



Adapting Public Space in Response to Physical Distancing Recommendations

Embracing the “Temporary” as the New Normal

June 23, 2020



BROWARD 

COMPLETE STREETS

Better Streets • Better Broward • Better Life

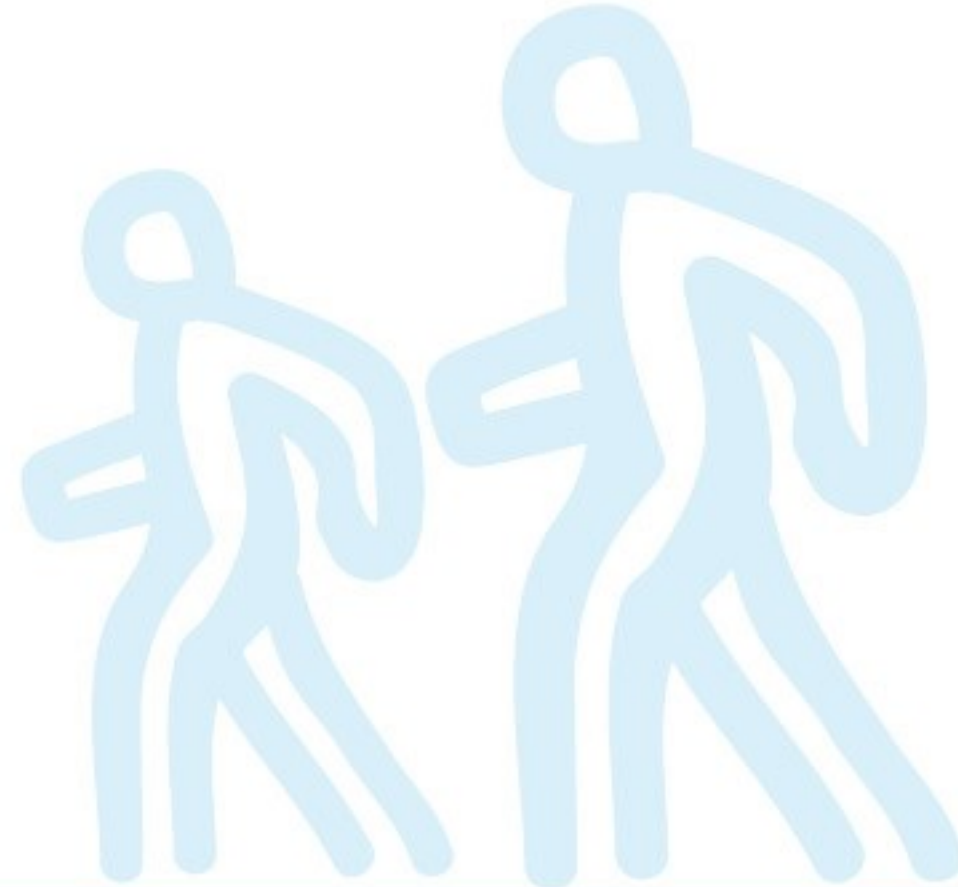
Commitment and Evolution of Complete Streets

WELCOME & INTRODUCTIONS



GREG STUART
BROWARD MPO EXECUTIVE DIRECTOR

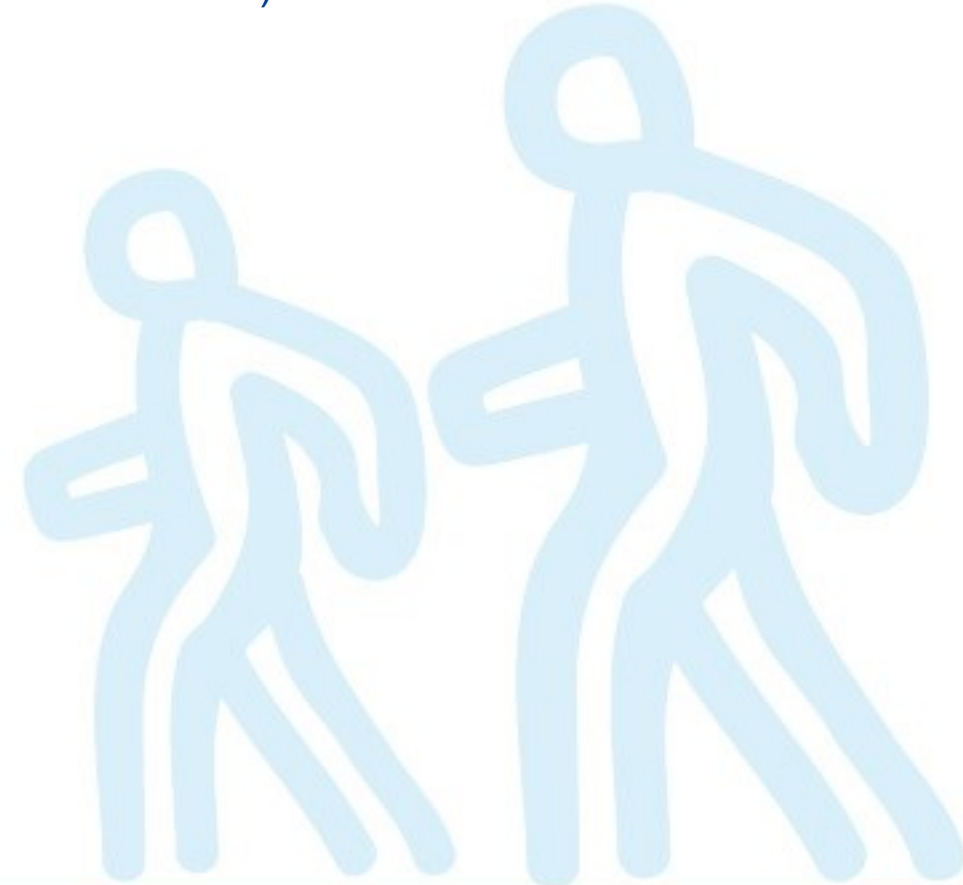
- The Broward MPO is interested in offering training opportunities and bring strategies that may help guide decisions in response to COVID-19 pandemic challenges.
- Tactical Urbanism as a strategy to test safety/connectivity improvements and make a positive impact and plan for long-term implementation.
- The Broward MPO City Services team provides a value added benefit to MPO member governments by offering municipal transportation planning services to address the unique transportation challenges at the local planning scale and connects them with regional transportation planning efforts.



WEBINAR OVERVIEW



- WELCOME & INTRODUCTIONS
 - INTRODUCTORY WORDS – GREG STUART (BMPO EXECUTIVE DIRECTOR)
 - MODERATOR / PANEL MEMBERS
- TOPIC OVERVIEW & BACKGROUND
- **FEATURED PANEL: LEARNING FROM PEER CITIES**
 - CITY OF TAMPA
 - CITY OF CHARLOTTE
 - CITY OF FORT LAUDERDALE
- **FINAL QUICKPOLL**
- **DISCUSSION / Q&A**
- ACKNOWLEDGEMENTS & WRAP-UP



WELCOME & INTRODUCTIONS



DANNI JORGENSON, CITY OF TAMPA
Chief Transportation Planning Engineer, Mobility Department



TAIWO JAIYEoba, CITY OF CHARLOTTE
Assistant City Manager
Director of Planning, Design and Development

WELCOME & INTRODUCTIONS



KAREN WARFEL
CITY OF FORT LAUDERDALE
*Transportation Planning Program Manager
Transportation and Mobility Department*



KRISTIN THOMPSON
CITY OF FORT LAUDERDALE
*Program Manager
Transportation and Mobility Department*



MARK PLASS
FDOT
*District Traffic Operations Engineer
District Four*

WELCOME & INTRODUCTIONS

- We wanted to report back on what we heard from all of you in the registration survey !
- We're glad to have representatives from 20 out of 31 municipalities in Broward County

1. *What, if any, have been critical **mobility/livability challenges in your community** during these past months as a result of the pandemic and foresee to continue as we transition out of stay-at-home measures?*

Transportation	Public Space	Digital Switch	Connectivity & Safety	City Services	Data	Quality of Life
<ul style="list-style-type: none">• Serving multiple modes of transportation• Maintaining transit schedules and having the buses clean and safe• Access to commuter facilities (showers/lockers)	<ul style="list-style-type: none">• Access to public space, parks and outdoor seating	<ul style="list-style-type: none">• Extreme digital divide in our communities	<ul style="list-style-type: none">• Connectivity from local roads to public transit• Access to multimodal facilities (bike/ped/transit)• ADA compliance & access• Higher vehicle speeds while more people walking/biking	<ul style="list-style-type: none">• City hall being closed to the public• Lack of action and overly stringent permitting process	<ul style="list-style-type: none">• Unable to collect data to advance transportation improvements (pedestrian crossings)• Lack of in-person public engagement has reduced participation, especially in communities with poor Internet access	<ul style="list-style-type: none">• Physical/social isolation• Mental health• Job loss

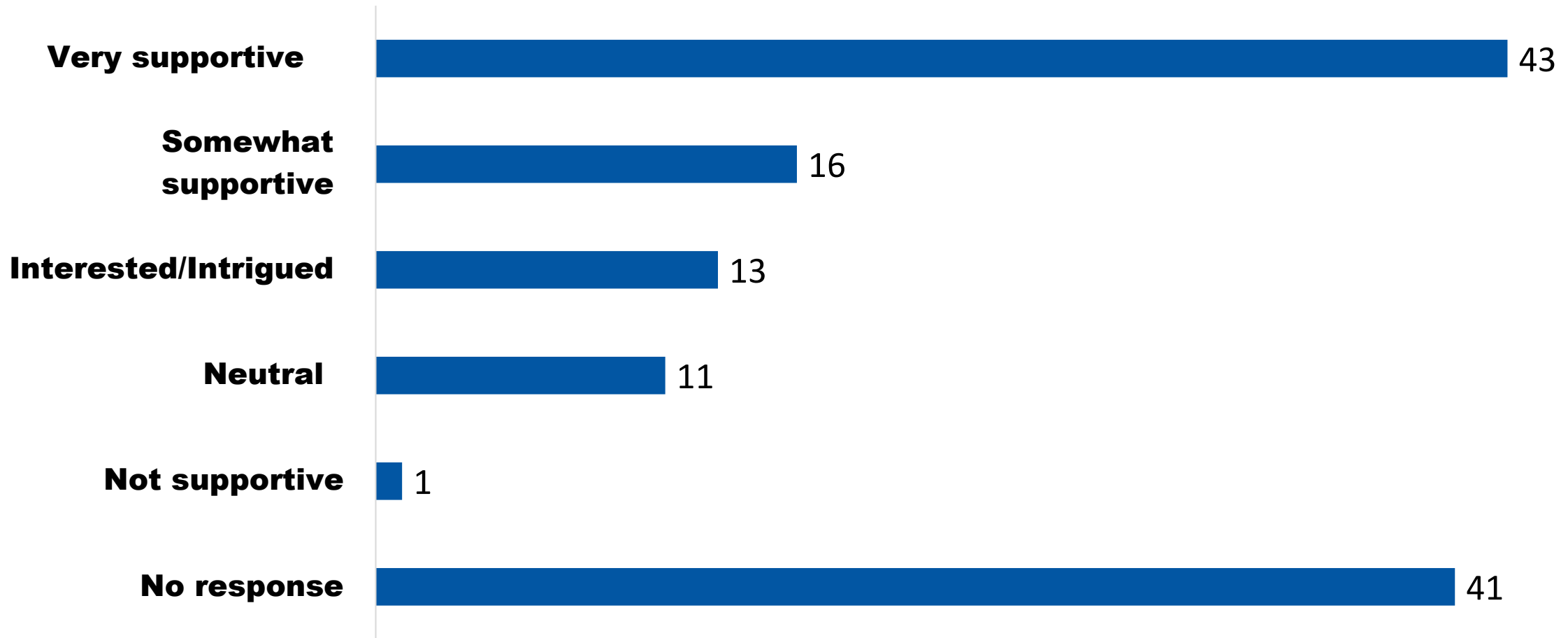
WELCOME & INTRODUCTIONS

- We wanted to report back on what we heard from all of you in the registration survey !
- We're glad to have representatives from 20 out of 31 municipalities in Broward County

2. What actions, if any, has your community implemented as part of its **COVID-19** response?

Transportation	Public Space	Digital Switch	Connectivity & Safety	City Services	Data	Quality of Life
<ul style="list-style-type: none">• Fare-free transit• Reduced route frequency due to reduced ridership	<ul style="list-style-type: none">• Closed parks & trails• Signage• Public art with physical distancing messaging• Limited parking• Temporary use of ROW for expanded outdoor seating areas	<ul style="list-style-type: none">• Virtual workshops for businesses on financial assistance	<ul style="list-style-type: none">• Increased number of bicycles to program participants• Closure of lanes/streets to vehicular traffic to created expanded areas for walking	<ul style="list-style-type: none">• Moratorium on parking tickets• Public governing board meetings• COVID-19 testing• Food distribution• Grant programs for small businesses and restaurants• Online permitting and municipal operations	<ul style="list-style-type: none">• None	<ul style="list-style-type: none">• Inconsistent application of physical distancing recommendations

3. Perceived level of interest/support in your community (or government agency) to explore and implement temporary measures in response to physical distancing recommendations?





TOPIC OVERVIEW / CONTEXT



TOPIC OVERVIEW / CONTEXT

- It's been almost impossible to keep up with everything that's been changing around us in the last 4 months.
- Communities and people around the world are adapting to the unique circumstances brought on by the pandemic. It's been a time for cities to experiment, using their streets as testing grounds for change.

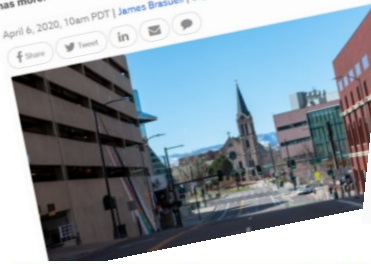
“Everyone wants to know when this will end. That’s not the right question. The right question is: How do we continue?”

Devi Sridhar, public-health expert at the University of Edinburgh

Denver, Minneapolis Lead Nation in Open Streets for COVID Response

Denver now has more than 13 miles of streets closed to car traffic. Only Minneapolis has more.

April 6, 2020, 10am PDT | James Brasuell | @CasualBrasuell



Portland launches 100-mile 'Slow Streets Safe Streets' COVID-19 response effort

Posted by Jonathan Maus (Publisher/Editor) on April 28th, 2020 at 1:49 pm

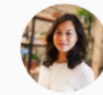


Implementation Guides May 2020
Prioritising cyclists and pedestrians for a safer, stronger recovery

Walking and cycling have emerged as vital forms of mobility during the COVID-19 crisis. This sets out how cities can prioritise cyclists and pedestrians to enable safe travel, shopping, exercise and play, as part of plans to sustainably live with the virus.

EDITORS' PICK | 4,179 views | May 12, 2020, 11:30am EDT

In A Pandemic, Transportation Ushers In A New Age Of Agile Experimentation



Tiffany Chu Contributor @ Transportation

I'm the CEO & co-founder of Remix (remix.com), a commissioner at San Francisco's Department of the Environment, and sit on the city's Congestion Pricing Policy Advisory Committee.

COVID is pushing cities to quickly plan everything from pop-up bike lanes, temporary parklets, and transit recovery to keep residents safe and moving.

Large areas of London to be made car-free as lockdown eased

Mayor Sadiq Khan says city needs to be repurposed for people as it emerges from coronavirus restrictions

- Coronavirus - latest updates
- See all our coronavirus coverage



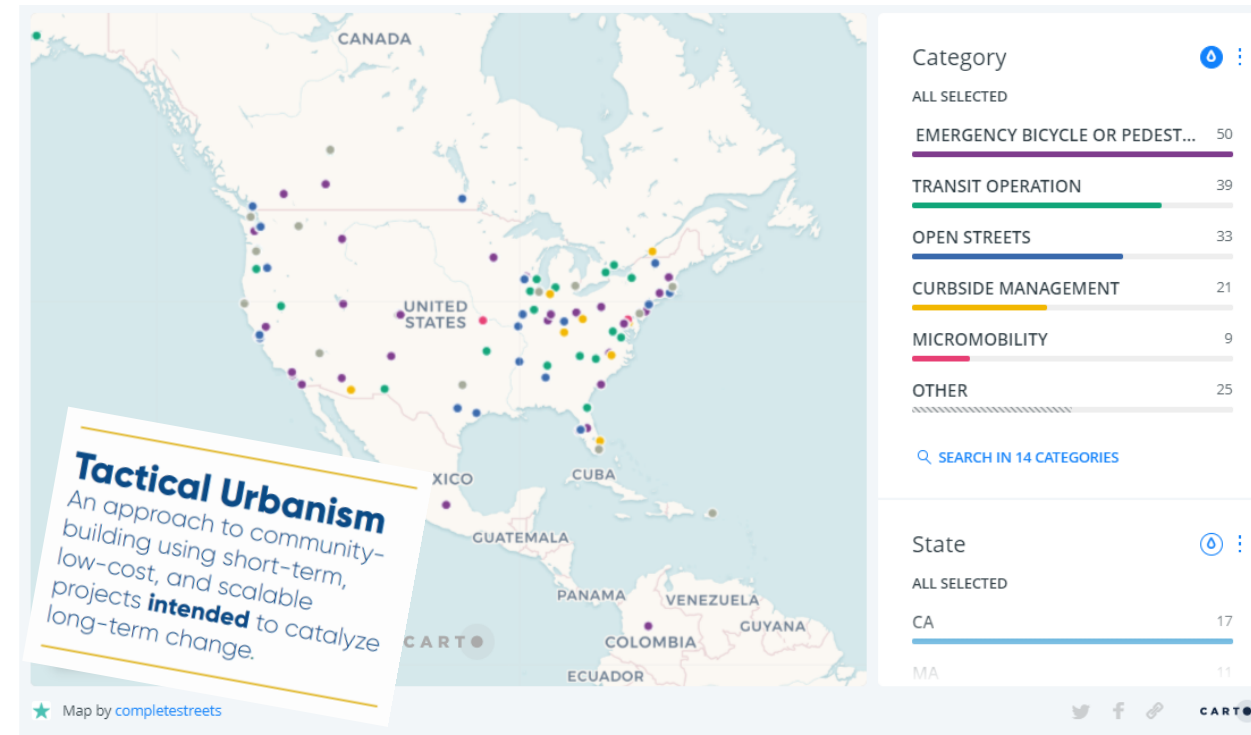
TOPIC OVERVIEW / CONTEXT

- This new reality has challenged cities to think about how they can expand bike and pedestrian networks to meet the increased demand for people to practice physical distancing while remaining active and making trips for essential goods and services.
- Some of the challenges related to the public realm that most cities are experiencing include:
 - *Sidewalks are too small to maintain physical distancing*
 - *Increase in vehicular speeds*
 - *Safe and accessible bicycle & public transit routes*
 - *Access to public spaces*



TOPIC OVERVIEW / CONTEXT

- There's lots of resources and maps tracking COVID-19 livable streets local responses across the USA.
- Tactical urbanism has been a popular choice for cities to install temporary measures to increase space for people.
- Tactical urbanism refers to a class of inexpensive, temporary projects designed to demonstrate the transformative power of simple modifications to public space.



SHORT-TERM ACTION ► LONG-TERM CHANGE

* We want to acknowledge that almost every public transportation agency has adjusted its operations in some way. This map only reflects a handful of examples across the U.S.



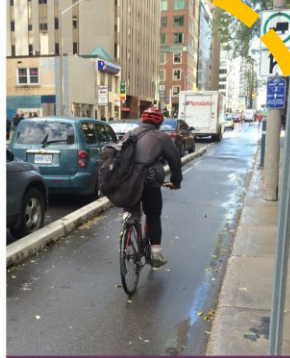

**Our mapping software only has the capacity to show the top five most common categories in the legend. Currently, *community engagement* and *advocacy campaigns* fall under the "Other" designation.

<https://smartgrowthamerica.org> – National Complete Streets Coalition

TOPIC OVERVIEW / CONTEXT

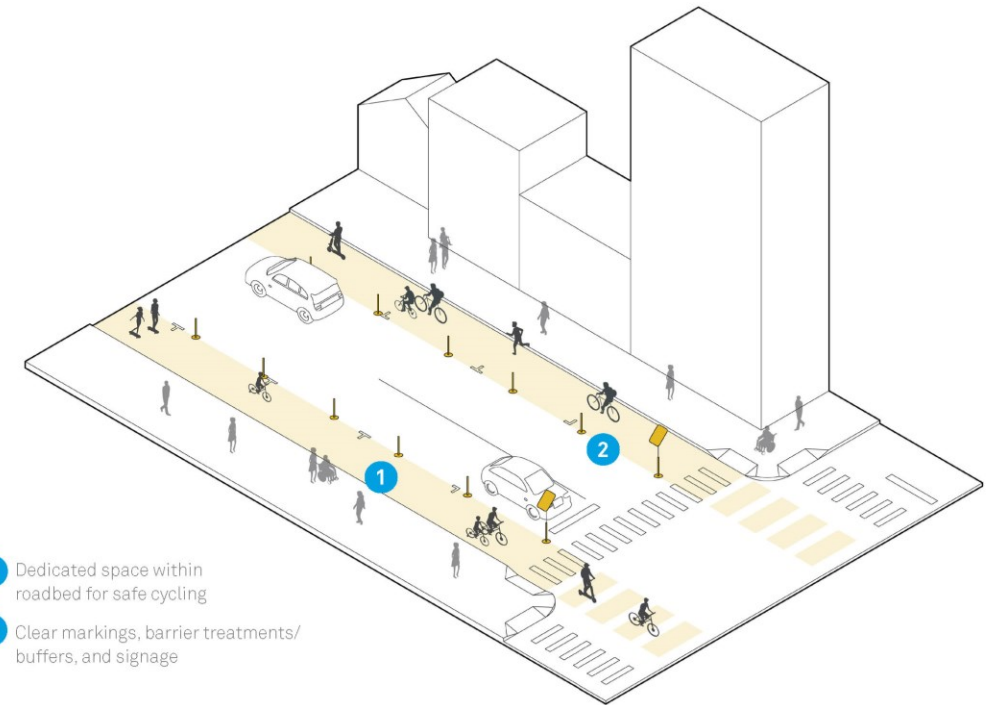
- Why Tactical Urbanism NOW? Because projects can be delivered quickly!
- Quick build projects break project delivery into smaller increments.
- Each project scale has a different level of investment. What we've seen in the last few months fall under 'demonstrations'.

This chart illustrates the progression of an iterative approach to project delivery. Though not all projects need to follow this exact model, it can be helpful to see how each project phase builds towards the next, using incremental steps to deliver a capital project intended to create lasting change.

	TACTICAL URBANISM			
				
Project Type (time interval · relative cost)	DEMONSTRATION (1 day - 1 month · \$)	PILOT (1 month- 1 year · \$\$)	INTERIM DESIGN (1 year - 5 years · \$\$\$)	LONG-TERM/CAPITAL (5 years - 50 years · \$\$\$\$)
Project Leaders	Can be led by anyone (city, citizen group, or both!)	Government / organizational leadership + involvement required	Government / organizational leadership + involvement required	Government / organizational leadership + involvement required
Permission Status	Sanctioned or unsanctioned	Always sanctioned	Always sanctioned	Always sanctioned
Materials	Low-cost, typically low-durability. Can be borrowed or easily made	Relatively low-cost, but semi-durable materials	Low-moderate cost materials, designed to balance flexibility with maintenance needs	High-cost permanent materials that cannot easily be adjusted
Public Involvement	Public input + public action	Public input, champion engagement, government / organizational stewardship	Public input, government / organizational stewardship	Public input, government / organizational stewardship
Flexibility of Design	High: organizers expect project to be adjusted and removed.	High: organizers expect project to be adjusted; it may be removed if it does not meet goals	Moderate: organizers expect project to be adjusted, but it is intended to remain in place until capital upgrades are possible	Low: project is considered a permanent capital upgrade that is unlikely to be adjusted significantly once installed
Collect data to refine approach for current or future projects?	Recommended	Always	Always	Always - project performance can inform future investments

TOPIC OVERVIEW / CONTEXT

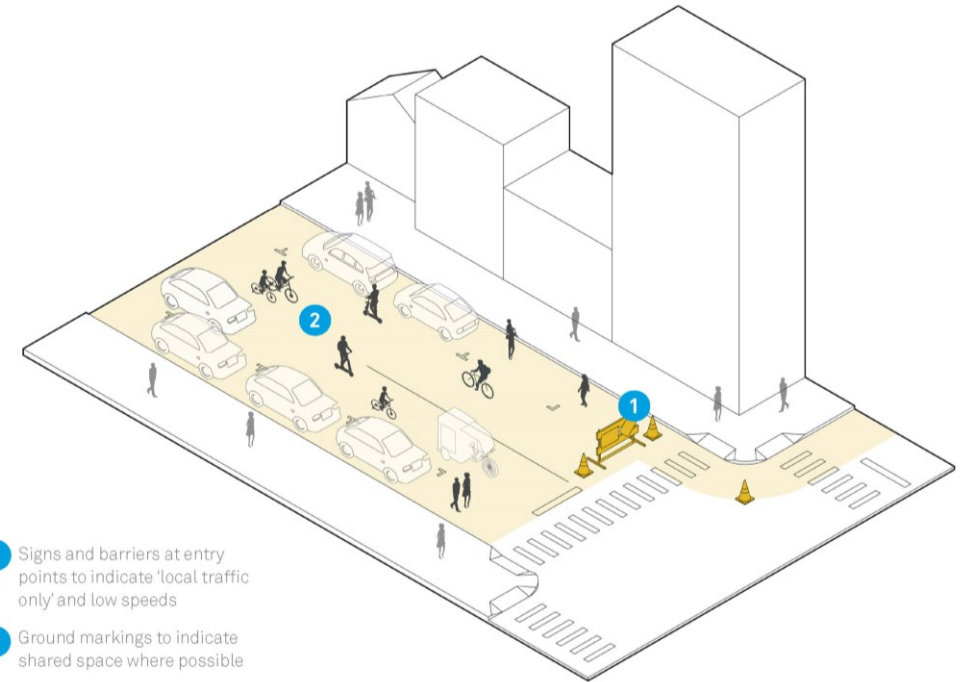
- There's been a variety of livable streets response strategies across the board:
 - Converting vehicle lanes to pop-up bikeways
 - Sidewalk extensions for business/retail purposes
 - Transit lanes
 - Full/partial opening of streets to pedestrians (slow streets / shared streets)
 - Pick-up & delivery zones
 - Outdoor dining ("streeateries")
 - Adopting temporary parklet programs
 - Traffic signal/operational changes (eliminate the push/beg button)
 - Signage / physical distancing markings



Temporary Bikeways: Paris | Minneapolis, MN | Brookline, MA | Albania | Bristol | Berlin, New York City, NY

TOPIC OVERVIEW / CONTEXT

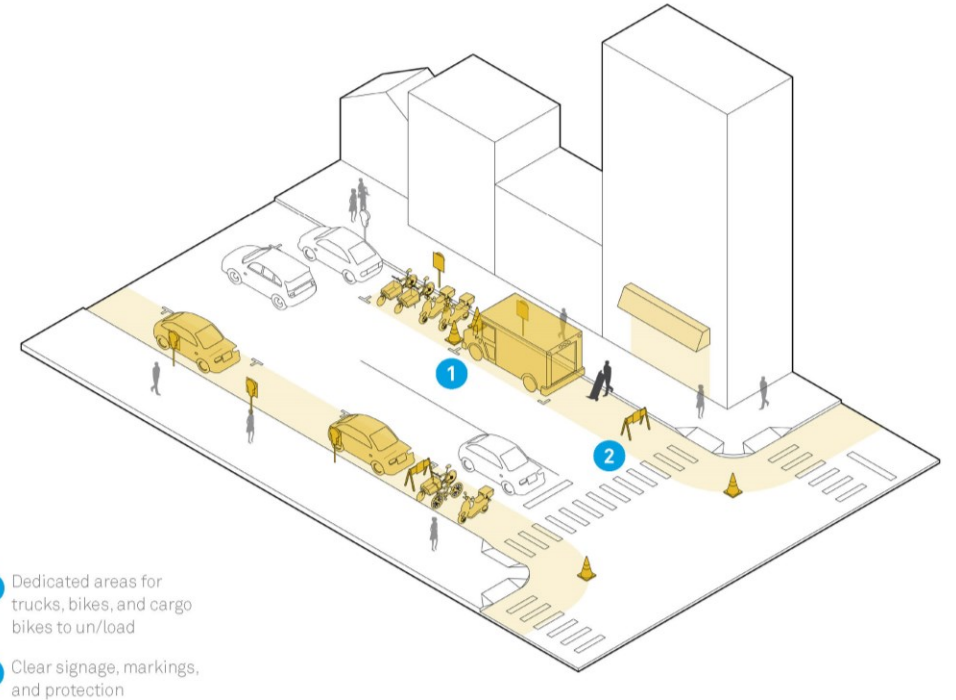
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Slow Streets: Oakland, CA | Denver, CO | Portland OR | New York City, NY | Charlotte, NC | Burlington, VT

TOPIC OVERVIEW / CONTEXT

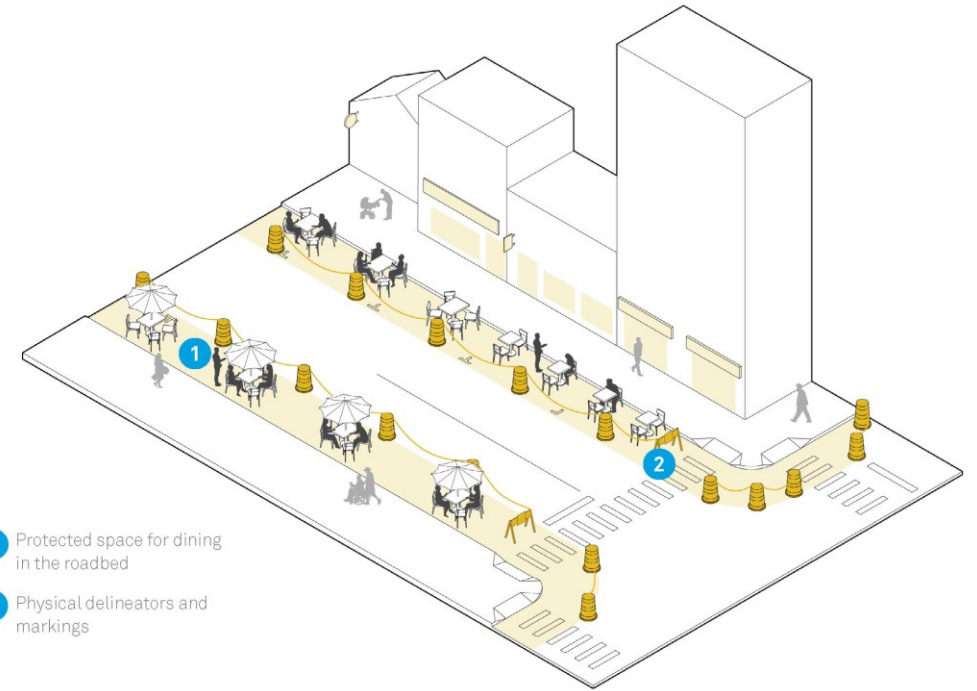
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Pick-up & Delivery Zones: *Raleigh, NC | Seattle, WA | Alexandria, VA | Fort Lauderdale, FL*

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Outdoor Dining: *West Palm Beach, FL | Tampa, FL | Cincinnati, OH*

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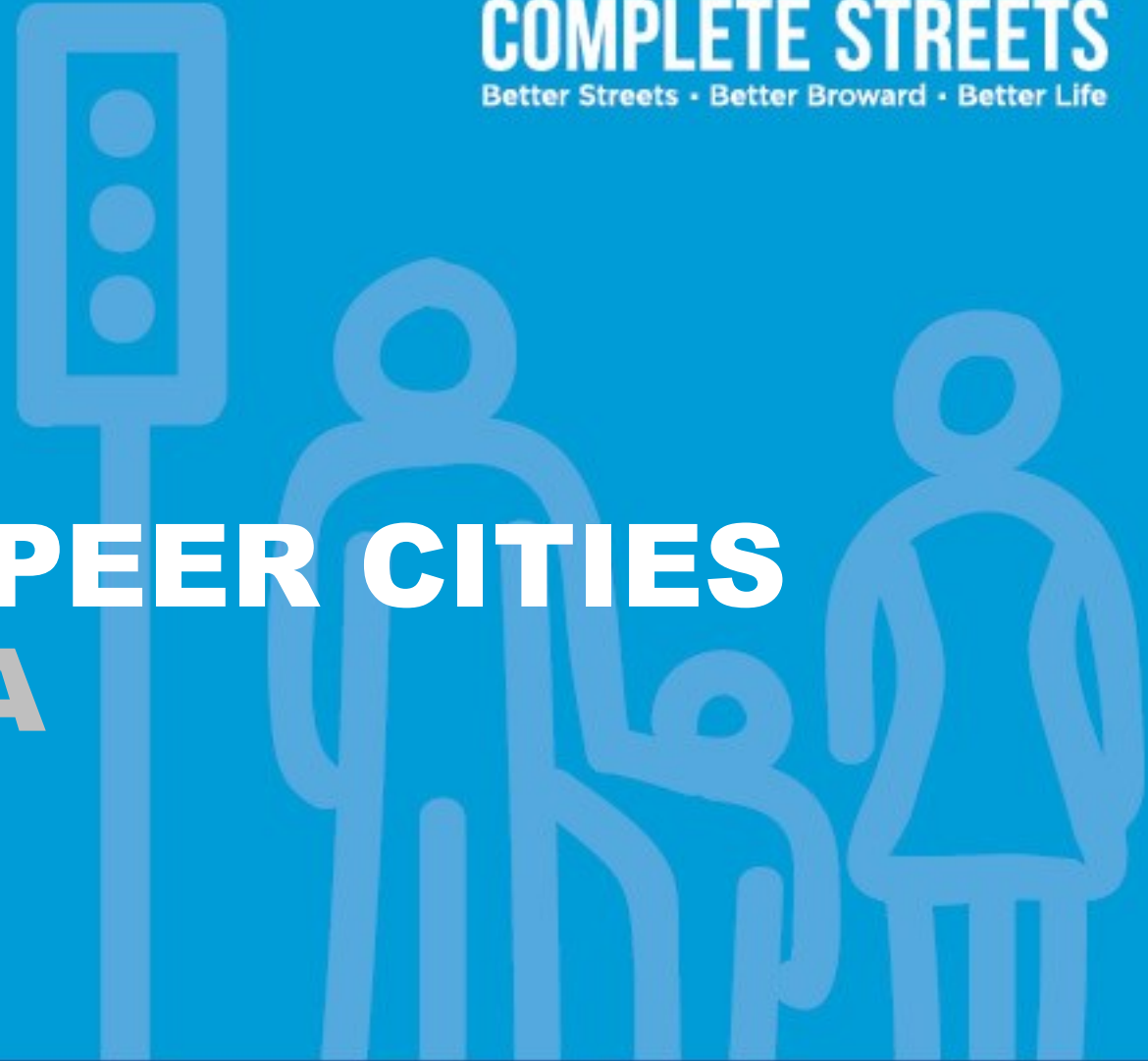


Operational Changes: Los Angeles, CA | Brookline, MA | Miami Beach, FL | Cambridge, MA



LEARNING FROM PEER CITIES

CITY OF TAMPA



CITY OF TAMPA'S

LIFT UP

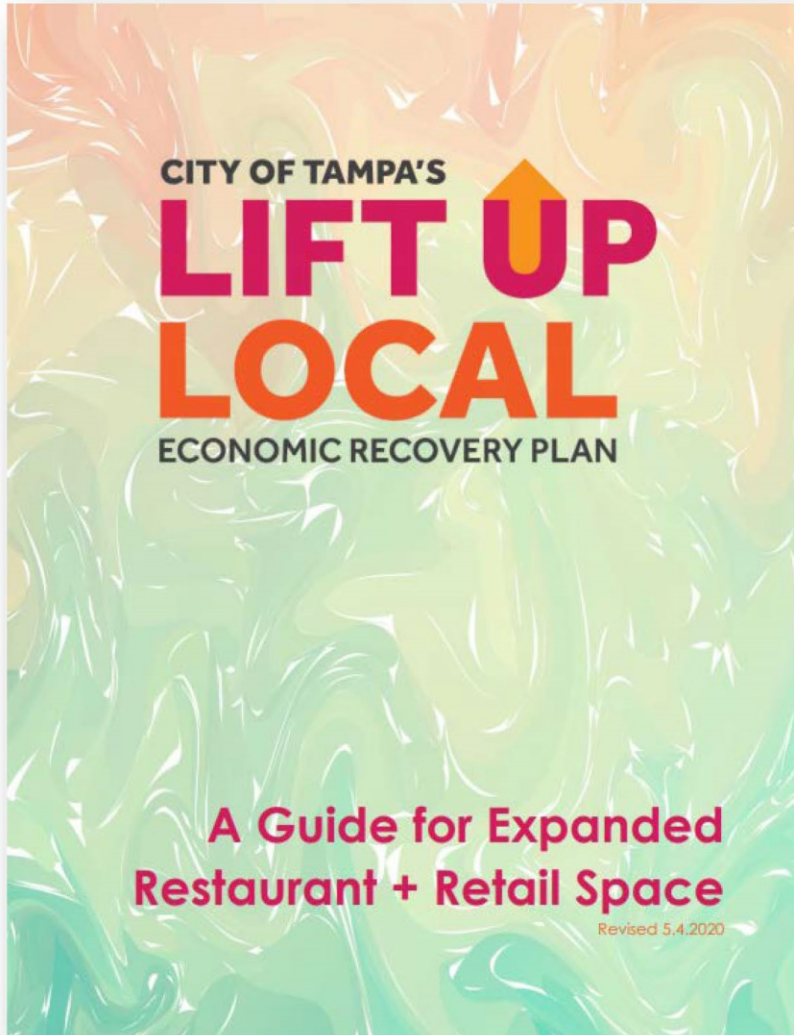
LOCAL

ECONOMIC RECOVERY PLAN

**Adapting Public Space in
Response to Physical Distancing
Recommendations**



Restaurant & Retail Recovery Program – Phase 1



- **April 29 Governor's Order** - Phased re-opening of restaurants and retail began May 4
 - Initially limited capacity to 25%; since expanded to 50%
 - 6-feet separation between patrons
- **City of Tampa Business Recovery Initiative** – Program to enable businesses to expand capacity and safely serve more patrons.
 1. Enable use of public & private sidewalks for seating or Retail Space
 2. Approve Parklets in public ROW and/or on-street parking
 3. Establish 'Café & Retail Zones' (Street Closures)
- **Initial 14 Day Pilot** - Extended

City Collaboration

- Community and Business Outreach
- City Call Center Hotline Team
- Legal and Code Interpretation
- Fire Safety and Compliance
- Mobility for ROW management
- MOT Planning and support
- Planning & Development permitting
- TPD and Code Enforcement
- Neighborhood and Community Affairs
- Development & Economic Opportunity

Information and Questions:
833-TPA-INFO (872-4636)



Stakeholder Engagement + Support

- Series of webinars hosted prior to program initiation; Guidebook and FAQ tailored to feedback
- Street closure locations amended based upon feedback
 - Side streets remained open
 - Designated pick-up/delivery spaces, including additional bike racks
 - Continuous conversations with business owners to assess success of program and evaluate changes
- Comprehensive website with branded, printable information for businesses



Temporary Use of Sidewalk

Sidewalk Activation – temporary use of sidewalk for restaurant seating or retail



- Temporarily waiving permit requirement
- Limited to adjacent frontage
- Subject to landlord/property management approval, if applicable
- ADA and other access standards and guidance apply
- 6-foot separation (backs of chairs) must be met

Parklets

Parklets – temporary use of on-street parking

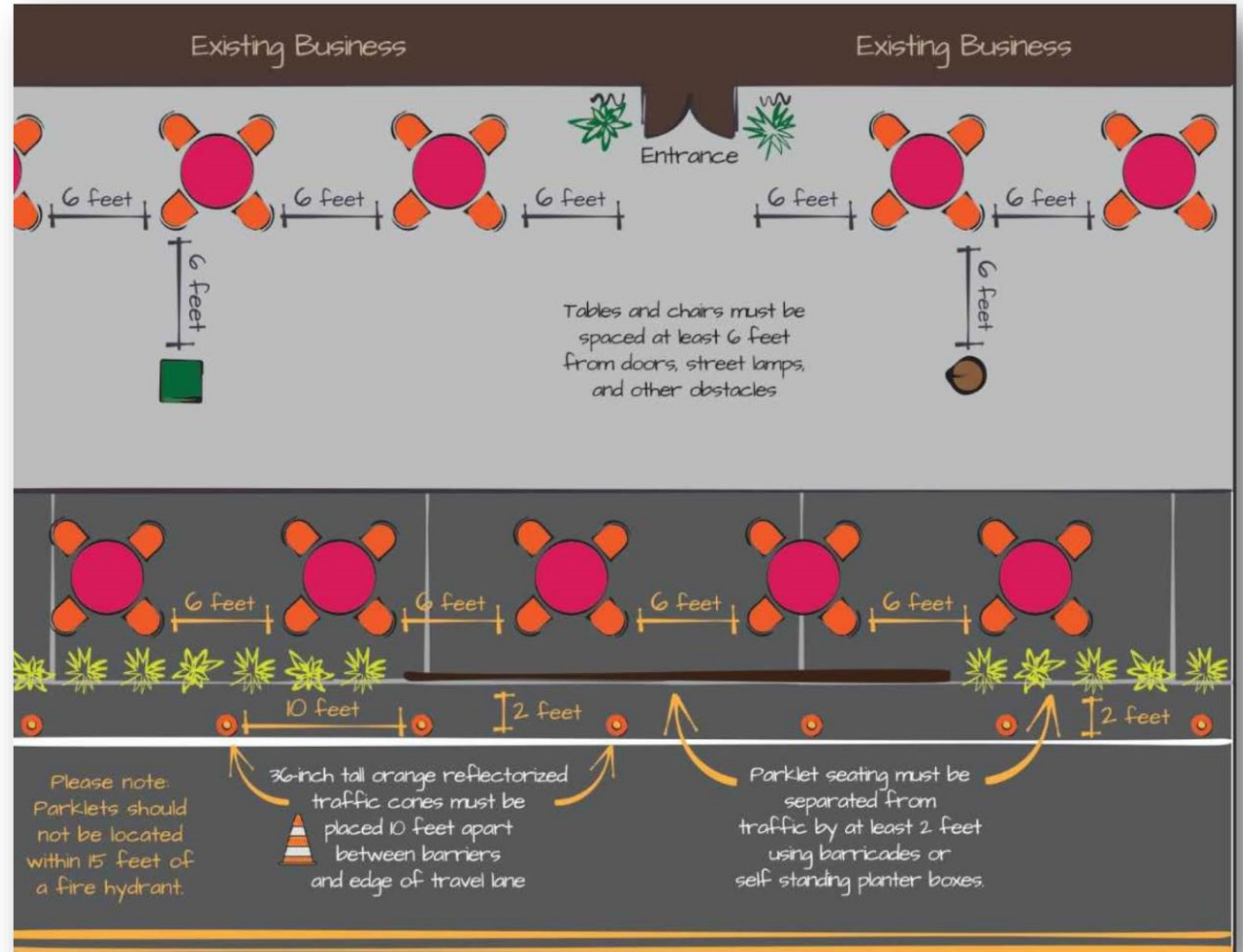
- Each business must activate and appropriately protect its own space per guidance document
- Subject to landlord/property manager approval, if applicable
- May not use spaces designated for disabled parking
- Only on City or County-owned roadways
- City bagged metered spaces at no cost to business



Sidewalks + Parklets

Guidance

- Example schematic
- 6-ft table separation from backs of chairs
- Encourages use of temporary materials such as planters
- Fire Marshal & ADA Coordinator reviewed



Café & Retail Zones

Café & Retail Zones – full street closures

- Initially 8 planned ‘Café & Retail zones’ (street closures) for businesses in concentrated areas; Reduced to 3 zones implemented
- Closure materials provided by City and left in place for the 14-day pilot
- Modified business hours of operation for outdoor spaces
- Intended to help restaurants expand capacity – **not to create a gathering or social space**



General Requirements for Use of Outdoor Space

- Governor's Executive Order operating requirements apply
- Face coverings required for staff
- Reservations required for Restaurants participating in use of expanded outdoor space
- Use 'sidewalk café' permit restrictions as guidance; no permit required during temporary pilot
- Additional business liability insurance not required
- Use of tents/temporary structures must meet safety guidelines



Restaurant Support



- User-friendly one-page flyer to allow restaurants focus on hospitality rather than enforcement

Promoting Social Distancing



Lift Up Luck Mural



Key Take-Aways

- Program was a success!
- Restaurant participation increased over time
- Anecdotally, overall compliance was good
 - Restaurants which operate more like a bar
 - Not everyone respected street closure rules or social distancing
- Constant internal coordination was key
- Pilot showed benefits of Open Streets program





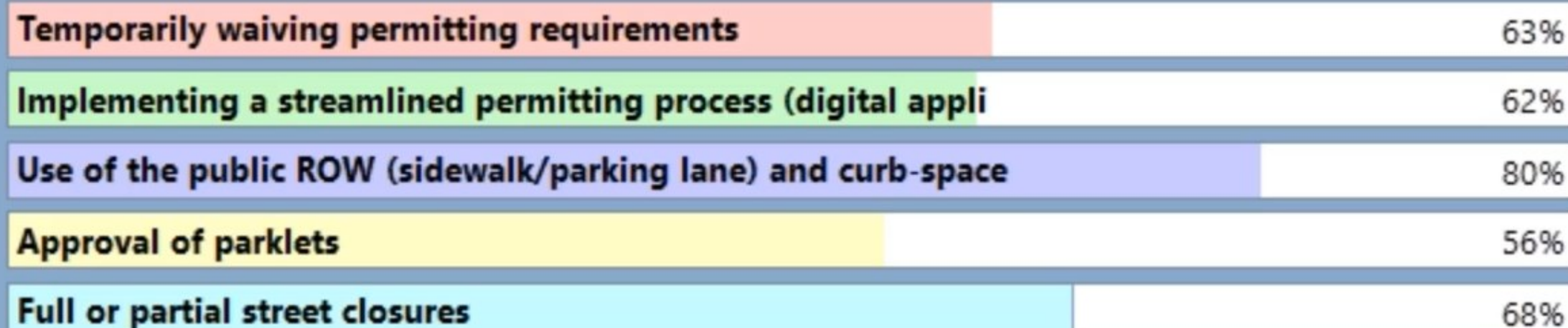
QUICKPOLL #1



QUICKPOLL

What kind of business friendly measures would you be supportive of in your community? (After City of Tampa presentation)

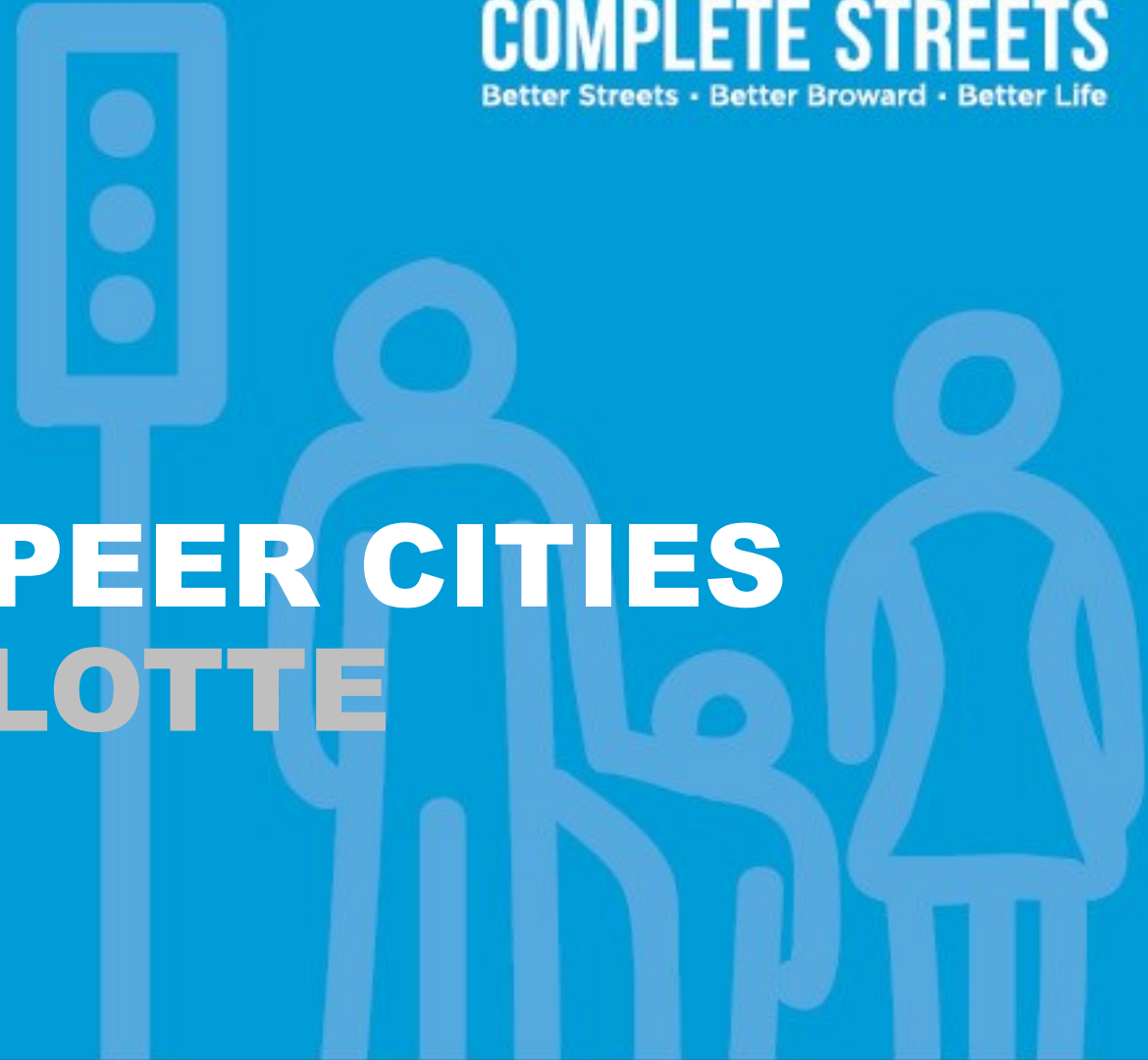
Poll Results (multiple answers allowed):





LEARNING FROM PEER CITIES

CITY OF CHARLOTTE

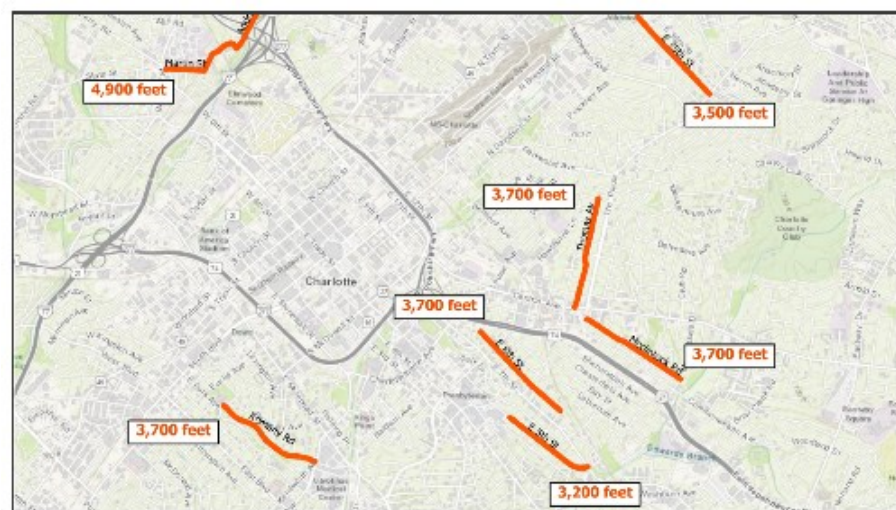




Activating The Public Realm During Crisis

Examples from Charlotte, NC





Charlotte Shared Streets supports social distancing and safety amidst this new way of life.

- Shared mobility zones
- Partnership
- Signed for physical distancing
- Phased rollouts
- Through traffic not permitted
- In response to COVID-19

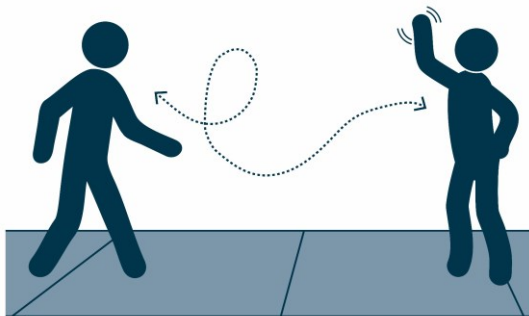


Physical Distancing On Shared Streets

A Shared Zone – Through Traffic is Not Permitted




Social Distancing

YOU CAN!



**STAY 6 FEET AWAY FROM
YOUR NEIGHBOR
(& STAY HEALTHY!)**

Can Do Signs 

   #CanDoSigns

 CITY OF
CHARLOTTE

CanDoSigns.org




Pedestrian

YOU CAN!



**STAY SAFE & STAY
DISTANCED!
YOU GOT THIS!**

Can Do Signs 

   #CanDoSigns

 CITY OF
CHARLOTTE

CanDoSigns.org




Wheelchair/Bicycle

YOU CAN!



**YOU CAN SAFELY FREE
WHEEL IT ON THE STREETS!**

Can Do Signs 

   #CanDoSigns

 CITY OF
CHARLOTTE

CanDoSigns.org

Exercise

YOU CAN!



**RUN WITH YOUR DOG
(NOT YOUR FRIENDS!)**

Can Do Signs 

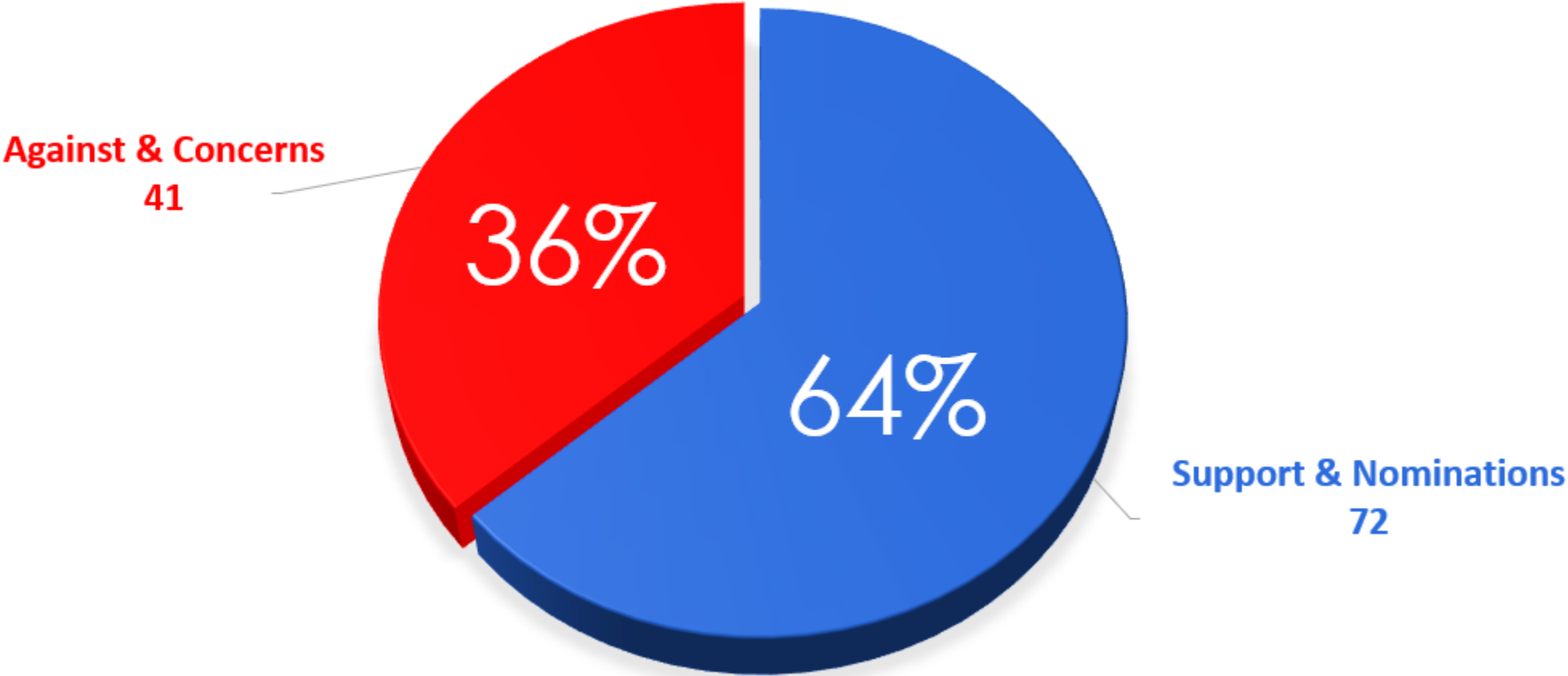
   #CanDoSigns

 CITY OF
CHARLOTTE

CanDoSigns.org

Public Input

Shared Streets Feedback - 113 Total Emails





Streeateries Program/Outdoor Dining

To assist restaurant businesses during Phase 2. The guidelines allow for restaurants to utilize parking spaces and extra sidewalk/street space for temporary outdoor dining conversion.

- At least 6-foot separation between parties for dining
- Permit no more than 50% maximum occupancy
- Post bilingual sign languages
- Mark 6-foot of spacing in lines





Shared Streets Murals

Local artist's from the City's Placemaking Artist Pool proposed 21 concepts to capture the impact of COVID-19 and the resiliency and sustainability of our city.



- 15 murals
- 15 neighborhoods
- 15ft long murals
- 15 local artists
- In one traffic lane
- Funded by the City



- Partnership with local organizations
- 17 local artists
- City Placemaking Program
- \$500 per artist per letter
- Street closure
- Community gathering place



“The Message On The Street”

https://www.youtube.com/watch?v=3zPEc6mG_8k&feature=youtu.be



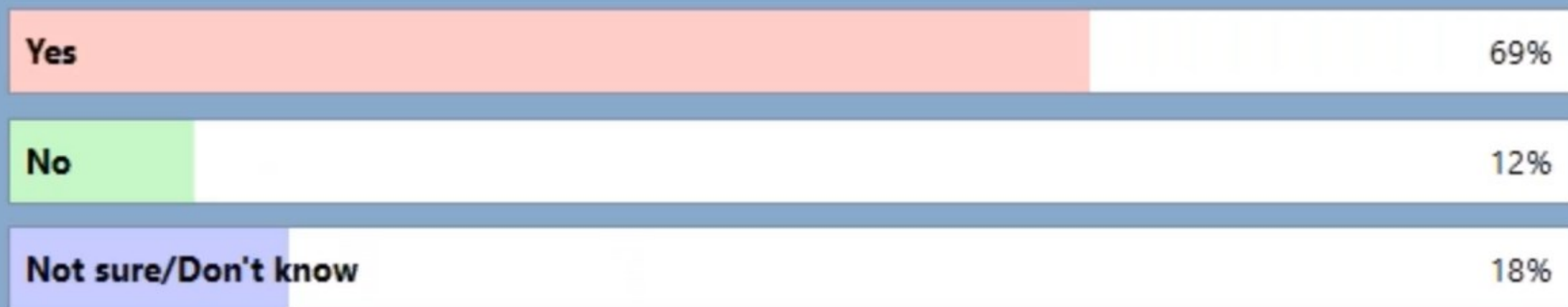
QUICKPOLL #2



QUICKPOLL

Would you be in favor of limiting access of thru traffic on low-speed neighborhood streets in your community?

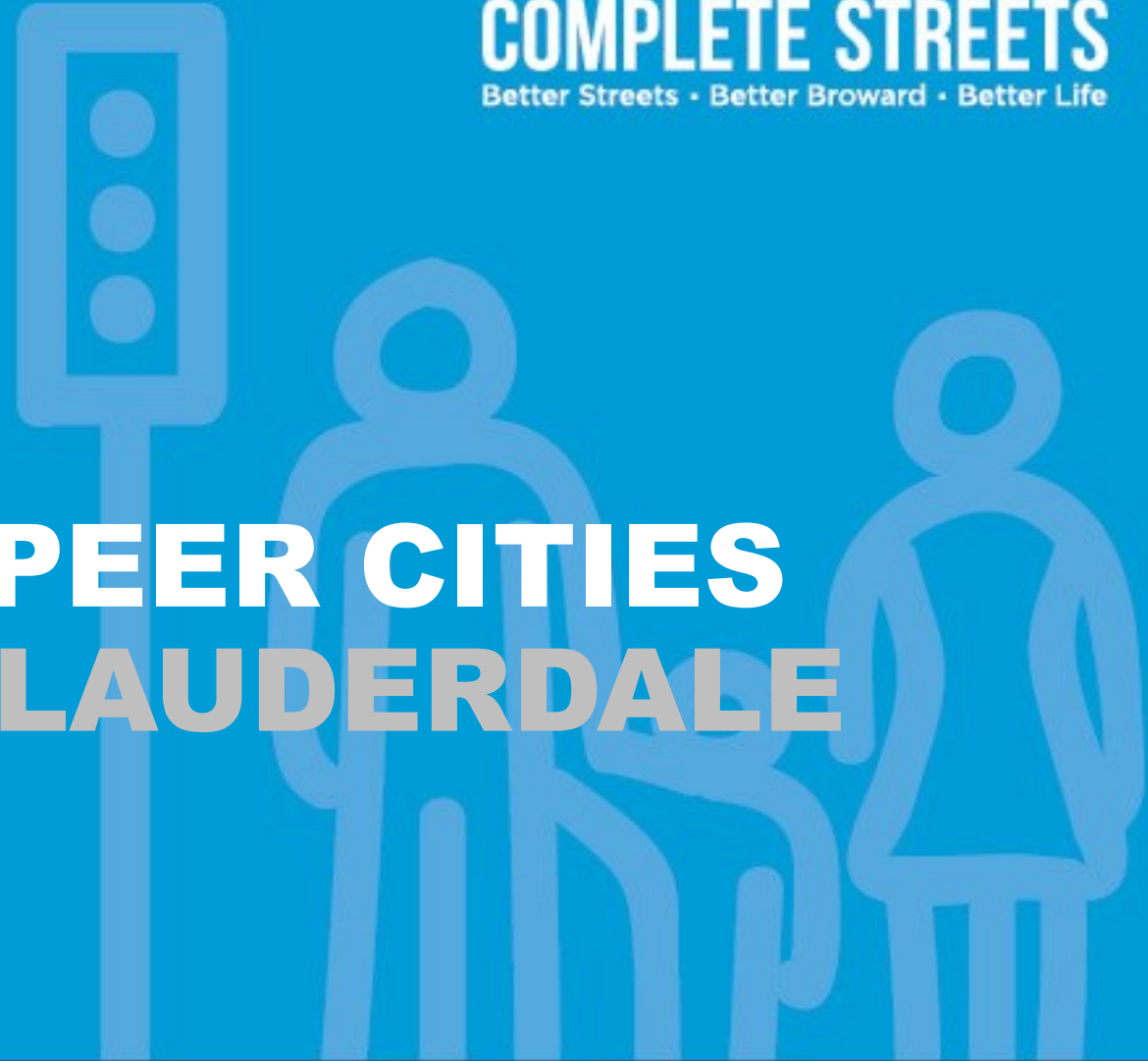
Poll Results (single answer required):





LEARNING FROM PEER CITIES

CITY OF FORT LAUDERDALE





Fort Lauderdale

Open Streets

Karen Warfel, Fort Lauderdale
Kristin Thompson, Fort Lauderdale
Mark Plass, Florida DOT

Origin

- Residents
- Staff
- Commission
- Business Owners



Reopening Plan Working Group

- ▶ Cross section of 23 community members
 - ▶ Residents
 - ▶ Hospitals
 - ▶ Hospitality
 - ▶ Recreation
 - ▶ Construction
 - ▶ Marine Industry



A Plan to Reopen Fort Lauderdale: Phase One

- **Open streets.** The city should consider closing the lanes on Las Olas to expand outdoor dining availability and allow more social distancing for walkers. A lane closure on State Road A1A to allow more social distancing for walking is also recommended.
- **Parking.** The city should consider waiving parking fees in the downtown-Las Olas area to allow easier patronage of restaurants and businesses.

Focus Areas



- ▶ Providing Recreation Opportunities
- ▶ Supporting Restaurants with restricted indoor abilities

SR A1A

Las Olas Blvd

North Beach
Restaurants & Shoppes

SR A1A Lane Closure



- While beach closed
- To provide space for Social Distancing
- Extensive coordination
- Balancing of concerns
- Within funding available

SR A1A - Lane Closure



- ▶ Started with Pilot
- ▶ Explored alternatives
 - ▶ Emergency Response
 - ▶ Safety of all users
 - ▶ Vehicular congestion
 - ▶ Attracting crowds
 - ▶ Staff resources
 - ▶ Funding available

Decision making process



May 4, 2020 at 7:37:37 A
901–953 N Fort Lauderdale Beach Bl
Fort Lauderdale FL 333
United Stat

- Address concerns
- City Department coordination
 - Fire, Police, Parking, Transportation, PIO
- Partner coordination
 - Broward County (signals)
 - FDOT

Alternatives Considered



- ▶ Bahia Mar Bridge to Vistamar Bridge
- ▶ Seabreeze counterflow
- ▶ Open dry sand for recreation

Cost Implications:

Bahia Mar to Vista Mar

- ▶ **Cones:** \$2,500 equipment rental for the weekend
- ▶ **Water Barriers:** \$17,500 equipment rental for the weekend

Seabreeze: Cones as delineator: \$4,000

Open Dry Sand: Cones as delineator:
\$1,000 equipment rental for the weekend

Selected Alternative

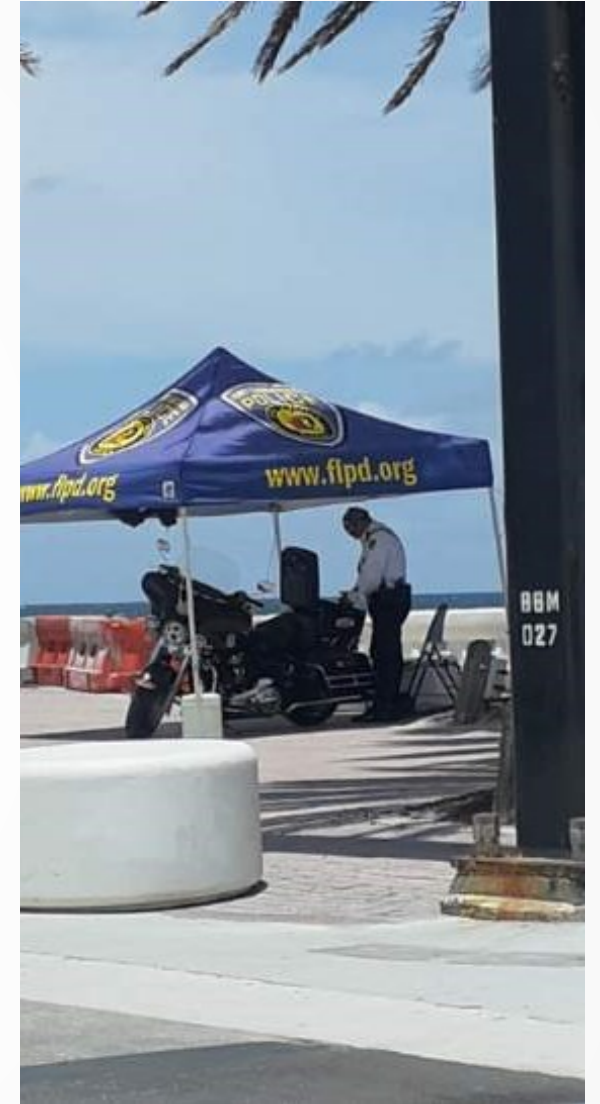
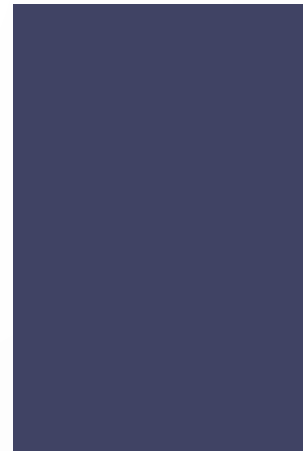


Las Olas Blvd to Sunrise Blvd: 1 ¼ mile

- ▶ Safest option with the least amount of change to traffic behaviors
- ▶ Duration: Every Weekend in the month of May
 - ▶ Extended MOT set-up for the last week of May through Memorial Day weekend
 - ▶ Cost: \$33,368

FDOT Coordination

- ▶ FDOT Coordination
- ▶ Revocable License
 - ▶ Police Presence
 - ▶ Cones and Barriers @ Intersections



Recommendations: Fort Lauderdale businesses



Business Support

- ▶ Las Olas Boulevard
 - ▶ Friday to Monday
- ▶ Galt Shoppes / NE 33rd Street – A1A to NE 33rd Ave
 - ▶ Every night
- ▶ Free Parking for Pickup
- ▶ Road/Lane Closures



 **Preston's Wine & Martini Lounge**
Yesterday at 9:58 AM · 🌐

FORT LAUDERDALE's City Commission is exploring today a very clever idea helping us in downtown to practice social distancing and safer spacing. The thought is to close down a few blocks of Las Olas Boulevard for east - west traffic (still allowing north - south traffic) from Friday evening to Sunday night. This would convert these blocks into pedestrian friendly zones, which could help restaurants to offer additional alfresco dining and retailers outside sales area while pedestrians have a larger area to walk. What a neat idea to get us back to some sort of normality and support safer public spaces for the community.

Other benefits:

- * Promotes physical activities for community and get people moving again
- * Offering a positive environmental impact
- * Help restaurants and retailers with safer spacing opportunity to protect customers
- * Improve our quality of life and generate some much needed vitality
- * Stimulate family time
- * Build community

We support this idea! #SaferCommunity #Social Distancing #OpenStreetWeekend #LasOlas #lovelauderdale #visitlauderdale #FLL



 Karen Mendrala Warfel

 Like  Comment  Share

Las Olas Boulevard

Explored alternatives

- ▶ **Complete road Closure** between SE 3rd Ave to SE 5th Ave and again between SE 6th Ave to SE 11th Ave
- ▶ **Parking lane closure** between SE 3rd Ave to SE 5th Ave and again between SE 6th Ave to SE 11th Ave
- ▶ **Parking lane Closures** to extend sidewalk for businesses between SE 6th Ave and SE 11th Ave

Safety Considerations

- ▶ Same as A1A



Selected Alternative



- Parking lane Closures to extend sidewalk for businesses between SE 6th Ave and SE 11th Ave.
- Every weekend, open ended
- Adjusted for safety concerns
- No tables, chairs, equipment to be set-up in the street.
- Everything must be contained on the sidewalk.
- Idea to begin small, and if requested, extend beyond proposed areas.

North Beach Restaurants & Shoppes



NE 33rd St between A1A and NE 33rd Ave

- The full street closure started on **Friday, May 22nd**
- Every evening, Seven days per week, 4:30 pm
- Parking Vehicles are parked behind the water barriers to serve as an additional barrier
- Police will utilize motor units to monitor and assist as needed
- Businesses will be able to use sidewalk/street space directly in front of their storefront


North Beach Restaurants & Shoppes



- ▶ Process
 - ▶ Website application
 - ▶ Indemnification

Media Approach

- Traffic Advisory
- Outreach
- Commission meetings
- Message Board Signs
- Website
- Social Media campaign



CITY OF FORT LAUDERDALE TEMPORARY OUTDOOR BUSINESS EXPANSION

As we reopen Fort Lauderdale, the City is temporarily expanding access to outdoor spaces, such as streets and sidewalks, in an effort to facilitate social distancing for pedestrians and business patrons in key areas.

Section of Las Olas Boulevard Closed to Vehicles

All lanes of Las Olas Boulevard between SE 6 Avenue and SE 11 Avenue will be closed as of Friday, June 12 and until further notice. This closure includes the on-street parking spaces in this area.

Pedestrians should exercise caution and motorists should travel slowly through the area and follow posted detour signs. Bicyclists should dismount if using the sidewalk in this area or follow posted detour signs to continue riding. On-street parking is available on Las Olas Boulevard west of SE 6 Avenue and east of SE 11 Avenue as well as on surrounding streets. Additional parking is available in the City parking lot located at SE 8 Avenue and SE 2 Court. Zones for loading and food delivery will be located on SE 9 Avenue and SE 10 Terrace approaching Las Olas Boulevard.



Northbound Lane of A1A to Close May 1-3

The eastern northbound lane of A1A from Las Olas Boulevard north to Sunrise Boulevard will be closed from Friday, May 1 at 2 p.m. to Sunday, May 3 at 7 p.m.

Southbound traffic on A1A and Seabreeze Boulevard will not be affected.

The lane is being closed to facilitate social distancing between pedestrians using the sidewalk in this area.



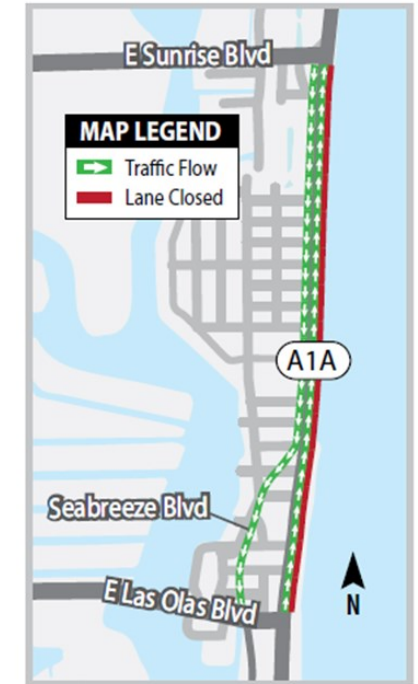
Pedestrians please maintain 6 feet of social distancing.

Pedestrians should be extra cautious in the area.

Motorists should travel slowly through the area, expect delays, and seek alternate routes.

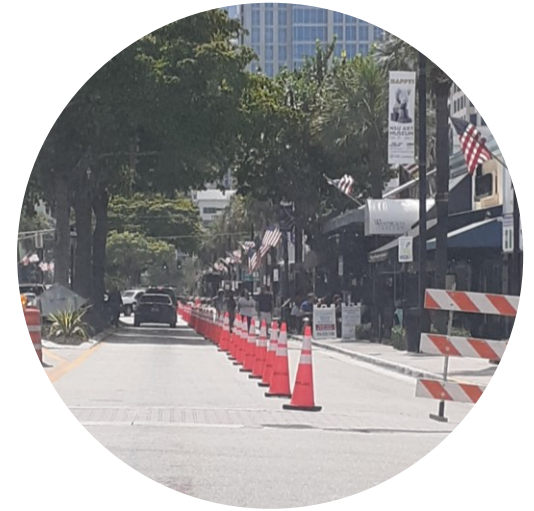
Municipal parking garages, surface lots, and on-street parking areas on Fort Lauderdale Beach remain closed.

For the latest updates on COVID-19 emergency regulations in Fort Lauderdale, please visit www.fortlauderdale.gov/coronavirus.



If you would like this publication in an alternate format, please call 954-828-4755 or email strategiccommunications@fortlauderdale.gov.

OUTCOMES





QUICKPOLL #3



QUICKPOLL

Would you be willing to coordinate with FDOT/County to implement temporary measures to support increased walking/cycling?

Poll Results (multiple answers allowed):

Only on neighborhood streets	14%
Only on arterial corridors	16%
On both, neighborhood streets and arterial corridors	51%
Only within streets downtown	28%
Not sure/Don't know	14%



FINAL QUICKPOLL



QUICKPOLL

The implementation of temporary measures in your community as we transition through reopening phases would best address:

Poll Results (single answer required):

Higher vehicular traffic speeds	0%
Outdoor physical activity	9%
Safe walking and bicycling routes/facilities (choices)	50%
Access to public space/outdoor dining areas	39%
Access to transit	2%



DISCUSSION / Q&A





**IF YOU HAVE ANY ADDITIONAL
QUESTIONS OR COMMENTS
PLEASE CONTACT:**

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THANK YOU!