CITY OF WESTON

MULTIMODAL PLAN PROPOSAL

Urbë STUDIO
Community | Places | Mobility

JULY 2025

Mr. Donald P. Decker
City Manager
City of Weston
17200 Royal Palm Blvd
Weston, FL 33326

Dear Mr. Decker,

I hope this message finds you well. My name is Mateo Van Thienen, a Weston resident and graduate of Cypress Bay High School, now working as an urban designer and transportation planner with over seven years of experience in multimodal planning, data analysis, and community-based design.

Enclosed is a proposal for the development of a **City of Weston Multimodal Plan**, created in partnership with Fabian de la Espriella of Urbe Studio. This initiative responds to the growing use of mid-speed mobility options, like **e-bikes and e-scooters**, especially among youth and residents without car access in our city. As Weston continues to invest in its public realm, we believe the city has a unique opportunity to lead with a proactive approach to street safety, accessibility, and infrastructure that reflects the changing mobility needs of our community.

The proposal includes an overview of current conditions and outlines actionable strategies to expand safe, comfortable, and inclusive mobility for all users. We would welcome the opportunity to discuss this in more detail and explore next steps with your team.

Thank you for your time and consideration.

Warm regards,

Mateo Van Thienen
mateovtn@urbe-studio.com
(954) 330-6943
mateovanthienen.com | urbe-studio.com

THE TEAM

MATEO VAN THIENEN

Mateo is a **Weston resident** who graduated from Cypress Bay High School in 2013. He is a data-driven urban designer and transportation planner with more than seven years of experience in research, data analysis, concept visualization, mapping, and community engagement.

He holds a bachelor's degree in Sustainability and the Built Environment from the University of Florida, with concentrations in Geodesign and Landscape Architecture. He has worked in the public and private sectors across the United States.

Mateo's work includes data analysis, mapping, bikeshare station site design, 2D and 3D conceptual visualization, mobility plans, multimodal corridor studies, and small area plans focused on improving roadway safety and pedestrian and bicycle infrastructure.

He is passionate about sustainability and the relationships between people-centered design and community well-being.

FABIAN DE LA ESPRIELLA

Fabian is the founding principal of Urbe Studio, bringing over 20 years of experience in the public and private sectors with a focus on livable transportation, urban design, and multimodal planning.

His work is rooted in delivering community-supported, context-sensitive design solutions, ensuring that transportation and land-use planning integrate seamlessly with policy and market dynamics.

Throughout his career, Fabian has successfully led or collaborated on projects across Florida and the nation, providing tailored solutions for transportation planning agencies, regional organizations, and municipalities that balance land use, urban design, and transportation interventions.

His approach prioritizes context-sensitive solutions, integrating stakeholder and community engagement as a fundamental component of every project.

With a background in architecture, urban design, and transportation planning, he is particularly passionate about advancing initiatives that make cities better places to live, focusing on walkability, placemaking, street design, connectivity, speed management, and transit station area planning.

INTRODUCTION

Weston is a master-planned community in western Broward County, known for its high quality of life, **abundant green spaces**, and **family-oriented neighborhoods**. Incorporated in 1996, the city has a population of just over 68,000 and is defined by its manicured landscapes, gated communities, and **top-rated public schools**.

While Weston remains largely car-dependent, it has been a local leader in bicycle infrastructure, with nearly 52 miles of marked bike lanes and a Bronze-level Bicycle Friendly Community designation from the League of American Bicyclists.

The city continues to invest in parks, multi-use paths, and recreational amenities. However, off-street infrastructure for micromobility devices remains limited. Riders of e-scooters and e-bikes—popularized during the COVID-19 pandemic and often used by people without access to a car, including youth—must choose between sharing high-speed lanes with vehicles or riding on sidewalks, creating conflicts with pedestrians.

Developing a Multimodal Plan would allow Weston to address these challenges and expand access to safe, inclusive mobility. The city's 2013 Bicycle Master Plan no longer reflects current mobility trends or user needs. With generous rights-of-way, favorable weather, and high-quality amenities, Weston is well-positioned to take the next step in building a connected, multimodal future.

This Proposal includes a brief analysis of existing conditions along with a summary of potential improvements. The consulting team stands ready to move forward, building on these findings to develop actionable, community-informed solutions.

Best Places to Live in Florida
#3
2025

Safest Places to Live Nationwide
#9
2025

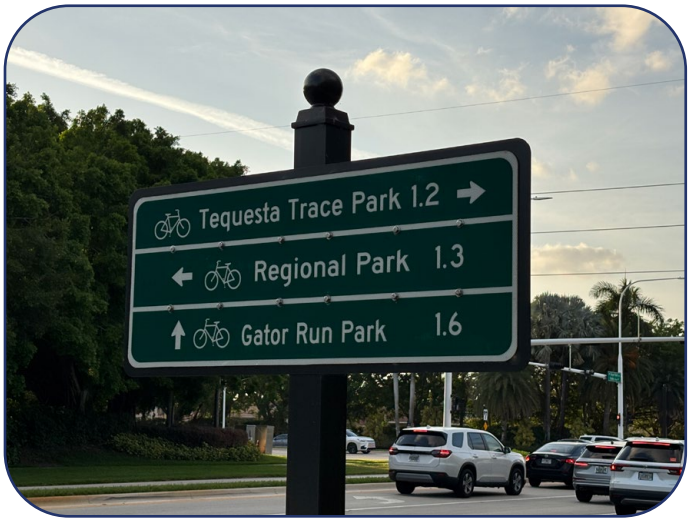
Best Places to Live Nationwide
#74
2025

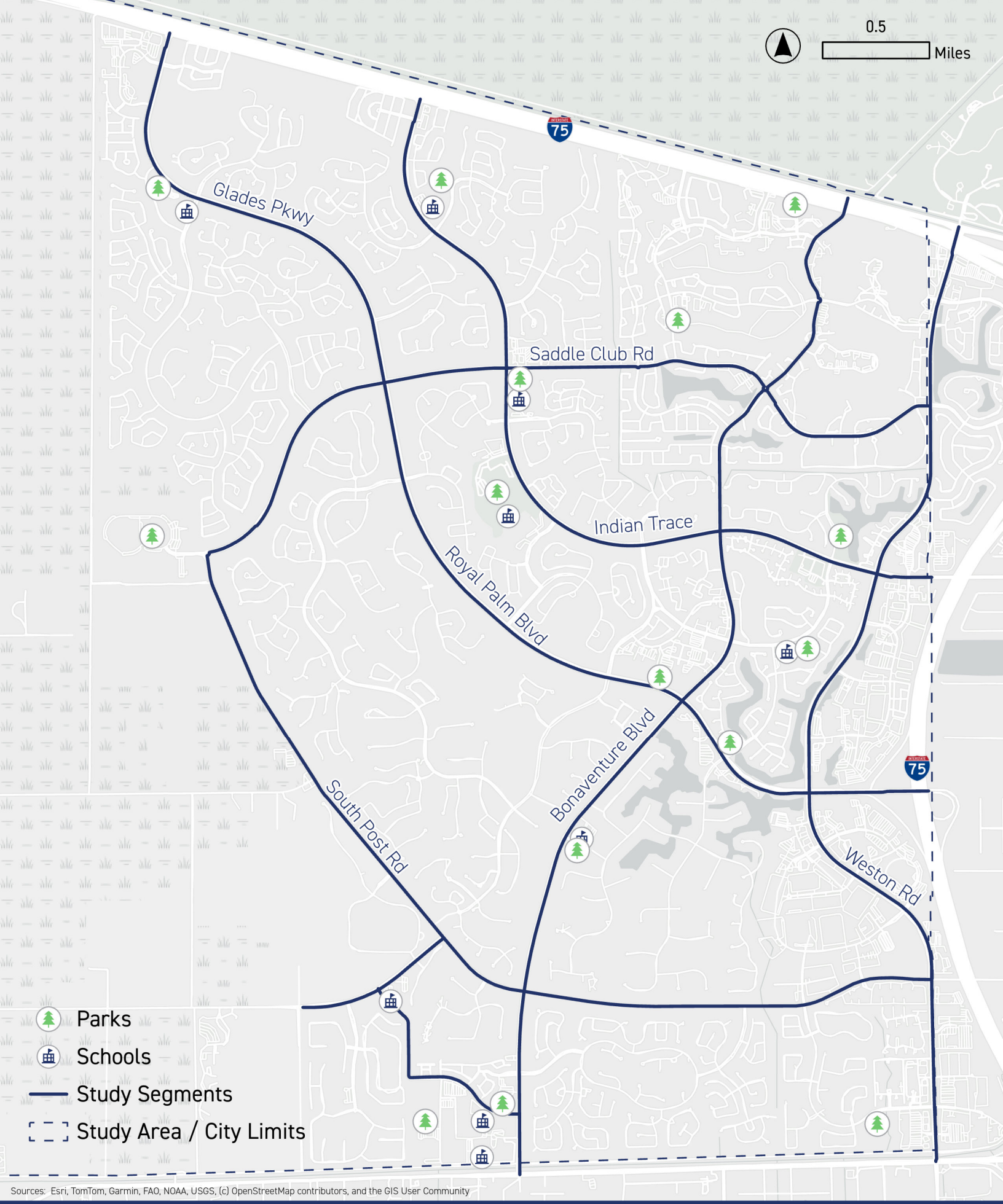
A B C D F — **A+ Public Schools**

Lowest crime rate in Broward County

1 2 3 4 5 — **ISO Class 1 Fire Department**

1 2 3 4 — **Level 4 of Traffic Stress for Bicyclists**





Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community

Study Area & Network

Weston Multimodal Plan Proposal

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BACKGROUND

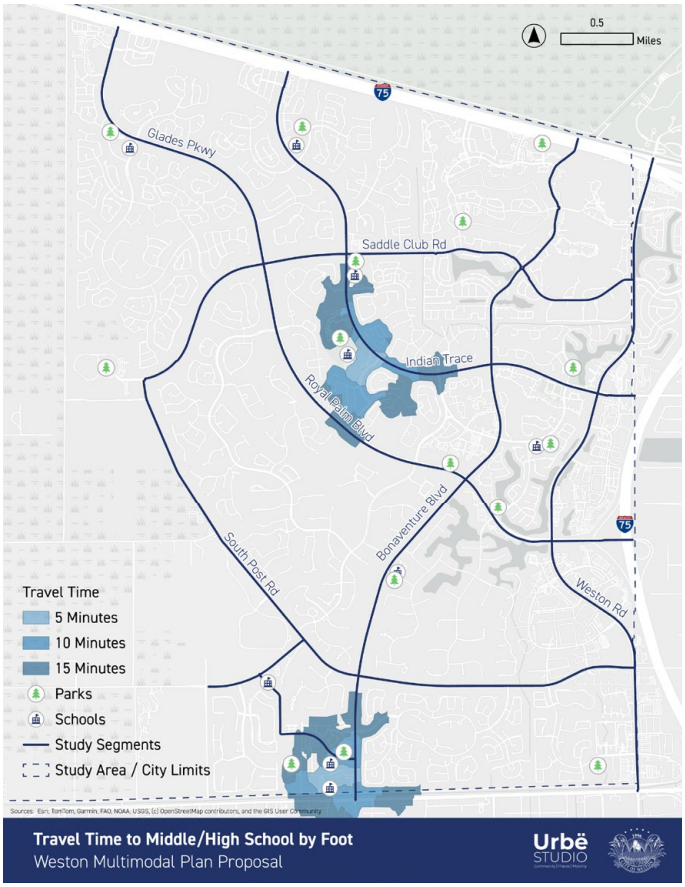
In recent years, many Weston residents—especially youth and those without access to a car—have begun using electric-assisted micromobility devices such as e-bikes and e-scooters for everyday travel. These vehicles offer a convenient, fast, and affordable way to reach destinations across the city, particularly for short trips under five miles. Whether heading to school, parks, shopping plazas, restaurants, gyms, doctors' offices, or visiting friends and family, micromobility options provide a level of independence that traditional transportation modes often lack. Their growing popularity reflects a broader shift toward accessible and sustainable travel within the community.

However, this shift has brought new safety challenges for riders, drivers, and pedestrians. Most of Weston's **bike lanes lack any physical separation from cars**, many of which travel at speeds exceeding 40 mph—creating hazardous conditions for micromobility users on the roadway. Riders who seek refuge on the sidewalk encounter a different risk: **conflict with pedestrians**, including parents with strollers, joggers with headphones, dog walkers, and elderly residents using mobility devices. While four corridors in Weston (Indian Trace, Royal Palm Blvd, South Post Rd, and Weston Rd) offer at least one side with an 8-foot shared-use path, these do not cover the full extent of the city and often fall short of the safety and comfort standards residents expect. To address this, the City of Weston's Multimodal Plan aims to create a connected, safe, and accessible network of off-street multimodal lanes—drawing inspiration from Weston's long-standing standards of excellence in service delivery and the world's leading industry standards for transportation planning and design.

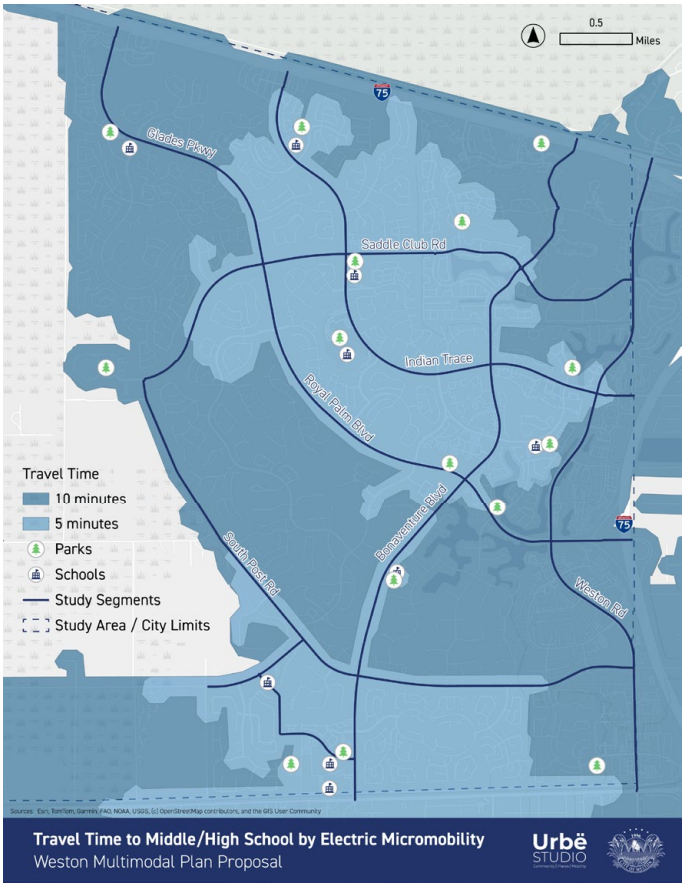
FAMILY-ORIENTED MOBILITY

Weston is known for its family-friendly environment, low crime rate, A+ public schools, and exceptional parks. Its residential neighborhoods offer children the freedom to play and explore safely and independently. However, the city's wider collector and arterial roads often act as major barriers between kids and the schools, parks, and activities they want to reach. As a result, many children must be driven to school—even when they live less than a mile away. A preliminary analysis of multimodal access to Weston's middle and high schools (Tequesta Trace, Falcon Cove, and Cypress Bay) reveals a striking contrast: while nearly all households are within a 10-minute ride using electric micromobility devices, fewer than 1% are within a 15-minute walk (see maps below). These findings highlight a significant untapped opportunity to increase children's independence—nearly a decade before they're old enough to drive—while reducing the burden on parents and promoting community health through safer, more accessible multimodal travel options:

The 10-Year Head Start of Micromobility



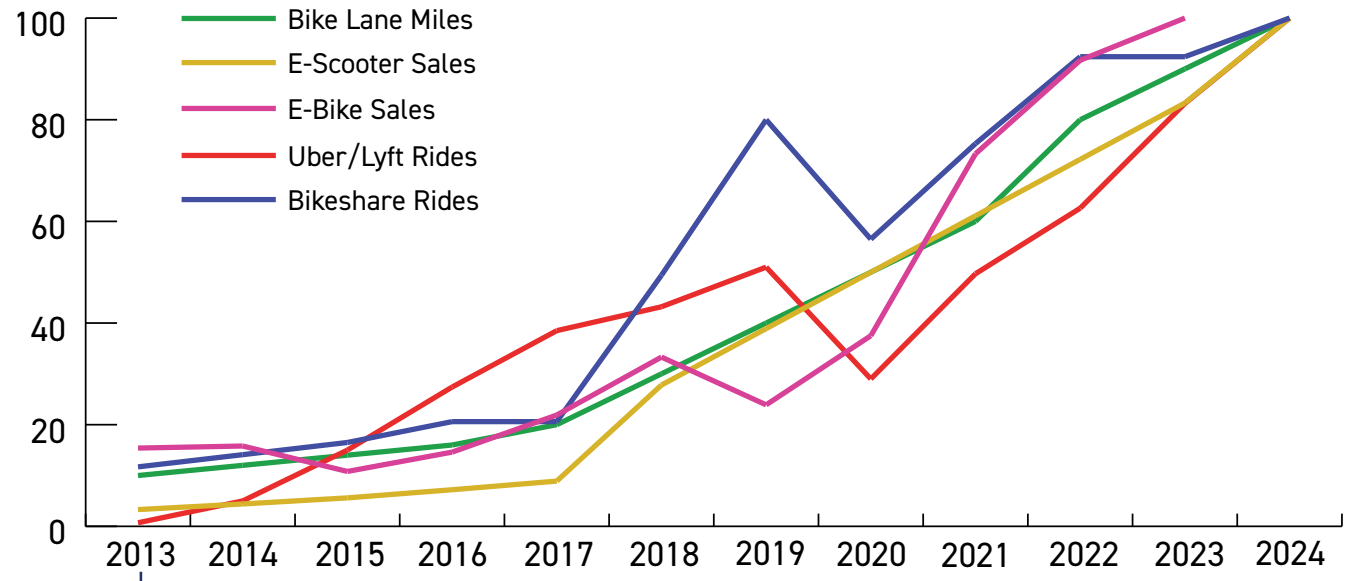
Travel Time to Middle/High School by Foot
Weston Multimodal Plan Proposal

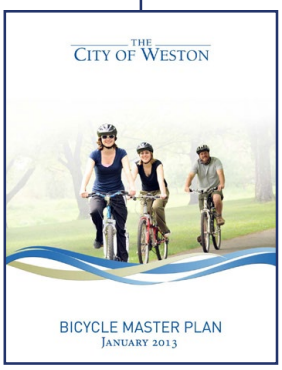


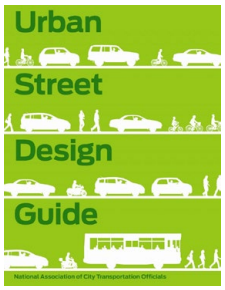
Travel Time to Middle/High School by Electric Micromobility
Weston Multimodal Plan Proposal

NEW MOBILITY TRENDS

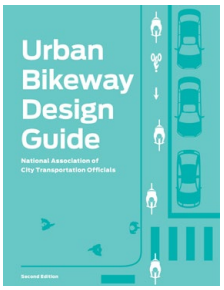
Since Weston adopted its 2013 Bicycle Master Plan, the country has experienced a dramatic shift toward diverse mobility options. E-scooter sales grew by 2,900%, e-bike sales by 305%, bikeshare rides by 754%, and Uber and Lyft rides surged by nearly 15,000%. During this same period, bike lane mileage increased by 150%, reflecting not only rising demand but also the evolution of street design practices, supported by the release of several new industry-standard design guidelines. The following graph is normalized to show growth detail:



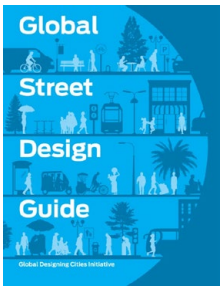




NACTO (2013)



NACTO (2014)

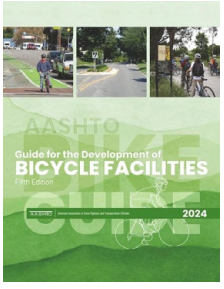


GDCI (2016)

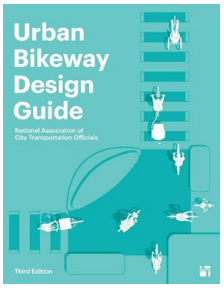
CROW (2016)

NACTO (2017)

NACTO (2019)



AASHTO (2024)



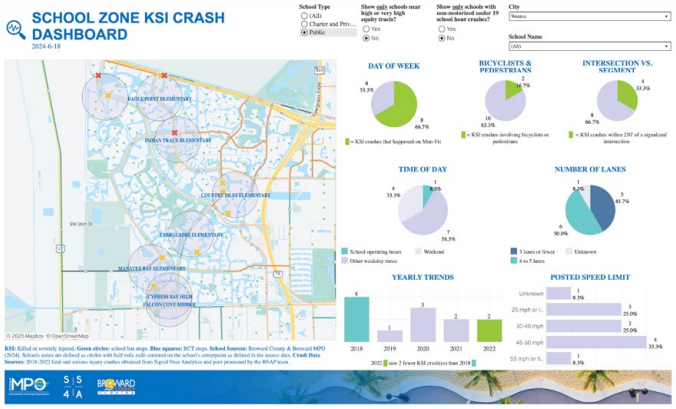
NACTO (2025)

SPEED AS A FACTOR OF SAFETY

Most transportation systems are built for either pedestrians or fast-moving cars, leaving out mid-speed users like e-bike and scooter riders. These travelers—moving 10 to 25 mph—are too fast for sidewalks and too vulnerable for roads, creating a dangerous "missing middle." Filling this gap is key to safer, more inclusive mobility:

Speed is a major factor in traffic safety—not just how fast cars go, but how streets accommodate a growing range of travel speeds. In Weston, more people are moving at mid-range speeds without dedicated space, creating dangerous conflicts between fast and slow users. A person struck by a vehicle at 40 mph has an 85% chance of dying, while at 20 mph, there's a 95% chance of survival:

As part of Broward County's School Zone Safety Action Plan, our team found that since 2018, 12 people have been killed or seriously injured (KSI) within just half a mile of schools in Weston, including two tragic fatalities near Indian Trace Elementary and Gator Run Elementary. Furthermore, almost 60% of all KSI crashes occured on 4-lane roadways such as Glades Parkway and Saddle Club Road.



The tragic death of teacher Megan Andrews in Key Biscayne, struck by a 12-year-old on an e-bike, underscores the dangers of the "missing middle." Without safe space for mid-speed travel, micromobility users are forced into unsafe conditions—putting both themselves and others at risk. As Weston continues to plan its multimodal network, it offers a prime opportunity to proactively avoid similar tragedies in our own community.

kbindependent.org

E-bike crash leaves cyclist dead in Key Biscayne

A collision between an e-bike and a bicycle left a 66-year-old cyclist dead in Key Biscayne, police said. The fatality comes after elected leaders and Village staff struggled for the last two years to find a solution to the growing safety hazard on the island posed by micro-mobility devices operated by children.

DESIGNING FOR SAFETY & COMFORT

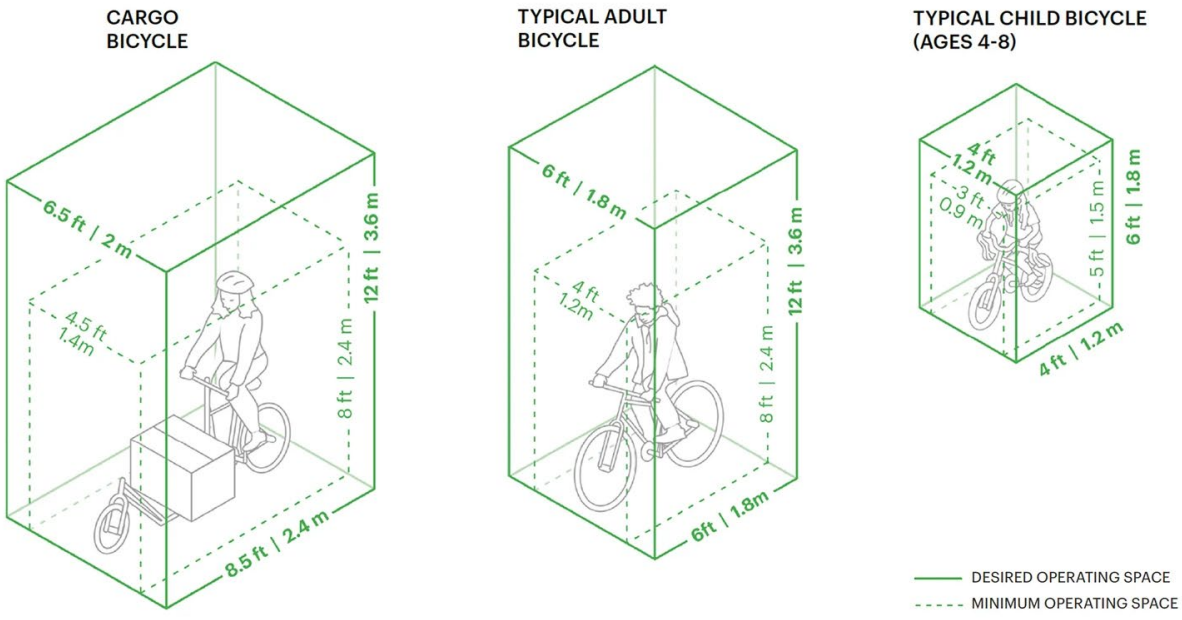
While Weston includes 5-foot sidewalks and some 8-foot shared-use paths, these dimensions fall short of providing a comfortable experience for all users. A comfortable operating width for a bicyclist is at least 4 feet, with 6 feet being the desirable width to allow for safe maneuvering and passing, making 5-foot sidewalks unfit for sharing with pedestrians or other cyclists. Although 8-foot shared-use paths represent a step in the right direction, they are considered the bare minimum for shared facilities.

A more comfortable standard is 10 to 12 feet in width, allowing people walking and biking to safely pass one another.

The best option, however, is to provide fully separated pathways—one for human-powered travel (1–7 mph) and another for electric-assisted speeds (10–25 mph)—each with a minimum width of 6' if one-way, and 10' to 12' wide if bi-directional.

A bicylist uses a 5' sidewalk for safety but struggles when sharing it with pedestrians and other users.

A bicylist and a jogger pass each other safely on an 8'-wide shared-use path.



EXISTING CONDITIONS

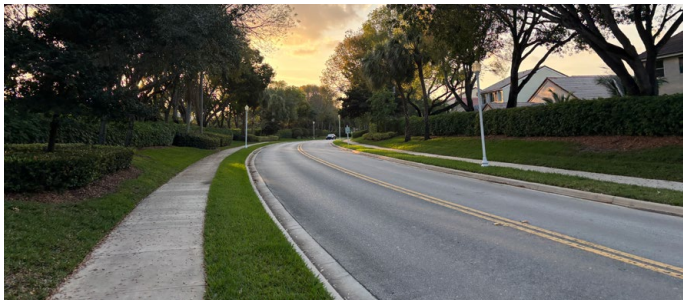
Weston offers a well-maintained and visually appealing transportation environment, with peaceful landscaping that makes it an excellent city for walking, driving, and recreational sport biking.

Its residential streets are quiet, two-way roads measuring 24 feet curb-to-curb, unstriped, lined with street trees, and posted at 15 mph—providing a safe and comfortable environment for children and pedestrians. Neighborhood access roads are similarly 24 feet wide but marked with yellow centerlines and posted at 30 mph, featuring 5-foot sidewalks on both sides and landscaped berms that separate the street from backyard fences. Secondary arterials are typically 4-lane divided roads with 30mph posted speeds and 5-foot sidewalks on both sides but no bike lanes.

Weston's principal arterials—such as Indian Trace, Royal Palm Boulevard, Weston Road, and Saddle Club Road—are wide 4-lane divided corridors with 5-foot unprotected on-street bike lanes, 5-foot sidewalks on both sides (or an 8-foot shared-use path on one side) with posted speeds of 40 mph.

While these features make Weston great for scenic walks, driving, and sport biking, they do not fully support safe, convenient commute biking or daily micromobility use. Many facilities, particularly on major roads, fall under Level of Traffic Stress (LTS) 3 or 4—a classification system that gauges how safe and comfortable a roadway feels for bicyclists. Higher LTS scores reflect environments with fast traffic and minimal protection, which can be intimidating or unsafe for youth, seniors, and casual riders. This limits the appeal of biking for everyday trips like going to school, work, or errands, despite the short travel distances typical within Weston.

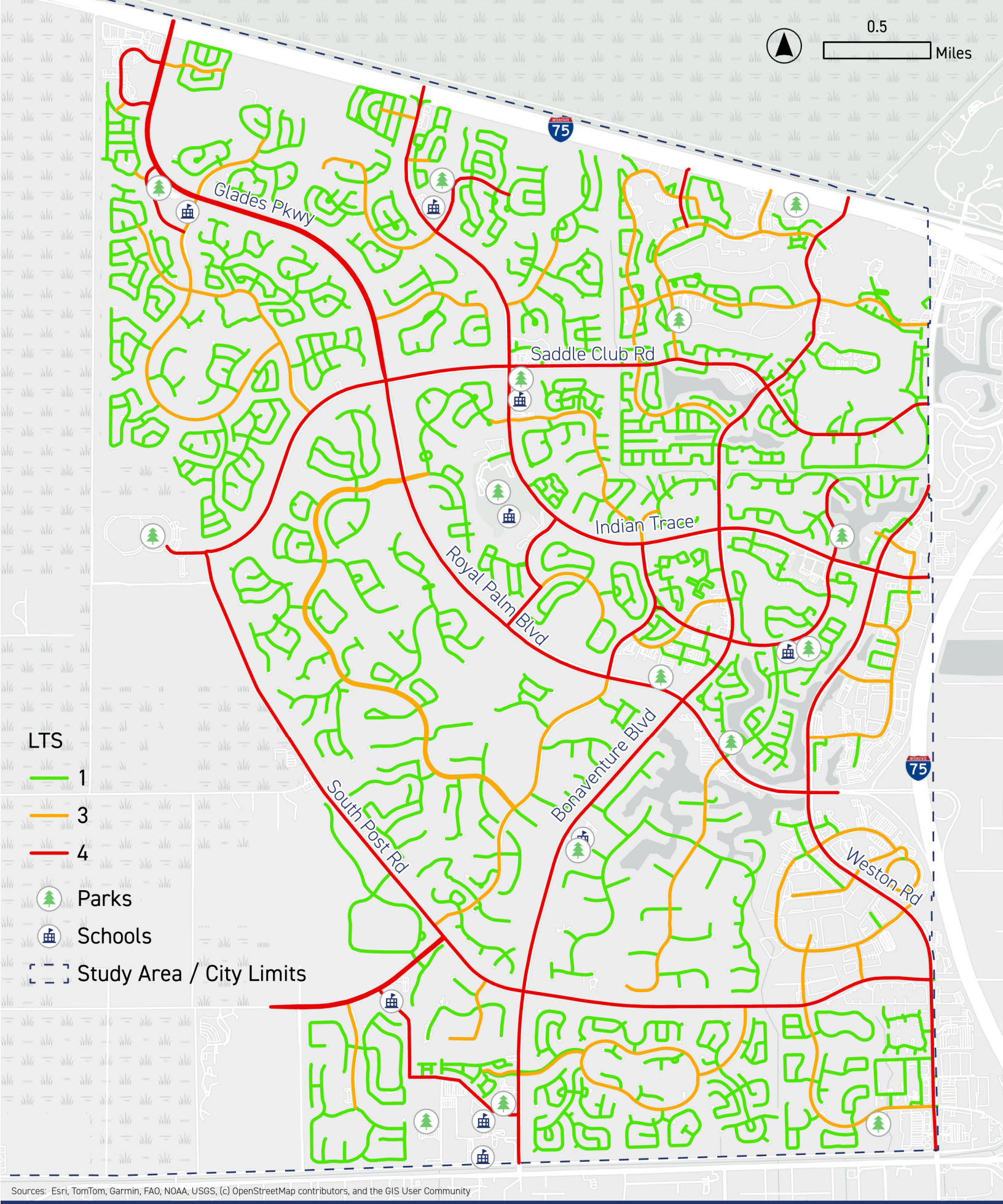
Residential streets are comfortable for all users.



Neighborhood access streets lack bicycle facilities.

Secondary arterials lack bicycle facilities.

Principal arterials provide on-street 5' bike lanes.



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community

On-Street Level of Traffic Stress (LTS)

Weston Multimodal Plan Proposal

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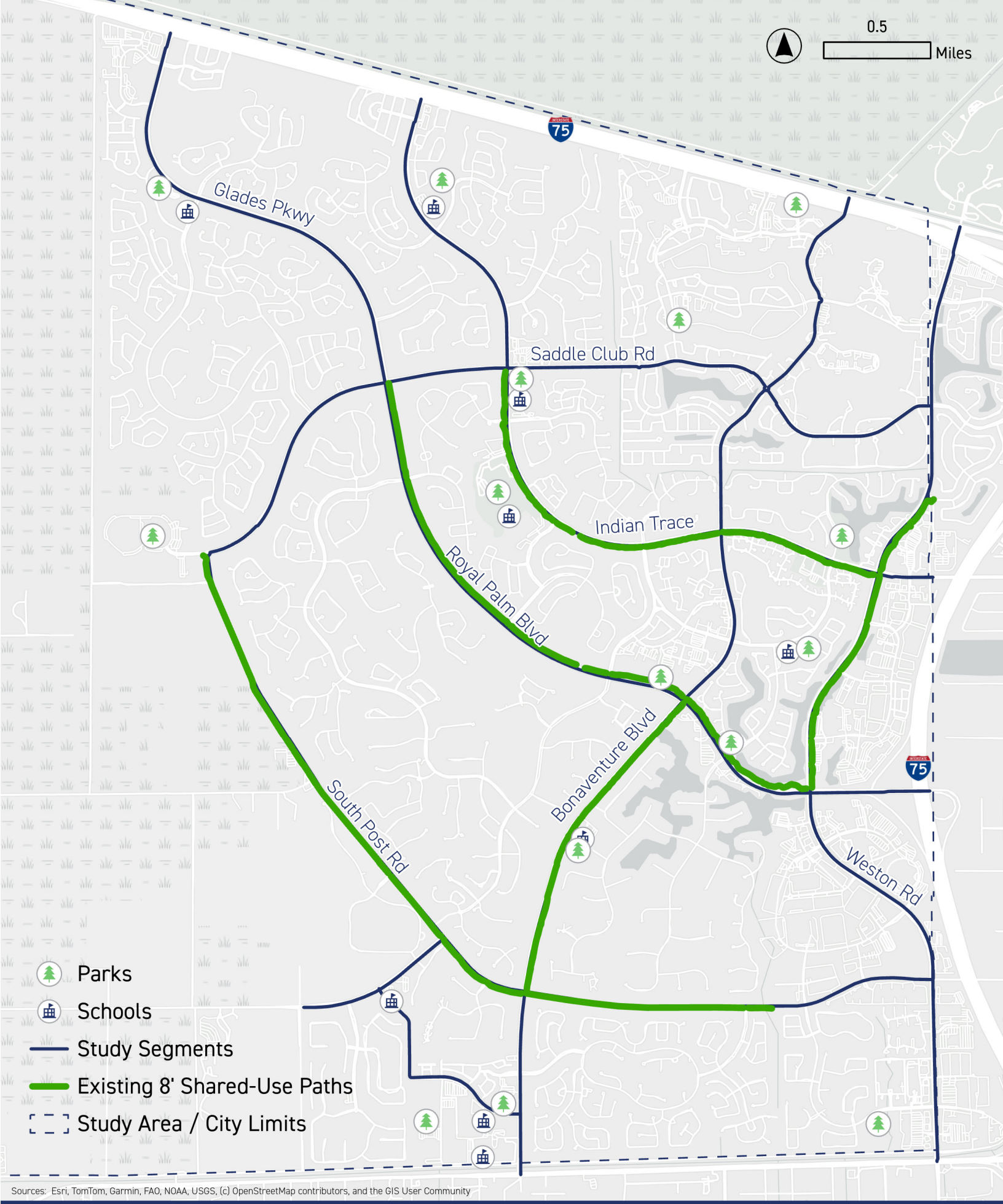

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community

Existing Off-Street Shared-Use Paths

Weston Multimodal Plan Proposal

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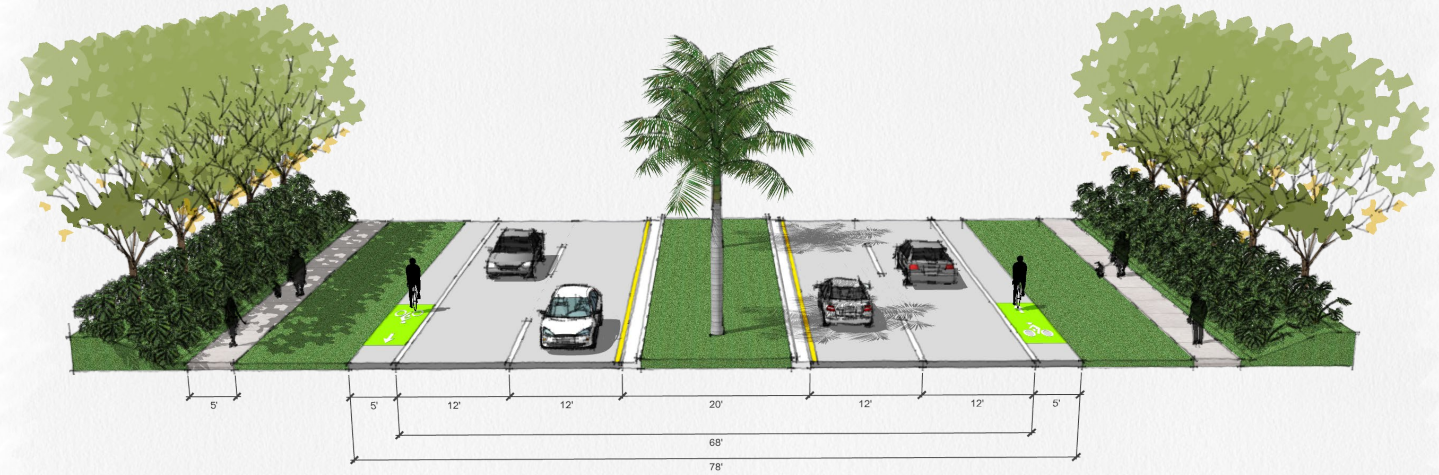
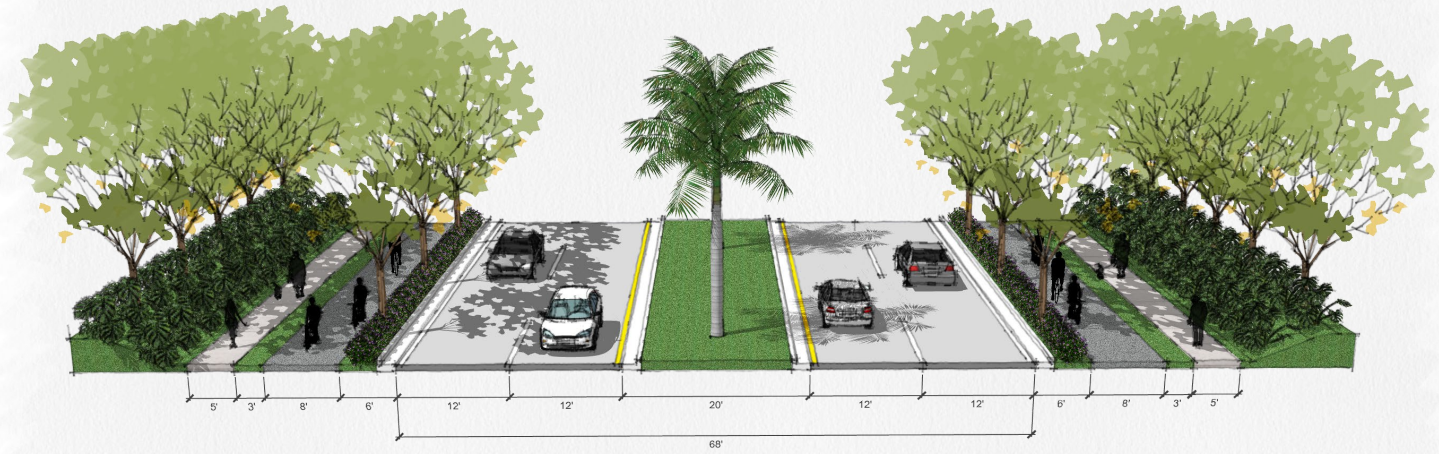
1996 CITY OF WESTON

POTENTIAL CORRIDOR ALTERNATIVES

Existing Conditions: (along corridors such as Saddle Club Road and Glades Parkway)

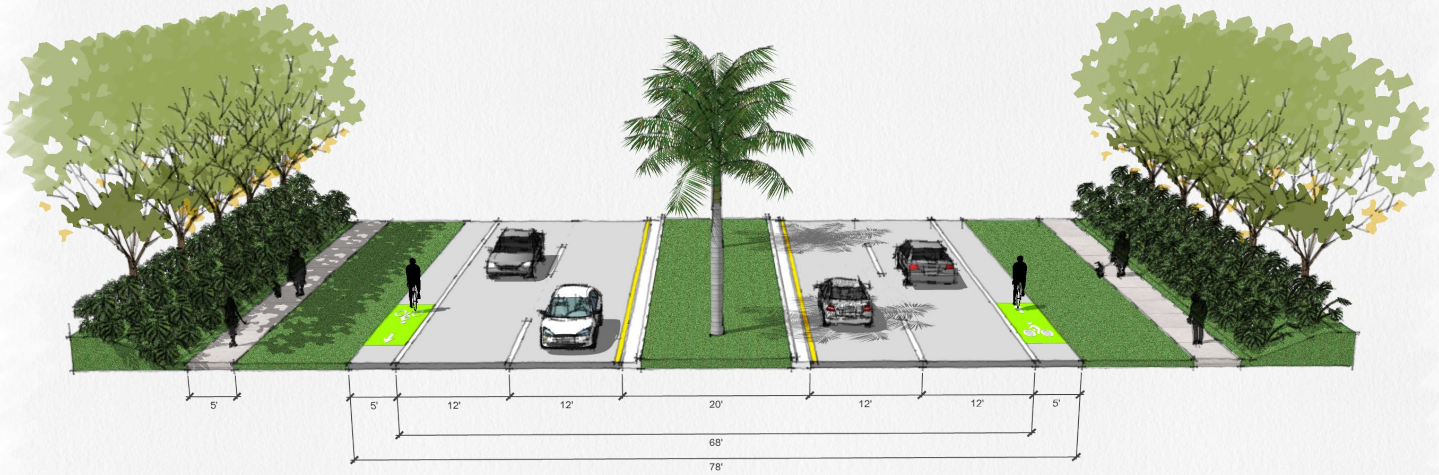


Option 1 Alternative: Add 8' Multimodal Lanes on both sides of the road.

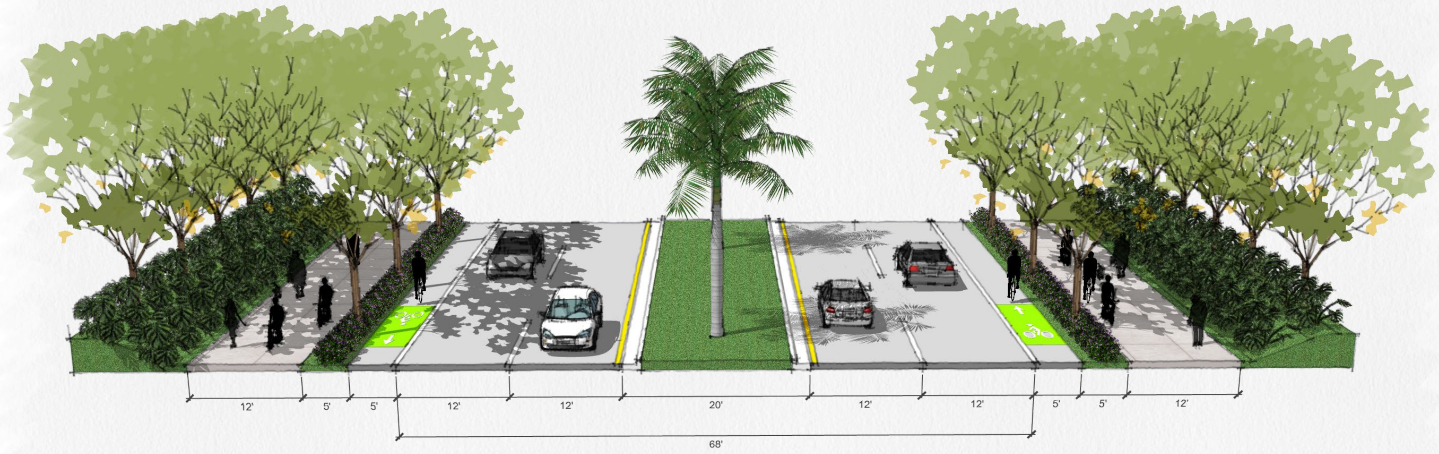


POTENTIAL CORRIDOR ALTERNATIVES

Existing Conditions: (along corridors such as Saddle Club Road and Glades Parkway)



Option 2 Alternative: Replace sidewalks with 12' Shared Use Paths.



POTENTIAL CORRIDOR ALTERNATIVES

The artist's rendering above shows the vision for a potential addition of an 8'-wide Multimodal Lane along Royal Palm Blvd.

The existing conditions shown on the right include an 8'-wide Shared-Use Path.

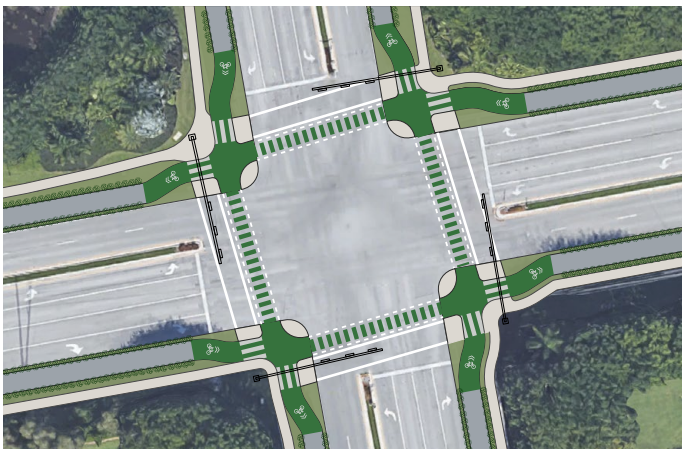
In this vision, Weston's lush landscaping protects mid-speed and low-speed travelers from fast-speed vehicle traffic. In addition, new street trees and narrower views reduce speeding along Royal Palm Blvd, improving safety for drivers as well.

POTENTIAL INTERSECTION ALTERNATIVES

A protected intersection is a street design that physically separates bicyclists and micromobility users from motor vehicles at crossings, typically by extending the protective elements of a bike lane—such as curbs, islands, or corner refuge areas—into the intersection itself. This design improves visibility between all users, reduces turning speeds, and provides dedicated space and signal phasing for people on bikes and scooters, allowing them to navigate the intersection safely and predictably.

Saddle Club & Royal Palm Blvd today:

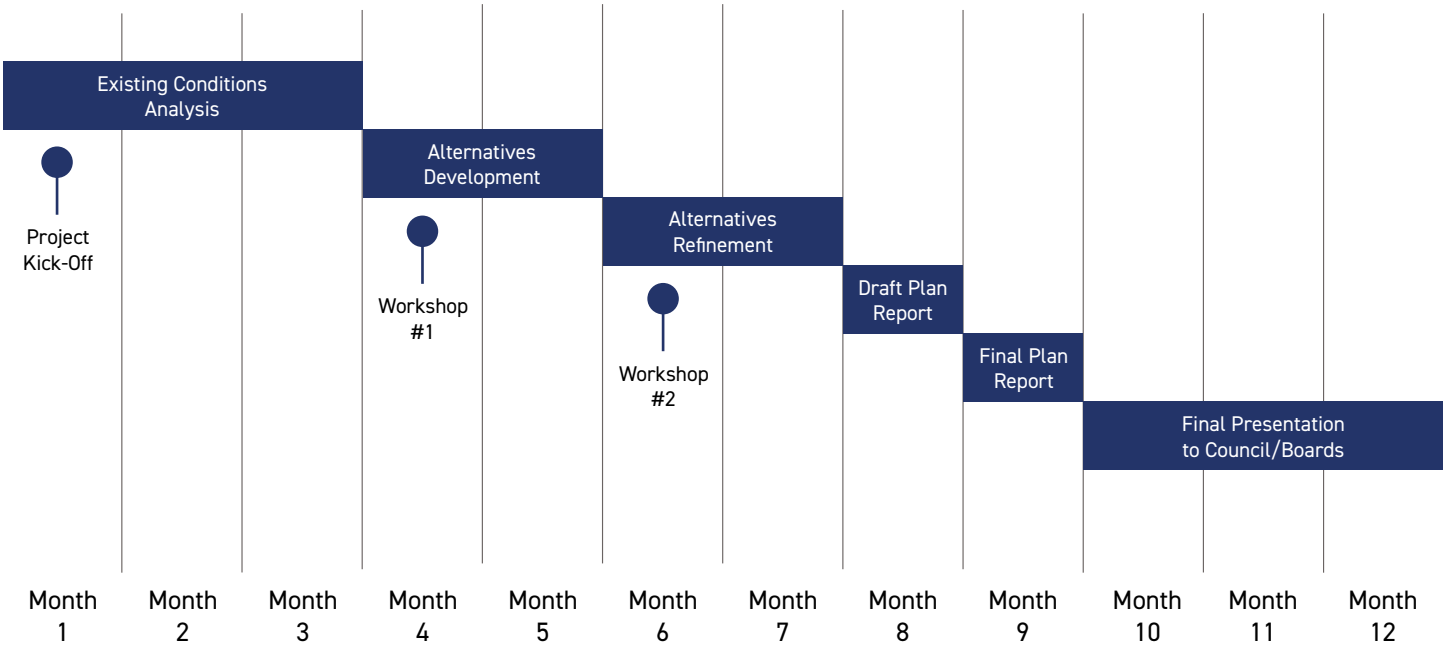
Saddle Club & Royal Palm Blvd with Multimodal Lanes and a Protected Intersection:



By minimizing conflict points and clarifying user movements, protected intersections enhance comfort for vulnerable road users, reduce crash risk—especially from right-turning vehicles—and contribute to overall road safety by slowing traffic and promoting more cautious driver behavior.

Example views of a typical protected intersection:

TIMELINE


Existing Conditions Analysis
Alternatives Development
Alternatives Refinement
Draft Plan Report
Final Plan Report
Final Presentation to Council/Boards
Project Kick-Off
Workshop #1
Workshop #2
Month 1
Month 2
Month 3
Month 4
Month 5
Month 6
Month 7
Month 8
Month 9
Month 10
Month 11
Month 12

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Expertise

Community Workshops
Context-Sensitive Design Solutions
Planning for Quickbuild / Tactical Urbanism
Multimodal Corridor Planning
Livable Streets Strategies
Safe Systems Planning
Graphics & Storytelling

Services

Livable Transportation
Placemaking
Community Engagement

BSAP School Zones/School Bus Stop Safety Action Plan (SS4A)

Client/Project Owner
Broward MPO

Status
Ongoing

Enhancing Safety For Students and Families Around Schools

The Broward Metropolitan Planning Organization (MPO) and Broward County Government (BCG) collabor tively secured a $5 million grant from the United States Department of Transportation's Safe Streets and Roads for All (SS4A) program to create a Broward Regional Comprehensive Safety Action Plan (Broward Safety Action Plan/BSAP) which emphasizes data-driven methods to identify high risk locations and apply targeted interventions to reduce all fatal and serious injury crashes in Broward County to zero.

The creation of the Broward Safety Action Plan allows the region to re-evaluate the planning and designing of projects to ensure best practices to achieve unified regional safety goals. In addition to a county-wide safety analysis and demographic assessment, the BSAP includes eight safety focus action plans that highlight specific needs in Broward County.

Urbe Studio led the School Zones/ Schoo Bus Stop Safety Action Plan through a data-drivenb methodology to identify roadway safety challenges and opportunities near schools to enhance safe walking and biking options for students and families.

The mission is clear: Preventing fatal and serious injury crashes around Broward County Schools.

By looking at the data, the team identified when and where most crashes near schools are occurring.

The questions this action plan aimed to answer included:

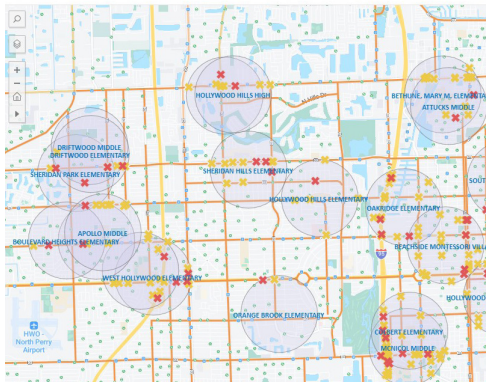
- How likely are children to be involved in KSI crashes?
- Are school zones effective?
- Who are the partners to implement actions supporting safer travel to schools?

Crash data revealed that one-third of all bike/ped KSI crashes in Broward County are occurring within close proximity to schools or parks. Additionally, in collisions near schools or parks, 90% of pedestrians involved were either killed or injured.

Nearly 300 public, charter, and private schools in Broward County were analyzed using key environmental characteristics and fatal and serious injury (KSI) crashes from 2018-2022 within a half-mile buffer (10-minute walk) of schools. This analysis aimed to identify schools with unsafe roadway conditions for further assessment, ultimately prioritizing three schools for safety projects within the schools' half-mile area of influence. For the three schools prioritized for safety enhancements, the project team developed concept plans as a reference for municipalities on how to address roadway safety around schools.

SCHOOL ZONE KSI CRASH DASHBOARD

2024-6-18



96% Motor vehicle and motorcycle KSI crashes (2,135 total) occurred within a half-mile radius of **95.86%** of schools in the county.

70.6% of Schools are within a half-mile from a high-stress facility as identified in the Broward County Multimodal Mobility Master Plan

77% Pedestrian and bicycle crashes (452 total) occurred within a half-mile radius of **77.24%** of schools in the county.

55.1% of Schools are within a half-mile from a High-Injury Network corridor.

The following cities ranked highest in the assessment based on the number of schools identified per municipality experiencing unsafe roadway conditions.

- ⚠ FORT LAUDERDALE
- ⚠ OAKLAND PARK
- ⚠ PLANTATION

101 KSI CRASHES

4.02% of all KSI crashes within 1/2 mile of schools (101 KSI crashes) in Broward County involve children under 19.

42.5% of all KSI crashes in Broward County occur within a 1/2 mile radius of a school.

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Expertise

Community Workshops
Public Agency Coordination
Urban Design & Visioning
Multimodal Planning
Tactical Urbanism
Graphics & Storytelling
Data Analytics

Services

- Livable Transportation
- Placemaking
- Community Engagement
- Project Management & Coordination

City of Hialeah 2050 Master Plan

Prioritizing Safe Access to Schools and Parks

Client/Project Owner
City of Hialeah

Status
Completed in 2025

In 2023, a team of consultants led by Plusurbia Design was awarded the contract for Hialeah's 2050 Master Plan. The purpose of this Plan is to set a long-term vision that takes a holistic approach towards policy, capital improvements and growth management. This plan provides recommendations to enhance the city's infrastructure, livability and increase quality of life to City residents.

Through this process, the City of Hialeah is advancing a data-driven approach to address high-risk conditions on streets near schools and parks as part of its broader 2050 Master Plan goals. This strategy focuses on improving safety conditions for vulnerable road users—particularly children and older adults—by addressing high-crash corridors and intersections near key community destinations.

A crash analysis was performed to identify high-risk conditions. The City's preliminary High Injury Network (HIN) analysis revealed that:

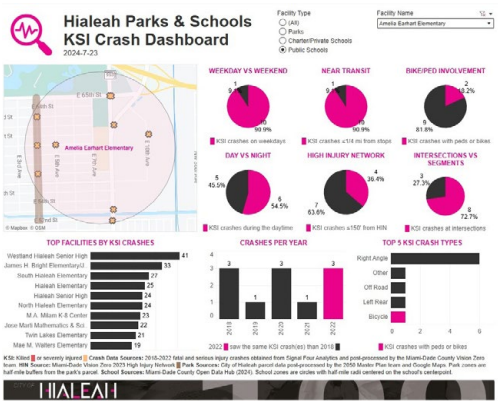
- 74% of the HIN mileage falls on arterials, where speeds and crash risks are highest.
- From 2020–2024, 20% of KSI (killed or seriously injured) crashes involved pedestrians.
- 49% of pedestrian crashes occurred on arterials, which represent just 18% of the road network.
- Only 36% of streets have sidewalks on both sides, and connected bike infrastructure is nearly absent.

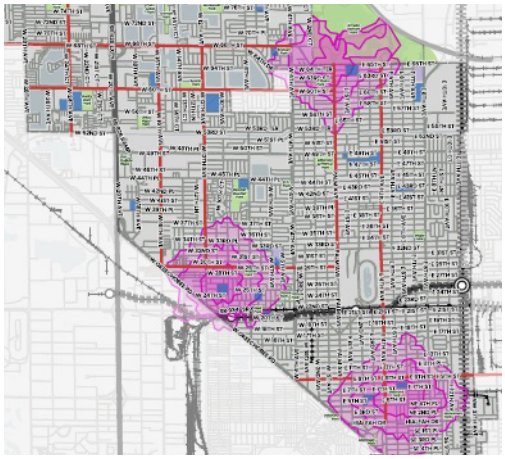
While Hialeah's compact layout holds potential for walkability, these alarming trends signal a need for targeted and coordinated safety interventions. The 2050 Master Plan recommendations build upon these insights to lay the groundwork for long-term infrastructure improvements that create safe, connected routes to schools and parks, particularly in areas where infrastructure gaps have historically compounded risk.

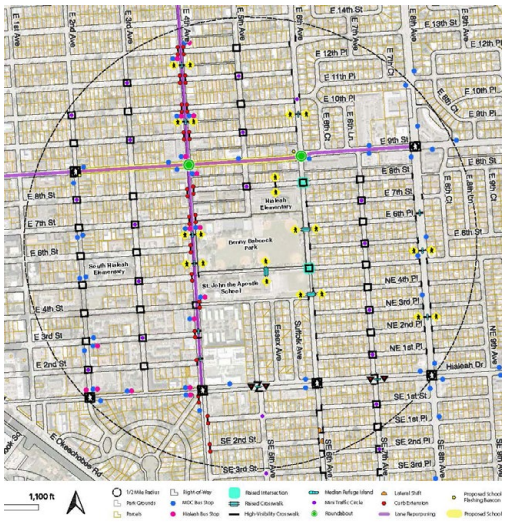
The findings from the crash analsys informed the selection of three parks/schools, which were identified as areas with highest need. These three locations were prioritized for targeted safety improvements. Targeted investment areas include James Bright Elementary, Amelia Earhart Park, and Benny Babcock Park. Improvements aim to enhance walkability and accessibility by implementing high-impact, low-cost interventions such as crosswalk upgrades, traffic calming measures, sidewalk gap closures, and safe biking infrastructure.

The City of Hialeah is commmited to incorporating these strategies to advance multimodal safety, reduce disparities in transportation outcomes, and ensure safer streets for all users.

Urbe Studio led the Safe Access to Schools and Parks analysis, dashboard development and recommendations through a data-driven approach to identify roadway safety challenges and opportunities to enhance safe walking and biking options for students and families.







Urbë STUDIO
Community | Places | Mobility

Expertise

Urban Design & Visioning
Multimodal Planning
Outreach & Engagement
Community Workshops
Graphics & Storytelling
Livable Streets Strategies
Public Agency Coordination

Services

- Livable Transportation
- Placemaking
- Community Engagement
- Project Management & Coordination

City of South Miami Placemaking & Urban Design Services

Improving Livability in the SoMI District

Client/Project Owner
City of South Miami

Status
2024 - Ongoing

The City of South Miami Selected the Plusurbia Design team for placemaking, branding and community planning and urban design services for the Hometown District. In early 2024 the City authorized the team to begin work with the Discovery, Multimodal Planning, Placemaking & Streetscape and Public and Stakeholder Engagement tasks of the scope of work.

Since its inception in 1992, the Hometown District has created an epicenter for activity in the city by providing a sense of identity and place, with a focus on a charming, walkable environment. Sunset Drive, the Main Street and heart of the district, is a destination where residents and visitors partake in outdoor dining and annual community events. Beyond the ongoing redevelopment activity in the district, as this area continues to grow and evolve, a question that remains in the forefront is if its physical infrastructure and placemaking elements meet the needs of those who live, work and visit the district.

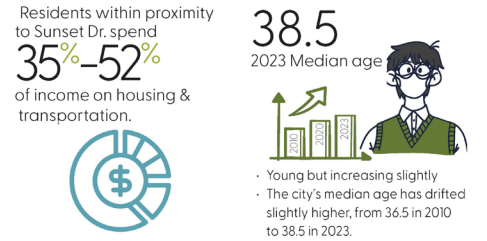
The overall objective of this project is to strengthen the district as a desination for locals and visitors that provides mobility choices and helps foster places where people want to invest their time and money.

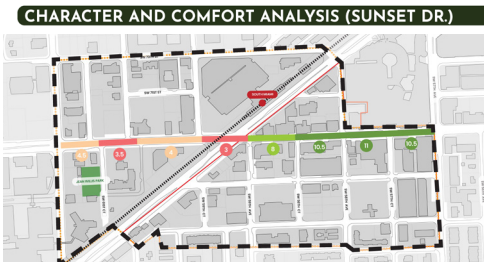
Through this project, the project team completed a comprehensive existing conditions analsysis that provided a snapshot of the land use context, demographic and socio-economic characteristics, and an understanding of the transportation and traffic conditions in the district. This analysis led to the development of a summary of needs and opportunities that provided guidance to the team for the development of recommendations.

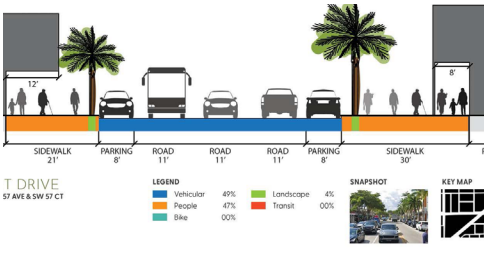
Following the existing conditions assessment, the project team set in motion various activities to advance the visioning & urban design and engagement efforts to tackle the following scope of work objectives:

- Development of area-wide recommendations and Sunset Dr corridor enhancements;
- Development of brand identity design alternatives for the district;
- Development of urban design vignettes for specific areas within the study area;
- Developement of streetscape alternatives for Sunset Dr. and an illustrative plan;
- Facilitate a community engagement process that allows stakeholders and residents to provide input during the design process;

Urbe Studio is supporting the Plusurbia Design team as deputy project manager and lead planner on all of the visioning and planning tasks.







Urbë STUDIO
Community | Places | Mobility

Expertise

Stakeholder Facilitation
Planning of Bicycle and Pedestrian Systems
Multimodal Planning
Context-Sensitive Design Solutions
Alternatives Development
Placemaking
Graphics & Storytelling

Services

Livable Transportation

Placemaking

Community Engagement

City of Coral Gables Bicycle and Pedestrian Stress Assessment Study

Client/Project Owner
City of Coral Gables

Status
Completed in 2020

Expanding a Safe Multimodal Network for All Users

In 2014, the City of Coral Gables adopted the Pedestrian and Bicycle Master Plan that identified corridors to implement more than 27 miles of new or improved bicycle facilities. This study, which kicked off in 2019, further assessed the recommendations of the 2014 Master Plan and proposed an implementation plan for an expanded and improved bicycle and pedestrian network.

The purpose of the study is to foster the City's goal to expand a safe, multimodal network for people of all ages and abilities as well as motivate people to choose to ride a bicycle or walk for shorter trips and access to transit.

The City of Coral Gables Public Works Department staff led the development of this study with engagement and support from Miami-Dade County, the Miami-Dade Transportation Planning Organization, and Bike Walk Coral Gables.

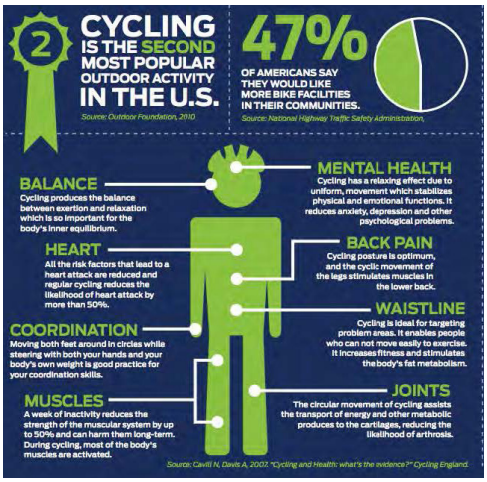
Overall, this study provides a guiding framework for identifying and implementing projects that provide a connected and comfortable network for bicycling and walking in Coral Gables. The project team utilized LTS (level of traffic stress) principles to assess existing conditions and recommend the most appropriate bike facilities for the bike corridors identified in the 2014 Master Plan. The study categorized the corridors into high and low-level stress bicycle and pedestrian facilities, and provides corridor-specific recommendations to achieve a more connected multimodal network.

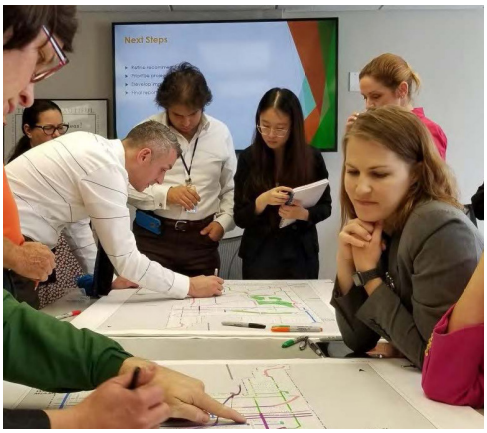
The assessment also completed a baseline analysis of pedestrian comfort conditions at key intersections and mid-block crossings based on substantial community feedback regarding signal timing issues, which helped identified new pedestrian crossings at locations throughout the City. The study also included a sidewalk gap analysis, where missing sidewalks were identified in the vicinity of parks and schools and Metrorail stations.

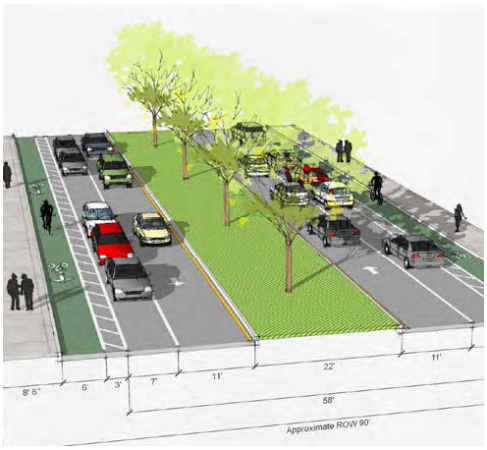
All recommendations provided in this study were prioritized based on factors such as connectivity, safety, demand, and equity. Recommendations were prioritized into three tiers for implemenatation over a period of 10 years.

Urbe Studio staff supported this project during employemnt with Kittelson & Associates. Fabian participated as senior planner/urban designer contributing on tasks involving stakeholder engagement and multimodal planning and design.

The full study can be found HERE







Urbë STUDIO
Community | Places | Mobility

Expertise

Community Workshops
Stakeholder Facilitation
Walking Audits
Multimodal Corridor Planning
Complete Streets
Alternatives Development
Traffic Calming
Graphics & Storytelling
Public Meetings

Services

Livable Transportation

Project Management & Coordination

Community Engagement

NPF CRA Mobility Master Plan

Developing a Transportation Vision

Client/Project Owner
City of Fort Lauderdale

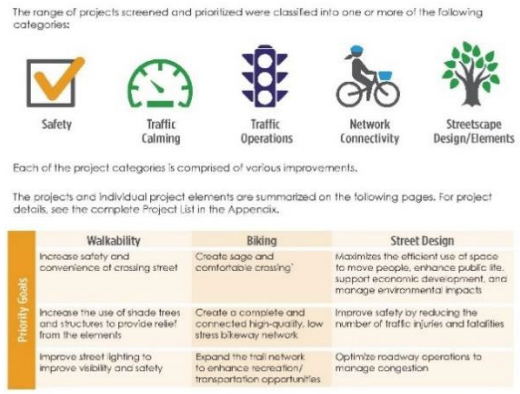
Status
Completed in 2020

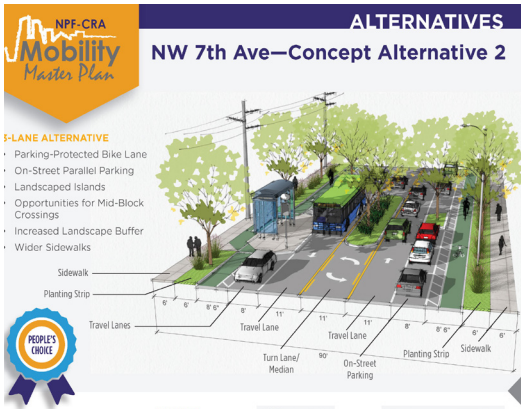
The City of Fort Lauderdale's goal is to enhance the quality of life by improving livability. This Mobility Master Plan aimed to help the City of Fort Lauderdale and the NPF CRA overcome some of the existing transportation infrastructure safety, and access issues which have created undesirable conditions for residents and compromised their quality of life.

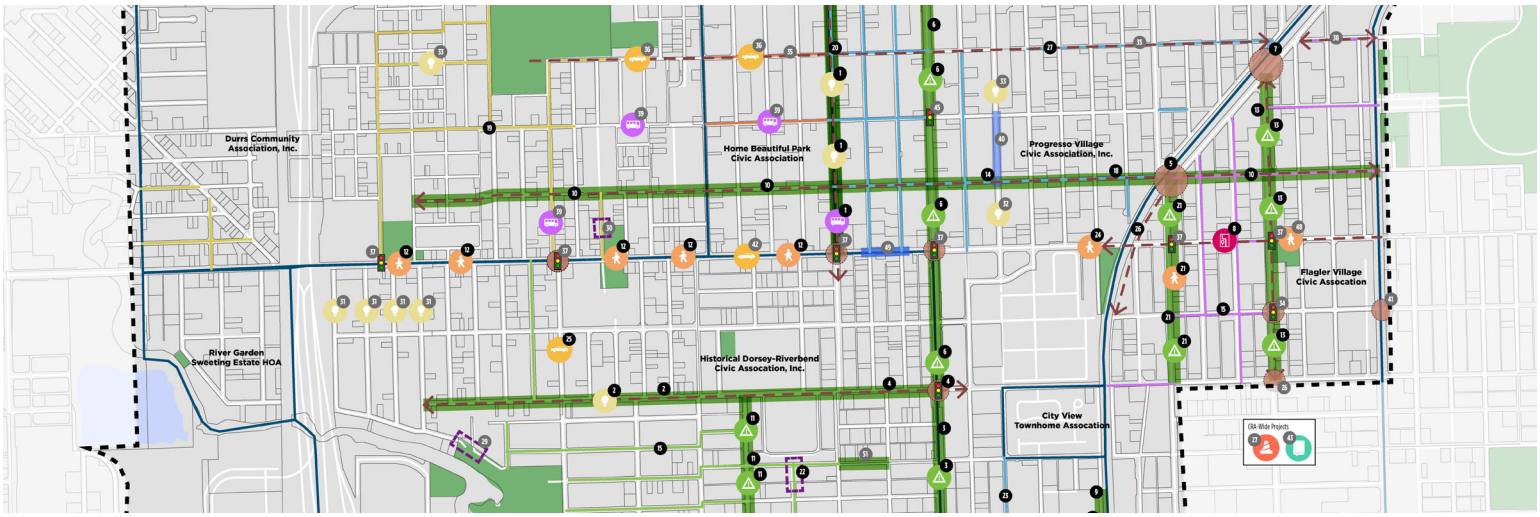
The Transportation and Mobility Department of the City of Fort Lauderdale commissioned profesional transportation planning and engineering services to develop a comprehensive Mobility Master Plan for the Northwest-Progresso-Flager Heights Community Redevelopment Agency (CRA). The scope of work outlined for this study included addressing transportation, mobility and access issues, and the identification of potential solutions within the study area. Fabian led this project while employed with Kittelson& Associates.

The development of the mobility plan was a collaborative effort that brought together residents, the business/development community, and agency partners to create a strategic transportation vision for the study area. The mobility plan efforts kicked-off in the fall of 2018. Community engagement activities began in early 2019 with the launch of a project website followed by community workshops, stakeholder discussions, and public meetings, among other outreach activities through August 2019.

The recommendations developed as part of this master plan focused in creating a balanced transportation system that provides real mobility choices and helps foster places where people want to invest their time and money. The prioritized list of projects that resulted out of this effort are an action plan to create a transportation system that is more predictable, reliable, and future-ready.







Urbë STUDIO
Community | Places | Mobility

Expertise

Multimodal Corridor Planning
Complete Streets Alternatives Development
Traffic Calming
Graphics & Storytelling
Public Agency Coordination
Stakeholder Facilitation

Services

Livable Transportation

Project Management & Coordination

Community Engagement

S.R. 527 / N. Orange Avenue MMSA

Client/Project Owner
FDOT District 5

Status
Completed in 2021

Advancing Complete Streets Through FDOT RRR Projects

Our experience with multimodal planning includes the advancement of MMSA (Multimodal Mobility & Safety Assessment) efforts.

FDOT District 5 Modal Development Office and Planning and Environmental Management Office (PLEMO) have been working to incorporate multimodal improvements alongside Resurfacing, Restoration and Rehabilitation (RRR) projects.

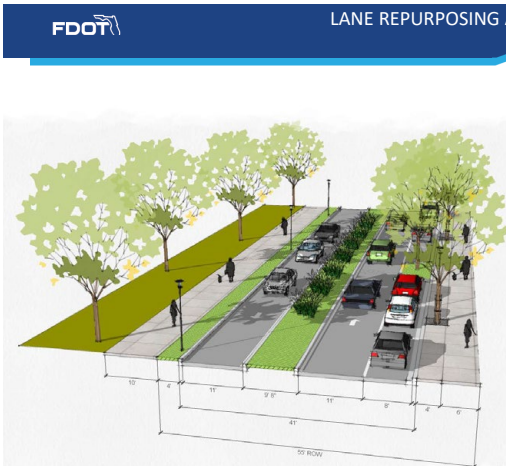
S.R. 527/Orange Ave, from N. Ivanhoe Blvd to Orlando St, was one of the RRR projects identified for an MMSA, which was completed during the fall of 2019.

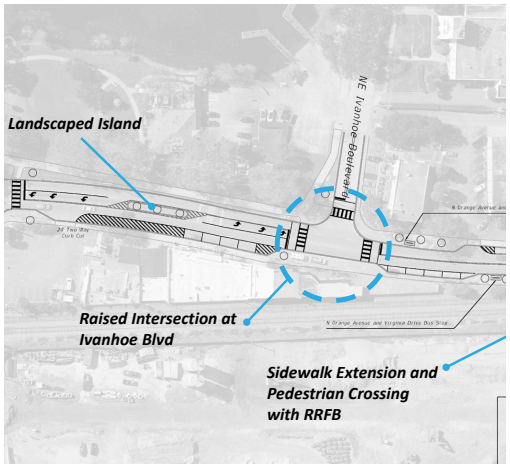
In 2020, as part of the follow-up since the completion of the MMSA, our team led coordination efforts with the City of Orlando and FDOT District 5 to incorporate recommendations from the MMSA into the RRR project scope. As part of the process the project team examined vehicle operations, bicycle and pedestrian comfort, transit facilities, and alignment with the land use and transportation context.

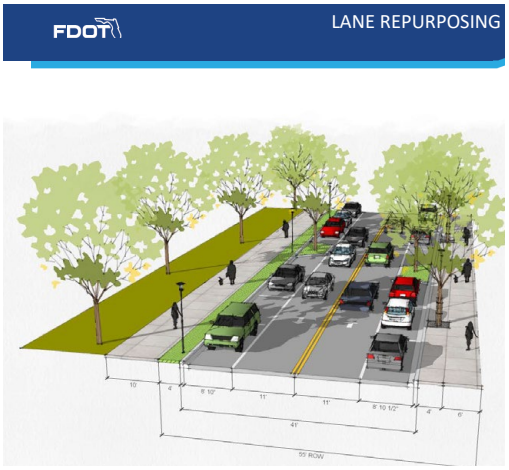
Fabian led this work while employed with Kittelson & Associates. Fabian worked with City of Orlando staff and FDOT District 5 to develop design concept alternatives that incorporated enhancements to the study corridor. Solutions for the corridor included implementing speed management measures, increasing connectivity and safety at transit stop locations, and streetscape beautification elements.

This process included developing a lane repurposing application with FDOT D5 to change the configuration of a segment of the corridor to incorporate much needed on-street parking. The proposed lane elimination supports the vision from the Virginia/Lake Highland Transportation and Land Use Study by promoting economic development in the Ivanhoe Village Main Stret District and supporting multimodal travel through the district and into Downtown Orlando.

FDOT D5 next steps included revising their 3R plans for the study corridor based on the conceptual design recommendations. These recommendations were programmed to be implemented between 2023-2025.







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