. The report will be highly visual, in order to be direct, concise, and easily understood by a wide variety of audiences, with a significant graphical component while providing a clear path forward towards implementation. A highly visual executive summary in brochure format will also be provided to the City.

This report will be submitted to City staff for review. Corradino will then take any and all staff comments and revise for a final report.

Deliverables: Final Vision Report
Final Vision Report Executive Summary
All raw data collected or generated as part Tasks 1.0 through 8.0 in a format deemed acceptable by the City's project manager

Fort Lauderdale -SUBMITTED

Improvement	Name	Location	Year	Capital Costs Present Dollars	
Bridge Improvements	SW 4TH / 7TH AVENUE	@ THE NEW RIVER	2025	$7,000,000	
	OLD DIXIE BRIDGE	@MIDDLE RVER	2020	$5,500,000	
	LAS OLAS	@ SOSPIRO RIVER	2028	$6,000,000	
	SW 12TH AVE SWING BRIDGE	@ THE NEW RIVER	2030	$5,000,000	
	SE 13TH STREET BRIDGE	@ LAUDERDALE HARBOUR	2023	$6,000,000	
	WEST LAKE DRIVE BRIDGE	@ HARBOR BEACH	2035	$6,000,000	
	NE 1ST STREET BRIDGE	@ STRANAHAN LAKE	2024	$1,300,000	
	BRIDGE REPLACEMENT	@ SOUTH OCEAN DRIVE	2020	$3,300,000	
	TARPON RIVER PED BRIDGE	SARA HORN GREENWAY TO TARPON COVE PARK	2026	$1,500,000	
	PEDESTRIAN BRIDGE	OVER FEC	2020	$5,000,000	
	SE 13TH STREET BRIDGE	@ CERRO GORDO RIVER	2020-2024	$3,500,000	
	BAYVIEW BRIDGE	@ LONGBOAT	2020-2024	$1,000,000	
	SE 8TH AVE	@ HIMMARSHEE CANAL	2020-2024	$750,000	
	SW 11TH SWING BRIDGE	@ NEW RIVER	2020-2024	$1,500,000	
	WEST LAKE DRIVE BRIDGE	@ ESTELLE RIVER	2020-2024	$2,500,000	
	NE 56TH STREET	@ CYPRESS CREEK	2032	$5,500,000	
Tunnels	FEC RAILWAY	SR84 TO NE 13TH ST	2030	$1,000,000,000	Delete
Intersection Improvements	ANDREWS AVENUE	S 17 STREET	2020	$1,400,000	
	SUNRISE BLVD	ANDREWS AVENUE	2020	$1,400,000	
	NW 31 AVENUE / LYONS ROAD	MCNAB ROAD	2020	$1,400,000	
	SUNRISE BLVD	NE 15 AVE	2020	$1,400,000	
	FEDERAL HIGHWAY (US 1/SR 5)	NE 65/66 ST / PORT ROYALE BLVD	2022	$1,400,000	
	FEDERAL HIGHWAY (US 1/SR 5)	NE 56 STREET	2026	$1,400,000	
	US-1	NE 62 ST	2026	$1,400,000	
	SR-84	ANDREWS AVENUE	2028	$1,400,000	
	COMMERCIAL BOULEVARD (SR 870)	NW 33 AVENUE	2030	$1,400,000	
	SE 30 STREET	SE 6TH AVENUE	2021	$700,000	
	BAYVIEW DRIVE	MIDDLE RIVER DR	2023	$700,000	
	SUNRISE BLVD	A1A	2024	$1,400,000	
	ANDREW AVENUE	SE 6TH AVENUE	2023	$700,000	
	SR-84	US 1	2031	$1,400,000	
Mast Arm Upgrades	3 AVENUE NE	FLAGLER DRIVE/PROGRESSO DRIVE	2020	$600,000	
	BROWARD BOULEVARD	E 15 AVENUE	2020	$600,000	
	6 STREET NW/SISTRUNK BLVD	NW 22 AVENUE	2023	$600,000	
	31 AVENUE NW	NW 19 STREET	2032	$600,000	
	4 AVENUE SW	SW 17 STREET	2035	$600,000	
	19 STREET NW	NW 21 AVENUE	2042	$600,000	
	ANDREWS AVENUE	N 13 STREET	2042	$600,000	
	ANDREWS AVENUE	N 16 STREET	2047	$600,000	
	CYPRESS CREEK ROAD	NW 27 WAY	2047	$600,000	
	62 STREET NE	NE 18 AVENUE	2047	$600,000	
	31 AVENUE NW	NW 65 DRIVE	2047	$600,000	
	3 AVENUE NE	NE 3 STREET	2047	$600,000	
School Zone Safety Improvements	WHIDDON-ROGERS EDUCATIONAL	700 SW 26TH STREET	2023	$70,000	
	AMIKIDS GREATER FT. LAUDERDALE	3220 SW 4 AVENUE	2023	$70,000	
	BAYVIEW ELEMENTARY	1175 MIDDLE RIVER DRIVE	2024	$70,000	
	MARSHALL, THURGOOD ELEMENTARY	800 NW 13 STREET	2026	$70,000	
	ROCK ISLAND ELEMENTARY	2350 NW 19 STREET	2026	$70,000	
	MOUNT BETHEL CHRISTIAN ACADEMY	901 NW 11TH AVENUE	2026	$70,000	
	STRANAHAN HIGH	1800 SW 5 PLACE	2032	$70,000	
	SHEPHERD OF THE COAST PRIVATE	1901 E. COMMERCIAL BOULEVARD	2032	$70,000	
	TRINITY CENTRAL PRIVATE	11 SW 11TH STREET	2032	$70,000	
	SHERIDAN TECHNICAL HIGH - SPECIAL	3775 SW 16TH ST	2033	$70,000	
	PINE CREST PRIVATE SCHOOL	18TH AVENUE	2022	$150,000	
	PINE CREST PRIVATE SCHOOL	1501 NE 62ND STREET	2038	$70,000	
Safe Routes to School	WALKER ELMENTARY	NW 4 STREET	2021	$500,000	
	STRANAHAN HIGH	SIDEWALKS	2022	$300,000	
	OUR LADY QUEEN OF MARTYRS	SW 28TH AVE & SW 11TH CT	2024	$200,000	
	FORT LAUDERDALE HIGH	SIDEWALKS (16 ST & 17THCT)	2022	$400,000	
	FORT LAUDERDALE HIGH	1600 NE 4TH AVE	2039	$70,000	
Fiber Optic Cables	CYPRESS CREEK RD	SR7 TO I-95	2020	$1,365,000	
	NORTH SHOPPES DISTRICT	NE 30 TO NE 32	2025	$350,000	
Bike Lanes	NE 56 ST	DIXIE HWY TO US 1	2021	$980,000	
	NW 62 ST	FL TURNPIKE TO NW 9 AVE	2030	$652,000	
	LAUDERTRAIL	CITY WIDE BIKE TRAIL	2020	$4,000,000	
	BONNET HOUSE TRAIL	SUNRISE BLVD TO VISTAMAR	2022	$1,500,000	
	FLAGLER GREENWAY	FEC RAILWAY (PERIMETER ROAD TO MIDDLE RIVER)	2025	$12,000,000	
	NE 62 ST	I95 TO DIXIE HWY	2035	$547,000	
	ANDREWS AVE	SW 7 ST TO BROWARD BLVD	2038	$482,000	
	ANDREWS AVE	SR84 TO SE 17 ST	2038	$416,000	
	ANDREWS AVE	SE 17 ST TO DAVIE BLVD	2038	$360,000	
	ANDREWS AVE	DAVIE BLVD TO SW 7 ST	2038	$282,000	
	NE 62 ST	DIXIE HWY TO CYPRESS RD (NE18 AVE)	2041	$450,000	
	PROSPECT RD	SR 7 TO COMMERCIAL BLVD	2044	$470,000	
	PROSPECT RD	SR 7 TO COMMERCIAL BLVD	2044	$591,000	
	A1A PARALLEL BIKE FACILITY		2020	$2,500,000	
	NE 62 ST	NE 18 AVE TO US 1	2048	$675,000	
	NE 13 ST	NE 4TH AVE TO POWERLINE RD	2025	$4,000,000	
	NE 13 ST	US 1 TO NE 9TH AVE	2023	$4,500,000	
	NW 21 AVE	PROSPECT RD TO COMMERCIAL BLVD	2048	$190,000	
Sidewalks	CYPRESS CREEK RD	DIXIE HWY TO NE 18 AVE	2020	$304,000	
	CYPRESS CREEK RD	I95 TO DIXIE HWY	2020	$319,000	
	MCNAB RD	NW 31 AVE TO POWERLINE RD	2021	$1,487,000	
	PROSPECT RD	NW 21 AVE TO POWERLINE RD	2026	$69,000	
	PROSPECT RD	COMMERCIAL BLVD TO NW 21 AVE	2026	$201,000	

	CYPRESS CREEK RD	NW 31 AVE TO POWERLINE RD	2028	$39,000
	CYPRESS CREEK RD	POWERLINE RD TO ANDREWS AVE	2028	$194,000
	CYPRESS CREEK RD	ANDREWS AVE TO I-95	2028	$106,000
	RIVERLAND RD	SW 21 ST TO DAVIE BLVD	2028	$193,000
	CYPRESS CREEK RD	NE 18 AVE TO US 1	2028	$102,000
	NW 31 AVE	OAKLAND PARK BLVD TO COMMERCIAL BLVD	2032	$419,000
	NW 31 AVE	PROSPECT RD TO CYPRESS CREEK RD	2032	$272,000
	NW 31 AVE	COMMERCIAL BLVD TO PROSPECT RD	2032	$26,000
	NE 3 AVE	NW 6 ST TO SUNRISE BLVD	2038	$63,000
	NW 21 AVE	PROSPECT RD TO COMMERCIAL BLVD	2046	$113,000
	SW 31 AVE	DAVIE BLVD TO BROWARD BLVD	2048	$14,000
	NW 62ND ST	POWERLINE TO ANDREWS AVE		
	SIDEWALK AND PAVER REPLACEMENT/ANNUAL CONCRETE AND PAVING STONES	VARIOUS LOCATIONS	2020	$2,200,000
	SIDEWALK AND PAVER REPLACEMENT/ANNUAL CONCRETE AND PAVING STONES	VARIOUS LOCATIONS	2021	$1,400,000
	SIDEWALK AND PAVER REPLACEMENT/ANNUAL CONCRETE AND PAVING STONES	VARIOUS LOCATIONS	2024	$1,500,000
	SIDEWALK AND PAVER REPLACEMENT/ANNUAL CONCRETE AND PAVING STONES	VARIOUS LOCATIONS	2025-2028	$8,000,000
	AMERICAN DISABILITY ACT (ADA) IMPROVEMENTS	VARIOUS LOCATIONS	2019-2028	$5,000,000
	ADA SIDEWALK INSTALLATION & REPLACEMENT	VARIOUS LOCATIONS	2019-2028	$5,000,000
	SIDEWALK PROGRAM - NEW CONSTRUCTION	VARIOUS LOCATIONS	2019-2028	$3,000,000
	SHADE TREES	VARIOUS LOCATIONS	2025	$500,000
	ANDREWS AVE NORTH	CITY LIMITS TO I95	2025	$1,100,000
***Safety Improvements**	NW 7TH AVE	BROWARD BLVD TO SUNRISE BLVD	2024	$3,800,000
	ANDREWS AVE	SE 17TH ST TO SUNRISE BLVD	2023	$5,000,000
	ANDREWS AVE	NE 56 STREET TO NORTH CITY LIMTS	2030	$3,500,000
	ANDREWS AVE	SUNRISE BLVD TO MIDDLE RIVER	2032	$3,500,000
	ANDREWS AVE	MIAMI RD TO 84	2030	$525,000
	ANDREWS AVE	COMMERCIAL BLVD TO NW 62 ST	2035	$799,000
	SE 3RD AVE	SE 17 ST TO SUNRISE BLVD	2022	$1,500,000
	NE 4TH STREET IMPROVEMENTS		2019	$219,300
	SE 2ND ST TRAFFIC CALM/PEDESTRIAN SAFETY		2019	$270,000
	NEIGHBORHOOD TRAFFIC CALMING - QALERT REQUESTS	VARIOUS LOCATIONS	2019-2028	$3,000,000
	NE 15TH AVE	SUNRISE BLVD TO NE 13TH ST	2020	$1,500,000
	SAILBOAT BEND TRAFFIC MITIGATION		2019	$271,925
	NEIGHBORHOOD TRAFFIC CALMING - QALERT REQUESTS		2019-2028	$3,000,000
	NW 9TH AVENUE MOBILITY IMPROVEMENTS		2025	$2,500,000
	BIRCH RD MOBILITY IMPROVEMENTS		2021	$1,200,000
	NW 15TH AVENUE MOBILITY IMPROVEMENTS		2020	$2,000,000
	LAS OLAS BLVD	SE 11TH TO SE 15TH	2020	$2,500,000
	LAS OLAS BLVD	TUNNEL TO SE 11TH	2024	$5,000,000
	SE 17TH STREET MOBILITYPLAN IMPROVEMENTS		2024-2028	$2,691,000
	BEACH TRAFFIC MANAGEMENT PLAN EXECUTION		2024-2028	$2,300,000
	BAYVIEW DRIVE TRAFFIC CIRCLE & YACHT CLUB BLVD		2024	$775,000
	DOWNTOWN WALKABILITY PROJECT PHASES 6-9		2019-2028	$5,000,000
	SE 17TH STREET - US1 TO SW 4TH AVE MOBILITY IMPROVEMENTS		2022	$2,500,000
	DOWNTOWN WAYFINDING & INFO SIGNAGE		2019	$280,411
	BREAKERS AVENUE PEDESTRIAN PRIORITY STREET PHASE I		2020	$3,000,000
	BREAKERS AVENUE PEDESTRIAN PRIORITY STREET PHASE II		2022	$3,000,000
	BREAKERS AVENUE PEDESTRIAN PRIORITY STREET PHASE III		2024	$3,000,000
	SE/SW 17TH ST	US 1 TO SW 4TH AVE	2032	$3,500,000
	SW 9TH AVE	DAVIE BLVD TO SR 84	2031	$2,500,000
	SW 15TH AVE	SR 84 TO PERIMETER ROAD	2030	$2,500,000
	NE 56TH ST	US 1 TO DIXIE HWY	2029	$4,000,000
	NE 62ND ST	US 1 TO DIXIE HWY	2022	$4,000,000
	SISTRUNK BLVD	US 1 TO CITY LIMITS	2030	$12,000,000
	LAKE RIDGE MOBILITY MASTER PLAN IMPLEMENTATION	VARIOUS LOCATIONS	2024	$500,000
	TARPON RIVER MOBILITY MASTER PLAN IMPROVEMENTS	VARIOUS LOCATIONS	2028	$500,000
	VICTORIA PARK MASTER PLAN IMPROVEMENTS	VARIOUS LOCATIONS	2030	$500,000
	SHADY BANKS MOBILITY MASTER PLAN IMPROVEMENTS	VARIOUS LOCATIONS	2029	$500,000
	CORAL RIDGE COUNTRY CLUB ESTATES MOBILITY MASTER PLAN IMPLE	VARIOUS LOCATIONS	2027	$500,000
	TWIN LAKES NORTH MOBILITY MASTER PLAN IMPLEMENTATION	VARIOUS LOCATIONS	2026	$500,000
	PALM AIRE VILLAGE WEST MOBILITY MASTER PLAN IMPLEMENTATION	VARIOUS LOCATIONS	2025	$500,000
	NW 62ND ST	POWERLINE ROAD TO ANDREWS AVE	2030	$4,500,000
	NE 18TH AVE	NE 45TH ST TO CITY LIMITS	2031	$6,500,000
	US 1 TUNNEL TOP PLAZA	LAS OLAS BLVD & US 1	2020	$2,500,000
	SUNRISE BLVD	GATEWAY	2025	$12,000,000
	SUNRISE BLVD	GATEWAY TO MIDDLE RIVER BRIDGE	2027	$1,000,000
	SUNRISE BLVD	I95 TO SEARSTOWN	2022	$15,000,000
	OAKLAND PARK BLVD	UNDER INTRACOSTAL BRIDGE	2025	$1,000,000
	BROWARD BLVD	NEW RIVER PATH	2035	$500,000
	I95	BROWARD BLVD INTERCHANGE	2025	$25,000,000
	ANNUAL NCIP/BCIP		2019-2028	$5,000,000
	SW 31 AVE	RIVERLAND RD TO DAVIE BLVD	2048	$45,000
Street Lighting	NW 31ST AVE	400 LF SOUTH OF NW 60TH ST TO W PROSPECT RD	2022	$237,000
	SUNRISE BOULEVARD	NW 24TH AVENUE TO NW 7TH AVENUE	2022	$1,500,000
	SISTRUNK BOULEVARD	NW 23RD AVENUE TO NW 7TH AVENUE	2023	$1,500,000
	POWERLINE ROAD/NW 9TH AVENUE	SISTRUNK BOULEVARD TO MIDDLE RIVER	2023	$2,000,000
	NW 15TH AVENUE	SUNRISE BOULEVARD TO NW 19TH STREET	2024	$1,000,000
	NW 7TH AVENUE	BROWARD BOULEVARD TO SUNRISE BOULEVARD	2024	$1,000,000
	ANDREWS AVENUE	SE 6TH STREET TO NE 6TH STREET	2025	$1,000,000
	HIMMERSHEE STREET	SW 7TH AVENUE TO ANDREWS AVENUE	2026	$1,000,000
	SE/NE 3RD AVENUE	SE 6TH STREET TO SISTRUNK BOULEVARD	2027	$1,000,000
	NE 15TH AVENUE	SUNRISE BOULEVARD TO NE 13TH STREET	2028	$500,000
	LAS OLAS BOULEVARD	ANDREWS AVENUE TO SE 15TH AVENUE	2029	$1,500,000
	US1/FEDERAL HIGHWAY	TUNNEL TO SEARSTOWN/SUNRISE BOULEVARD	2030	$1,000,000

	NW 19TH STREET	NW 31ST AVENUE TO POWERLINE ROAD	2031	$2,000,000	
	SE 17TH STREET	SW 4TH AVENUE TO HARBOUR INLET DRIVE	2031	$2,000,000	
	W PROSPECT RD	EAST OF NW 31ST AVE TO WEST OF 28TH AVE	2022	$237,000	
	EAST LAS OLAS STREET LIGHTS	SE 10TH AVE TO SE 15TH AVE	2019	$500,000	
	HIGH MAST LIGHTING SYSTEM	COMMERCIAL BLVD.	2019	$150,000	
	ANNUAL LIGHTING RETROFIT PROGRAM	VARIOUS LOCATIONS	2019-2028	$15,000,000	
	ANNUAL NEW LIGHTING INFRASTRUCTURE	VARIOUS LOCATIONS	2019-2028	$10,000,000	
	N ANDREWS AVE	NE 57TH ST TO NW 60TH ST	2022	$177,000	
Roadway Improvements	ANNUAL ASPHALT RESURFACING	VARIOUS LOCATIONS	2019-2028	$5,000,000	
	ANNUAL ASPHALT CONCRETE RESURFACING	VARIOUS LOCATIONS	2019-2028	$4,500,000	
	ADDITIONAL ANNUAL ASPHALT NEEDS	VARIOUS LOCATIONS	2019-2028	$800,000	
	SOUTH MIDDLE RIVER ROADWAYS II		2019	$124,810	
	BAYVIEW DRIVE TRAFFIC CALMING	SUNRISE BLVD TO COMMERCIAL BLVD	2022	$920,000	
	ROW AQUISTIONS	VARIOUS LOCATIONS	2019-2028	$2,000,000	
	BAYVIEW DRIVE TRAFFIC CIRCLE & YACHT CLUB BLVD		2024	$775,000	
	SEBASTIAN ROAD (A1A TO INTRACOASTAL WATERWAY)		2028	$1,500,000	
	I95 INTERCHANGE	@SISTRUNK BLVD	2036	$50,000,000	
	SE 17TH ST	ICW TO US 1	2030	$15,000,000	
	US 1	TUNNEL TO SEARSTOWN/SUNRISE BOULEVARD	2027	$12,000,000	
	US 1	SUNRISE BOULEVARD TO CITY LIMITS	2036	$25,000,000	
	A1A	ICW BRIDGE TO SE 5TH ST	2038	$12,000,000	
	I95	CYPRESS CREEK INTERCHANGE	2028	$50,000,000	
	LAS OLAS BOULEVARD	SE 15TH AVENUE TO ICW BRIDGE	2030	$37,000,000	
	US 1	I595 RAMP	2025	$4,000,000	
	SEAWALL REPAIRS ALONG ROADWAY		2019-2028	$10,000,000	
	MEDIAN BEAUTIFICATION - ENTRYWAY SIGNS		2019	$145,349	
Climate Resiliency Improvement	NW 7TH AVE	NEW RIVER TO SUNRISE BLVD	2036	$5,348,000	
	ANDREWS AVE	NEW RIVER TO NE 6TH ST	2037	$5,067,000	
	NE 3RD AVE	NEW RIVER TO SUNRISE BLVD	2038	$8,775,000	
Drainage Replacement	ANDREWS AVE	NW 38TH ST TO NW 62ND ST	2025	$1,000,000	
	ANDREWS AVE	SW 33RD ST TO SW 5TH ST	2026	$1,746,000	
	ANDREWS AVE	NW 7TH ST TO OAKLAND PARK BLVD	2026	$1,918,000	
	NE 3RD AVE	SW 17TH ST TO NEW RIVER	2027	$3,963,000	
	SW 4TH AVE	SR-84 TO NEW RIVER	2028	$4,146,000	
	NW 21ST AVE	OAKLAND PARK BLVD TO COMMERCIAL BLVD	2032	$803,000	
Adaptive Traffic Control	BROWARD BLVD	SR-7 TO US-1	2020	$1,650,000	
	SUNRISE BLVD	SR-7 TO SR-A1A	2020	$3,475,000	
	SE 17 ST CAUSEWAY	AND OCEAN BLVD	2020	$1,650,000	
	COMMERCIAL BLVD	ROCK ISLAND RD TO NW 21 AVE	2020	$3,715,000	
	CYPRESS CREEK RD	POWERLINE RD TO DIXIE HWY	2021	$2,020,000	
	THE WAVE STREETCAR		2021	$4,240,000	Community Buses
	DAVIE BLVD	SR-7 TO US-1	2022	$3,540,000	
	US-1	BROWARD BLVD TO MIAMI-DADE	2022	$5,550,000	
Video Detection Predictive Maintenance				$146,000	
Future Technology Adaptation				$4,124,000	
TOTAL				$1,660,989,795	