

TRAFFIC CALMING AND MOBILITY PLAN

A large, stylized green silhouette of a tree with a thick trunk and a rounded canopy, set against a light green background. The tree is positioned behind the main title text.

RIVERSIDE PARK

Riverside Park

Traffic Calming and Mobility Plan

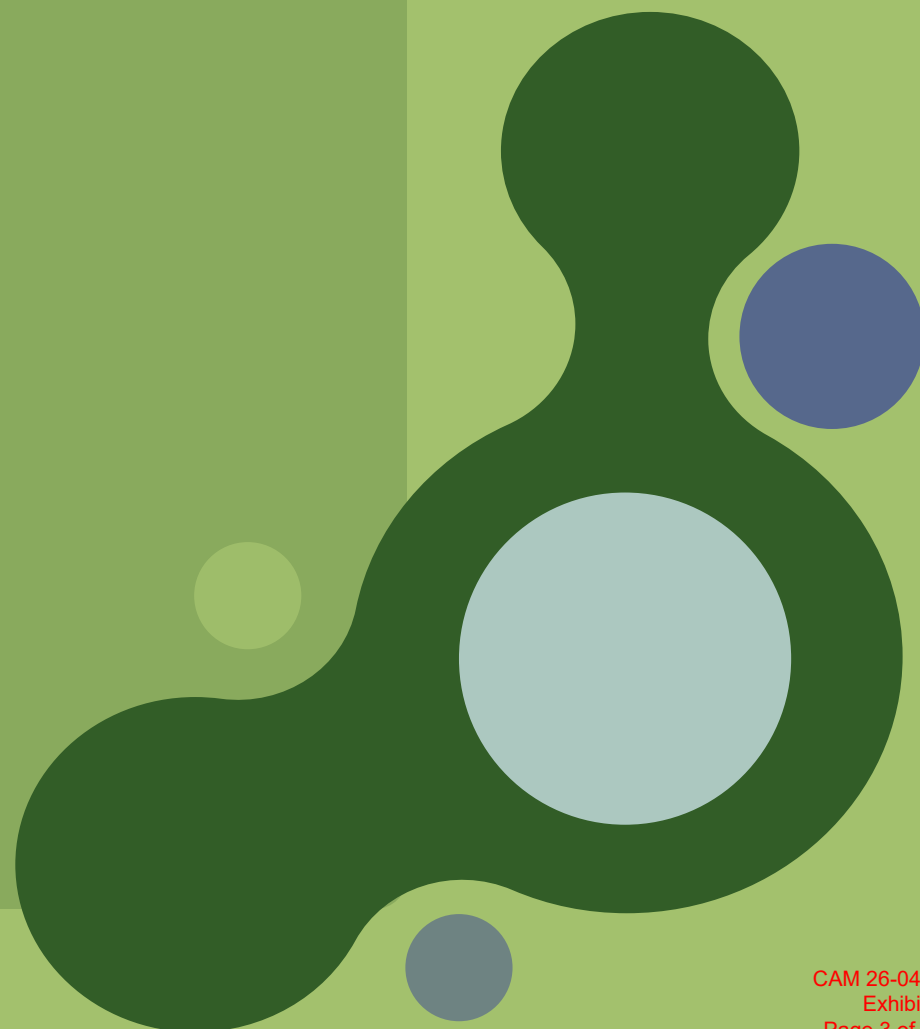
January 2026

Prepared for: Riverside Park
& The City of Fort Lauderdale
Transportation and Mobility Department

Prepared by: Kimley-Horn and Associates, Inc.
8201 Peters Road, Suite 2200
Plantation, FL 33324

Table of Contents

Introduction	4
Study Area	5
Process	6
Existing Conditions	8
Land Use and Destinations	9
Pedestrian Facilities	10
Roadway Facilities	10
Infrastructure and Maintenance	10
Traffic Data	12
Recommendations	14
Improvement Categories	15
Improvement Types	16
Implementation	20
Prioritization	21
Priority Improvement Roads	22
Planning Level Cost Estimates	24
Funding Opportunities	25





1

Introduction

Study Area

Riverside Park is a historic, scenic neighborhood located just west of downtown Fort Lauderdale, nestled between the north and south forks of the New River and bounded by I-95, Davie Boulevard, and W Broward Boulevard. Known for its diverse community and charming residential character, the area features a mix of single-family and multifamily homes, many of which are waterfront properties with private boat docks. Riverside Park's historic character is reflected in its smaller rights-of way, fostering an intimate, pedestrian-friendly atmosphere. Its mature tree canopy enhances the streetscape with shade, environmental benefits, and distinctive charm. At the heart of the neighborhood lies Riverside Park, a green space that serves as a community hub for leisure and organized events, surrounded by homes and small businesses. The neighborhood is also home to Stranahan High School. Founded in 1953, the school is one of the city's oldest educational institutions, contributing to the area's vibrant pedestrian activity. Riverside Park is connected to the nearby Sailboat Bend historic neighborhood and Fort Lauderdale's entertainment district via a historic swing bridge, contributing to the area's unique charm and accessibility.

This study aims to develop a plan to improve safety, mobility, and accessibility in the Riverside Park neighborhood by addressing speeding, cut-through traffic, and gaps in pedestrian infrastructure, while preserving the neighborhood's historic character and walkability.



NW 5th Court



Intersection of SW 8th Court and SW 14th Avenue



SW 14th Avenue, south of SW 8th Court

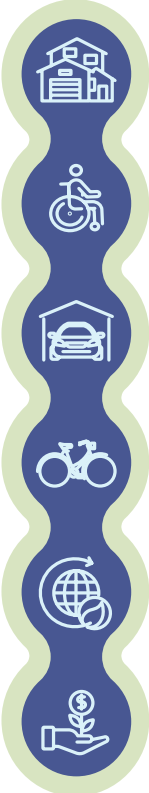
Process

Data Collection

The first step in the process includes gathering existing infrastructure information in Riverside Park, including sidewalks, crosswalks, traffic calming features, and key locations, as illustrated in **Figure 1**. This foundation helps establish a clear picture of current conditions and helps identify needs and areas that may benefit from improvements.

Goals and Objectives

The following goals and objectives were developed to help guide improvements and prioritization.

- 
- 1. Enhance Neighborhood Safety**
 - 2. Improve Mobility & Accessibility**
 - 3. Manage & Reduce Cut-Through Traffic**
 - 4. Support Safe Routes to School**
 - 5. Promote Sustainable & Equitable Transportation**
 - 6. Prepare for Implementation & Funding**

Condition Assessment

A conditions assessment was conducted in the Riverside Park neighborhood to evaluate the physical state and functionality of its roadways and infrastructure. The assessment involved walking key streets including SW 5th Place, SW 15th Avenue, SW 7th Street, SW 5th Court, SW 12th Avenue, SW 9th Street, SW 20th Avenue, and SW 18th Avenue to document the condition of pavement, sidewalks, and safety features. Findings from this evaluation were summarized to help identify and prioritize future improvements.

Traffic Data Collection

Turning Movement Counts (TMCs) were collected at six (6) locations during the A.M. (7:00 A.M. - 9:00 A.M.) and P.M. (2:00 P.M. - 6:00 P.M.) peak periods on Tuesday, April 29, 2025. In addition to TMCs, 24-hour speed and volume data was collected at six (6) locations. The data included volume in 15-minute increments, 85th percentile speeds, and average speeds. The traffic data was collected to understand travel patterns, volumes, and safety concerns within the neighborhood. Further details on the traffic data are provided on page 12.

Walk Audit

A walk audit was conducted on September 9, 2025 and included staff from the City of Fort Lauderdale, the Riverside Park Homeowner's Association (HOA), Broward County Public Schools, Broward County, and Broward Metropolitan Planning Organization (MPO). Walk audit activities included a presentation of proposed improvement locations, as well as feedback and comments from stakeholders. Stakeholder feedback was documented and incorporated in the final recommended improvements.

The background features a stylized illustration of a mountain range in shades of green. Overlaid on the left side of the mountains is a large, bold, dark green number '2'.

2

Existing Conditions

Land Use and Destinations

Riverside Park features a mix of land uses that reflect its role as a historic, residential neighborhood with key community destinations. The majority of the area is composed of single-family and multifamily housing, contributing to a quiet, neighborhood environment. Other key destinations within the Riverside Park neighborhood include Riverside Park, a central green space that serves as a recreational and social hub, and several local businesses such as The Riverside Market Cafe and The Pizza Spot, which contribute to the neighborhood's walkability and charm. The area's layout is shaped by traffic-calming features, including planter barriers and bollards, which limit cut-through traffic and concentrate vehicle volumes on a few main neighborhood corridors. These features, combined with the neighborhood's proximity to downtown and the New River, make Riverside Park a unique blend of calm residential character and urban accessibility.

Stranahan High School

The Riverside Park neighborhood is also home to Stranahan High School, a major institutional anchor and one of the oldest schools in Fort Lauderdale. The school generates significant pedestrian and vehicular activity in the neighborhood, especially during school pick-up and drop-off hours.

Access to the school is provided via key corridors including SW 15th Avenue, SW 9th Street, SW 18th Avenue, SW 20th Avenue, and SW 5th Place. With the exception of SW 5th Place, each of these streets serves as part of the through route between Broward Boulevard and Davie Boulevard, contributing to higher vehicle volumes. Maintaining adequate access along these roads is essential to support mobility and access to the school.



The Riverside Market

Pedestrian Facilities

Sidewalks exist within the Riverside Park neighborhood along the majority of roads that are exposed to through traffic, with the exception of some small gaps as illustrated in **Figure 2**. Sidewalks sometimes end abruptly and are not compliant with the Americans with Disabilities Act (ADA). Oftentimes, crosswalks are not provided at sidewalk junctions which further limits pedestrian safety within the neighborhood. Furthermore, sidewalks were observed to be overgrown by foliage, covered in mud or sand, cracking, and flooded.



Roadway Facilities

Riverside Park is unique in that its location allows for only three (3) access points on SW 18th Avenue from Broward Boulevard, SW 15th Avenue from Davie Boulevard, and Palm Avenue via a bridge over the New River. In addition to limited access points, the neighborhood features physical barriers which remove access to through traffic. Speed humps are in place on SW 20th Avenue and SW 15th Street to mitigate speed and calm traffic. Also note Riverside Park features two chicanes, which are curves implemented along a roadway to slow traffic.

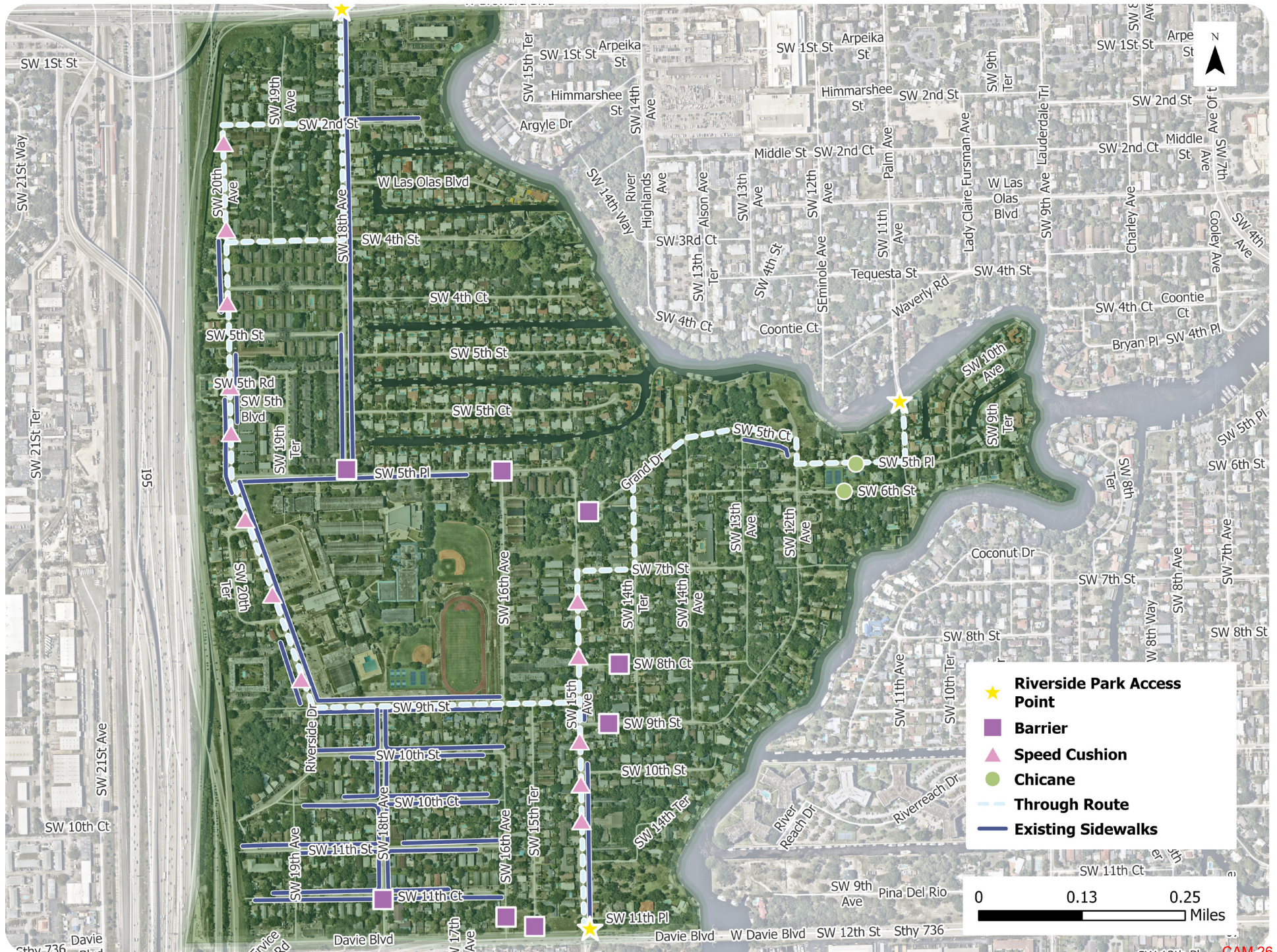


Infrastructure and Maintenance

The Riverside Park neighborhood requires ongoing maintenance of trash receptacles, landscaping, drainage, and roadway striping. Several streets exhibit faded or missing striping which may be improved to increase visibility and overall aesthetic of the area. Similarly, consistent efforts to address litter play a vital role in placemaking and contribute significantly to the neighborhood's continued beautification.



Figure 2. Existing Facilities



Traffic Data

24-hour speed and volume data was collected at six (6) locations on Tuesday, April 29, 2025. The highest traffic volumes were observed on SW 15th Avenue and SW 18th Avenue, which serve as the primary access points into the neighborhood. Notably, SW 15th Avenue south of SW 9th Street recorded over 1,100 vehicles during the A.M. peak period (7:00 A.M. - 9:00 A.M.), while SW 18th Avenue south of Broward Boulevard saw over 1,000 vehicles in the P.M. peak period (2:00 P.M. - 6:00 P.M.). **Figure 3** compares hourly volume at each data collection location.

Speed data revealed that while average speeds generally remained below the posted 25 mph limit, 85th percentile speeds exceeded the limit on SW 5th Court between SW 14th Avenue and SW 13th Avenue. These findings highlight the need for traffic calming and safety improvements, particularly on corridors with high volumes and speeding concerns such as this one. **Figure 4** illustrates data collection locations and their corresponding 85th percentile speed.

Figure 3. Hourly Volume by Location

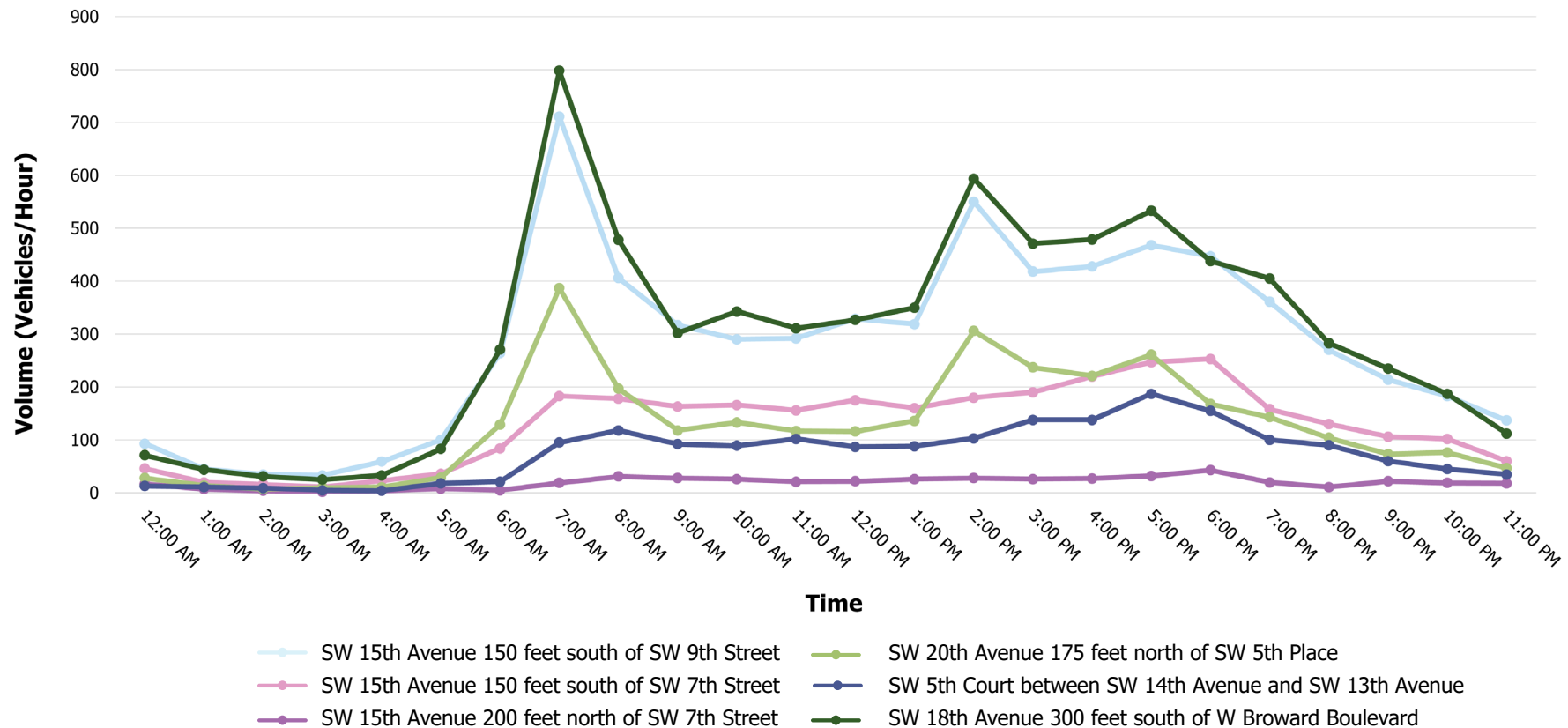


Figure 4. 85th Percentile Speed by Location





3

Recommendations

Improvement Categories

Pedestrian

Pedestrian improvements include constructing new sidewalks, adding ADA compliant ramps, and adding crosswalk pavement markings. These enhancements improve accessibility and encourage active transportation by creating safer and more connected pedestrian networks.

Traffic Calming

Safety improvements may include speed tables, speed cushions, and raised intersections to help mitigate speeding. Raised intersections are designed to enhance pedestrian visibility and reduce vehicle speeds, improving intersection safety. Raised intersections in particular serve as both a traffic calming measure and a visual cue for drivers to yield to pedestrians. Additional improvements include upgraded signage and pavement markings.

Roadway

Roadway improvements include restriping lanes, providing clear pavement markings, and the addition of on-street parking. These types of improvements enhance visibility for drivers, contributing to increased safety throughout the neighborhood. Organized parking helps reduce conflicts between modes of transportation, especially near the school.

Other Improvements

Other improvements to note include the maintenance of foliage throughout the neighborhood, future drainage improvements, sidewalk repair, and undergrounding electrical lines. Safety signage must be visible to drivers in order to be effective, so it is imperative that the view of signs remains unobstructed. While recommended improvements such as sidewalks and raised intersections will need to consider and incorporate drainage improvements, drainage throughout the remainder of the neighborhood will need to be studied further to determine long-term effective solutions. These proposed improvements are illustrated in **Figure 5**.

Improvement Types

Raised Intersections

Two of the goals of the Riverside Park Traffic Calming and Mobility Study are to enhance neighborhood safety and support safe routes to school. Implementing raised intersections would contribute to both of these goals by naturally slowing vehicle speeds, improving visibility of pedestrians, and creating safer crossings for people walking or biking.

Raised intersections function as a traffic calming measure that elevates the entire crossing area to sidewalk level, encouraging motorists to yield and move through the intersection with greater caution. This design not only reduces the risk of crashes but also supports students and other pedestrians who rely on comfortable, low-stress routes through the neighborhood, particularly in areas with high pedestrian activity near parks and schools.



Sidewalks

The study identifies incomplete sidewalk networks as existing challenges, particularly around key pedestrian attractors such as Riverside Park, nearby homes, and the school bus stop east of SW 12th Avenue and SW 5th Place.

Strengthening the sidewalk network by filling in gaps improves safety for students and residents by providing predictable, separated space for walking. These enhancements help reduce conflicts between pedestrians and vehicles, increase comfort for users of all ages and abilities, and establish reliable, connected routes that support daily mobility throughout the neighborhood.



Improvement Types

Crosswalks and ADA Ramps

Numerous non-ADA-compliant sidewalks and crossings were identified in the existing conditions assessment, highlighting the need for upgraded pedestrian infrastructure that provides access for all users, including those with mobility challenges. Installing ADA-compliant ramps ensures smoother, safer transitions between sidewalks and roadways, while improved crosswalk visibility enhances driver awareness and reduces conflict points, especially at locations with high foot traffic and school activity. These improvements create predictable, accessible, and comfortable crossings that strengthen safety and mobility throughout the neighborhood.



Speed Tables and Speed Cushions

Similar to raised intersections, speed tables create a visual and physical signal to drivers to slow down. By introducing a flat-topped, elevated section of roadway, speed tables reduce vehicle speeds more gradually than speed humps, creating a calmer, more predictable environment for people walking and biking. These treatments are especially valuable in areas with documented speeding issues or near pedestrian attractors such as Riverside Park and local schools, where slower, more controlled vehicle behavior directly improves safety and comfort for all roadway users. Their inclusion in the recommended improvements reflects their effectiveness in reducing cut-through traffic impacts and reinforcing safe travel through the neighborhood's constrained street network.

Note that speed cushions may be implemented in place of speed tables to accommodate emergency vehicles.



Figure 5. Proposed

Raised Intersection



Sidewalk



Restripe Crosswalk

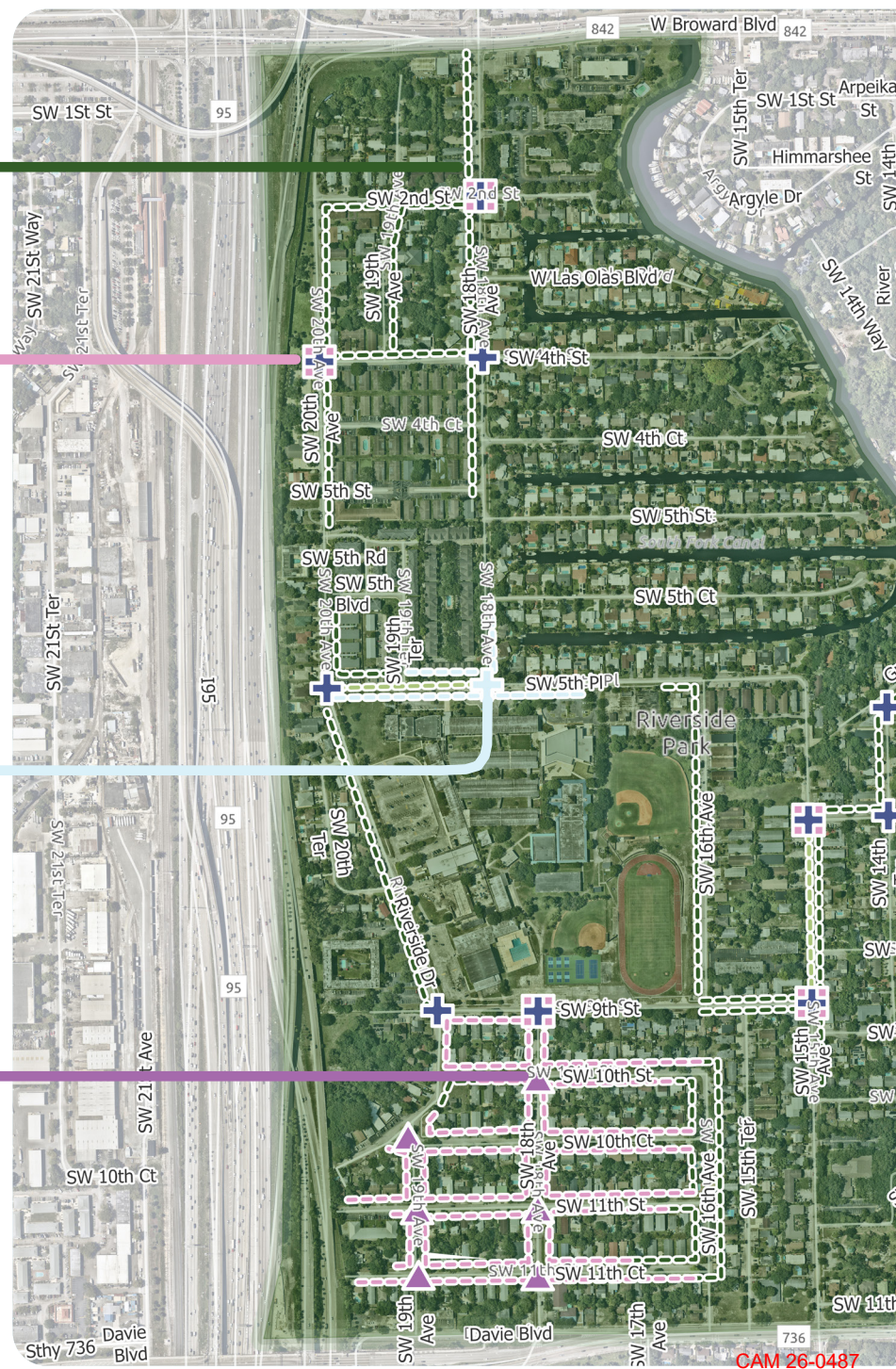


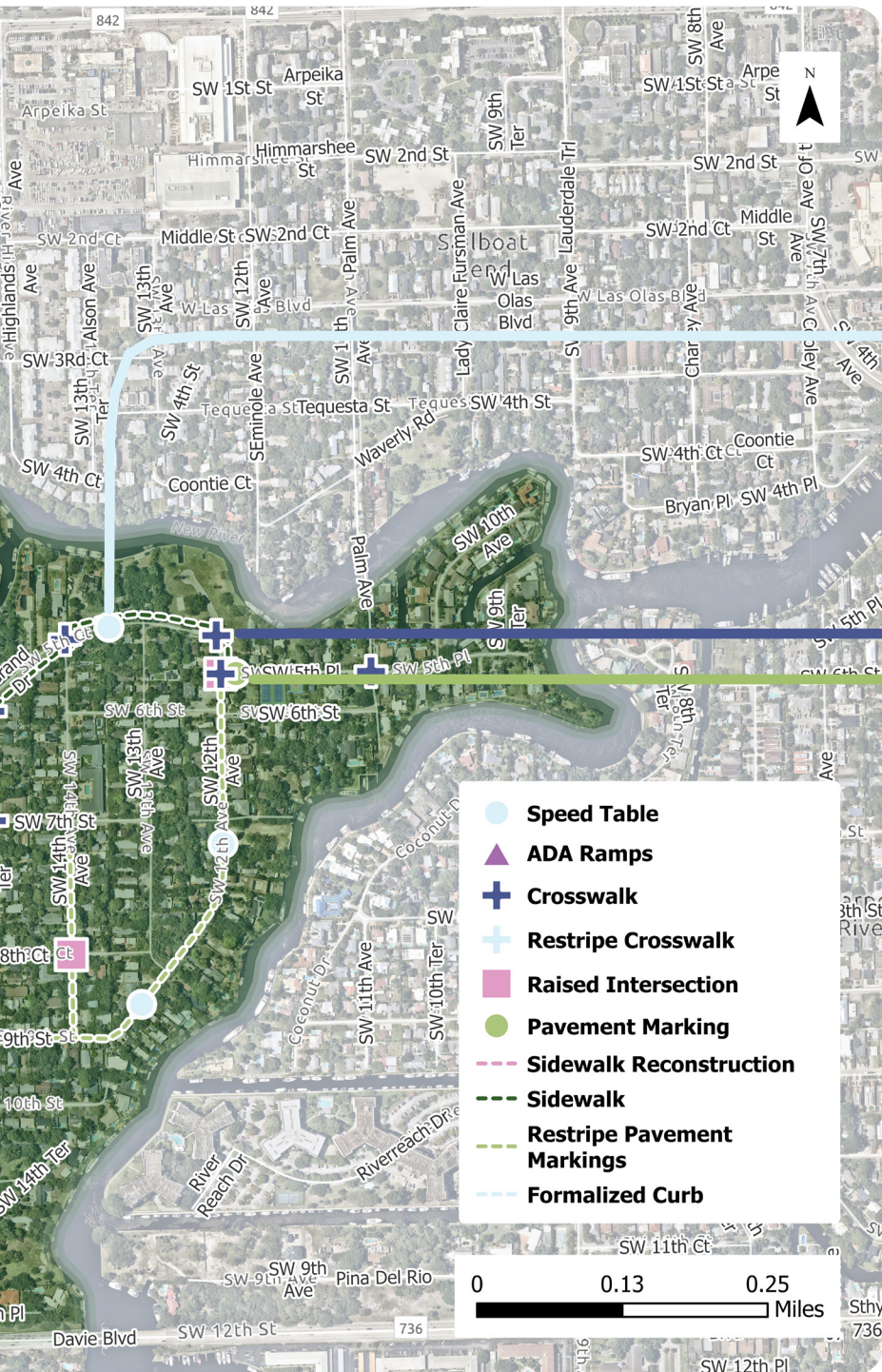
ADA Ramps



ADA ramps and raised intersections enhance accessibility for pedestrians.

Proper signage helps alert drivers of potential hazards.





Speed Table



Including sidewalks along corridors that are part of the through routes in the neighborhood is imperative to enhance safety for pedestrians.

Crosswalk



Pavement Marking





4

Implementation

Prioritization

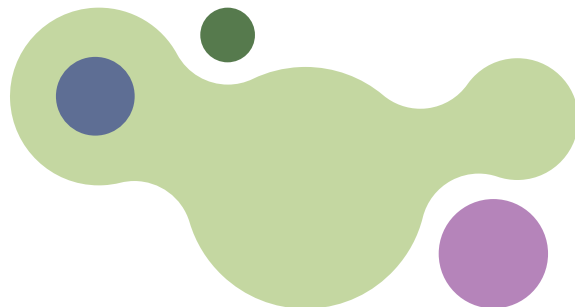
Project prioritization is a vital step in implementation and involves organizing the projects in a manner that is feasible and practical. Prioritization criteria includes road usage, safety, cost efficiency, and timeline. Improvements that are on high-activity roadways, improve safety, and have lower cost should be prioritized for implementation.

Road Volumes

Road usage is a key factor in determining which roads should be prioritized for pedestrian and safety improvements, as higher traffic volumes increase the likelihood of vehicle-pedestrian conflicts. According to recent traffic data collection, SW 18th Avenue, SW 15th Avenue, SW 20th Avenue, and SW 5th Court are among the highest-volume roadways in the area. As such, improvements should be prioritized on these roadways.

Safety and Speeding

It is important to prioritize improvements on roads with both high vehicle volumes and speeds. Notably, SW 5th Court, SW 15th Avenue, and SW 20th Avenue do not have continuous sidewalk facilities. Among these, SW 15th Avenue has the second highest 85th percentile speed of the locations where data was collected, and provides no pedestrian facilities, making it a prime candidate to prioritize sidewalks and additional safety measures.



Community Feedback

The improvement types and recommendations were presented at the Riverside Park Home Owners Association meeting on November 5 and included interactive boards for residents to provide their feedback on what improvements they would like prioritized. The board results indicated a strong desire for sidewalk improvements and formalized curbs.

Short-Term Improvements (1-5 Years)

It is important to highlight short-term or “quick-win” improvements to help prioritize funding and implementation and ensure that results can be produced over time. Quick win solutions that can be implemented quickly at a low cost include the following:

- Adding crosswalks in locations where raised intersections are not proposed
- Implementing speed tables
- Providing improved signage
- Adding and enhancing pavement markings

Long-Term Improvements (5+ Years)

Long-term improvements are those that require further design and engineering, are more costly, and may take longer to implement. These include the following:

- Reconstructing sidewalks
- Constructing new sidewalks
- Implementing raised intersections
- Upgrading to ADA compliant ramps
- Formalizing curbs

Priority Improvement Roads

SW 5th Court

Sidewalks are proposed along the entirety of SW 5th Court due to safety concerns for pedestrians and bicyclists given the dense foliage and blind curves along the road. Furthermore, the sidewalks will improve access to the two parks located in the northeastern area of the neighborhood.

The corner of SW 5th Court and SW 12th Avenue poses a safety risk due to the sharp curve and limited driver visibility. Safety signage or flashing beacons should be installed at this location to alert drivers to the curve and reduce the risk of conflicts between southbound and northbound vehicles. A crosswalk is recommended at this intersection and should be accompanied by signage warning drivers of the upcoming crossing.

Additionally, a speed table is proposed on SW 5th Court between SW 13th Avenue and SW 14th Avenue to help slow speed. Adequate signage should also be provided, and foliage surrounding these signs must be maintained to ensure signs remain visible for drivers.



SW 12th Avenue and SW 5th Court

SW 15th Avenue

SW 15th Street is part of the only route through the neighborhood, resulting in some of the highest daily vehicle volumes in the study area. SW 15th Avenue is also a well-traveled route to school for students who walk, bike, and drive.

The sidewalk network on SW 15th Avenue ends just 100 feet south of SW 9th Street. It is recommended that the sidewalk network be extended to the intersection to provide a safe route for both students and neighborhood residents to navigate the high volume street. Note that some sidewalks along SW 15th Avenue and SW 9th Street are funded for construction. Due to the traffic volume and presence of students, it is also recommended to implement a raised intersection and crosswalk at this location.

In addition to the intersection at SW 9th Street, a raised intersection is proposed at the intersection of SW 15th Avenue and SW 7th Street. This intersection also experiences high vehicle and pedestrian traffic and should be prioritized for improvement.



Intersection of SW 9th Street & SW 15th Avenue

Priority Improvement Roads

SW 18th Avenue

SW 18th Avenue spans from Broward Boulevard south to the front entrance of the school along SW 5th Place, which is blocked by a road closure. Due to its proximity to the front entrance, SW 18th Avenue has become a popular drop-off and pick-up location for parents and students, increasing vehicle traffic. Many students exit school at the end of the day by crossing SW 5th Place and heading north on SW 18th Avenue. Therefore, the crosswalks connecting the school's entrance to SW 18th Avenue across SW 5th Place should be repainted for high emphasis and brought into compliance with ADA Standards.

Additionally, sidewalks are recommended along the full length of SW 18th Avenue to provide a safe route to school for students who walk and bike. To further improve safety along this route, a raised intersection is proposed on SW 18th Avenue at SW 2nd Street. The raised intersection would help reduce vehicle speeds, as well as provide a safe crossing for students.



SW 20th Avenue

SW 20th Avenue is another major road that makes up a through-route in the neighborhood. Due to the vehicle volume, it is recommended that all sidewalk gaps be filled to provide a continuous network and ensure safe pedestrian mobility. While speed humps are currently present along the road, pedestrians still face safety risks where sidewalks are not provided, particularly during school arrival and dismissal times when walking activity is highest.

In addition to completing the sidewalk network, a raised intersection is proposed on SW 20th Avenue at SW 4th Street. The raised intersection will provide safer and more predictable crossing opportunities for residents and students, enhance driver awareness of pedestrian activity, and contribute to lowering vehicle speeds and discouraging cut-through traffic along the corridor.



Planning Level Cost Estimates

The following planning level cost estimates summarize the estimated cost of implementing recommended improvements in the Riverside Park Neighborhood. These planning level costs were developed to support early decision making, budgeting, and project prioritization. **Table 1** provides a list of improvements by type and their corresponding costs. It should be noted that the planning level costs estimates to not include costs for right-of-way (ROW) or easement acquisition. Note that some recommended improvements have received funding which is not reflected in these estimates.

Table 1. Overall Planning-Level Cost Estimates

Improvement Type	Unit	Planning-Level Cost Estimate (per Unit)	Quantity	Total
New Sidewalk	0.25 Miles	\$100,000.00	8.7	\$939,600.00
Reconstruct Sidewalk	1 Mile	\$558,000.00	2.4	\$1,339,200.00
New Speed Table	Each	\$2,500.00	2	\$7,400.00
Restripe Roadway	0.5 Miles	\$4,500.00	2	\$9,200.00
New Crosswalk	One Leg	\$1,700.00	30	\$60,000.00
New ADA Ramps	One Leg	\$1,500.00	18	\$52,200.00
Restripe Crosswalk	One Leg	\$2,500.00	2	\$6,200.00
New Raised Intersection	Each	\$55,000.00	7	\$412,300.00
Formalized Curb	100 Feet	\$22,400.00	7.75	\$ 173,600.00
New Pavement Marking	Each	\$200.00	1	\$200.00
TOTAL				\$2,999,900.00

Disclaimer: The costs presented are planning-level estimates. Final costs will be confirmed during the design and preliminary engineering phases and may vary based on site-specific conditions, regulatory requirements, and scope refinements.

Funding Opportunities

BMPO Roads for Economic Vitality (REV) Program (Previously Complete Streets and Local Initiatives)

The MPO's REV Program provides funding for small local transportation projects that will improve the safety and mobility for all transportation users in Broward. This competitive grant program can fund projects such as (but not limited to): complete streets projects, traffic calming and intersection improvements, ADA upgrades, mobility hubs, bike racks and technology advancements such as transit signal priority and traffic control devices. New applications are being accepted in 2026. Eligible recipients include local governments, transit agencies, regional transportation authorities, public land and natural resource agencies, private transportation providers, school districts, tribal governments, and local educational agencies.

Transportation Alternatives (TA) Grant

Florida and other states throughout the country receive funding from the United States Department of Transportation's Federal Highway Administration (FHWA) through the Surface Development Block Grant. A portion of these allocations are for transportation "alternatives" or "enhancements". TA funds a variety of smaller-scale transportation projects and activities that expand and integrate accessible non-motorized travel choices and make them safer, including on- and off-road bicycle and pedestrian facilities, recreational trails, safe routes for non-drivers, safe routes to schools, and accessibility improvements to help achieve compliance with the Americans with Disabilities Act of 1990. TA also funds cultural, historical, and environmental aspects of transportation infrastructure including historic preservation and rehabilitation of historic transportation facilities, vegetation management in transportation rights-of-way, and environmental mitigation related to stormwater and habitat connectivity.

