



NPF-CRA
Mobility
Master Plan

Northwest-Progresso-Flagler Heights CRA

Issues + Opportunities | April 17, 2019

KITTELSON
& ASSOCIATES



OVERVIEW

- **W e l c o m e & I n t r o d u c t i o n s**
- **B a c k g r o u n d**
- **F i n d i n g s**
 - C o m m u n i t y C h a r a c t e r i s t i c s**
 - N e i g h b o r h o o d C o n t e x t**
 - T r a n s p o r t a t i o n C h a r a c t e r i s t i c s**
- **W h a t W e H e a r d**
- **P u r p o s e & N e e d / G u i d i n g P r i n c i p l e s**
- **S u m m a r y o f I s s u e s & O p p o r t u n i t i e s**
- **N e x t S t e p s**



BACKGROUND

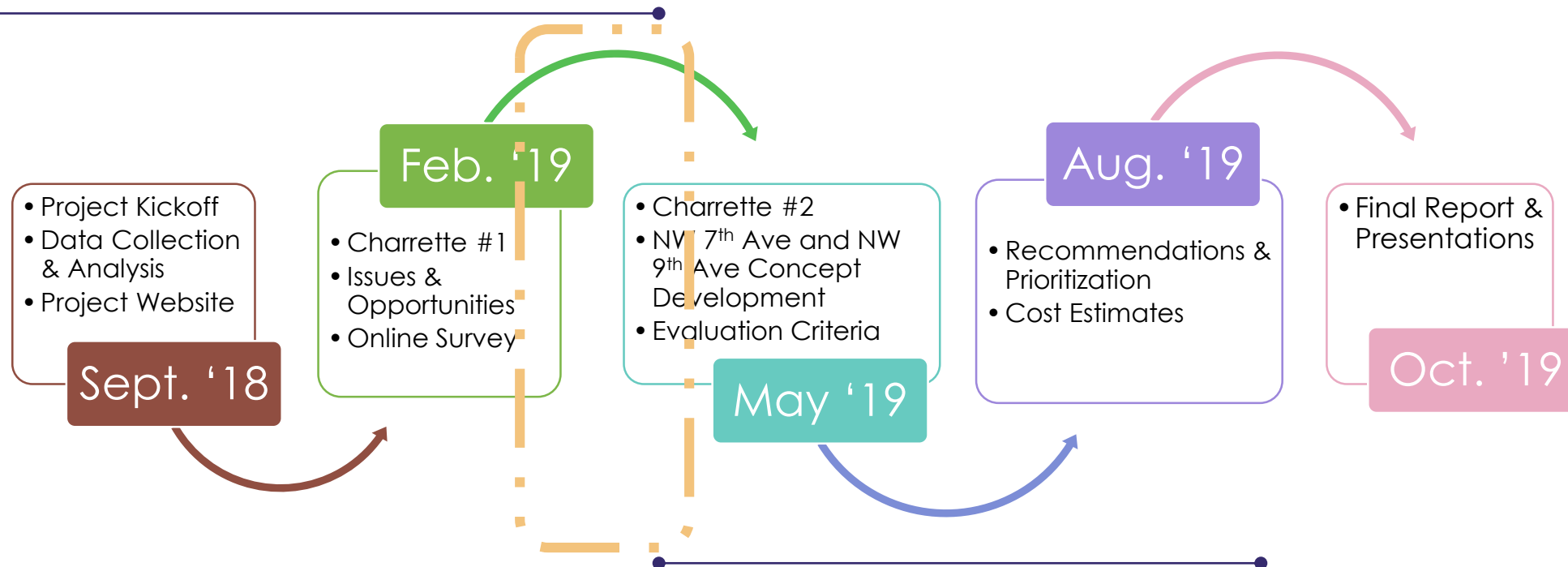
Project Purpose

- **Overall Audit of Transportation Network Conditions**
 - Safety
 - Sidewalk and Bicycle Network
 - Transit
 - Traffic Operations
- **Identify Issues & Opportunities**
- **Develop Context-Sensitive Solutions**
- **Create a Prioritized, Implementable, + Community-Supported List of Action Items**



PROJECT TIMELINE

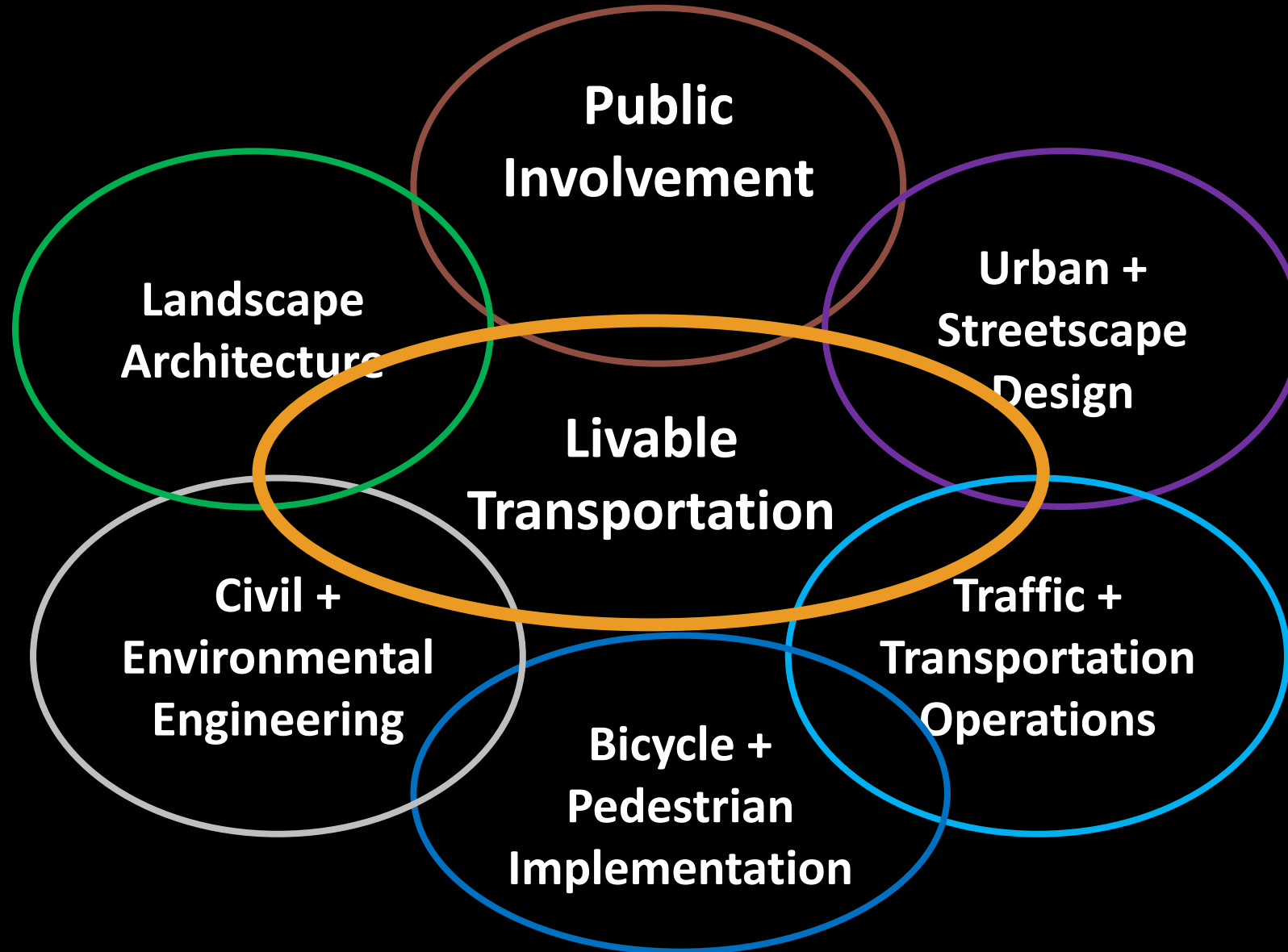
What conditions are preventing the study area from being more connected and accessible?



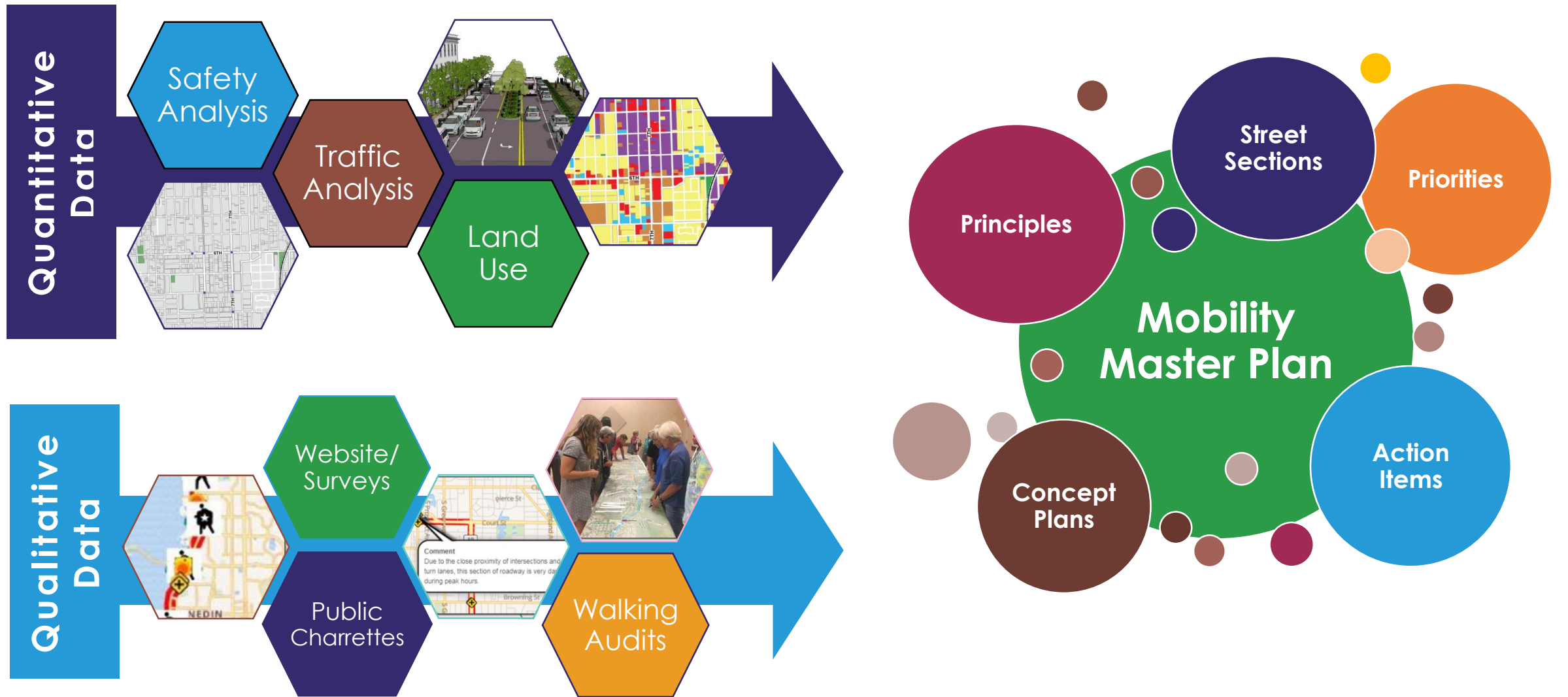
What are potential solutions to be implemented within the study area to improve the ability for people to get around safely (whether they're walking / biking / driving)?

PROJECT APPROACH

We integrate transportation & land-use planning & design



PROJECT APPROACH



THE PLANNING PROCESS

Discovery



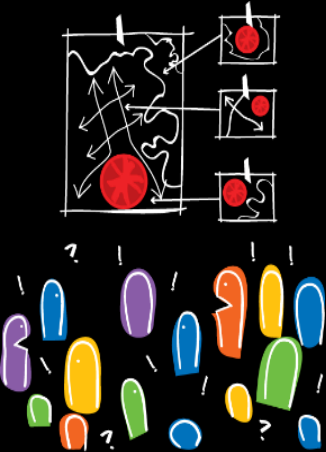
Design



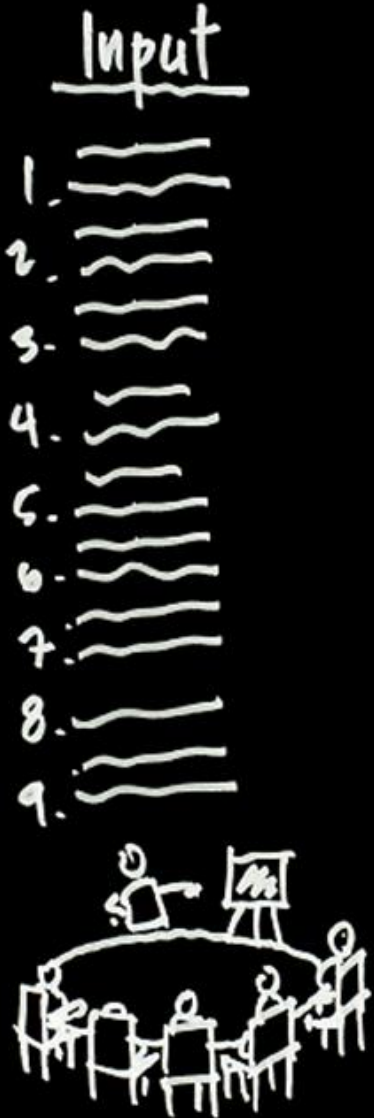
Discussion



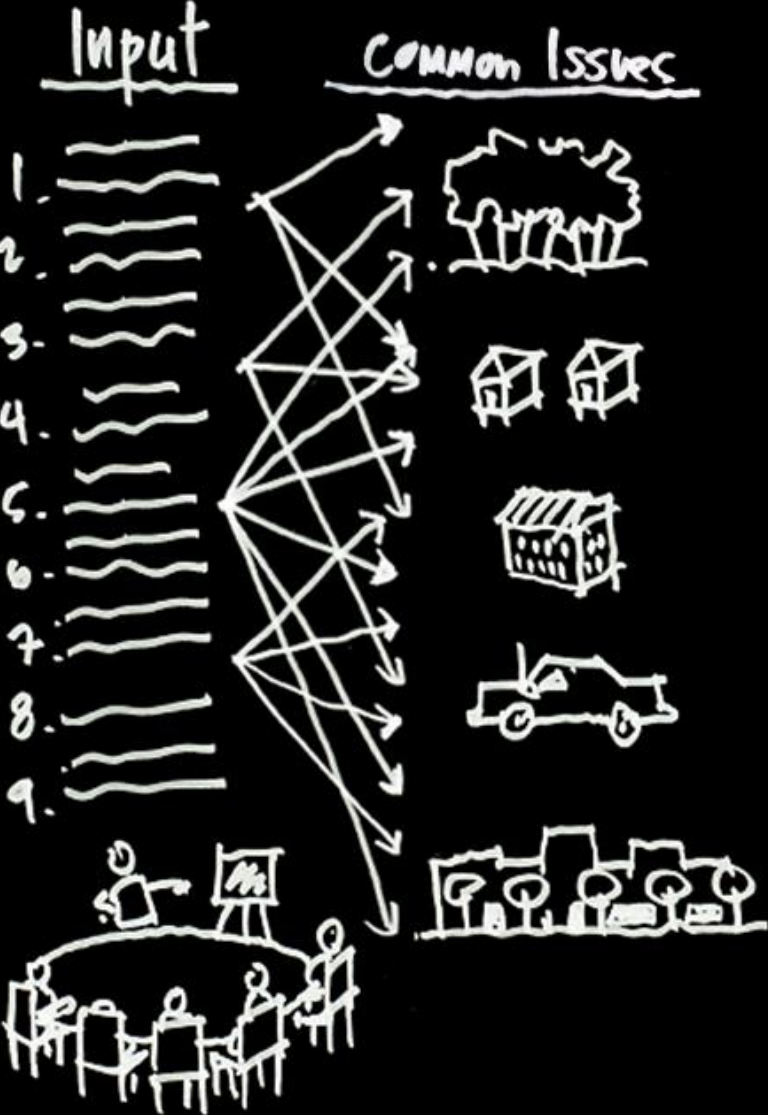
Documentation



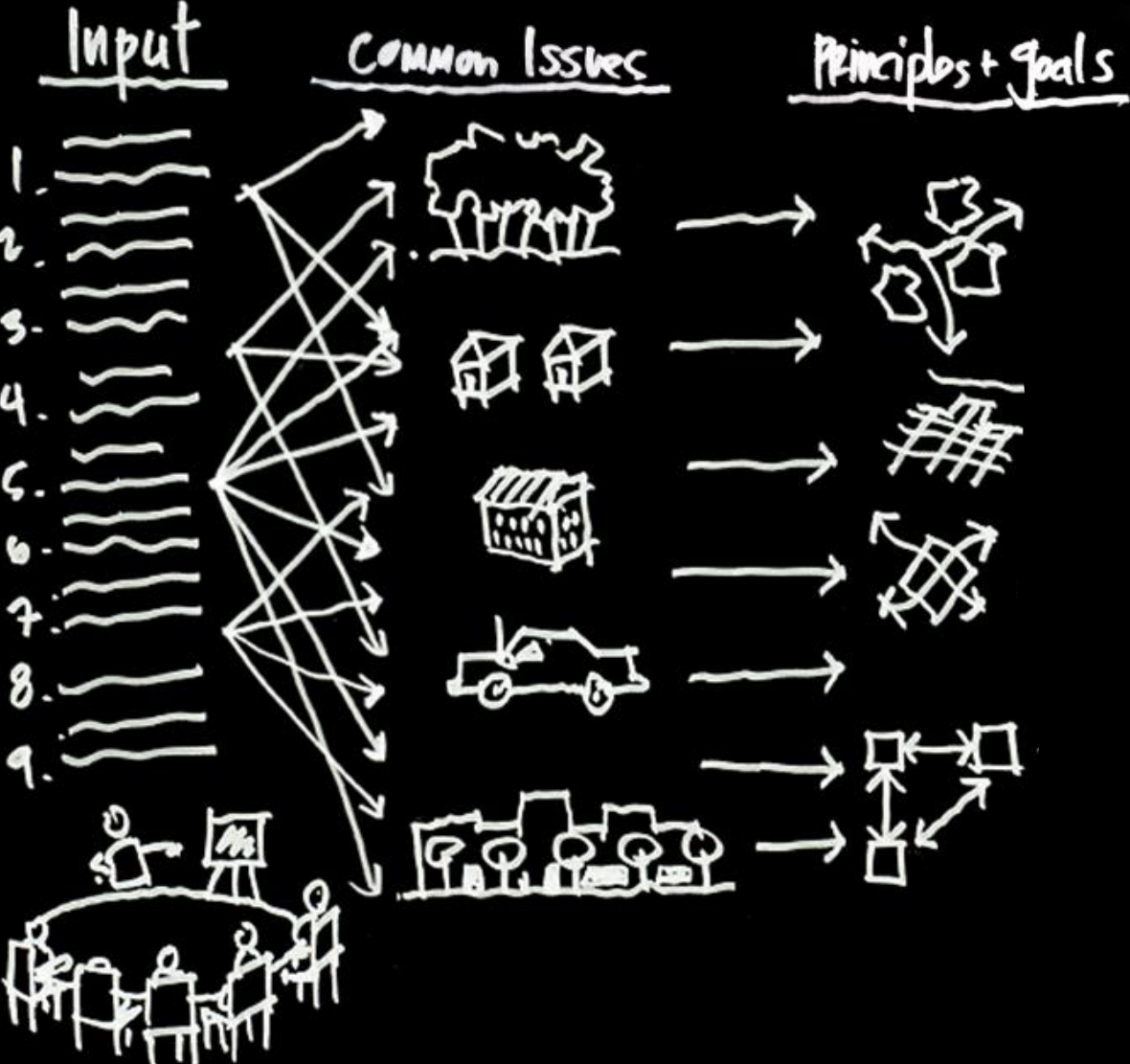
THE PLANNING PROCESS



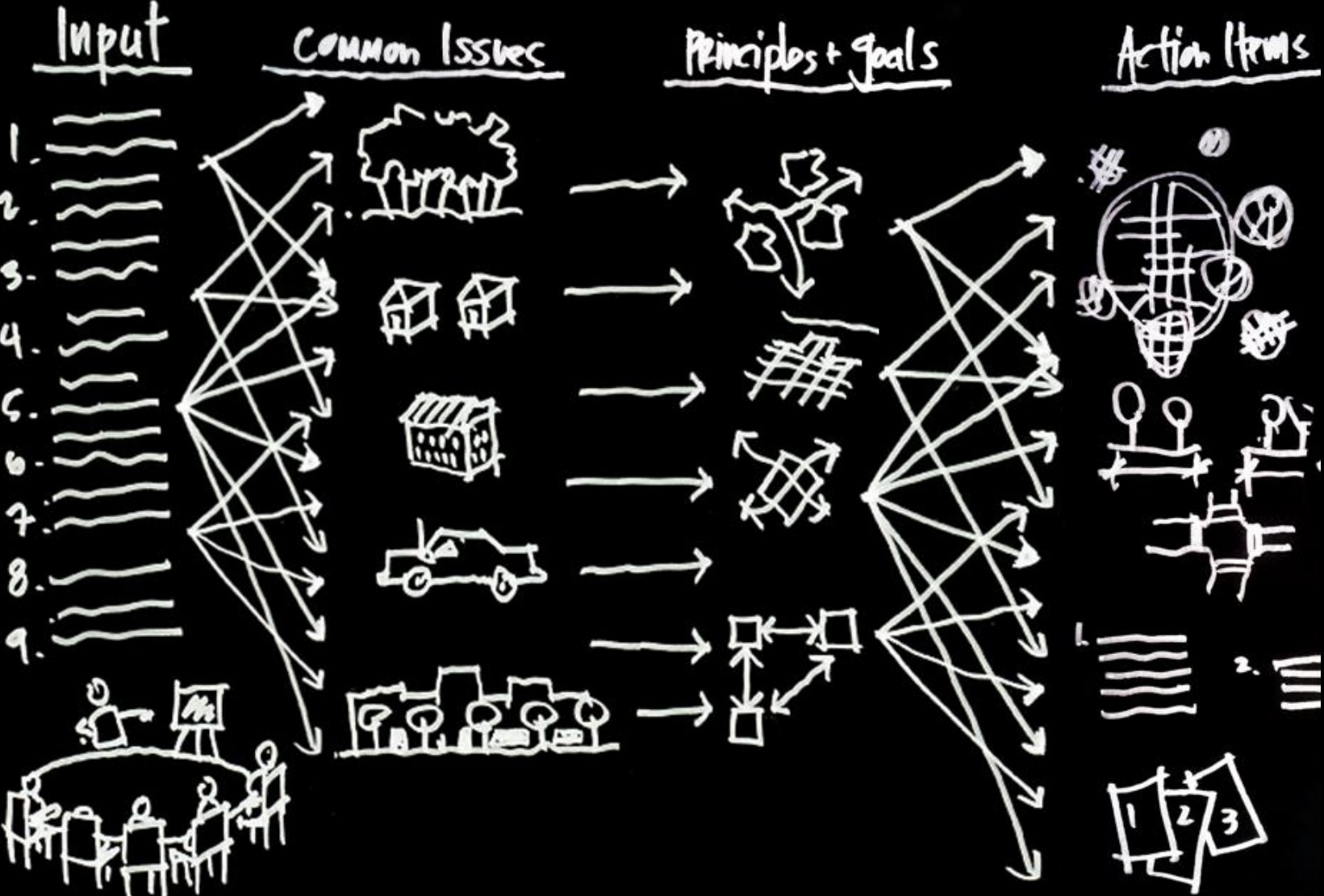
THE PLANNING PROCESS



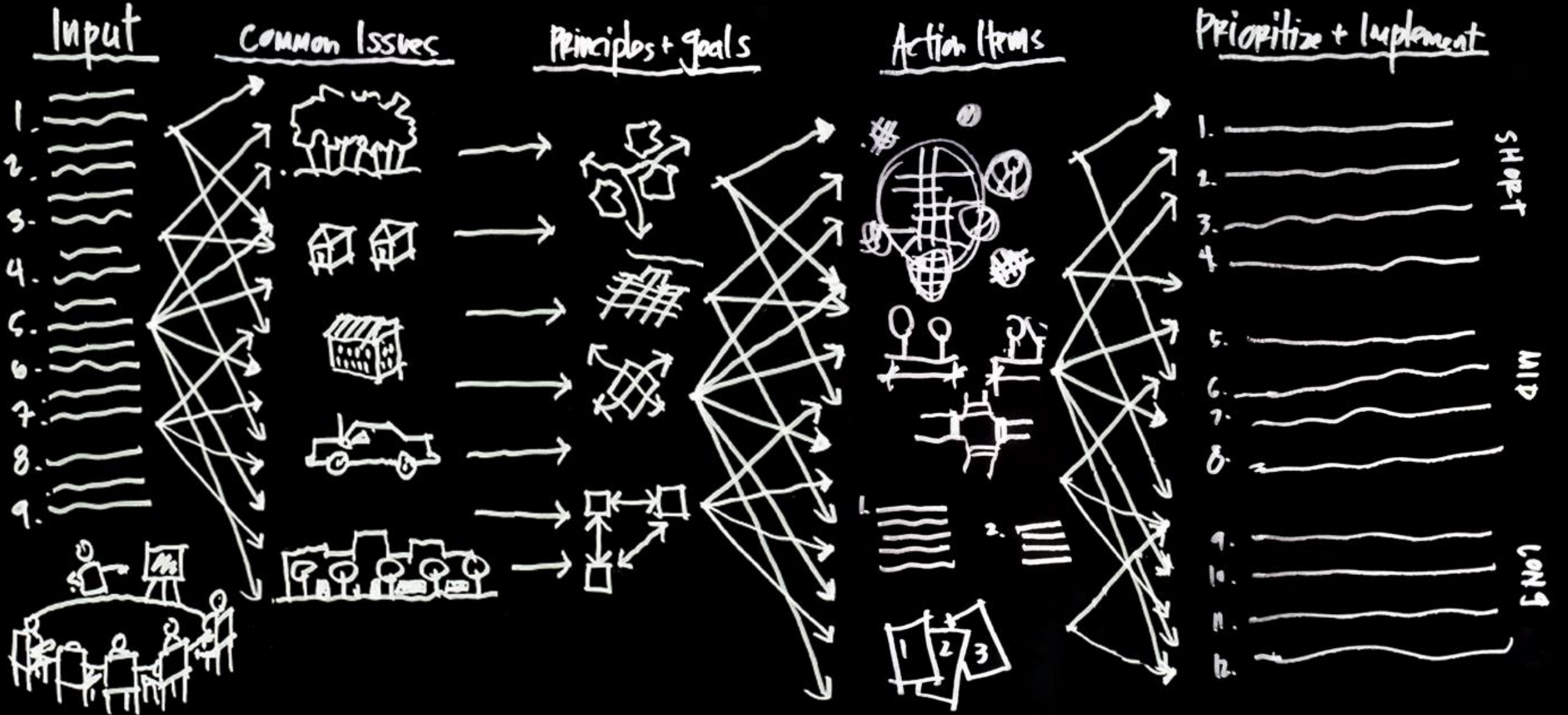
THE PLANNING PROCESS

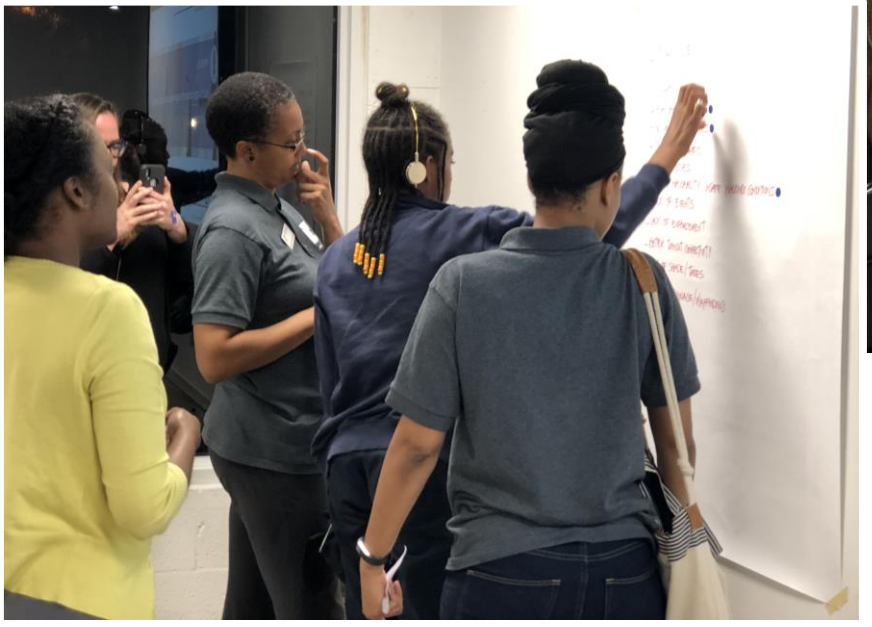


THE PLANNING PROCESS



THE PLANNING PROCESS

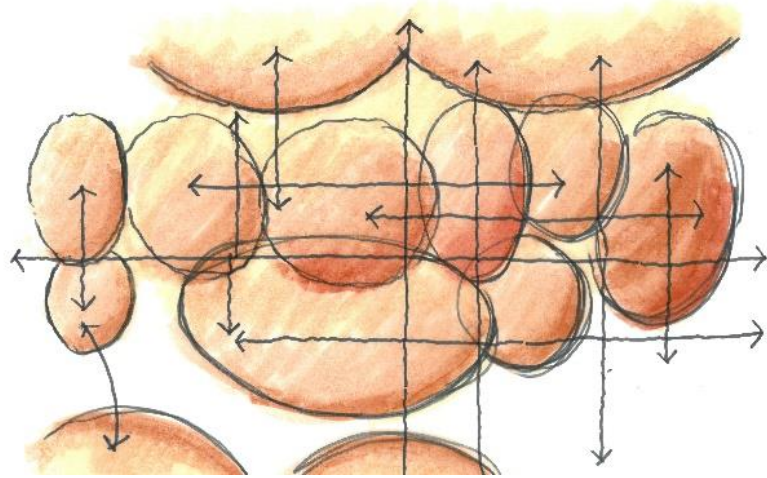




PURPOSE & NEED STATEMENT

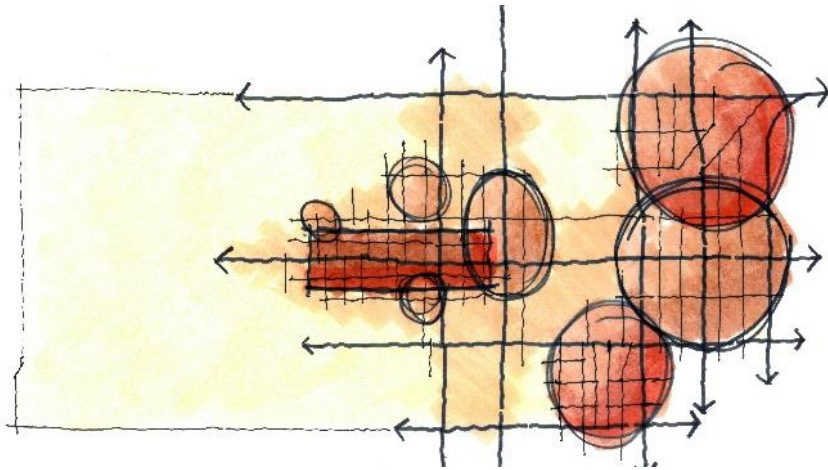
The NPF-CRA is experiencing transportation, safety, mobility, and access issues, which are exacerbated by aging multimodal infrastructure that create gaps in the overall network which have contributed to increased undesirable driving behavior, creating inadequate and inequitable conditions for all street users.

GUIDING PRINCIPLES



Principle 1

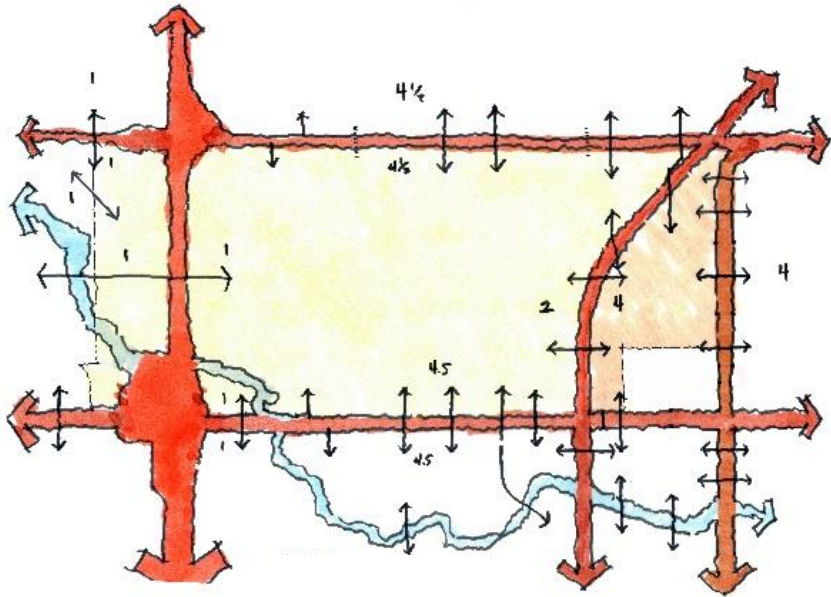
Connect + Enhance the Neighborhoods



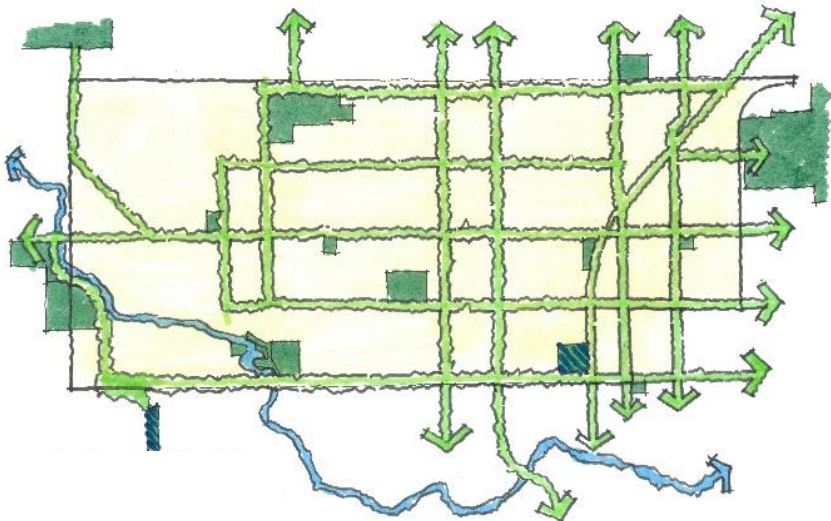
Principle 2

'Mind the Gap' - Balance Neighborhood and Development Needs

GUIDING PRINCIPLES

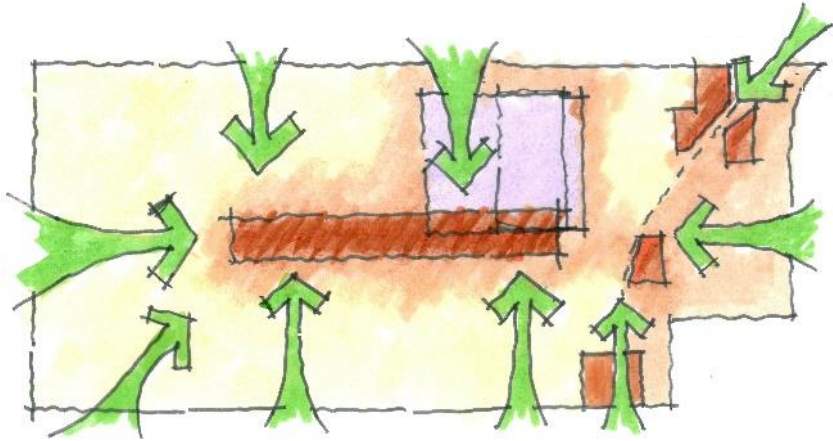


Principle 3
Overcome the Barriers



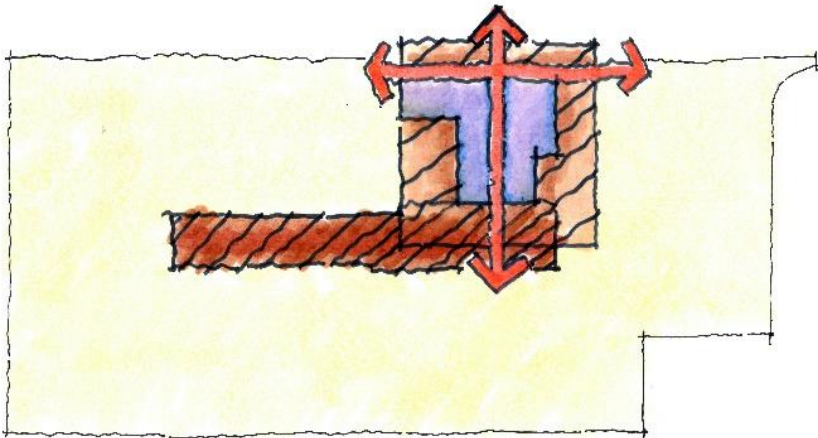
Principle 4
Create a Network of Multimodal
Infrastructure that Connects People to
Community Amenities

GUIDING PRINCIPLES



Principle 5

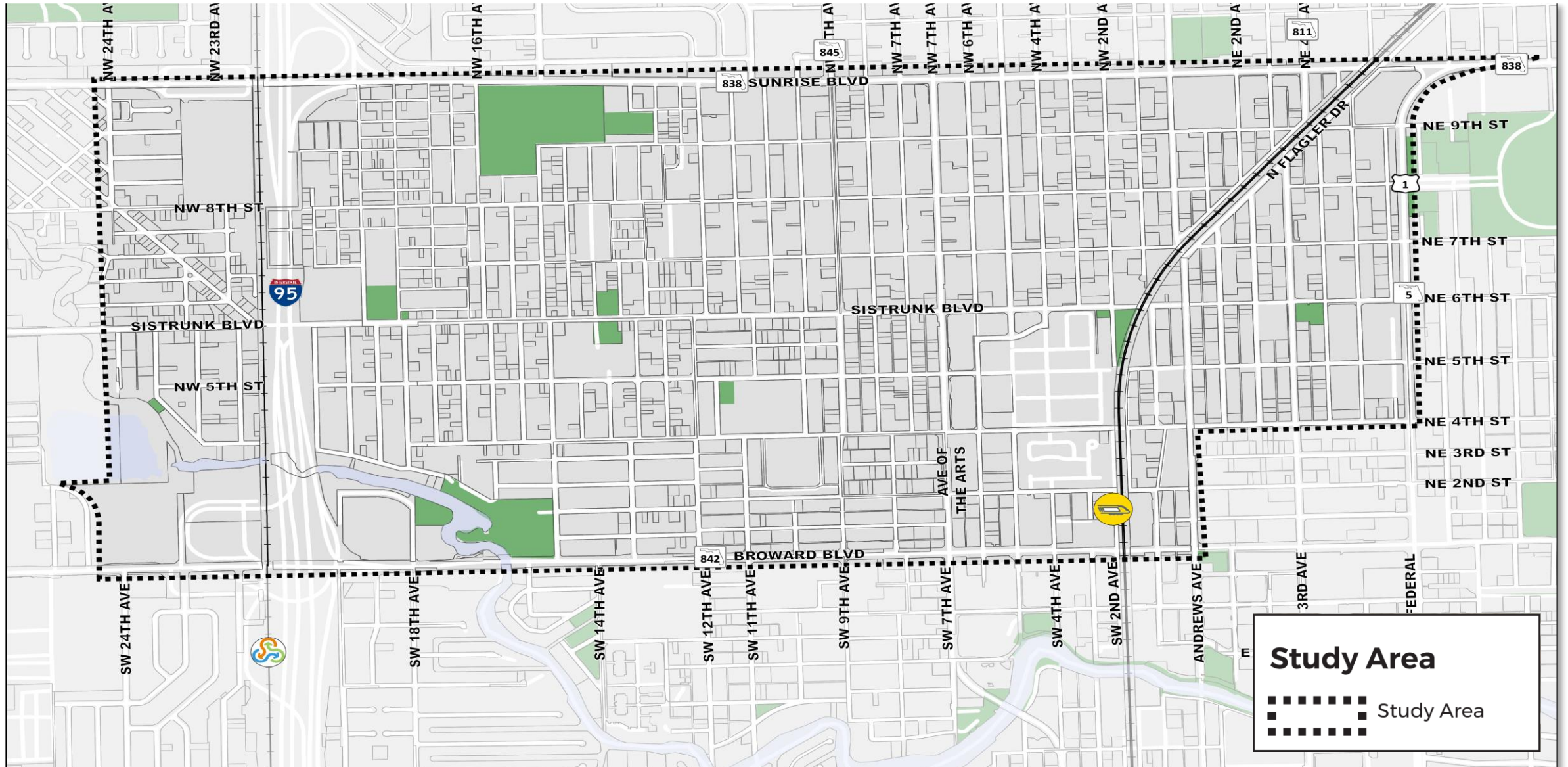
Celebrate Local Culture and Heritage by Bringing People TO and not THRU



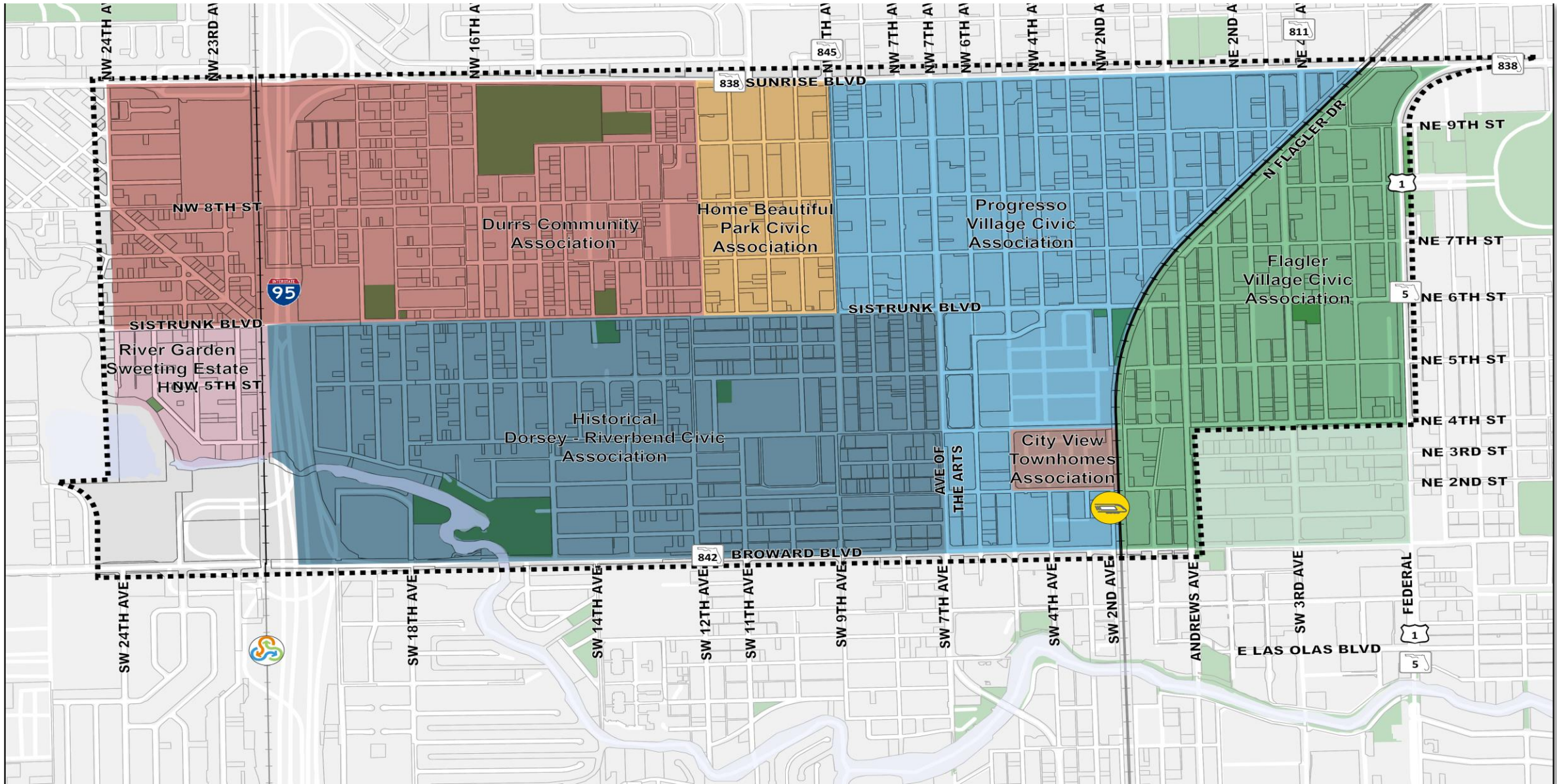
Principle 6

Facilitate the Transitions

STUDY AREA

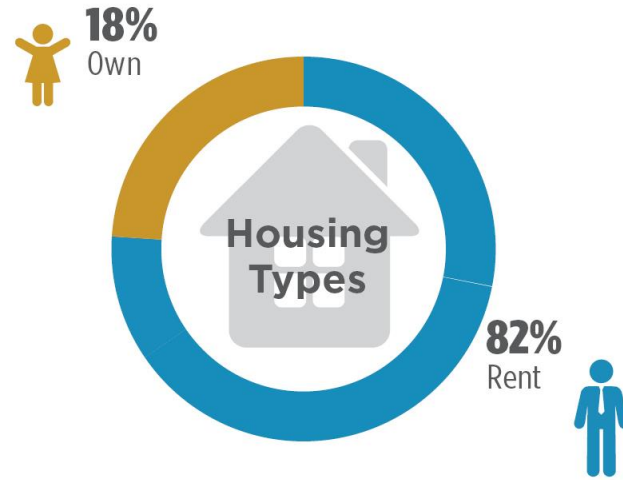
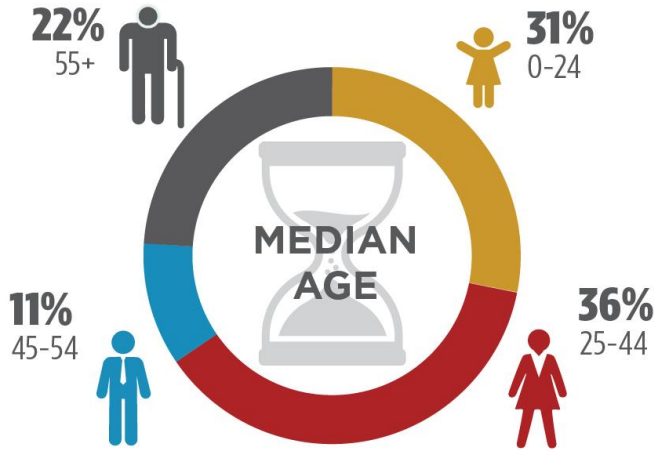


FINDINGS – COMMUNITY CHARACTERISTICS



FINDINGS – COMMUNITY CHARACTERISTICS

Here's who lives and works in the Study Area today:

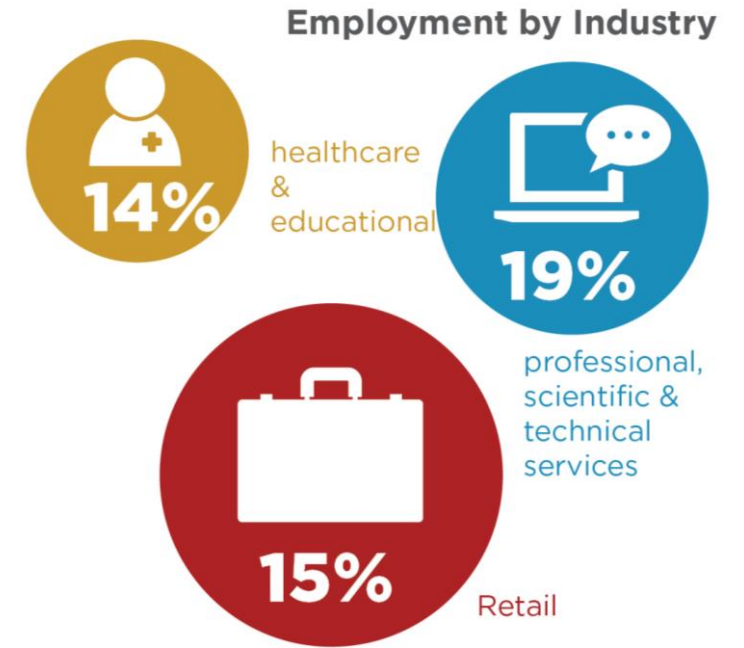
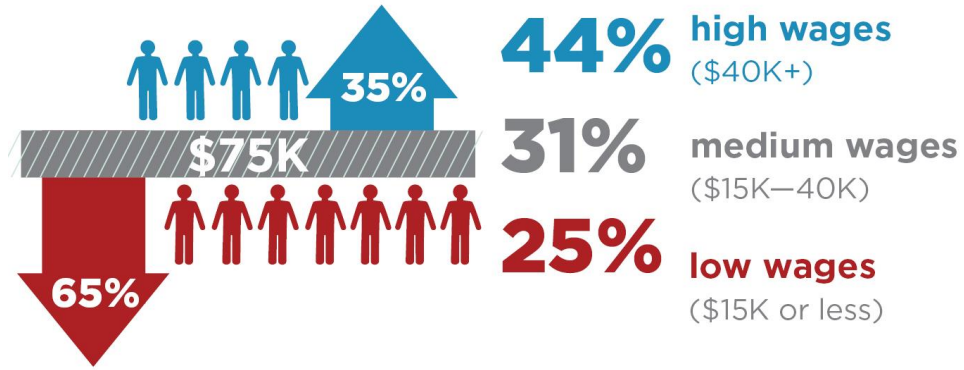


33 is the median age in the Study Area: generally younger than the city overall. This is 9 years lower than the citywide average of 42.

80% of households in the planning area are 1-2 person.

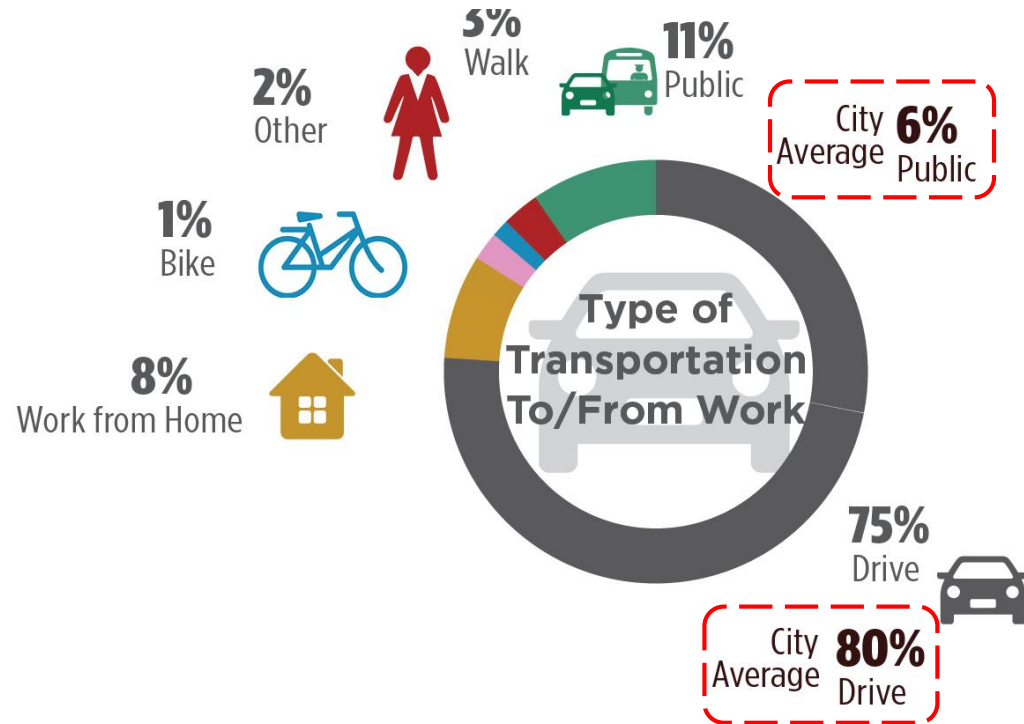
26% of study area residents have a bachelor's degree or higher. This is 10% lower than the citywide average.

FINDINGS – COMMUNITY CHARACTERISTICS

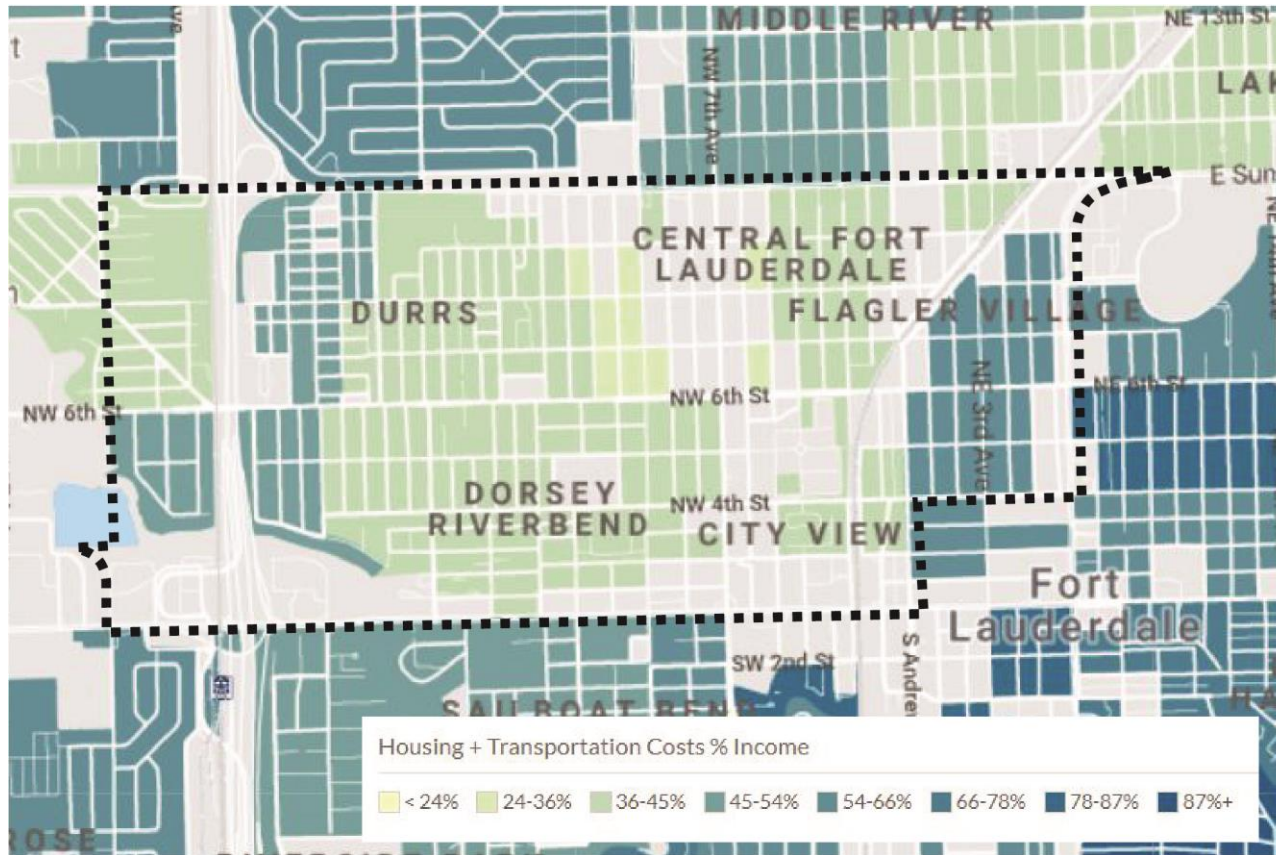


28%
live below
poverty level

*City poverty level 19.5%



FINDINGS – COMMUNITY CHARACTERISTICS



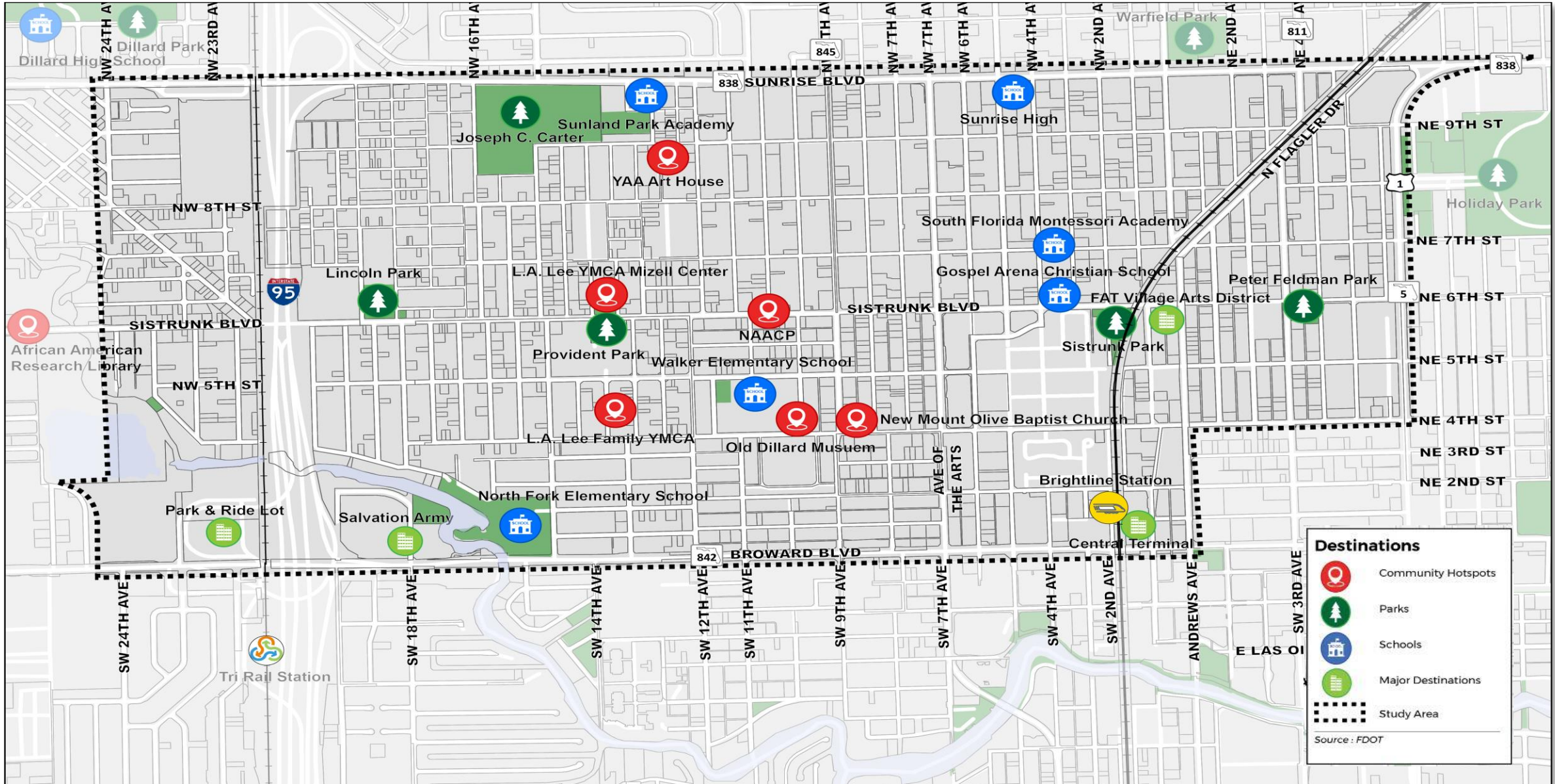
Particularly in neighborhoods with high housing costs, access to transit can drastically increase affordability for some households.

Average Monthly Cost to Own a Car: \$920
 Monthly Transit Pass in Broward County: \$70

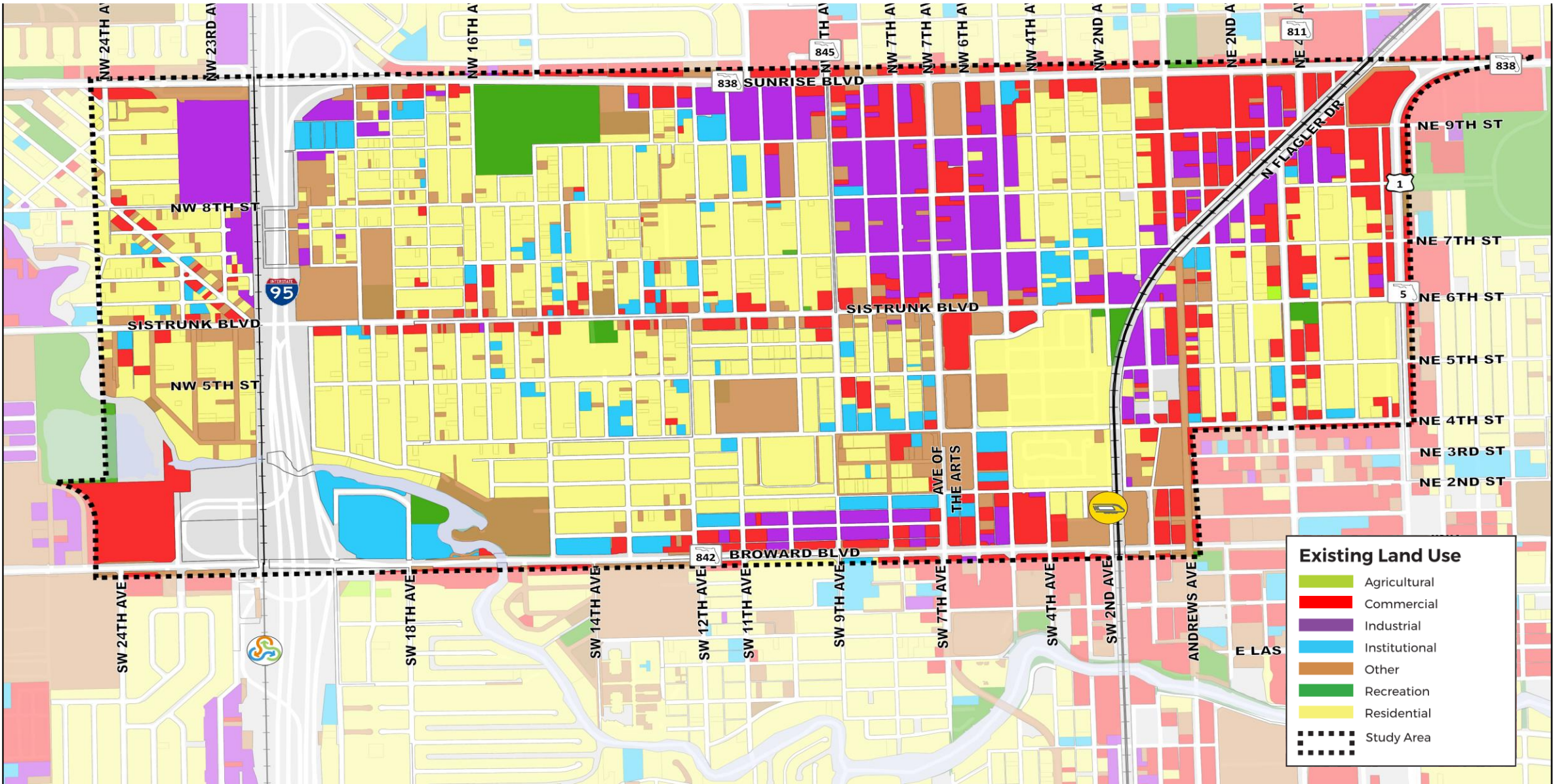
Neighborhood	Housing Cost	Transportation Cost	Total H+T
Durrs Community Association	22%	20%	42%
River Garden Sweeting Estate	27%	23%	50%
Home Beautiful Park Civic Association	19%	19%	38%
Historical Dorsey-Riverbend Civic Association	23%	19%	43%
Progresso Village Civic Association	24%	19%	42%
City View Townhomes Association	26%	18%	44%
Flagler Village Civic Association	40%	18%	58%

A combined H+T Affordability Index of 45% is considered affordable.

FINDINGS – NEIGHBORHOOD CONTEXT



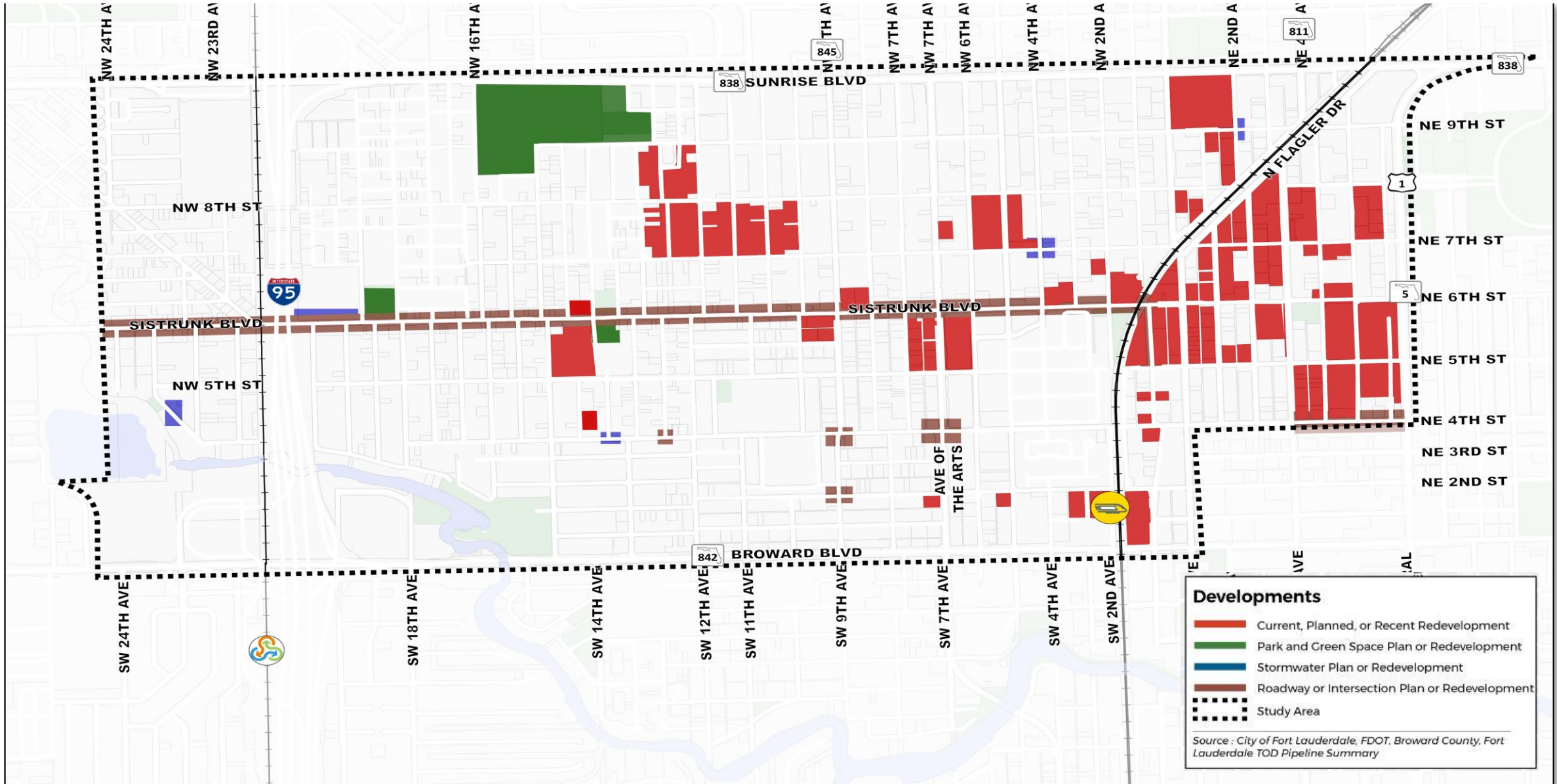
FINDINGS – NEIGHBORHOOD CONTEXT



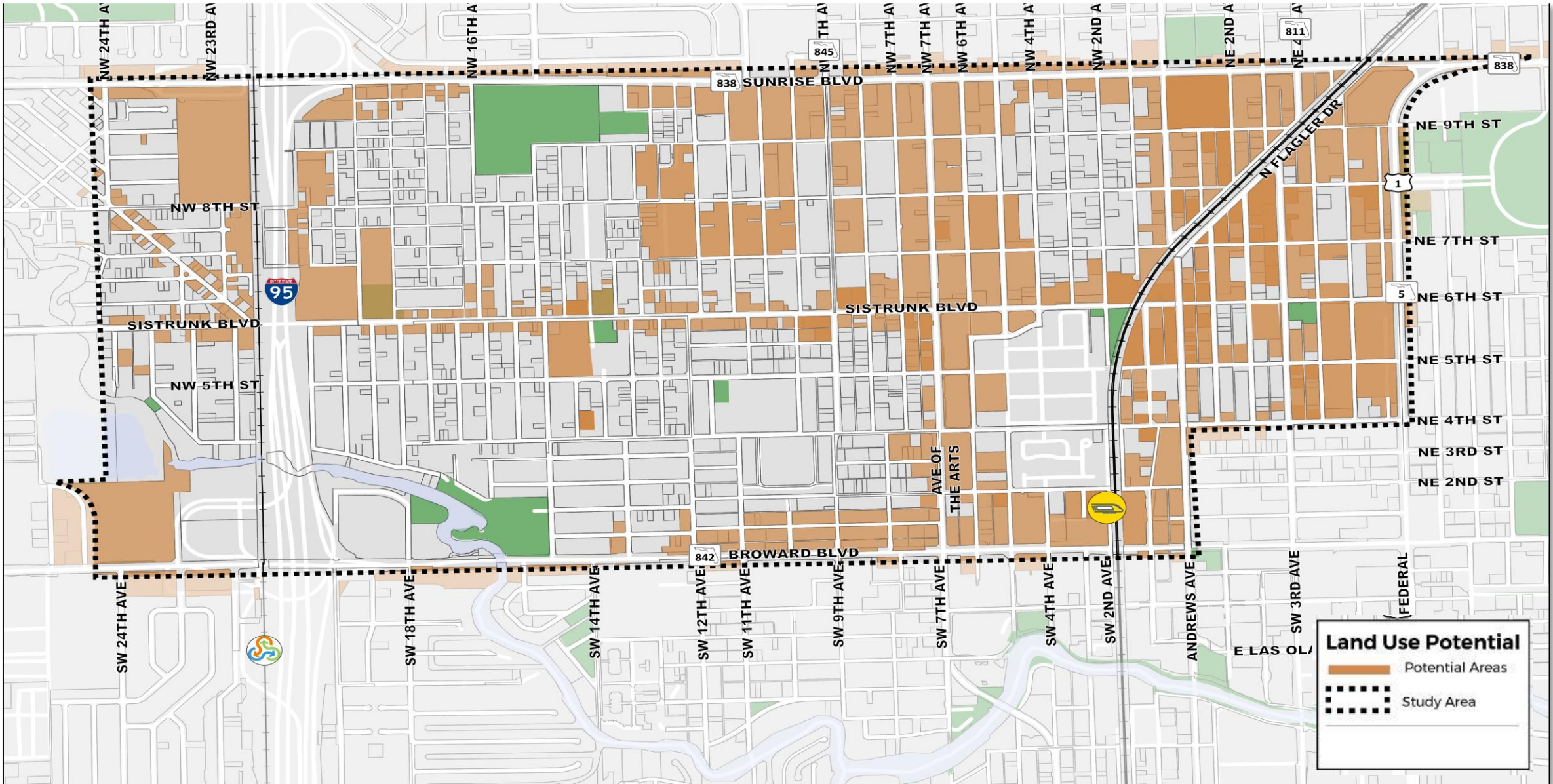
Existing Land Use

- Agricultural
- Commercial
- Industrial
- Institutional
- Other
- Recreation
- Residential
- Study Area

FINDINGS – NEIGHBORHOOD CONTEXT



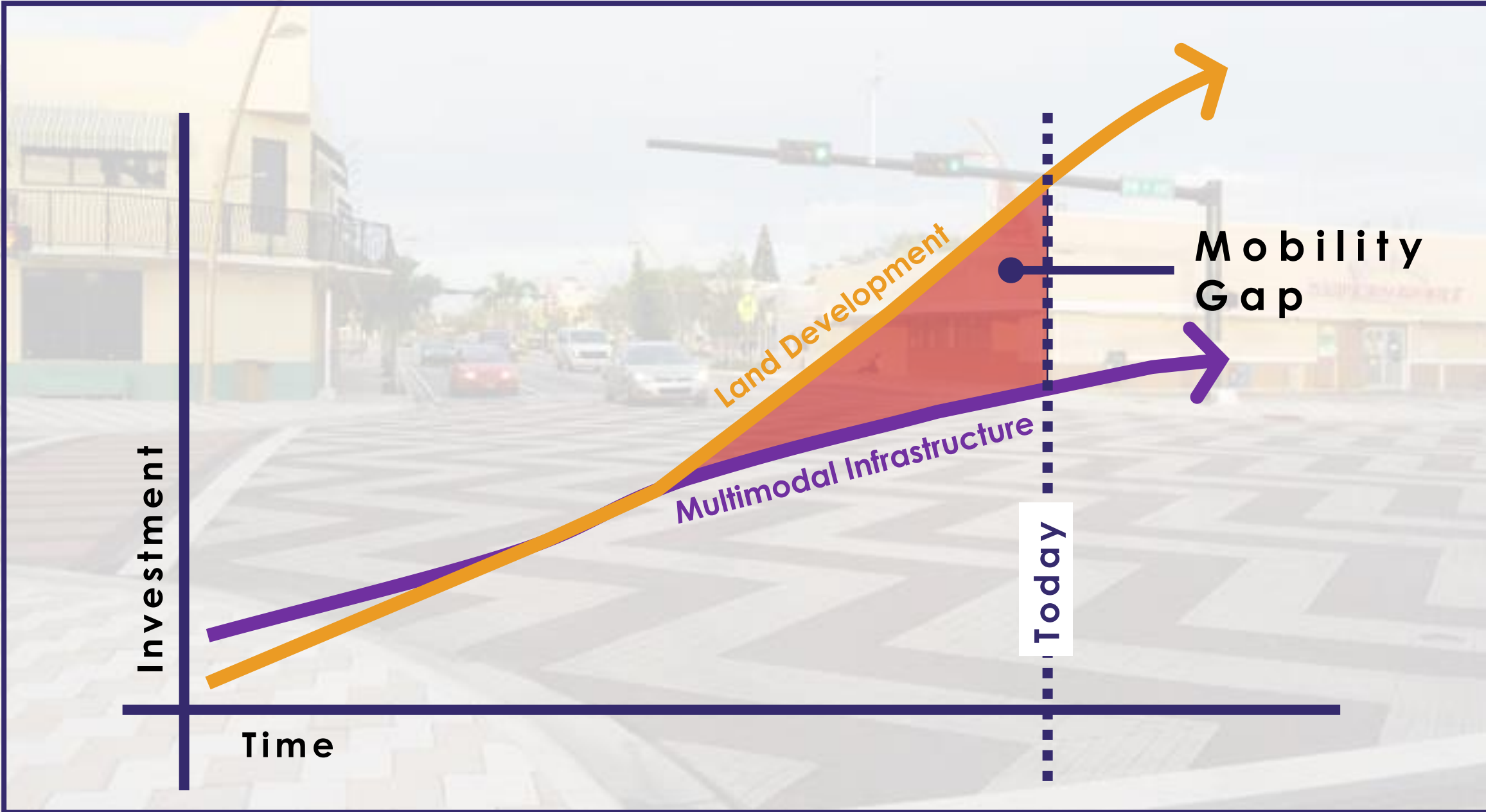
FINDINGS – NEIGHBORHOOD CONTEXT



Land Use Potential

- Potential Areas
- Study Area

NPF-CRA Mobility Master Plan I Areas Likely to Change

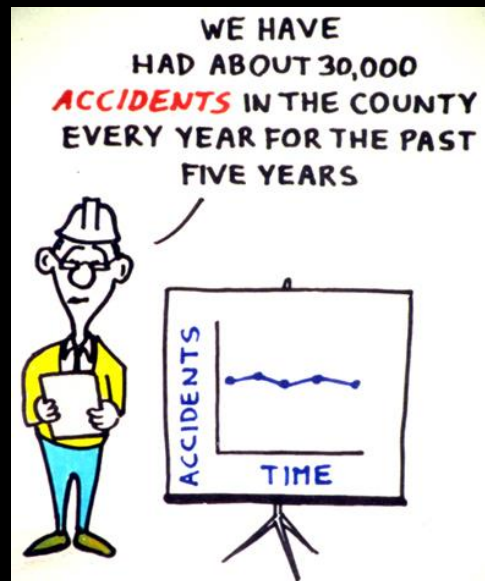


The Travel Options: VERY Limited



Increased **Safety Concerns**

In 2016, **16 pedestrians** were struck and killed by a car **every day** in the U.S. Walkers in this country are now more likely to be killed walking than in a natural disaster. **This is nothing less than a public health epidemic—and it's getting worse.**



Our streets are killing us

Traffic deaths will continue to increase unless cities prioritize humans over cars.

By Allissa Walker | @awalkerinLA | Sep 1, 2016, 1:00pm EDT



A "scramble" crosswalk in Hollywood has seen only a single crash since it was installed in November, compared to 13 the previous year | LADOT

In 2015, a staggering 35,092 people were killed on U.S. streets—a 7.2% increase from 2014. According to a report out this week, this year is on track to be even deadlier: Based on preliminary data, the **National Safety Council predicts** the number of traffic deaths has already increased an additional 9% percent in the first six months of 2016.

Sadly, cities are seeing evidence of this trend first-hand on their sidewalks and crosswalks. In New York City, 16 cyclists have already **been killed this year**, more than **the number of cyclists killed in all of 2015.**

Increased **Safety Concerns**

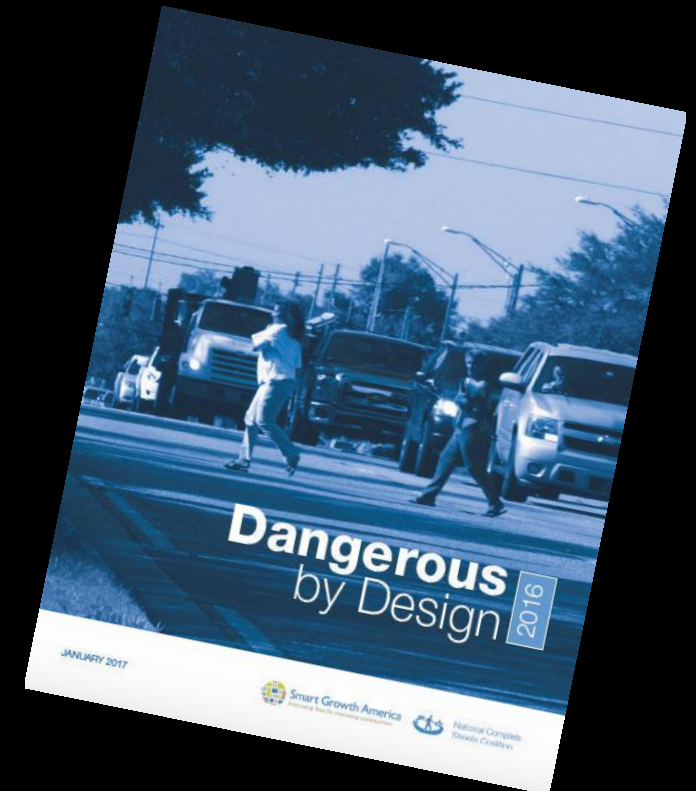
2016 rank	Metro area	Pedestrian deaths (2005-2014)	Annual pedestrian fatalities per 100,000	2016 Pedestrian Danger Index
1	Cape Coral-Fort Myers, FL	165	2.55	283.1
2	Palm Bay-Melbourne-Titusville, FL	142	2.59	235.2
3	Orlando-Kissimmee-Sanford, FL	575	2.58	234.7
4	Jacksonville, FL	379	2.74	228.7
5	Deltona-Daytona Beach-Ormond Beach, FL	191	3.19	228.2
6	Lakeland-Winter Haven, FL	161	2.61	200.6
7	Tampa-St. Petersburg-Clearwater, FL	821	2.88	192.0
8	Jackson, MS	109	1.90	189.6
9	Memphis, TN-MS-AR	246	1.84	153.3
10	North Port-Sarasota-Bradenton, FL	150	2.08	148.2
11	Miami-Fort Lauderdale-West Palm Beach, FL	1,508	2.61	145.1
12	Bakersfield, CA	205	2.39	132.8
13	Birmingham-Hoover, AL	150	1.32	132.1
14	Little Rock-North Little Rock-Conway, AR	110	1.53	127.9
15	Houston-The Woodlands-Sugar Land, TX	1,026	1.65	127.2
16	Phoenix-Mesa-Scottsdale, AZ	814	1.88	125.1
17	Detroit-Warren-Dearborn, MI	693	1.61	124.2
18	Riverside-San Bernardino-Ontario, CA	858	1.97	123.4
19	Baton Rouge, LA	167	2.05	120.6
20	McAllen-Edinburg-Mission, TX	115	1.43	118.8

6,827

In 2016 - Pedestrian/bicyclist deaths in the U.S.

115,000

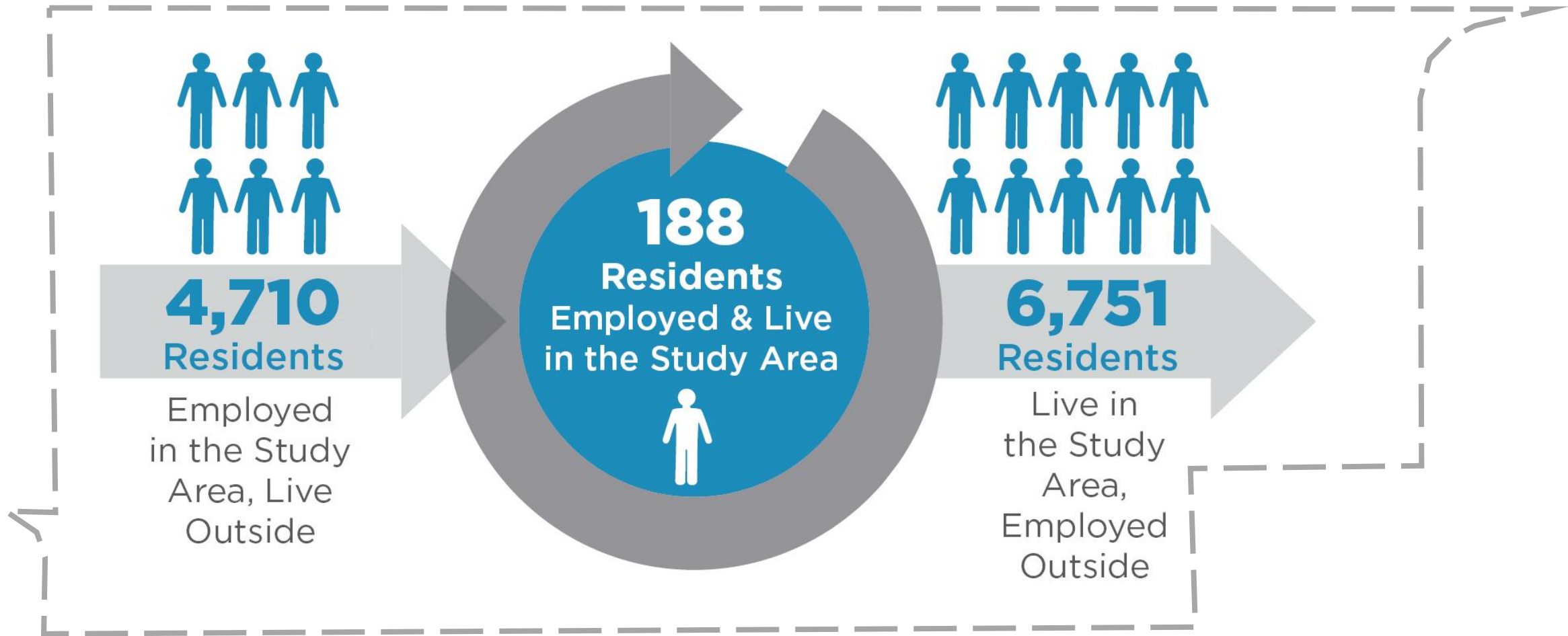
2014 Pedestrian/bicyclist injuries in the U.S.



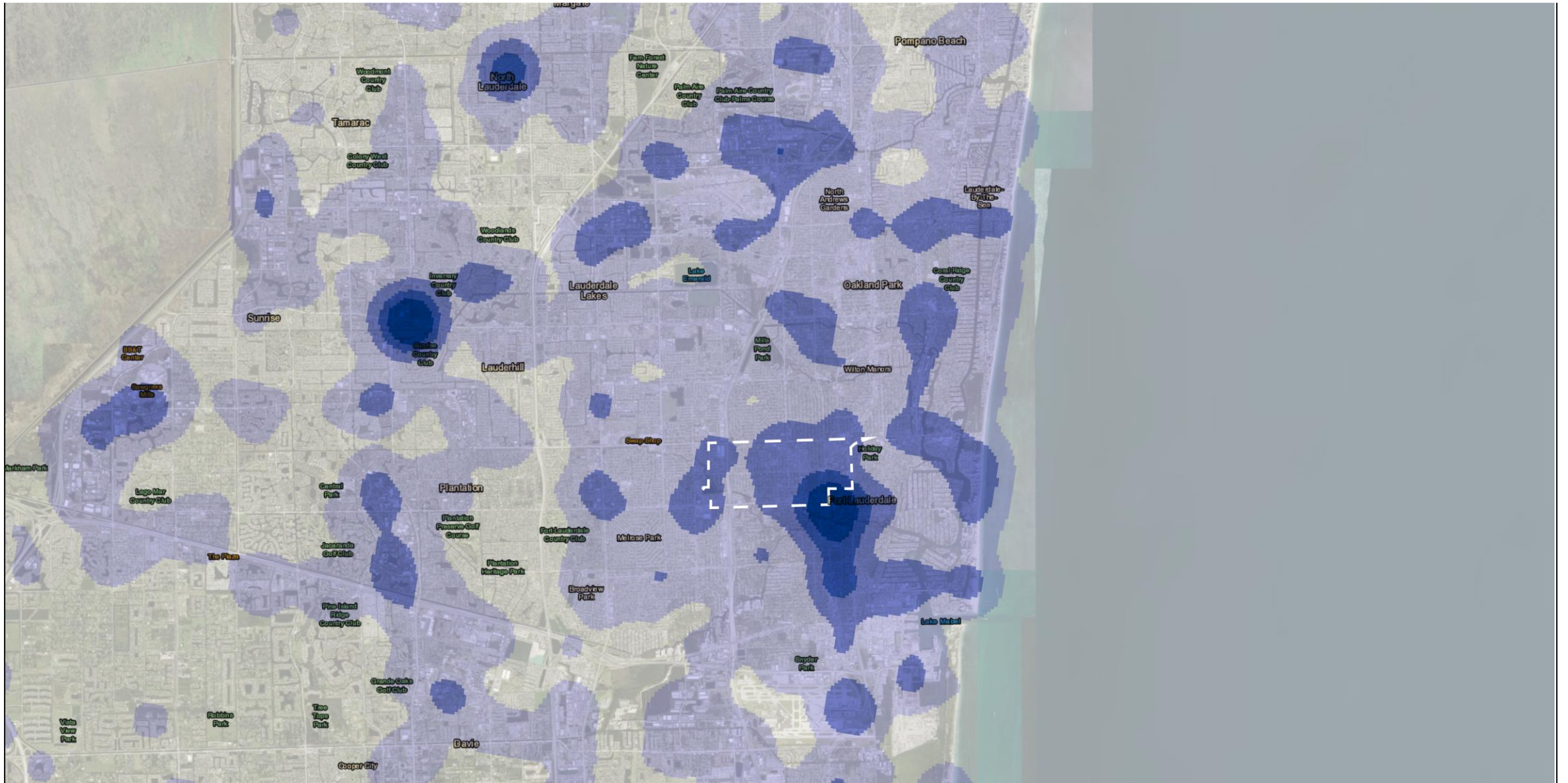
“The deadliest places for walkers are in car-dependent communities with little pedestrian infrastructure and extra wide streets.”

9 of the top 11 deadliest Metro areas are in FLORIDA

FINDINGS – TRANSPORTATION CHARACTERISTICS

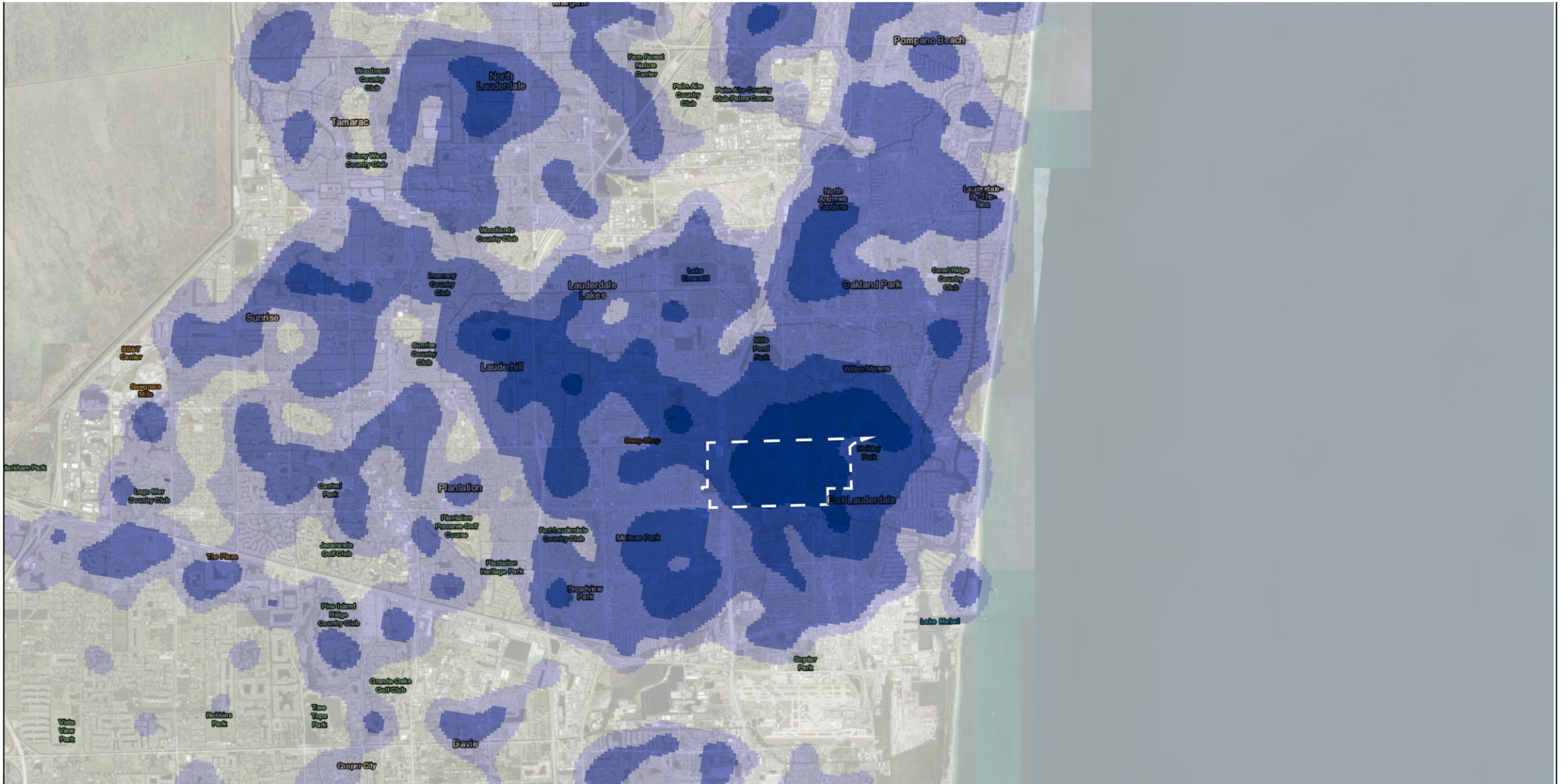


FINDINGS – TRANSPORTATION CHARACTERISTICS



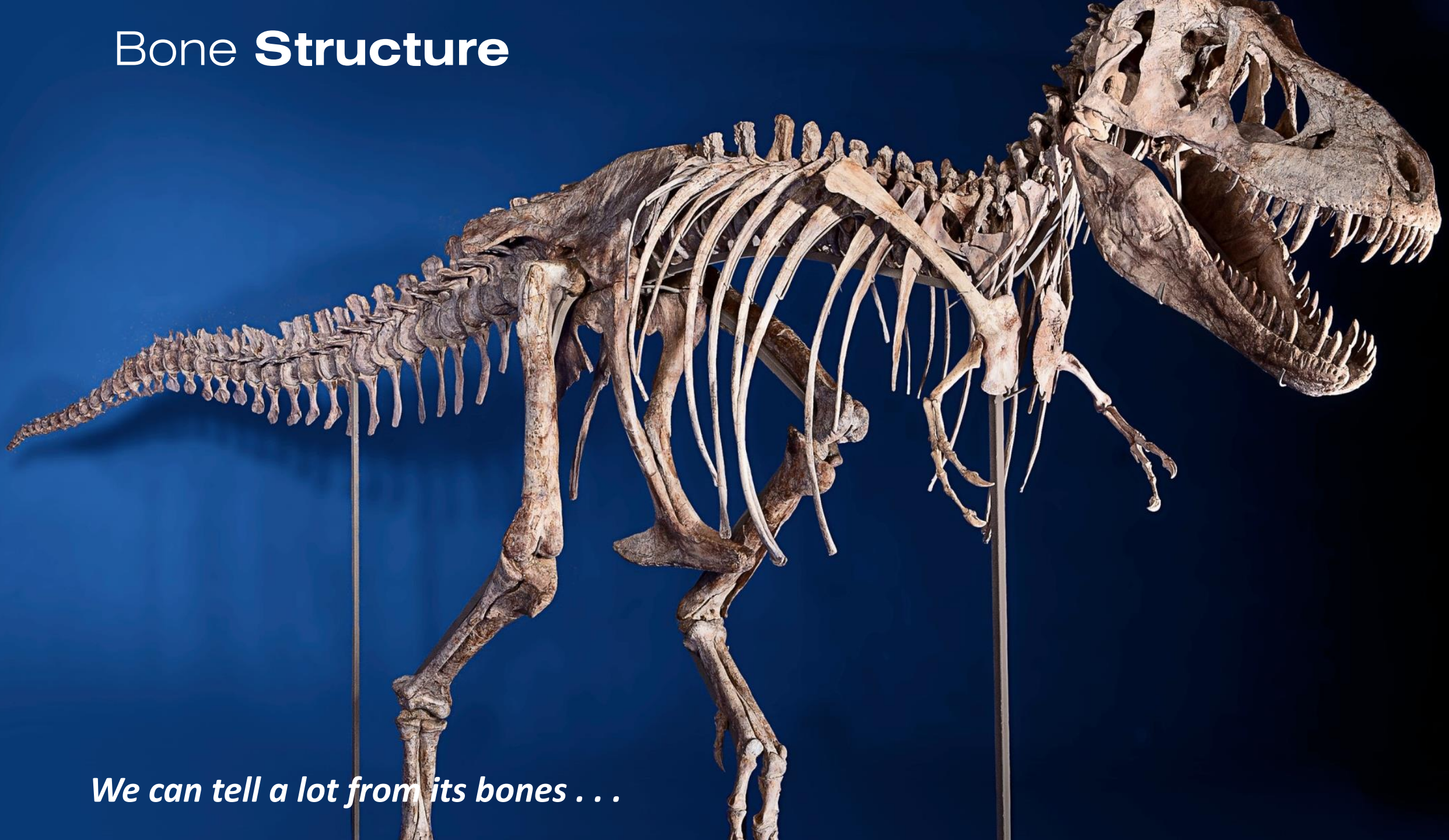
NPF-CRA Mobility Master Plan | Commute Patterns – Where CRA Residents go to Work

FINDINGS – TRANSPORTATION CHARACTERISTICS



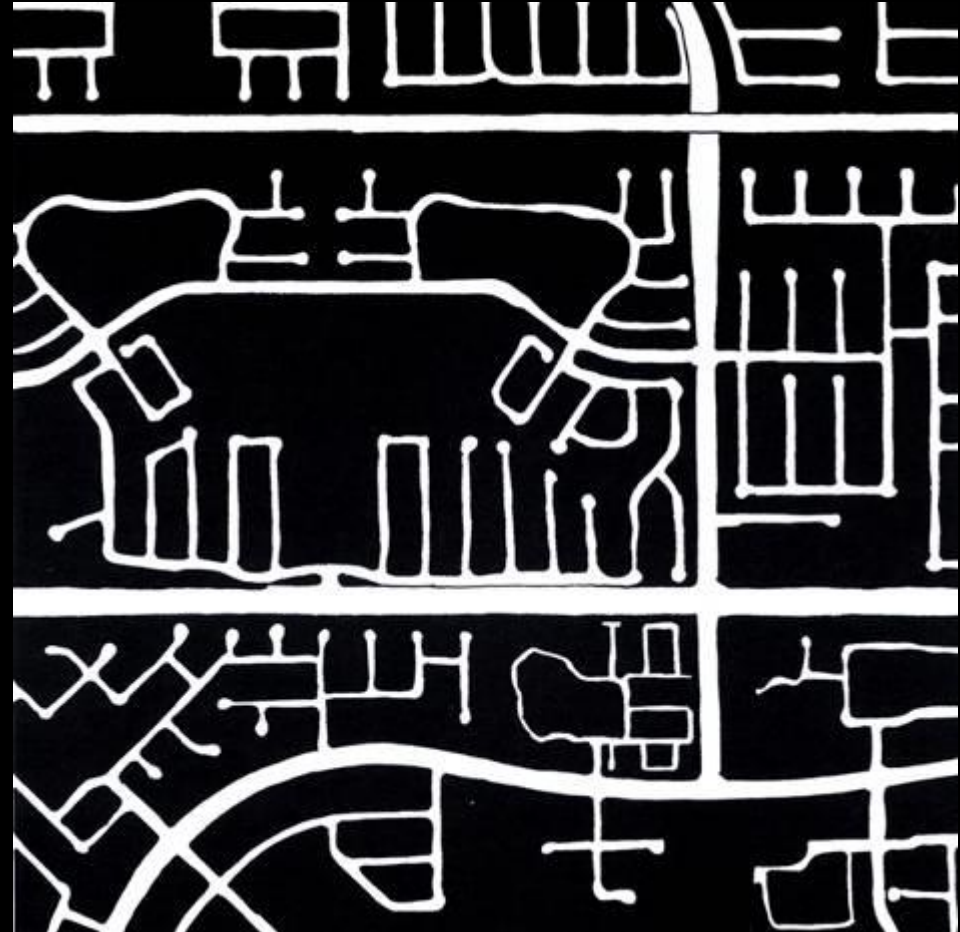
NPF-CRA Mobility Master Plan | Commute Patterns – Where Employees (who work in the CRA) Live

Bone Structure



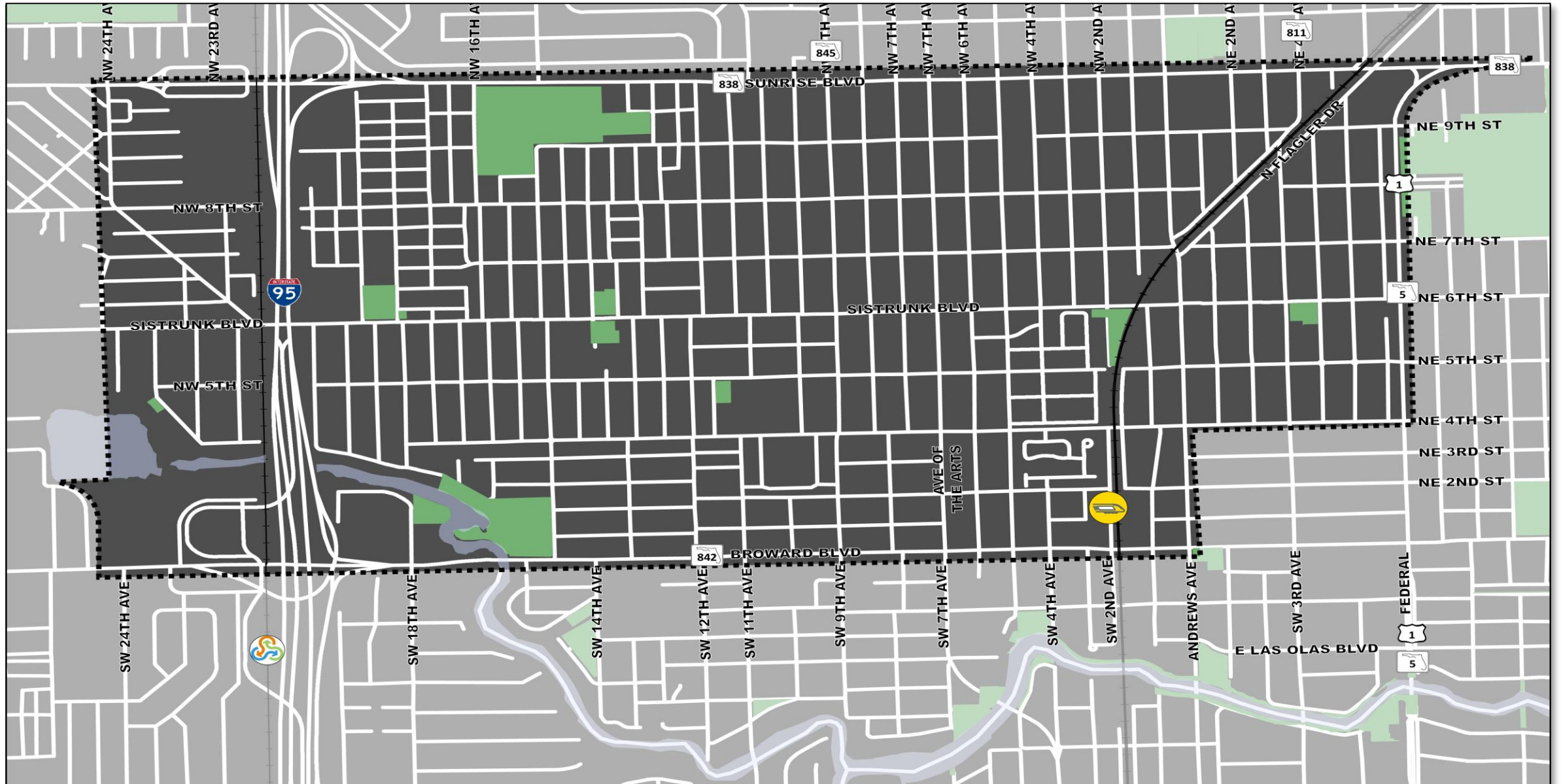
We can tell a lot from its bones . . .

Streets as a **Community's Framework**

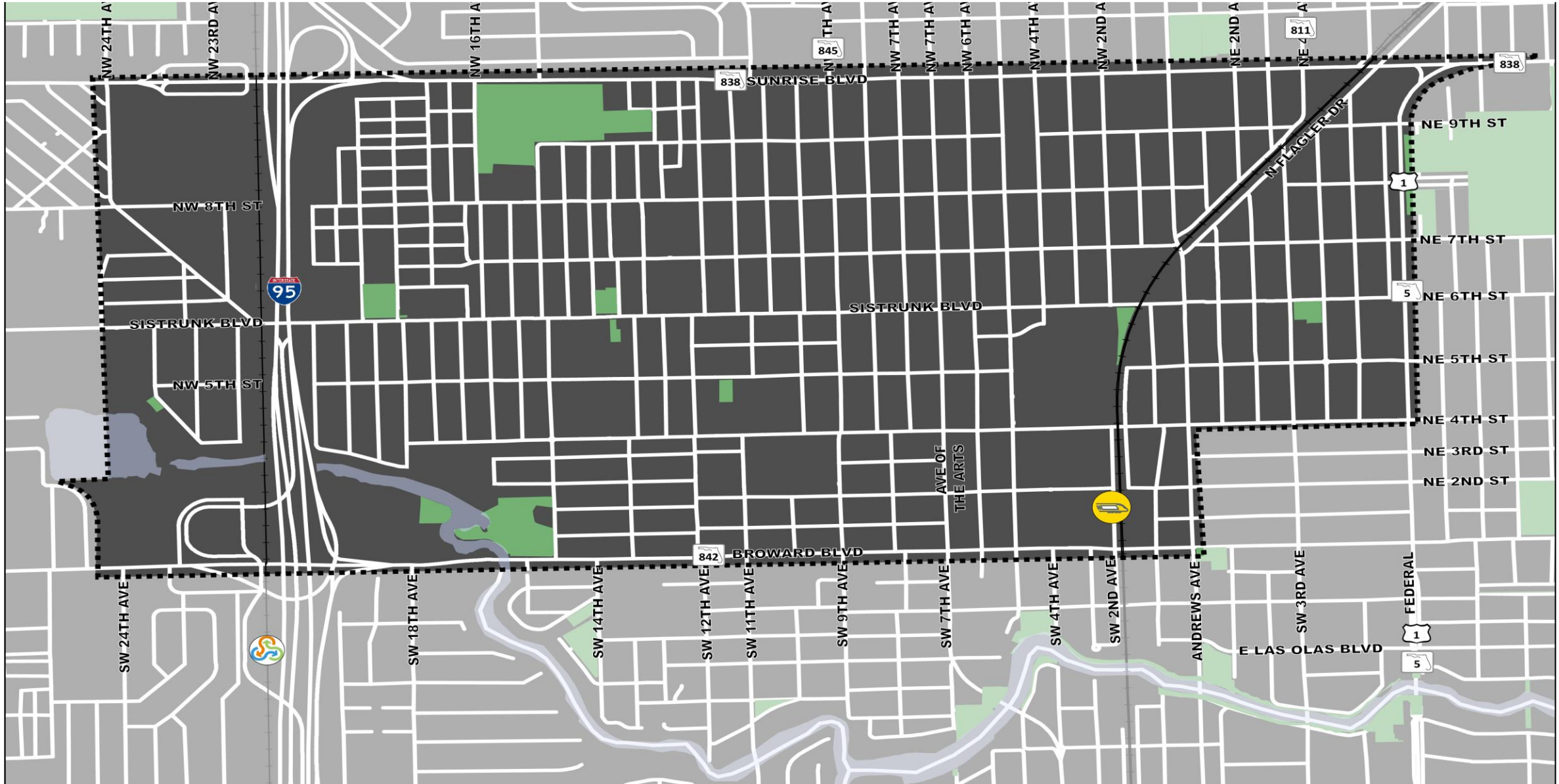


In the same manner, we can tell what kind of character these places have from their bones.

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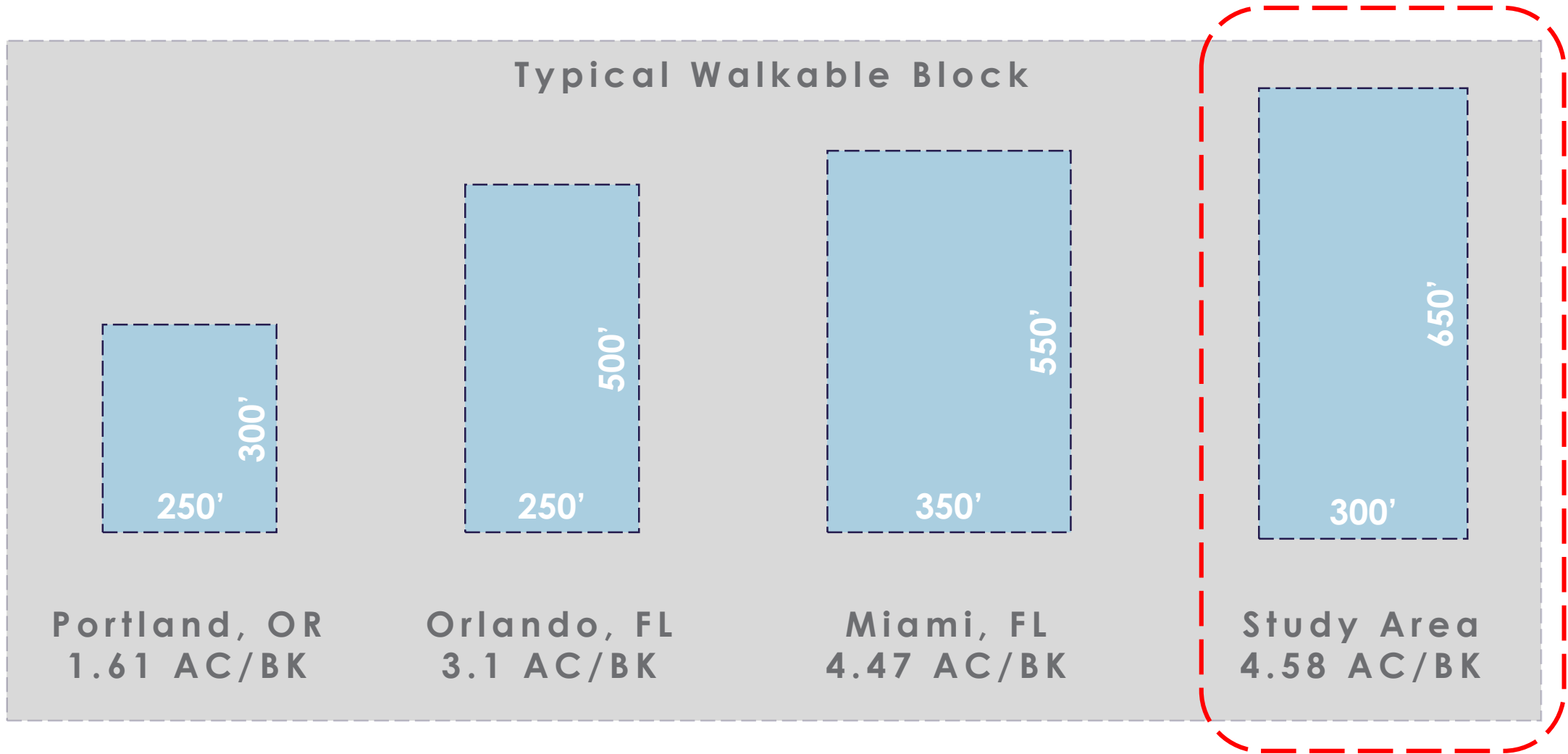


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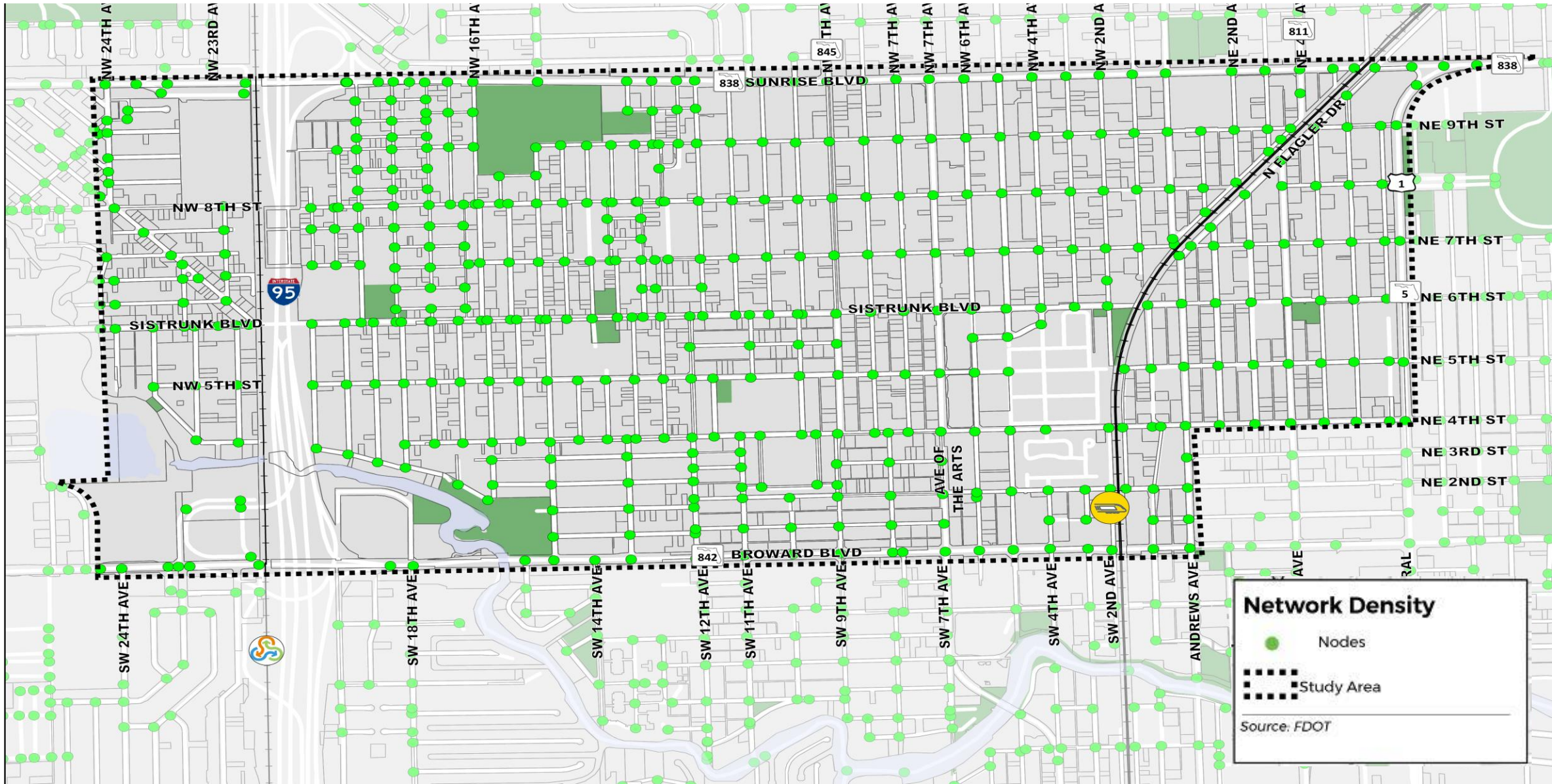


NPF-CRA Mobility Master Plan I Effective Network X-Ray

FINDINGS – TRANSPORTATION CHARACTERISTICS

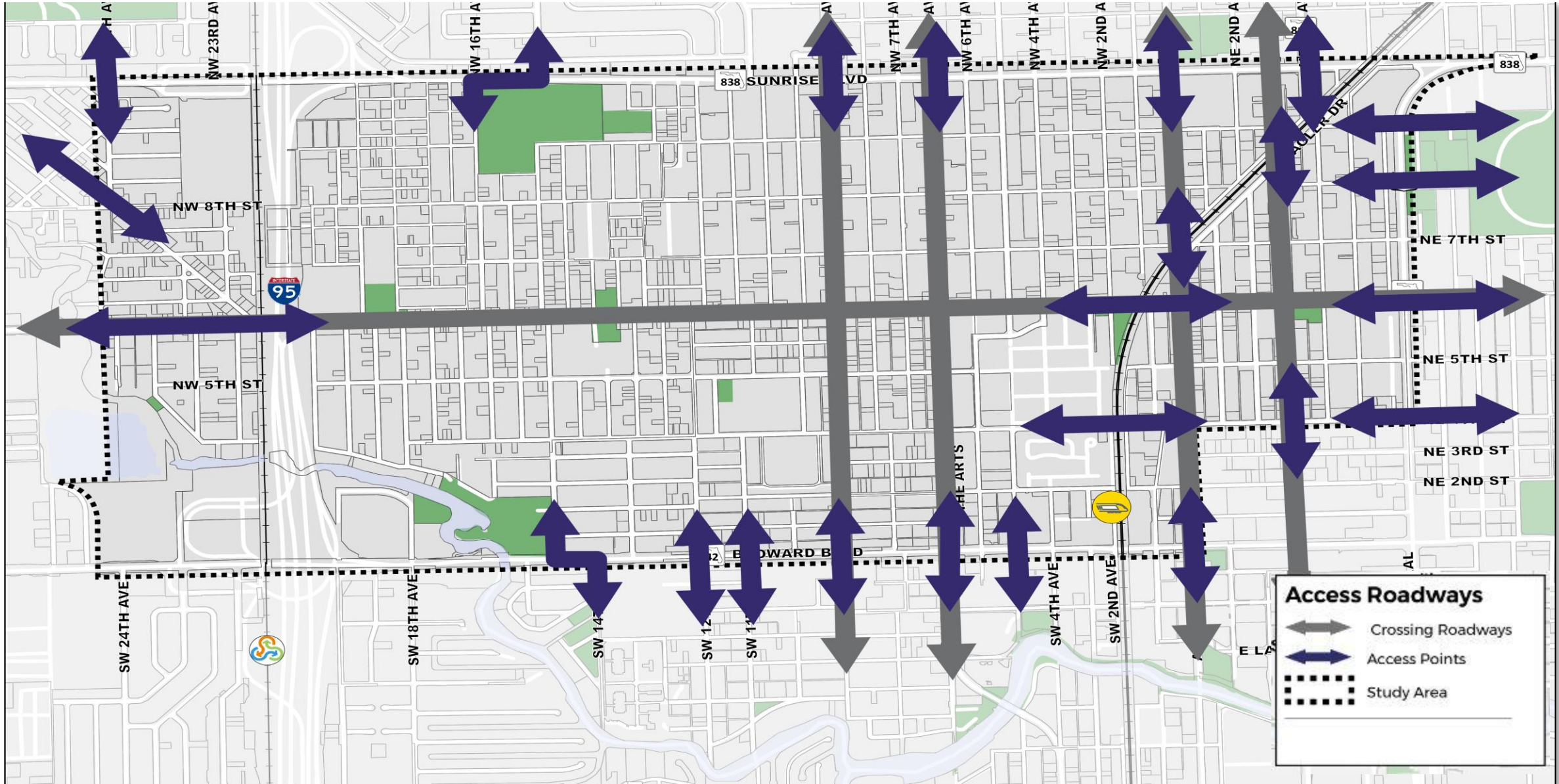


FINDINGS – TRANSPORTATION CHARACTERISTICS

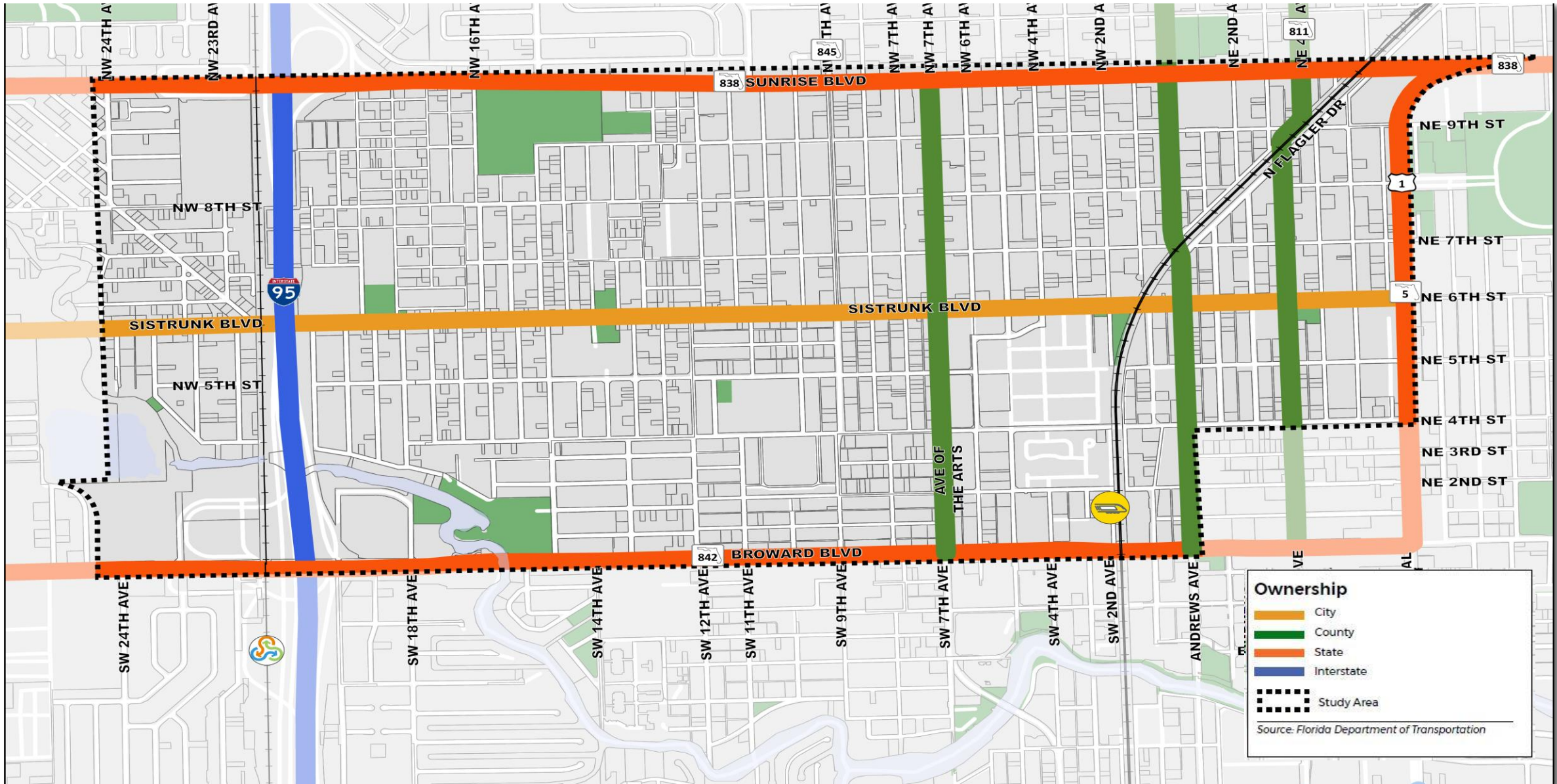


NPF-CRA Mobility Master Plan | Intersection Density

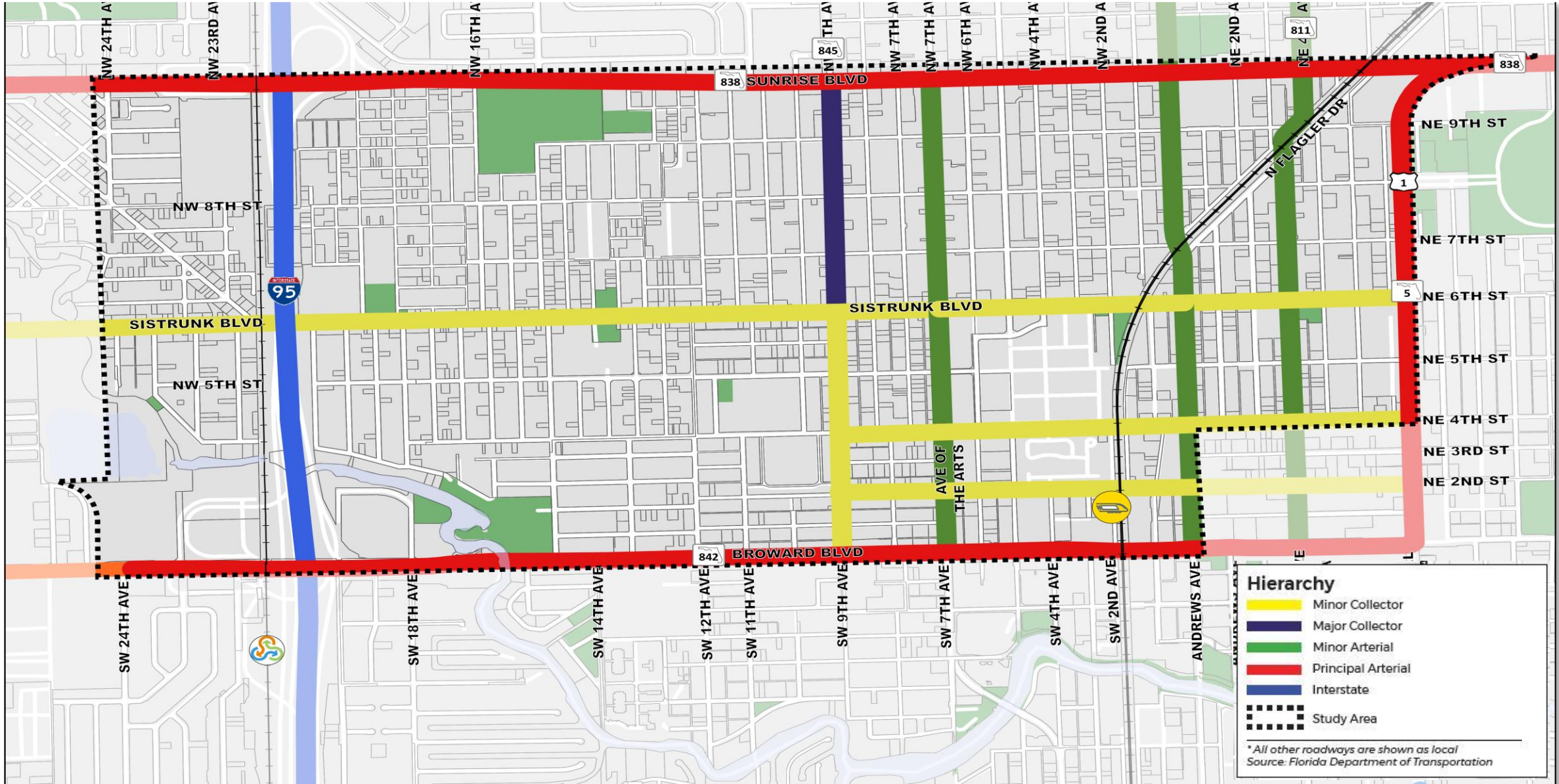
FINDINGS – TRANSPORTATION CHARACTERISTICS



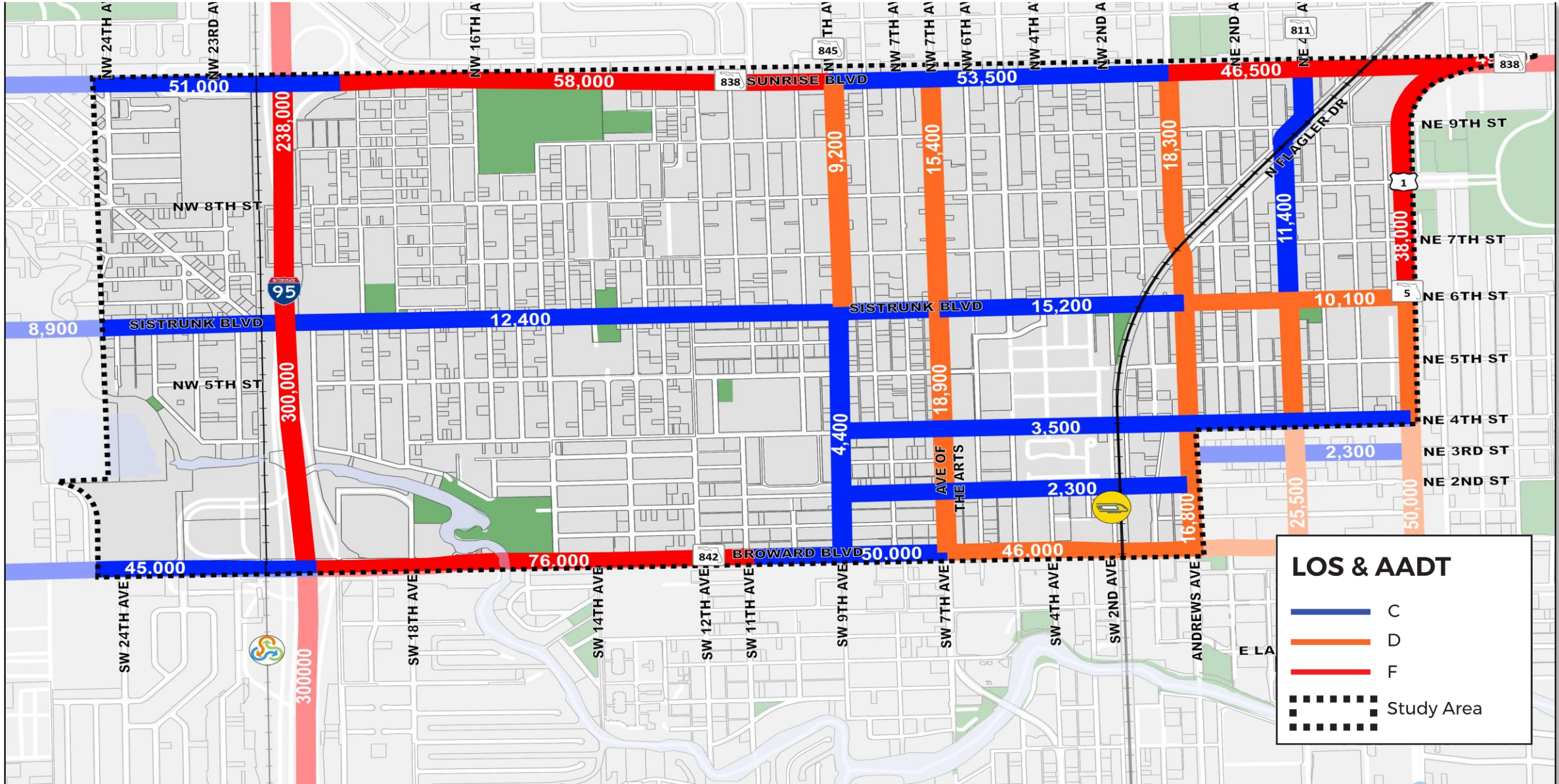
FINDINGS – TRANSPORTATION CHARACTERISTICS



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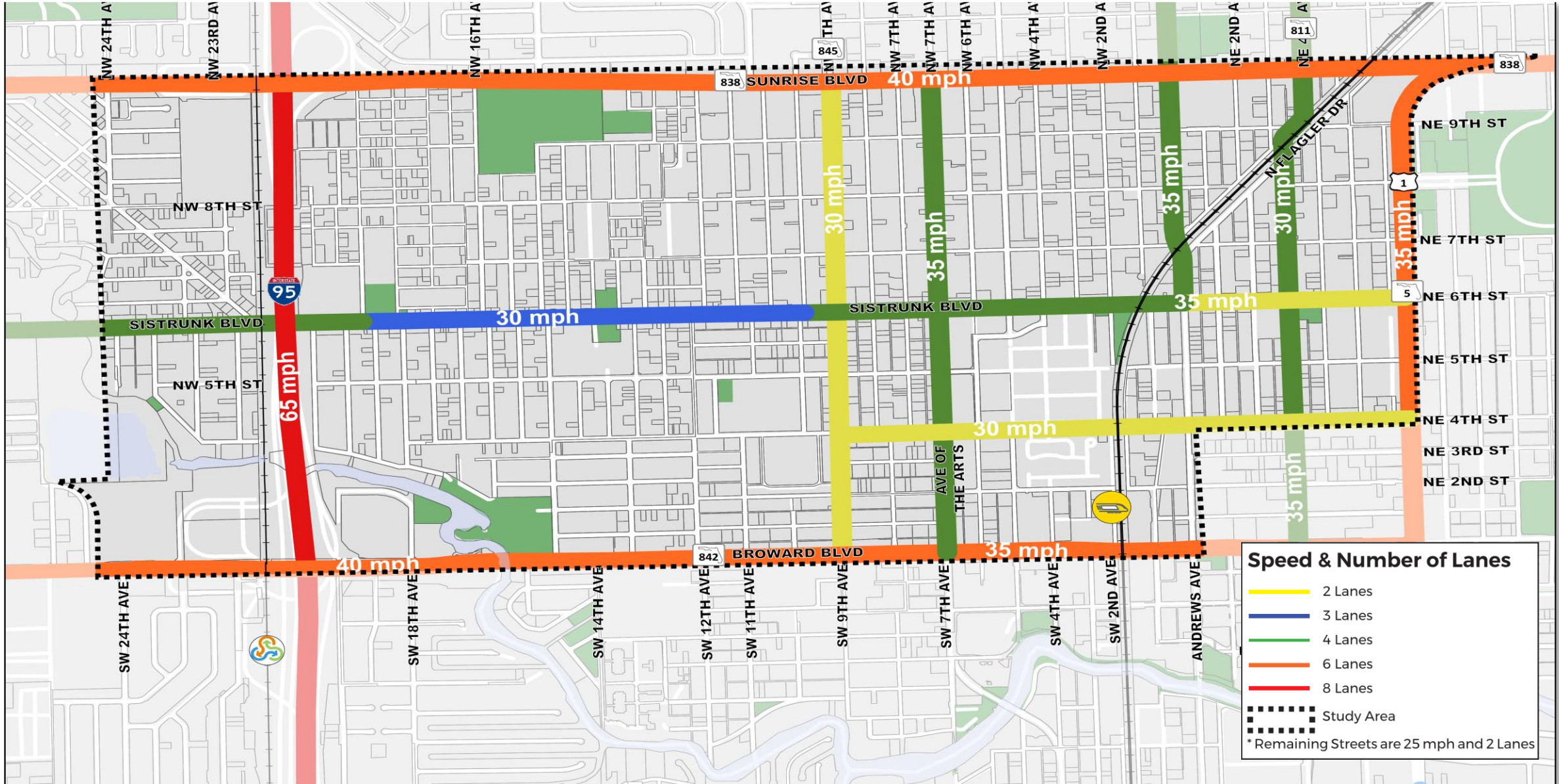


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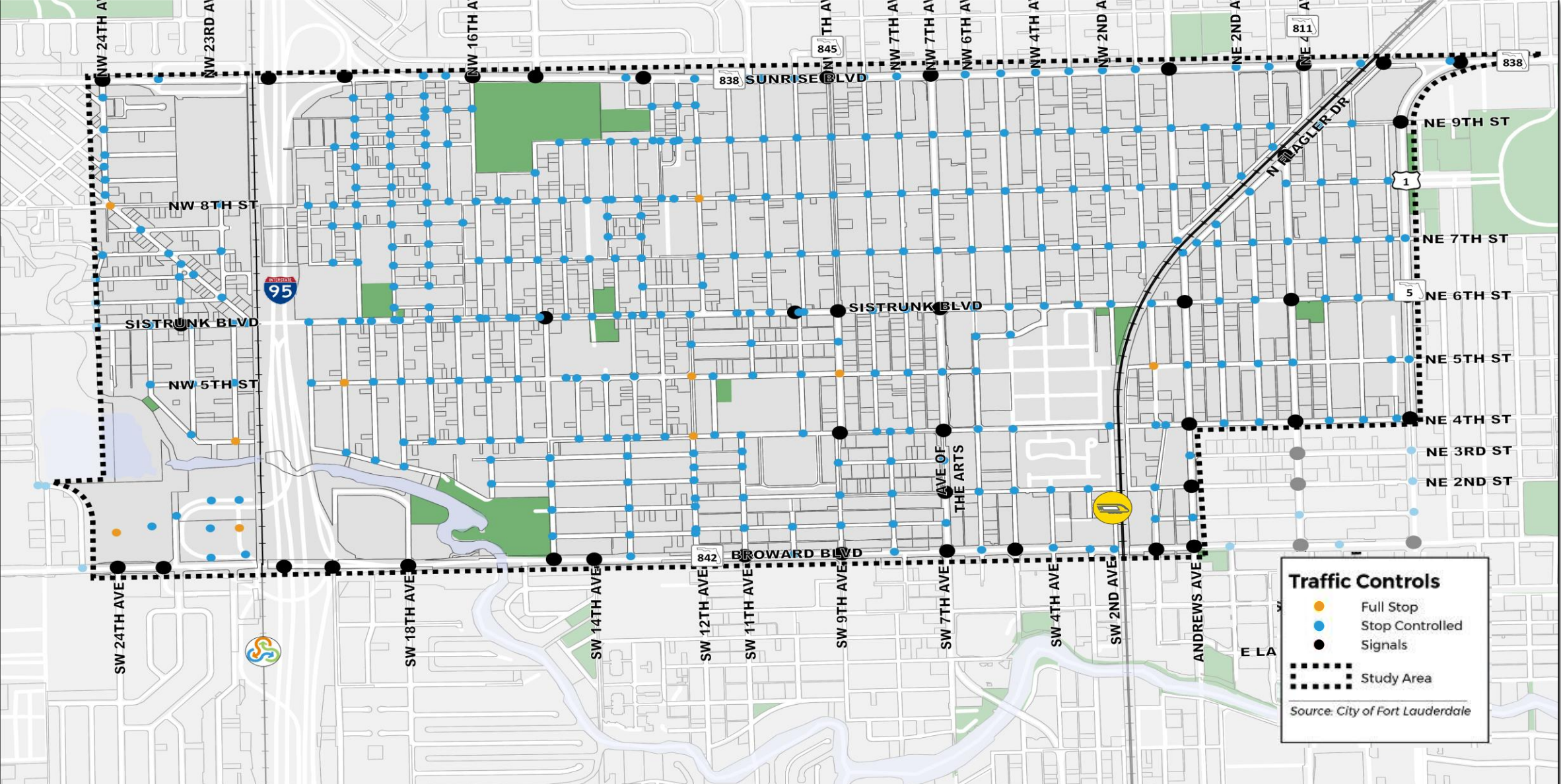
NPF-CRA Mobility Master Plan | Traffic Volumes + Level of Service (LOS)

FINDINGS – TRANSPORTATION CHARACTERISTICS

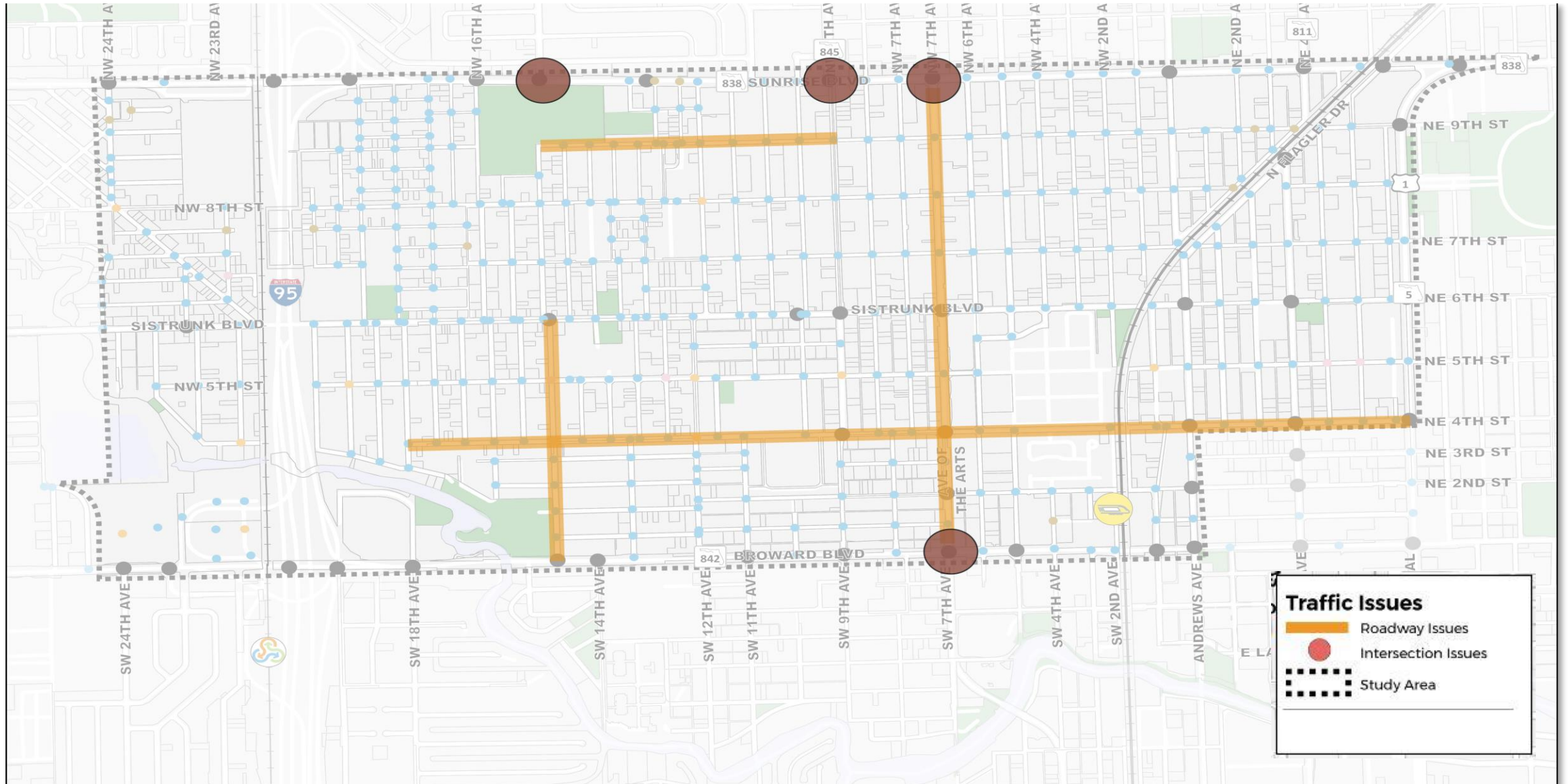


NPF-CRA Mobility Master Plan | Traffic Posted Speed + Travel Lanes

FINDINGS – TRANSPORTATION CHARACTERISTICS

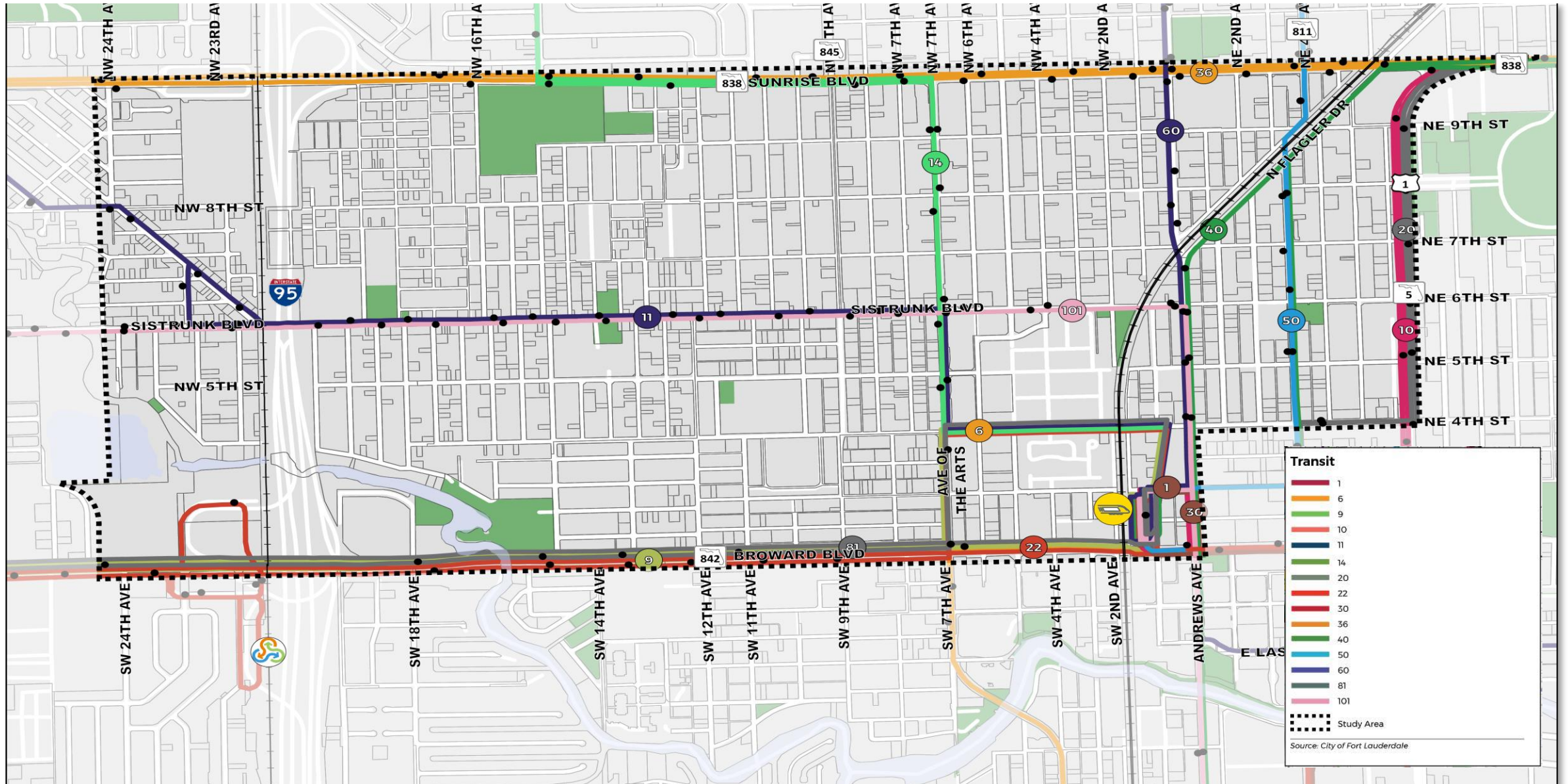


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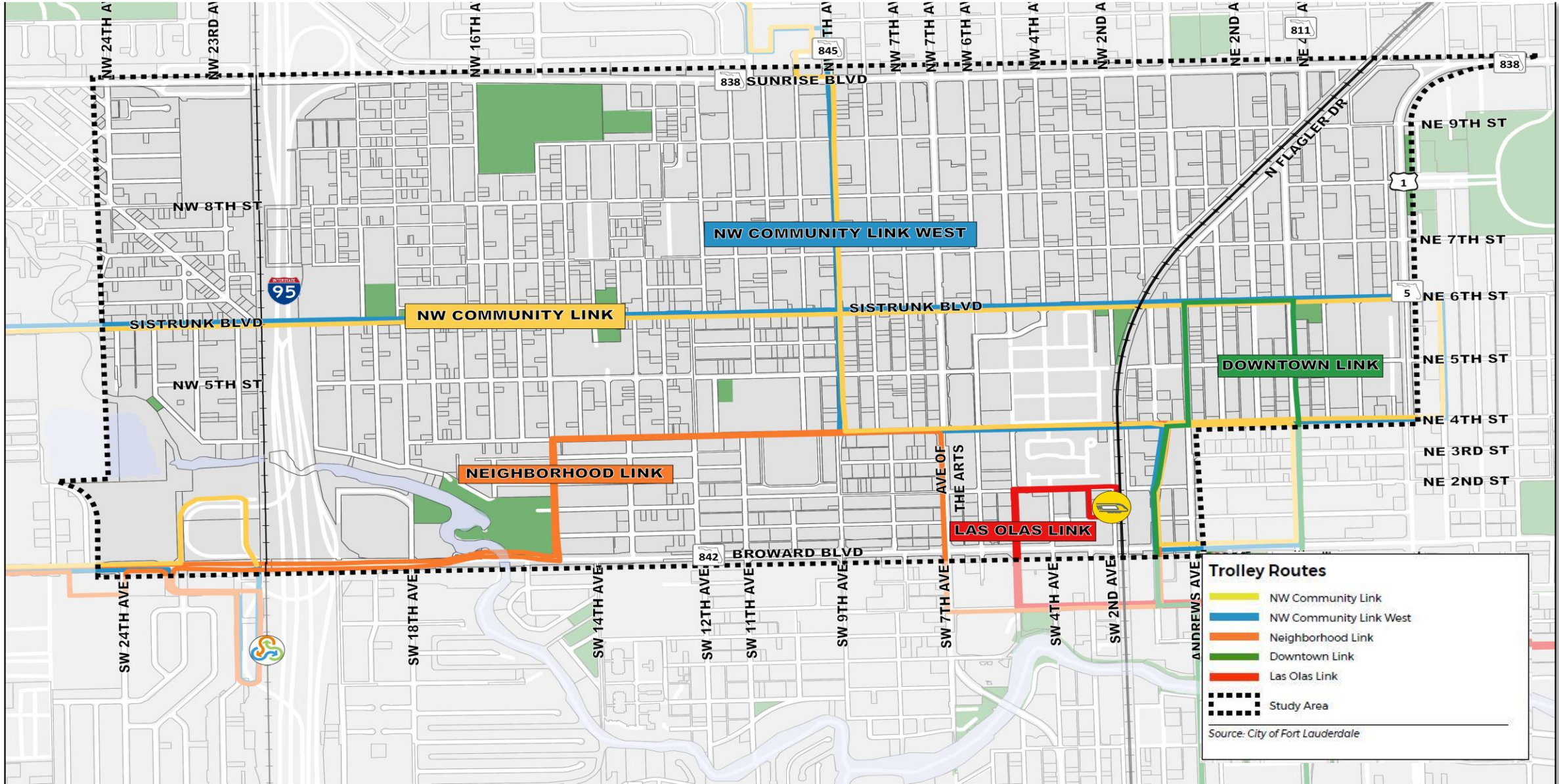


NPF-CRA Mobility Master Plan I Signalization – Hot Spots

FINDINGS – TRANSPORTATION CHARACTERISTICS



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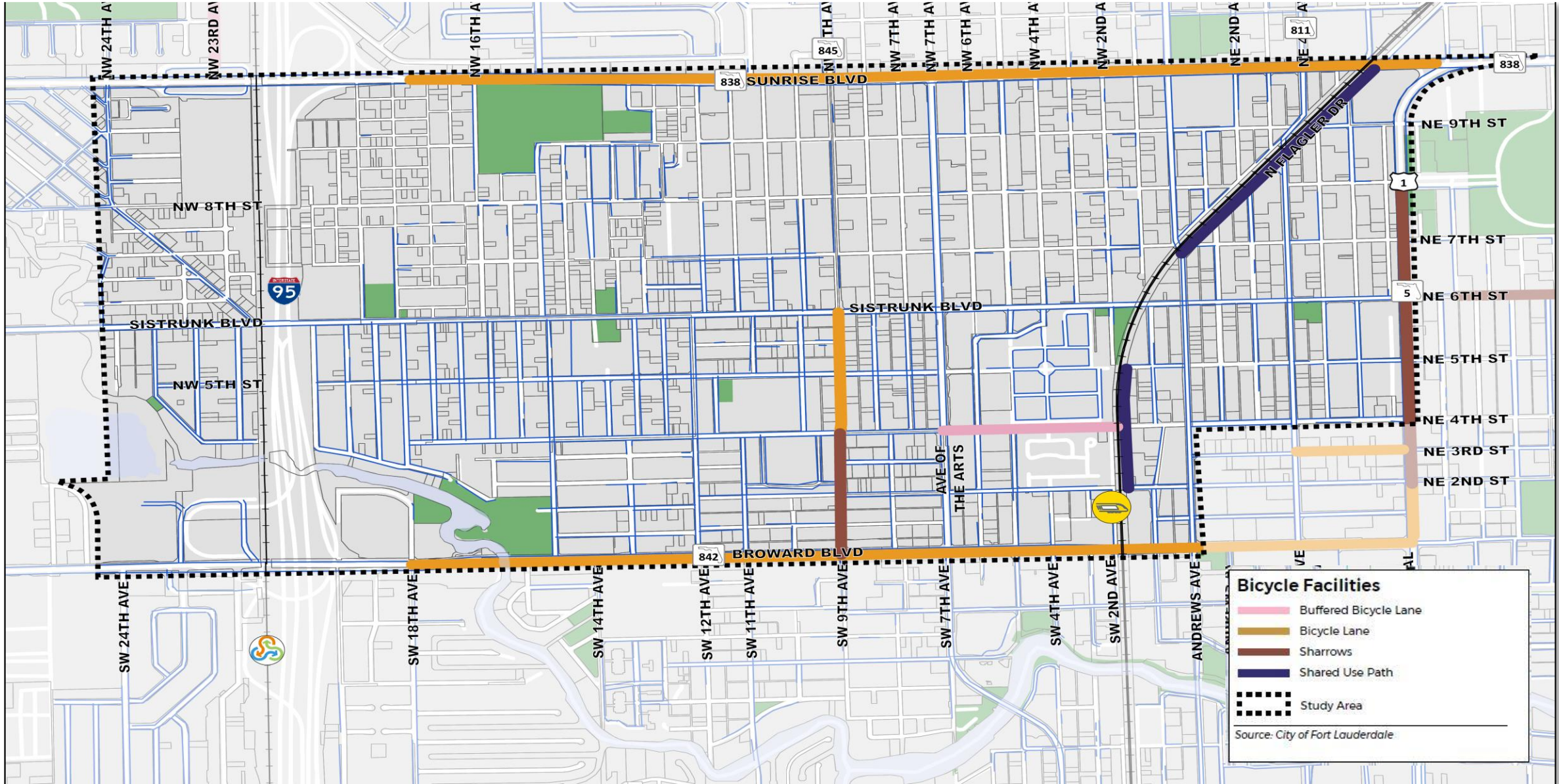


Trolley Routes

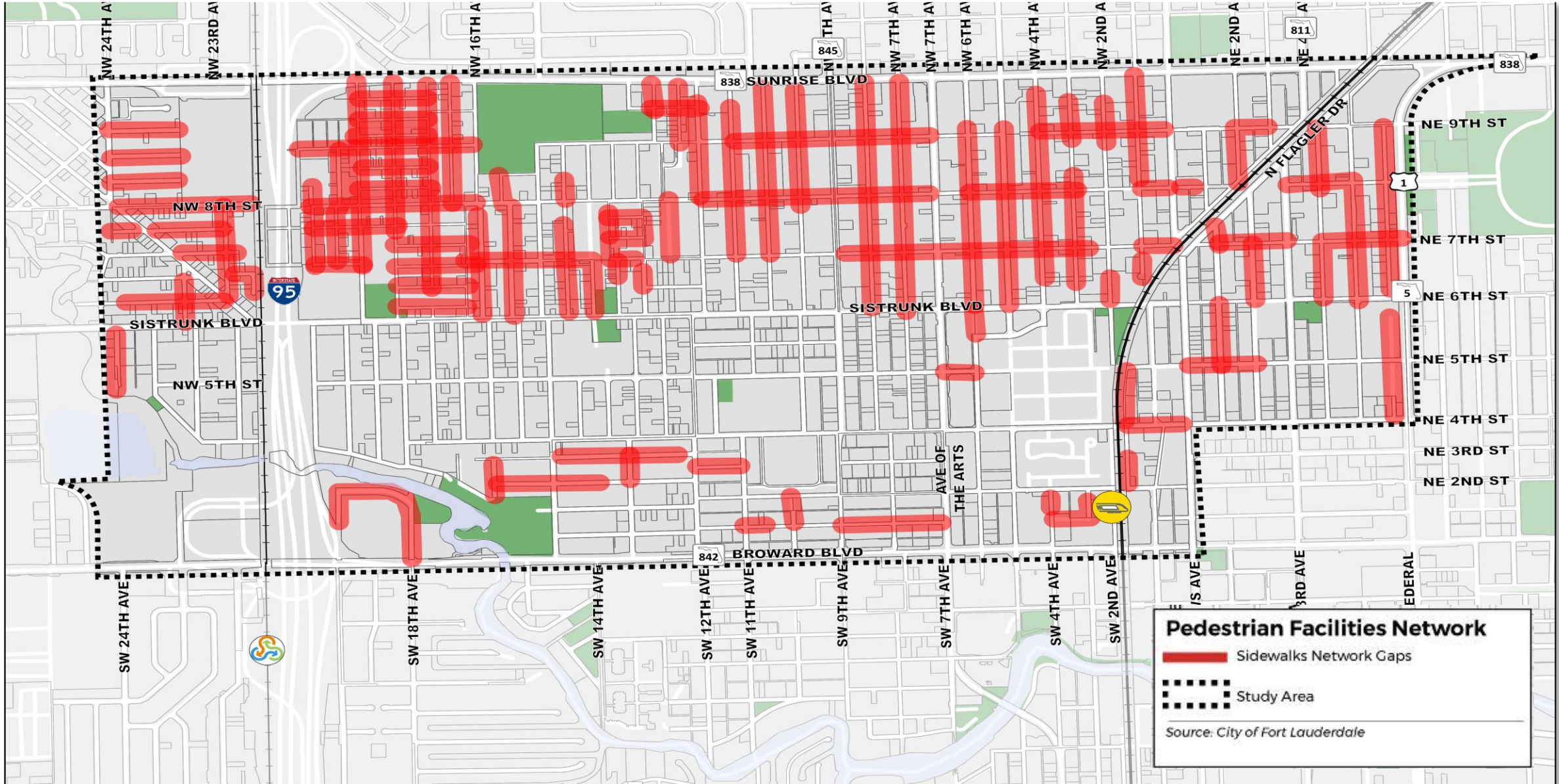
- NW Community Link
- NW Community Link West
- Neighborhood Link
- Downtown Link
- Las Olas Link
- Study Area

Source: City of Fort Lauderdale

FINDINGS – TRANSPORTATION CHARACTERISTICS

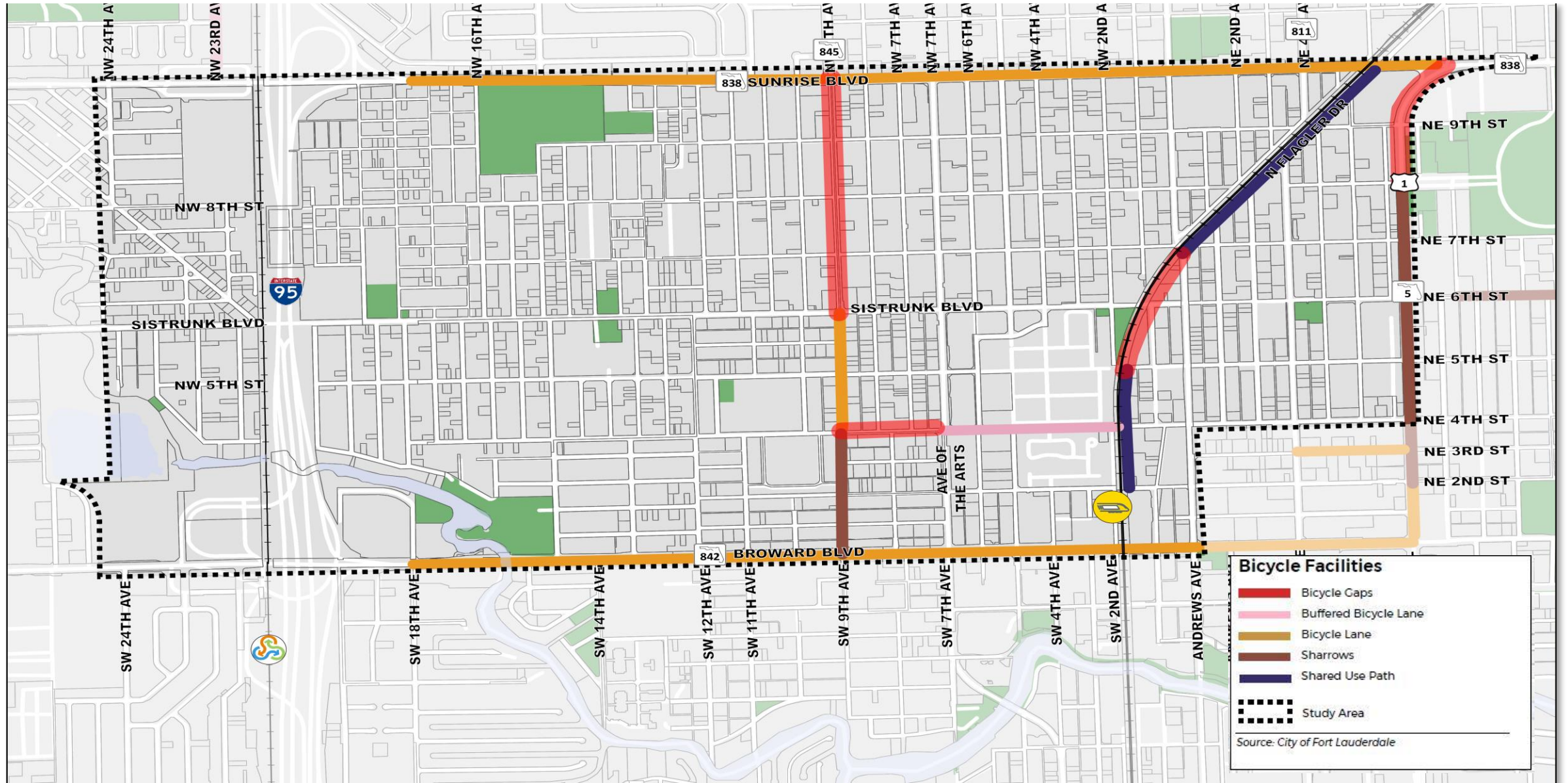


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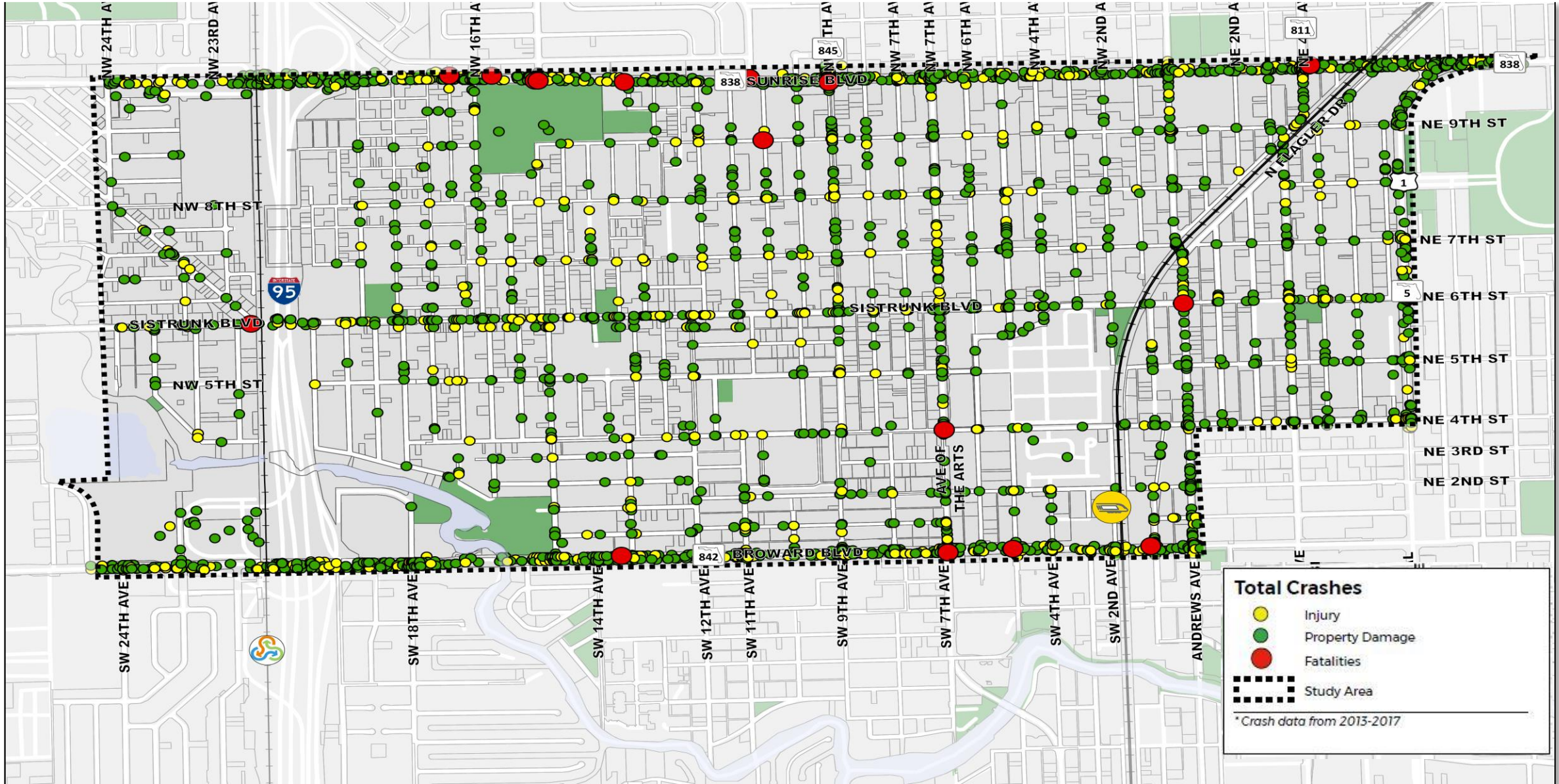


NPF-CRA Mobility Master Plan | Pedestrian Infrastructure Gaps

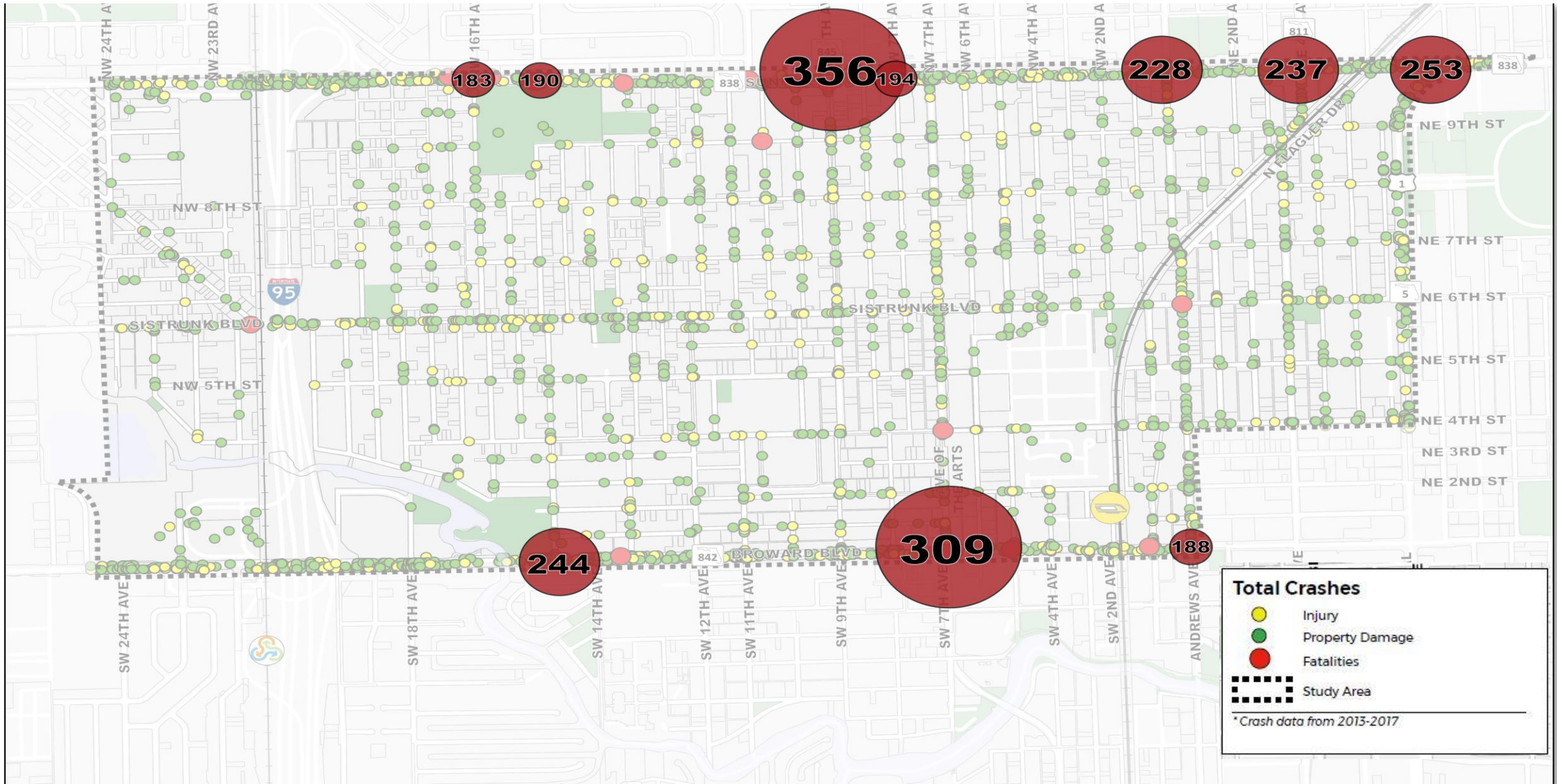
FINDINGS – TRANSPORTATION CHARACTERISTICS



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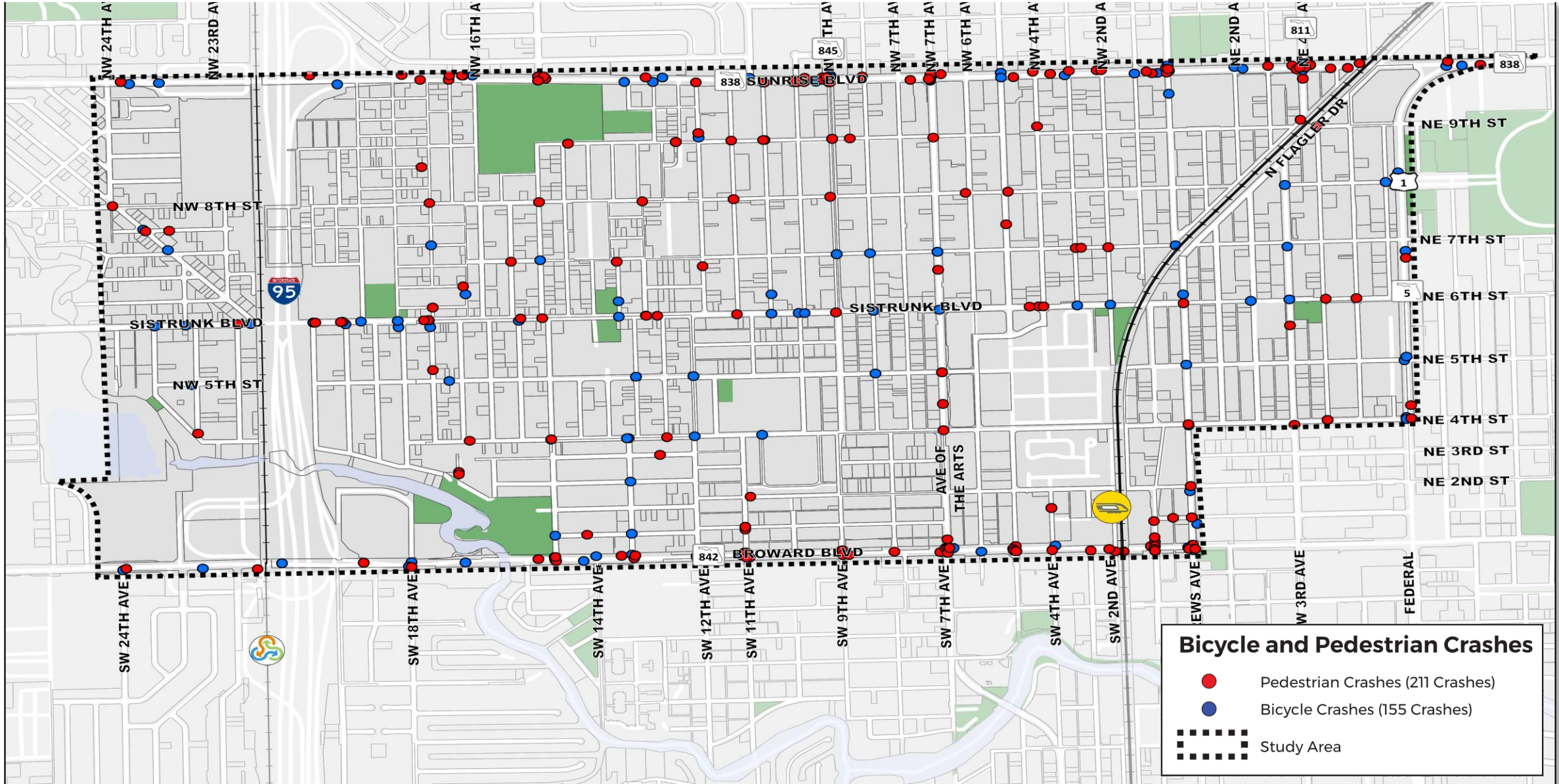


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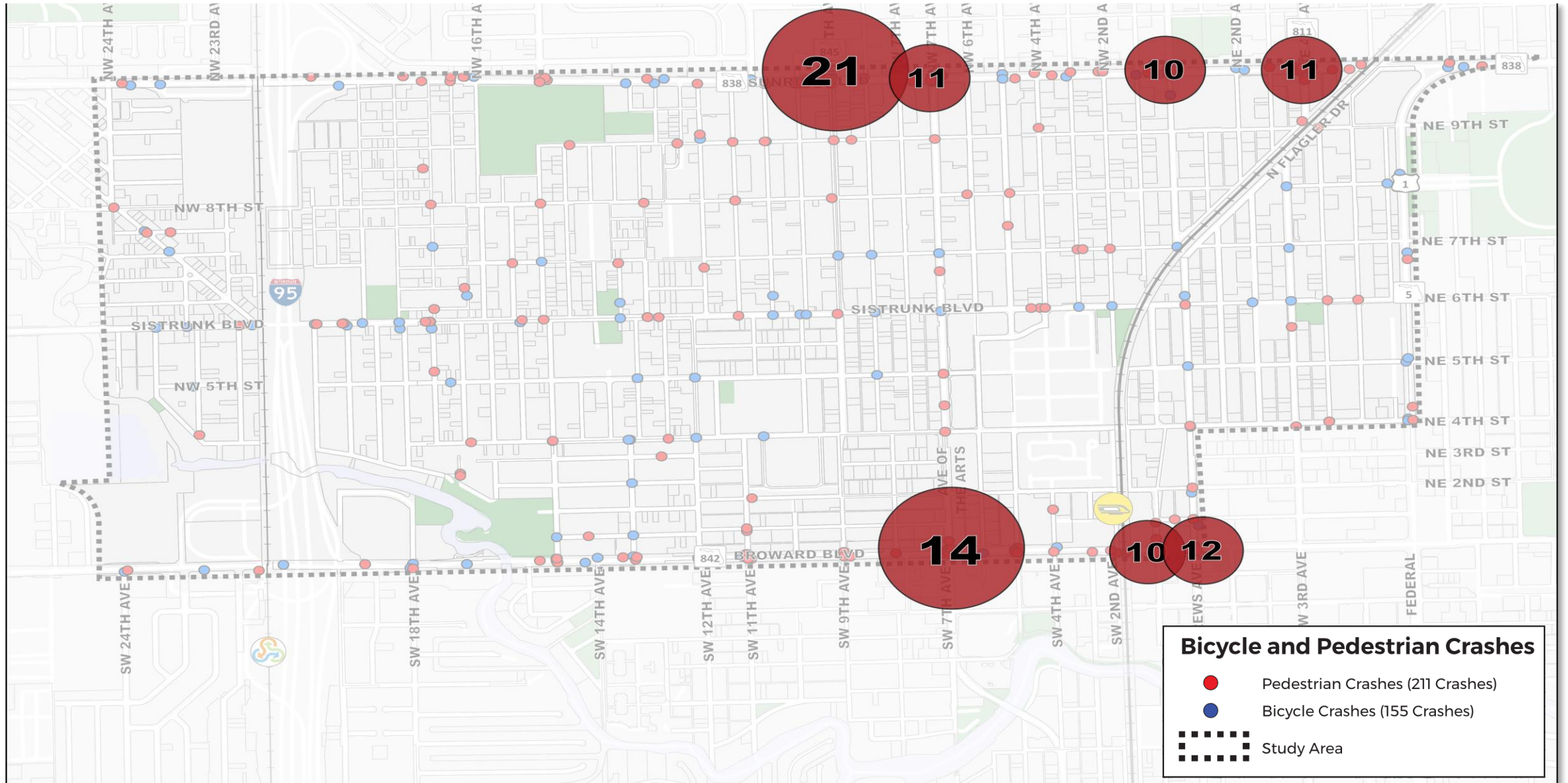


NPF-CRA Mobility Master Plan | Safety – High Crash Spots

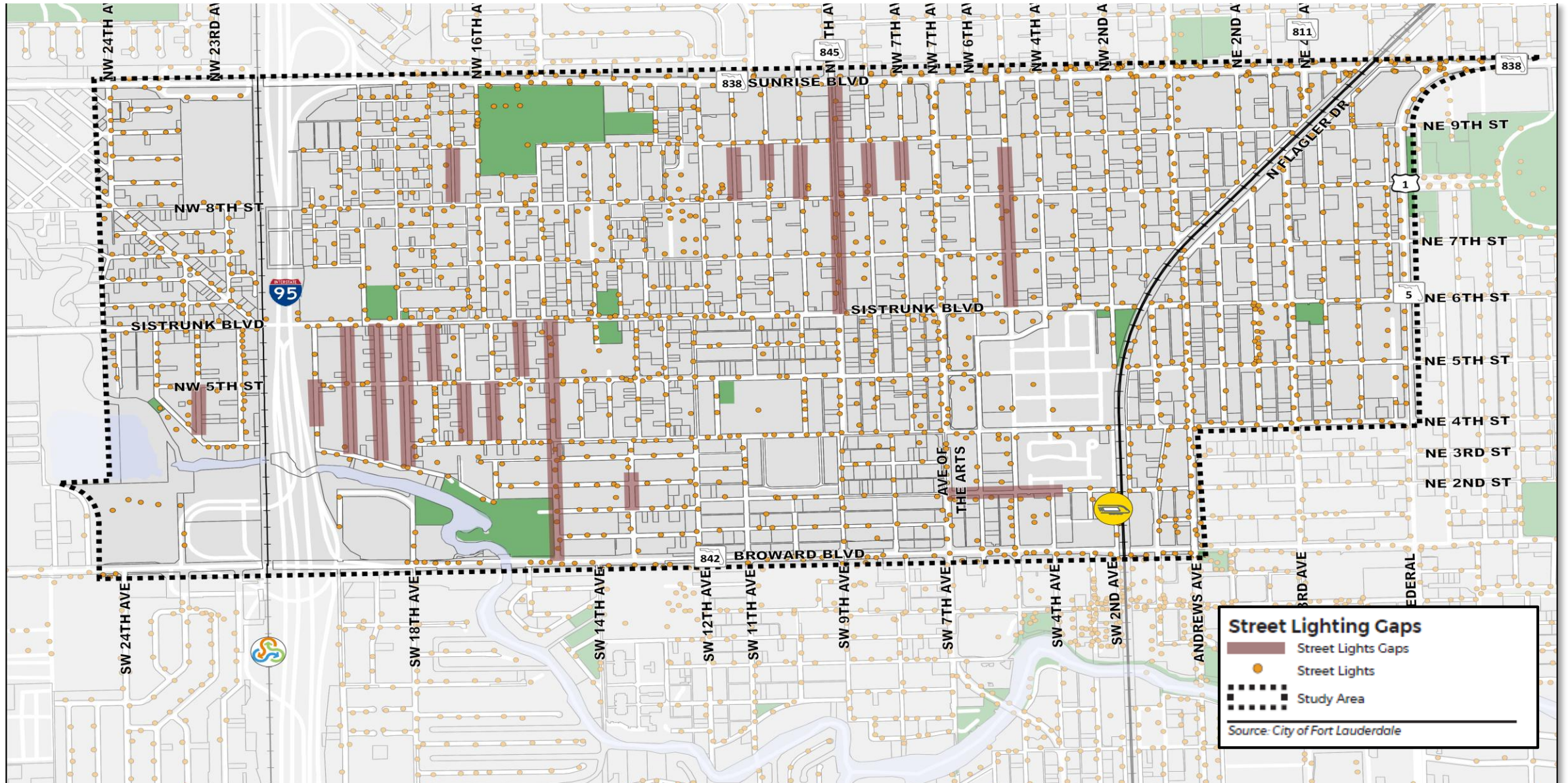
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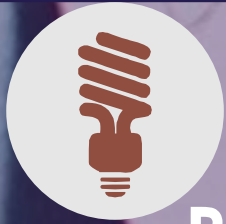
FINDINGS – TRANSPORTATION CHARACTERISTICS



FINDINGS – TRANSPORTATION CHARACTERISTICS



WHAT WE HEARD



Post-It Notes - What issues concern you the most in relation to Mobility in your neighborhood?

Lighting

High Vehicle Speed

No Bicycle Facilities

Congestion / Traffic

Drainage Issues

Lack of Walkability/ Unsafe Walking Conditions

Lack of Events

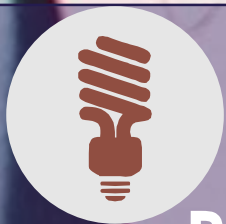
Lack of Enforcement

Better Transit Connectivity

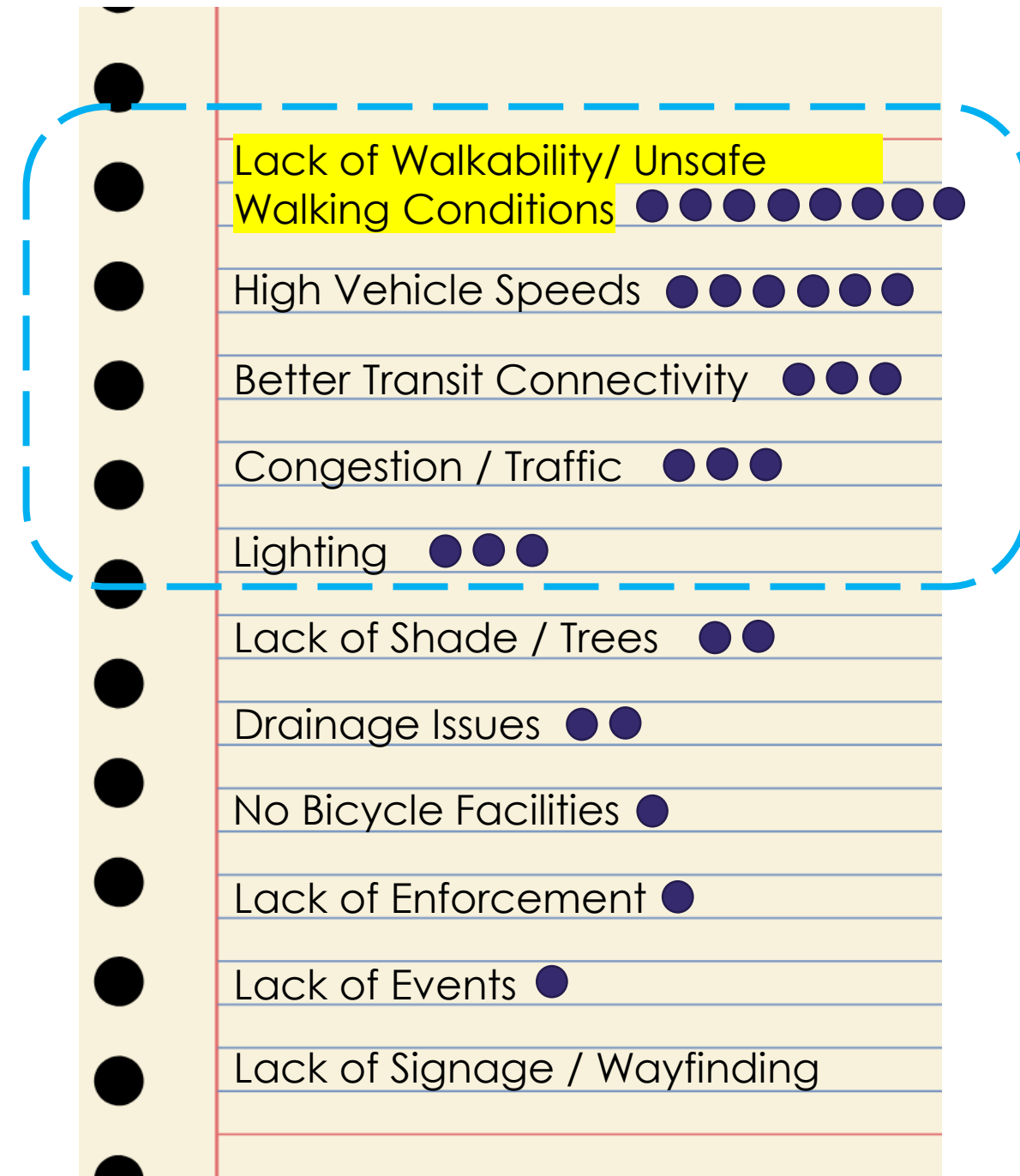
Lack of Shade / Trees

Lack of Signage / Wayfinding

WHAT WE HEARD



Post-It Notes - What issues concern you the most in relation to Mobility in your neighborhood?



SUMMARY OF ISSUES & OPPORTUNITIES

Traffic Calming

Traffic calming is needed and desired by the community in residential areas.

Network Connectivity

Lack of network connections forces traffic onto Sistrunk Boulevard creating more congestion.

Street Design / Streetscape Elements

Street design can improve safety and comfort for all roadway users.

Safety & Traffic Operations

Speeding and cut-through traffic is a main safety concern in the community.

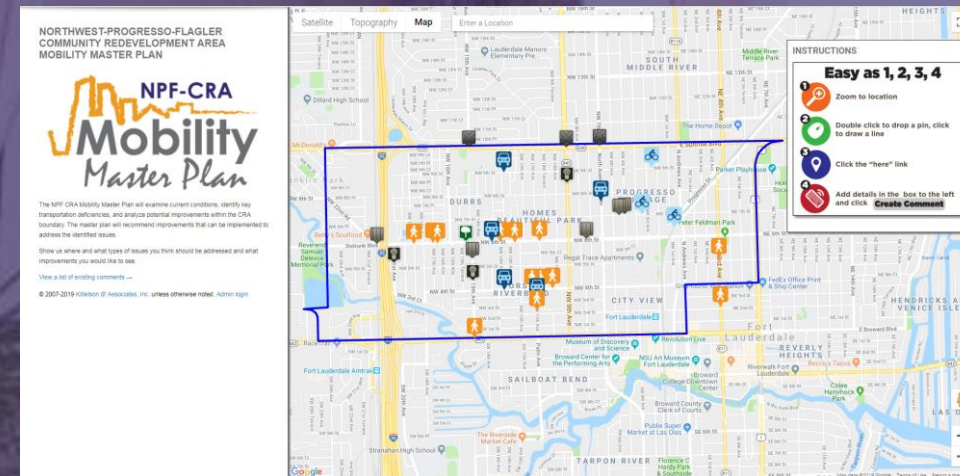
Access / Inadequate Pedestrian Facilities

Lack of walkability/unsafe walking conditions was the number one issue identified by community members particularly on 4th Street and Sistrunk Boulevard.

NEXT STEPS

Community Engagement

- Online Survey
- Interactive Map
- Project Website
 - <https://www.npfmobilityplan.com/>
- **Data Collection**
 - April 1st – 12th (Traffic Counts)
- **Concept Development Workshop**
 - May 21st – 23rd



NPF-CRA Mobility Master Plan

Northwest-Progresso-Flagler Heights CRA

WE WANT TO HEAR FROM YOU!!

Please take our 5-minute online survey

<https://form.jotform.com/83536295371160>

 For additional information check out the project website at <https://www.npfmobilityplan.com/>

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COMMENTS / THOUGHTS?

