NPF-CRA Mobility Master Plan

RECOMMENDATIONS & PRIORITIZATION METHODOLOGY TECH MEMO

Prepared for

Prepared by

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cadence

LANDSCAPE ARCHITECTURE | URBAN DESIGN | SITE PLANNING

October 2019

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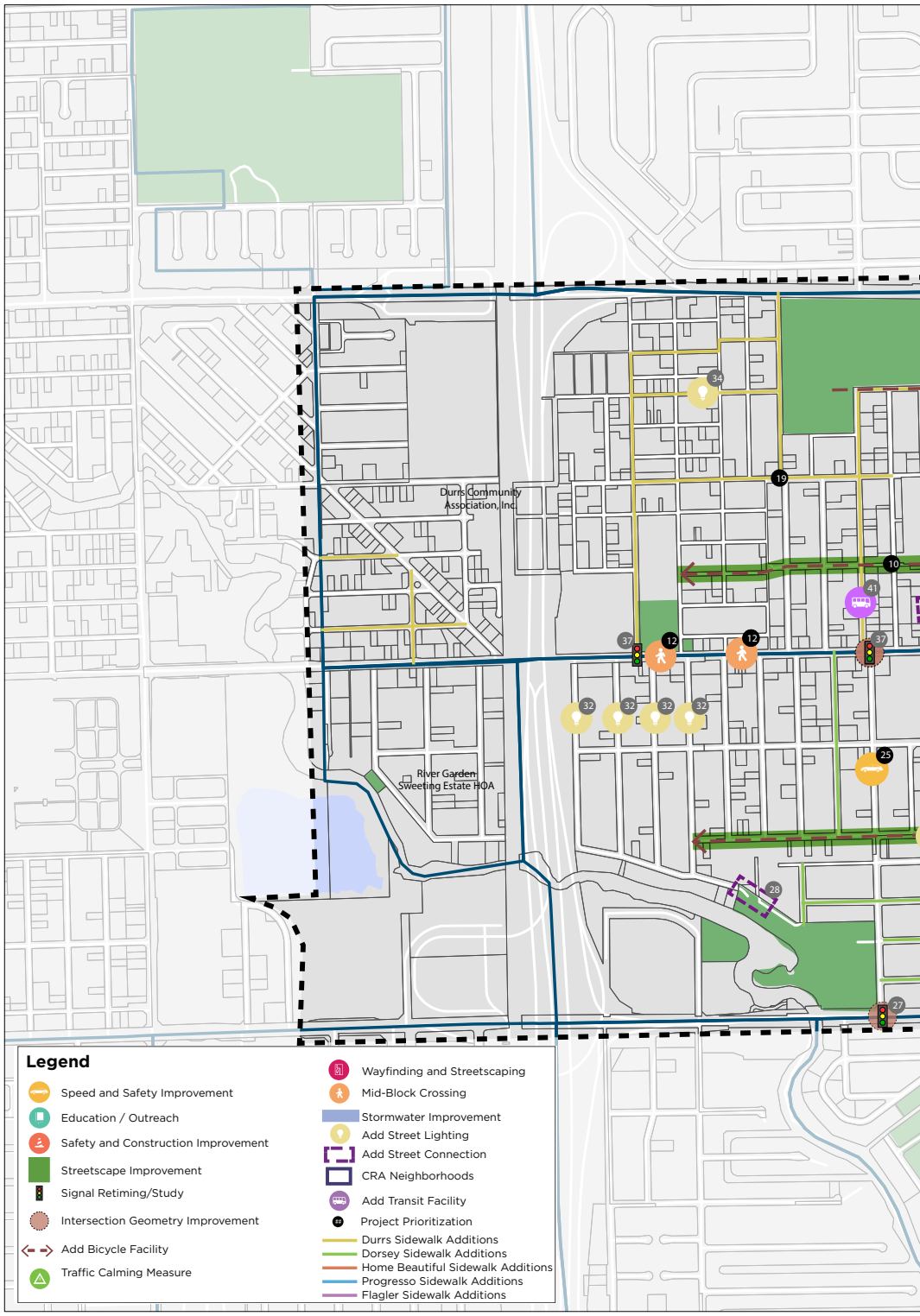
PURPOSE OF THE MEMO

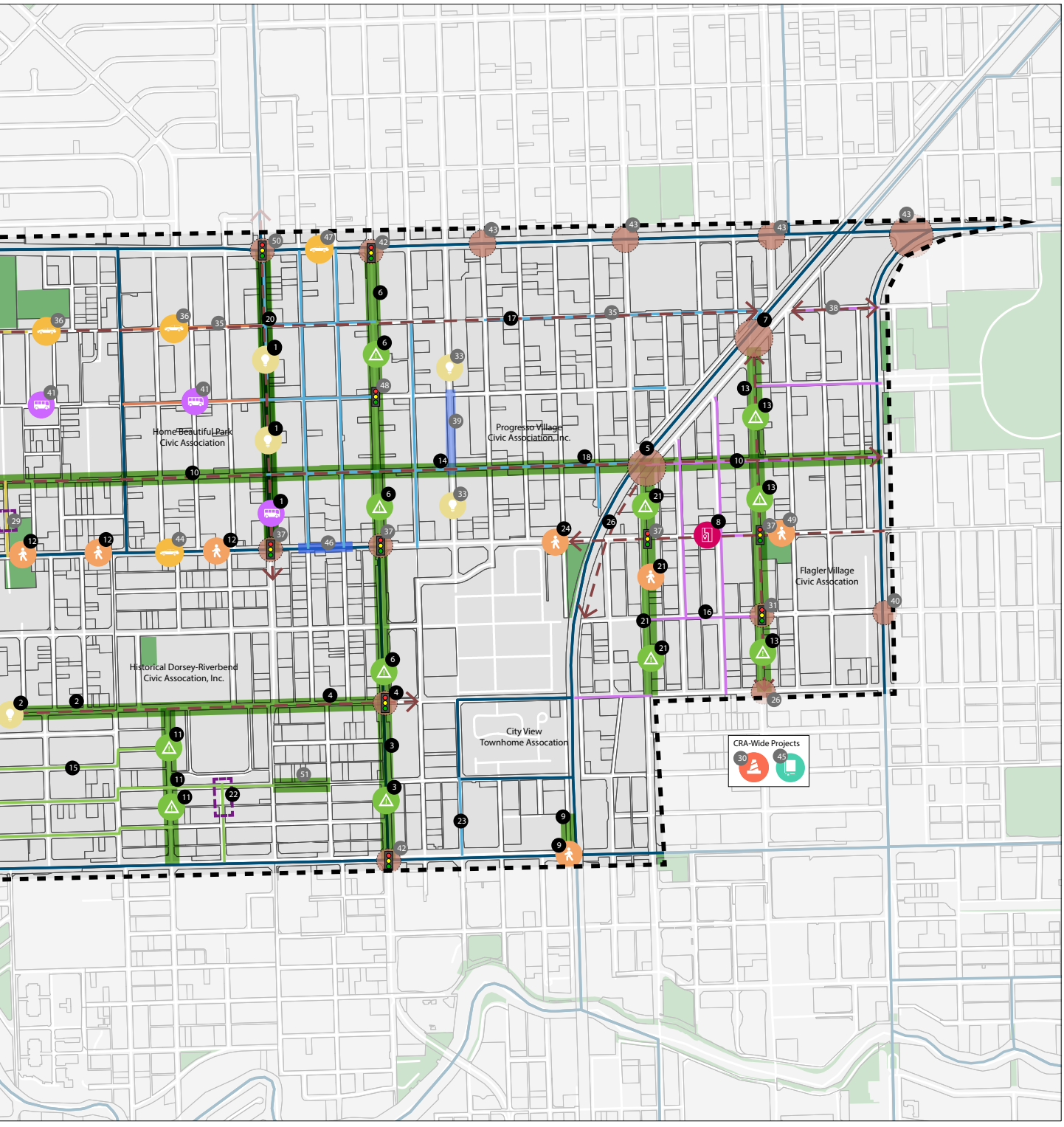
The purpose of this memo is to provide the Northwest-Progresso-Flagler Heights Community Redevelopment Agency and the City of Fort Lauderdale guidance for the implementation of mobility improvement projects within the study area. The neighborhoods included within the NPF-CRA study area include **Durrs Community Association, Home Beautiful Civic Association, Progresso Village Civic Association, Flagler Village Association, River Garden Sweeting Estate, Historic Dorsey-Riverbend Associations, and City View Townhomes Association**. This document is also a tool for the City to communicate with the various neighborhood associations about the project implementation process, which should reflect the desires of residents in relation to what they consider important in terms of improving mobility and livability within the project study area. This prioritization memo also serves as a resource for residents in understanding the City's processes, systems, and organizations that are in place and that impact the completion of proposed public improvements.

Prioritization is defined as the organization or completion of things in the order of their importance. Upon completion of the NPF-CRA Mobility Master Plan, it was clear that residents who were engaged and participated as part of this process, most importantly wanted **increased sidewalk connectivity**, as well as **increased vehicular, pedestrian, and bicycle safety**. Cut-through traffic volumes and high vehicle traffic speeds are a major concern for residents in these neighborhoods. On the following pages, based on feedback from residents, community organizations, property and business owners, and agency staff, is a list of prioritized projects informed by the master planning process. The project prioritization methodology was based on criteria that helped the project team rank community needs, desires, and project benefits toward sustainability, and quality of life, as well as mobility within the project study area. In addition, information related to the various project typologies proposed in the Mobility Master Plan has been included for better understanding about each of these categories.

The top 25 priority projects listed in the master list of 51 projects developed for the study area were ranked based on weighted calculated values benefit categories established in the City-wide Mobility Master Plan (Connecting the Blocks). These projects will increase safety and connectivity which was confirmed as a community priority through the engagement process completed as part of the NPF-CRA Mobility Master Plan. The top 25 projects are a collection of improvements that address the needs of the community, while providing aesthetic and functional enhancements to the residents within the NPF-CRA Mobility Master Plan study area. The prioritization methodology is further explained on page 9.


Durrs Community Association, Inc.
River Garden Sweeting Estate HOA
Legend
Speed and Safety Improvement
Education / Outreach
Safety and Construction Improvement
Streetscape Improvement
Signal Retiming/Study
Intersection Geometry Improvement
Add Bicycle Facility
Traffic Calming Measure
Wayfinding and Streetscaping
Mid-Block Crossing
Stormwater Improvement
Add Street Lighting
Add Street Connection
CRA Neighborhoods
Add Transit Facility
Project Prioritization
Durrs Sidewalk Additions
Dorsey Sidewalk Additions
Home Beautiful Sidewalk Additions
Progresso Sidewalk Additions
Flagler Sidewalk Additions

MOBILITY MASTER PLAN



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COMMUNITY DESIRES

Information regarding the desires and needs of the community were gathered via public input from three public workshops, online surveys and analysis completed by the project team. Below is a list of the most frequent comments received throughout the various community engagement methods.

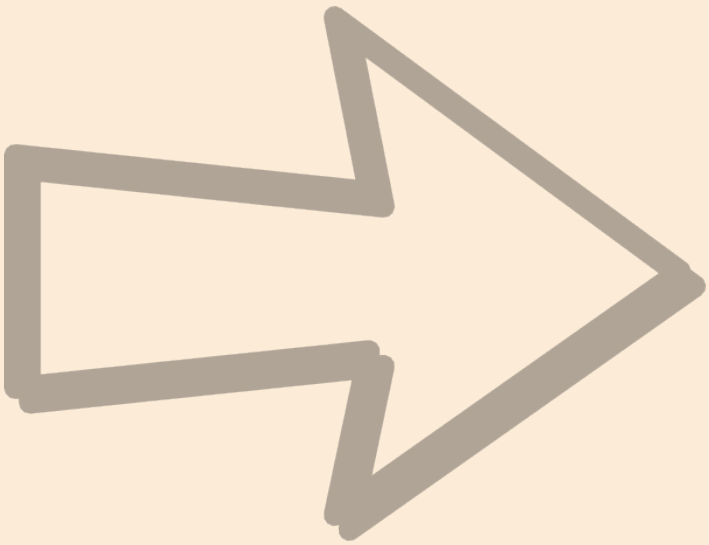
+ Safety
  - Implement the NPF-CRA Mobility Master Plan
  - Promote active and innovative transportation

+ Multimodal Mobility
  - Improve bicycle, pedestrian and traffic facilities
  - Walking and transit most desired transportation options

Online Survey Data Summary - Future Vision

HOW WERE PROJECTS SELECTED?

Selecting projects is one of the main steps in the process of creating the Mobility Master Plan. Our project list came from the quantitative and qualitative analysis completed with the goal of being as comprehensive as possible. The sources used include the following:



Proposed Enhancements for Project #1 at NW 9th Ave. & Sunrise Blvd.

Public and agency involvement through online surveys, interactive maps, in-person workshops, and public meetings

Analysis of current and future needs

Projects from the City's Mobility Master Plan (Connecting the Blocks) that are still relevant to the study area and have not been programmed

PRIORITIZATION METHODOLOGY

Calculation of the Weighted Values

The weighted values were generated based on the overall public input received via three workshops, online surveying, and quantitative analysis. In addition, project goals that aligned with the most guiding principles from the NPF-CRA Mobility Master Plan were given a higher weight as were project goals that aligned with the higher number of benefit categories established in the City-wide Mobility Master Plan (Connecting the Blocks).

Of the thirteen categories and project principles, if the goal of the project met 12 or more, the project received a weighted value of 6. Those project goals included:

- Increased Pedestrian and Bicycle Safety
- Increased Sidewalk Connectivity

The project goals that met between 10-11 categories/principles received a weight of 5 and included:

- Increased Vehicular Safety and Anticipated Reduction in Speeding Behavior
- Increased Bicycle Connectivity

The project goals that met between 8-9 categories/principles received a weight of 4 and included:

- Increased Street Connectivity
- Growth in Economic Development Opportunities

The project goals that met between 5-7 categories/principles received a weight of 3 and included:

- Incorporation of Sustainability Elements

The project goals that met 4 or less categories/principles received a weight of 2 and included:

- Improved Traffic Circulations

Funding Source

Projects that were either already funded or could be funded by other sources in addition to the City/CRA generally scored higher that those that did not. The specific scoring breakdown is as follows:

- If the project could include funding from multiple jurisdictions it was given a score of 1. Projects that could be implemented without much more study received a score of 2.
- If the project was entirely within the public-right-of-way, it scored a 4. If the project requires additional right-of-way it was scored as a 2.
- Similarly, if the project required land acquisition to be completed it scored a 3. If no land acquisition is required, the project scored a 6.

Project Timeline

Projects that were either already funded or could be funded by other sources in additional to the projects that did not require additional, extensive study and could be implemented within the existing available public right-of-way generally scored the highest. The specific scoring breakdown is as follows:

- If the project required additional, extensive study, it received a score of 1. Projects that could be implemented without much more study received a score of 2.
- If the project was entirely within the public right-of-way, it scored a 4. If the project requires additional right-of-way it was scored as a 2.
- Similarly, if the project required land acquisition to be completed, it scored a 1. If no land acquisition is required, the project scored a 6.

Project Support

Projects that were proposed during the NPF-CRA Master Mobility Plan or in previous studies that could be implemented directly by the CRA/City generally received a higher score. The specific scoring breakdown is as follows:

- If the project was generated or requested as part of the NPF-CRA Master Mobility Plan it received a score of 4. If the project was the result of the overall qualitative analysis it received a score of 2.
- If the project requires multiple jurisdictions to coordinate for implementation, it received a score of 2. If the project only required the City/CRA for implementation, it received a 4.
- If the project had been proposed is a previous study, it received a score of 2. If it was not previously proposed, it received a score of 1.

The overall perfect score would be 100.

	Project Description																			"Connecting the Blocks" Benefit Categories							NPF-CRA Mobility Plan Guiding Principles								
	Physical Implementation Project Types											Additional Study Project Types																							
Project Goals	Intersection/Street Geometry	Traffic Calming Measures	Enhanced Crosswalks	Sidewalks (Add)	Bicycle Facilities (Add)	Signal Retiming	Mid-Block Crossings	Add Shade Trees	Stormwater Measures	Transit Facilities (Add/Enhance)	Street Network (Add)	Street Lighting	Wayfinding Signage	Education + Outreach	Enforcement + Maintenance	Speed/Safety Study	Signal Study/Warrant Analysis	Beautification	**Safety**	**Travel Choices**	**Sustainability**	**Connectivity**	**Health Benefits**	**Quality of Life**	**Economic Benefit**	**Connect and Enhance Neighborhoods**	**Balance Needs and Developments**	**Overcome Barriers**	**Create Multimodal Connections**	**Celebrate Local Culture**	**Facilitate Transitions**	**Weighted Value**	**Thresholds**	**Points**
Increased Vehicular Safety; Anticipated Reduction in Speeding Behavior	X	X				X	X	X			X	X	X		X	X	X	X	X	X		X	X	X	X	**X**	**X**	**X**	**X**		**X**	5	Minimal Moderate Substantial	0.5 1 2
Improved Traffic Operations	X	X	X			X					X		X		X	X	X	X	X					X			**X**	**X**				2	Minimal Moderate Substantial	0.5 1 2
Increased Pedestrian Safety; Increased Bicycle Safety	X	X	X	X	X		X				X	X		X	X	X	X	X	X	X		X	X	X	X	**X**	**X**	**X**	**X**	**X**	**X**	6	Minimal Moderate Substantial	0.5 1 2
Increased Sidewalk Connectivity		X	X	X			X	X		X	X	X			X			X	X	X	X	X	X	X	X	**X**	**X**	**X**	**X**	**X**	**X**	6	Minimal Moderate Substantial	0.5 1 2
Increased Bicycle Connectivity		X			X			X			X	X			X			X		X	X	X	X	X	X	**X**	**X**	**X**	**X**			5	Minimal Moderate Substantial	0.5 1 2
Increased Street Connectivity	X	X				X				X	X		X		X	X	X	X	X	X	X	X			X	**X**	**X**	**X**	**X**			4	Minimal Moderate Substantial	0.5 1 2
Incorporation of Sustainability Elements to Adapt to Climate Change				X	X		X	X	X	X	X	X		X				X	X		X		X	X	X		**X**			**X**		3	Minimal Moderate Substantial	0.5 1 2
Growth in Economic Development Opportunities	X	X	X	X	X	X	X	X	X	X	X	X	X					X		X	X			X	X	**X**	**X**			**X**	**X**	4	Minimal Moderate Substantial	0.5 1 2

Project Feasibility			
Project Funding Source			
Multiple Jurisdictions or Agencies	If there are multiple jurisdictions, there may be multiple funding sources	Single Multiple	0 1
Qualifies for Federal or other Agency Funding?	Does this project qualify for any Federal, State, or County funding programs, or other available grants	Yes No	2 1
Public/Private Partnership Opportunity	Is there a chance this project could be completed in concert with a developer or other non-City/Private group?	Yes No	2 1
Existing Funding Source	Is there a pre-existing funding source?	Yes No	4 2
Project Timeline			
Requires Additional Study?	Are there additional, extensive studies required to implement the project?	No Yes	4 2
Within the Public ROW	Does this project use only public lands?	Yes No	4 2
Requires Land Acquisition	Does this project potentially require additional easments or land acquisition?	No Yes/Maybe	6 1
Project Support/Complexity			
Community Support in Mobility Master Plan	Was this project generated via the public input received during the NPF-CRA Mobility Master Plan?	No Yes	2 4
Requires Multiple Jurisdictions/Agencies To Move Forward	Does this project require multiple jurisdictions or agencies to be implemented?	City/CRA Only Multiple	4 2
Proposed in Previous Study?	Was this project proposed within a previous study?	Yes No	2 1

PROJECT PRIORITIZATION

Once proposed, each project was screened based on the principles established for this project to determine which improvements best aligned with the needs and desires of the community and best help the City reach its vision.

This evaluation, along with factors like funding sources and context-sensitive knowledge, was used to establish project ranking:

Short Range (2020-24)

Medium Range (2025-2029)

Long Range (2030-2035)

An infographic has been provided for each of the 25 priority projects list in the master list of 51 project. See Table A on Page 32 of this document for a continued list of projects #26-#51 from the master list.

PROJECT #1
NW 9TH AVE. STREETSCAPE

Improve NW 9th Ave. between Sunrise Blvd. and Sistrunk Blvd. with a streetscape design that provides bicycle facilities, enhanced crosswalks, lighting, wayfinding signage, and beautification white implementing an adjusted intersection/street geometry

Total Score: 91.0

PROJECT NEIGHBORHOOD

Home Beautiful Civic Association
Progresso Village Civic Association
Historic Dorsey-Riverbend Civic Association

PROJECT TIMELINE	PROBABLE COST
Short Range Mid Range Long Range	$2,356,463

PROJECT #2
NW 4TH ST. STREETSCAPE

Conduct a signal study and improve NW 4th St. between NW 18th Ave. and NW 9th Ave. with a streetscape design that provides bicycle facilities, enhanced crosswalks, mid-block crossings, lighting, wayfinding signage, and beautification while implementing traffic calming measures, and an adjusted intersection/ street geometry

Total Score: 85.0

PROJECT NEIGHBORHOOD

Historic Dorsey-Riverbend Civic Association

PROJECT TIMELINE	PROBABLE COST
Short Range Mid Range Long Range	$3,093,300

PROJECT #3
NW 7TH AVE. STREETSCAPE

Improve NW 7th Ave. between NW 4th St. and Broward Blvd. with a streetscape design that provides bicycle facilities, enhanced crosswalks, lighting, wayfinding signage, and beautification while implementing traffic calming measures, and an adjusted intersection/ street geometry

Total Score: 85.0

PROJECT NEIGHBORHOOD

Progresso Village Civic Association
Historic Dorsey-Riverbend Civic Association

PROJECT TIMELINE	PROBABLE COST
Short Range Mid Range Long Range	$2,262,846

Proposed Streetscape Improvements along 4th Street (Project #2)
Proposed enhancements shown at NW 4th Street & NW 12th Avenue

PROJECT #4
NW 4TH ST. STREETSCAPE

Improve NW 4th St. between NW 9th Ave. and NW 7th Ave. with a streetscape design that provides bicycle facilities, enhanced crosswalks, lighting, wayfinding signage, and beautification while implementing an adjusted intersection/street geometry.

Total Score: 82.0

PROJECT NEIGHBORHOOD

Historic Dorsey-Riverbend Civic Association

PROJECT TIMELINE	PROBABLE COST
Short Range Mid Range Long Range	$861,500

PROJECT #5
N ANDREWS AVE INTERSECTION ANALYSIS

Conduct a signal study and improve intersections along N Andrews Ave. at FEC Railroad Crossing, NW 7th St., Progresso Dr., and N Flagler Dr. with enhanced crosswalks, added sidewalks, added bicycle facilities, and beautification while implementing traffic calming measures, and an adjusted intersection/street geometry

Total Score: 80.5

PROJECT NEIGHBORHOOD

Progresso Village Civic Association
Flagler Village Civic Association

PROJECT TIMELINE	PROBABLE COST
Short Range Mid Range Long Range	$1,746,000

PROJECT #6
NW 7TH AVE STREETSCAPE

Conduct a signal study and improve NW 7th Ave. between Sunrise Blvd. and NW 4th St. with a streetscape design that provides bicycle facilities, enhanced crosswalks, lighting, wayfinding signage, and beautification while implementing traffic calming measures, and an adjusted intersection/street geometry

Total Score: 78.0

PROJECT NEIGHBORHOOD

Progresso Village Civic Association
Historic Dorsey-Riverbend Civic Association

PROJECT TIMELINE	PROBABLE COST
Short Range Mid Range Long Range	$5,298,410

Proposed Streetscape Improvements along NW 7th Avenue and 4th Street (Projects #3 & 4)

Proposed Enhancements shown at NW 7th Ave. & NW 4th St.

PROJECT #7

NE 3RD/NE 4TH AVE INTERSECTION ANALYSIS

Conduct a signal study and improve intersections along NE 3rd/NE 4th Ave. at FEC Railroad Crossing, Progresso Dr., and N Flagler Dr. with enhanced crosswalks, added sidewalks, added bicycle facilities, and beautification while implementing an adjusted intersection/ street geometry

Total Score: 75.0

PROJECT NEIGHBORHOOD

Flagler Village Civic Association

PROJECT TIMELINE	PROBABLE COST
Short Range Mid Range Long Range	$907,800

PROJECT #8

NE 6TH ST SIDEWALK & SHARED-USE PATH SIGNAGE PROJECT

Along NE 6th St. from NE 2nd Ave. to NE 4th Ave. and from NE 5th Ave. to Federal Hwy., improve existing sidewalk to create shared-use path with added sidewalks and wayfinding signage

Total Score: 72.5

PROJECT NEIGHBORHOOD

Flagler Village Civic Association

PROJECT TIMELINE	PROBABLE COST
Short Range Mid Range Long Range	$41,100 ($74,000 per crossing)

PROJECT #9

NW 2ND AVE STREETSCAPE

Improve NW 2nd Ave. between NW 1st St. and Broward Blvd. with a streetscape design that provides mid-block crossings, added sidewalks and beautification while implementing an adjusted intersection/street geometry

Total Score: 71.5

PROJECT NEIGHBORHOOD

Progress Village Civic Association

PROJECT TIMELINE	PROBABLE COST
Short Range Mid Range Long Range	$374,100

Proposed Streetscape Improvement alternative along NW 7th Avenue (Projects #6)

Proposed Enhancements shown at NW 7th Ave. & Sistrunk Boulevard

PROJECT #10
NW 7TH ST STREETSCAPE

Improve NW 7th St. from NW 18th Ave. to NW 7th Ave. and NW 4th Ave. to Holiday Park (Federal Hwy.) with a streetscape design that provides bicycle facilities, added sidewalks, and stormwater enhancements

Total Score: 71.5

PROJECT NEIGHBORHOOD

Durrs Community Association
Home Beautiful Civic Association
Progresso Village Civic Association
Flagler Village Civic Association

PROJECT TIMELINE	PROBABLE COST
Short Range Mid Range Long Range	$1,956,000

PROJECT #11
NW 11TH AVE STREETSCAPE

Improve NW 11th Ave. between NW 4th St. and Broward Blvd. with a streetscape design that provides added sidewalks, and beautification while implementing traffic calming measures

Total Score: 70.5

PROJECT NEIGHBORHOOD

Historic Dorsey-Riverbend Civic Association

PROJECT TIMELINE	PROBABLE COST
Short Range Mid Range Long Range	$261,500

PROJECT #12
SISTRUNK MID-BLOCK CROSSINGS

Improve Sistrunk streetscape with the addition of mid-block crossings from NW 17th Ave. to NW 16th Ave., at NW 12th Ave., near NW 14th Ave., at NW 19th Ave., and from NW 10th Ter. to NW 10th Ave.

Total Score: 66.5

PROJECT NEIGHBORHOOD

Durrs Community Association
Historic Dorsey-Riverbend Civic Association

PROJECT TIMELINE	PROBABLE COST
Short Range Mid Range Long Range	$433,000

Proposed Mid-block Crossings along Sistrunk Boulevard (Project #12)
Proposed Enhancements shown at NW 9th Ave. & Sistrunk Boulevard

PROJECT #13
NE 3RD AVE STREETSCAPE

Improve NE 3rd Ave. between N Flagler Dr. and NE 4th St. with a streetscape design that provides bicycle facilities, and beautification while implementing traffic calming measures

Total Score: 65.0

PROJECT NEIGHBORHOOD

Flagler Village Civic Association

PROJECT TIMELINE	PROBABLE COST
Short Range Mid Range Long Range	$1,447,800

PROJECT #14
DORSEY-RIVERBEND NEIGHBORHOOD SIDEWALK PROJECTS

Improve pedestrian connectivity with added sidewalks along NE 3rd St., NW 2nd St., NW 1st St., NW 15th Ter., and NW 15th Way.

Total Score: 63.0

PROJECT NEIGHBORHOOD

Historic Dorsey-Riverbend Civic Association

PROJECT TIMELINE	PROBABLE COST
Short Range Mid Range Long Range	$651,500

PROJECT #15
FLAGLER VILLAGE SIDEWALK PROJECTS

Improve pedestrian connectivity with added sidewalks along NE 2nd Ave, NE 1st Ave., NE 4th St., NE 5th St., NE 6th St., NE 7th St., NE 8th St., and NE 9th St.

Total Score: 62.0

PROJECT NEIGHBORHOOD

Flagler Village Civic Association

PROJECT TIMELINE	PROBABLE COST
Short Range Mid Range Long Range	$723,800

PROJECT #16
NW 9TH ST SIDEWALK PROJECT

Improve pedestrian connectivity with an added sidewalk along NW 9th St. between NW 4th Ave. and NE 4th Ave.

Total Score: 62.0

PROJECT NEIGHBORHOOD

Progresso Village Civic Association

PROJECT TIMELINE	PROBABLE COST
Short Range Mid Range Long Range	$147,900

PROJECT #17
NW 7TH ST SIDEWALK PROJECT

Improve pedestrian connectivity with an added sidewalk along NW 7th St. between NW 7th Ave. and N Andrews Ave.

Total Score: 62.0

PROJECT NEIGHBORHOOD

Progresso Village Civic Association

PROJECT TIMELINE	PROBABLE COST
Short Range Mid Range Long Range	$122,900

PROJECT #18
DURRS COMMUNITY SIDEWALK PROJECTS

Improve pedestrian connectivity with added sidewalks along NW 22nd Ave., NW 19th Ave., NW 16th Ave., NW 15th Ave., NW 9th St., NW 8th St., NW 7th St., and NW 6th Ct.

Total Score: 62.0

PROJECT NEIGHBORHOOD

Durrs Community Association

PROJECT TIMELINE	PROBABLE COST
Short Range Mid Range Long Range	$1,260,200

PROJECT #19
NW 9TH ST SIDEWALK PROJECT

Improve pedestrian connectivity with an added sidewalk along NW 9th St. between NW 13th Ave. and NE 7th Ave.

Total Score: 62.0

PROJECT NEIGHBORHOOD

Home Beautiful Civic Association

PROJECT TIMELINE	PROBABLE COST
Short Range Mid Range Long Range	$320,000

PROJECT #20
NE 7TH ST STREETSCAPE

Improve NE 7th St. between NW 7th Ave. and NW 4th Ave. with a streetscape design that provides enhanced crosswalks, added sidewalks, and beautification while implementing an adjusted intersection/street geometry

Total Score: 61.0

PROJECT NEIGHBORHOOD

Progresso Village Civic Association

PROJECT TIMELINE	PROBABLE COST
Short Range Mid Range Long Range	$384,100

PROJECT #21
N ANDREWS AVE STREETSCAPE

Improve N Andrews Ave. between NE 7th St. and NE 4th St.. with a streetscape design that provides enhanced crossings, and mid-block crosswalks while implementing traffic calming measures

Total Score: 61.0

PROJECT NEIGHBORHOOD

Flagler Village Civic Association

PROJECT TIMELINE	PROBABLE COST
Short Range Mid Range Long Range	$453,600

PROJECT #22
NE 5TH AVE SIDEWALK PROJECT

Improve pedestrian connectivity with an added sidewalk along NE 5th St. between NW 2nd St. and Broward Blvd.

Total Score: 61.0

PROJECT NEIGHBORHOOD

Progresso Village Civic Association

PROJECT TIMELINE	PROBABLE COST
Short Range Mid Range Long Range	$36,200

PROJECT #23
SISTRUNK MID-BLOCK CROSSING (NEAR BUS STOP/SISTRUNK PARK)

Improve Sistrunk streetscape with the addition of a mid-block crossing between NW 3rd Ave. and NW 2nd Ave.

Total Score: 60.5

PROJECT NEIGHBORHOOD

Progresso Village Civic Association

PROJECT TIMELINE	PROBABLE COST
Short Range Mid Range Long Range	$143,100

PROJECT #24
NW 10TH AVE STREET CONNECTION

Improve pedestrian and vehicular connectivity with an added sidewalk and street connection on NW 10th Ave. from NW 2nd St. to Broward Blvd.

Total Score: 59.0

PROJECT NEIGHBORHOOD

Historic Dorsey-Riverbend Civic Association

PROJECT TIMELINE	PROBABLE COST
Short Range Mid Range Long Range	$133,500

PROJECT #25

NW 15TH AVE SAFETY STUDY

Conduct a speed/safety study and improve NW 15th Ave. between Sistrunk Blvd. and Broward Blvd. with the implementation of traffic calming measures

Total Score: 57.0

PROJECT NEIGHBORHOOD

Historic Dorsey-Riverbend Civic Association

PROJECT TIMELINE	PROBABLE COST
Short Range Mid Range Long Range	$27,000

Proposed Streetscape Improvements along NW 9th Avenue (Project #1)

Proposed Enhancements shown at the intersection of NW 9th Ave. & Sistrunk Boulevard

PROJECT CATEGORIES

Graphic symbols reference improvements from the Mobility Master Plan on Page 6 of this document.

Intersection Enhancements

Intersection geometry lends itself to higher vehicular speeds in some locations. This can cause issues for pedestrians crossing the street and can encourage people to run stop signs. Large turning radii facilitate faster vehicle turning movements and increase crossing distance for pedestrians. Reducing the curb radii will aid in slowing vehicles and improve pedestrian safety. It may also discourage truck cut-through traffic.

+ **Project Benefits**
  - Increased Vehicular Safety; Anticipated Reduction in Speeding Behavior
  - Improved Traffic Operations
  - Increased Pedestrian Safety; Increased Bicycle Safety
  - Increased Street Connectivity
  - Streetscape Enhancement/Street Design

+ **Steps Needed to Complete the Project**
  - Association identify the project as a priority for implementation and identify funding
  - Property owner outreach and concerns by Association
  - Procurement of a consultant for necessary design work
  - Existing tree, property, roadway, and geotechnical surveys of project area - Surveyor
  - Curb, paving, signage and striping plans - Civil Engineer
  - Landscape architectural design and irrigation construction plans - Landscape Architect
  - Roadway geometry construction documents - Civil and Geotechnical Engineer
  - Bidding and construction implementation

Traffic Calming Measures

Raised intersections, curb extensions, and landscaping or edge islands in the street create pinch points to narrow the travel way, requiring drivers to slow down or yield to each other to maneuver through the area aid in slowing vehicles and improving pedestrian safety. It may also discourage truck cut-through traffic.

+ **Project Benefits**
  - Increased Vehicular Safety; Anticipated Reduction in Speeding Behavior
  - Improved Traffic Operations
  - Increased Pedestrian Safety; Increased Bicycle Safety
  - Increased Sidewalk Connectivity
  - Increased Bicycle Connectivity
  - Increased Street Connectivity
  - Streetscape Enhancement/Street Design

+ **Steps Needed to Complete the Project**
  - Association identify the project as a priority for implementation and identify funding
  - Property owner outreach and concerns by Association
  - Procurement of a consultant for necessary design work
  - Existing tree, property, roadway, and geotechnical surveys of project area - Surveyor
  - Curb, paving, signage and striping plans - Civil Engineer
  - Landscape architectural design and irrigation construction plans - Landscape Architect
  - Roadway geometry construction documents - Civil and Geotechnical Engineer
  - Bidding and construction implementation

Speed & Safety Improvements

Speed and safety improvements can help to protect more vulnerable users, such as pedestrians and cyclists with the implementation of design elements which reduce vehicle speeds such as speed bumps, raised intersections, or traffic circles.

+ Project Benefits

- Improved Traffic Operations
- Increased Pedestrian Safety; Increased Bicycle Safety
- Increased Sidewalk Connectivity
- Streetscape Enhancement/Street Design

+ Steps Needed to Complete the Project

- Association identify the project as a priority for implementation and identify funding
- Property owner outreach and concerns by Association
- Letter of support from Civic Association for the City of Fort Lauderdale to submit to county for painted crosswalk
- Existing property and geotechnical surveys of project area - Surveyor
- Landscape architectural design, lighting plan, and irrigation construction plans - Landscape Architect
- Bicycle lane and sidewalk layout, detail plans that include curb, paving, signage and striping- Civil Engineer
- Broward County Transportation Engineering Division approval
- Bidding and construction implementation

Access / Sidewalk Connectivity

Sidewalks provide a minimum level of comfort for pedestrians, absent of any other features. Added sidewalks to the existing network improve pedestrian comfort and connectivity.

+ Project Benefits

- Increased Pedestrian Safety; Increased Bicycle Safety
- Increased Sidewalk Connectivity
- Incorporation of Sustainability Elements to Adapt to Climate Change
- Streetscape Enhancement/Street Design

+ Steps Needed to Complete the Project

- Association identify the project as a priority for implementation
- Association to identify funding
- Property owner outreach and concerns by Association
- Existing tree, property, and geotechnical surveys of project area - Surveyor
- Sidewalk layout plan - Landscape Architect
- Sidewalk construction documents - Civil and Geotechnical Engineer
- Bidding and construction implementation

Access / Bicycle Connectivity

Bike facilities provide increased bicycle safety and connectivity. Adding bike facilities on the form of bike lanes, cycle tracks, intersection treatments, intersection crossings, colored facilities, shared lane markings, etc. create better bicycle access to surrounding destinations. It could also encourage residents and visitors in the area to bike instead of driving, reducing neighborhood traffic.

+ Project Benefits

- Increased Pedestrian Safety; Increased Bicycle Safety
- Increased Bicycle Connectivity
- Incorporation of Sustainability Elements to Adapt to Climate Change
- Streetscape Enhancement/Street Design

+ Steps Needed to Complete the Project

- Association identify the project as a priority for implementation and identify funding
- Property owner outreach and concerns by Association
- Existing property and geotechnical surveys of project area - Surveyor
- Bicycle lane and sidewalk layout, detail plans that include curb, paving, signage and striping- Civil Engineer
- Broward County Transportation Engineering Division or City of Fort Lauderdale approval
- Bidding and construction implementation Text here

Traffic Operations

Adjusting the signal timing could help ease traffic. Following the completion of the Safety Study by the Florida Department of Transportation, the results should be reviewed in terms of this prioritization to ensure that adjusting signal timing will not negatively impact safety. If the safety study results are in line with this project type then the next steps to complete the project should be taken.

+ Project Benefits

- Increased Vehicular Safety; Anticipated Reduction in Speeding Behavior
- Improved Traffic Operations
- Increased Pedestrian Safety; Increased Bicycle Safety
- Increased Street Connectivity
- Streetscape Enhancement/Street Design

+ Steps Needed to Complete the Project

- City of Fort Lauderdale to request from Broward County Traffic Engineering Division
- Letter of support from the Civic Association for the City of Fort Lauderdale to submit to the County asking for modified signal timing because it is aligned with the following of the Press Play Fort Lauderdale Strategic Plan 2018 Initiative

Access / Mid-Block Crossings

Mid-block crossings are implemented in areas that are currently underserved by the existing traffic network to the number of unsafe or unpredictable situations experience by both pedestrians and vehicles. Crosswalks should implement pedestrian crossing countermeasures used in addition to typical pavement markings. Common examples of enhanced crosswalks implement median refuge islands, curb extensions, street lights, and rectangular rapid flashing beacons (RFBs).

+ Project Benefits

- Increased Vehicular Safety; Anticipated Reduction in Speeding Behavior
- Increased Pedestrian Safety; Increased Bicycle Safety
- Increased Sidewalk Connectivity
- Incorporation of Sustainability Elements to Adapt to Climate Change
- Streetscape Enhancement/Street Design

+ Steps Needed to Complete the Project

- Association identify the project as a priority for implementation and identify funding
- Property owner outreach and concerns by Association
- Existing property and geotechnical surveys of project area - Surveyor
- Landscape architectural design, lighting plan, and irrigation construction plans - Landscape Architect
- Bicycle lane and sidewalk layout, detail plans that include curb, paving, signage and striping- Civil Engineer
- Broward County Transportation Engineering Division or City of Fort Lauderdale approval
- Bidding and construction implementation

Shade Trees

Street trees help create a sense of enclosure along the road, narrowing a driver's field of vision and thus encouraging lower vehicle speeds. They can also help provide a buffer between pedestrians and vehicles. They also help to lower temperatures, sequester carbon, provide shade for pedestrians, and absorb stormwater and airborne pollutants.

+ Project Benefits

- Increased Vehicular Safety; Anticipated Reduction in Speeding Behavior
- Increased Sidewalk Connectivity
- Increased Bicycle Connectivity
- Incorporation of Sustainability Elements to Adapt to Climate Change
- Streetscape Enhancement/Street Design

+ Steps Needed to Complete the Project

- Association identify the project as a priority for implementation
- Association to identify funding
- Property owner outreach and concerns by Association
- Landscape architectural street tree plan and irrigation construction plans - Landscape Architect
- Bidding and construction implementation

Sustainability / Stormwater Measures

Implementation of stormwater measures are a way of limiting and treating pollutants. Methods can utilize low impact design techniques in the form of landscaped detention, pervious paving, bioretention areas, and flow through planters.

+ Project Benefits

- Incorporation of Sustainability Elements to Adapt to Climate Change
- Streetscape Enhancement/Street Design

+ Steps Needed to Complete the Project

- Association identify the project as a priority for implementation and identify funding
- Property owner outreach and concerns by Association
- Procurement of a consultant for necessary design work
- Existing tree, property, roadway, and geotechnical surveys of project area - Surveyor
- Curb and paving plans - Civil Engineer
- Landscape architectural design and irrigation construction plans - Landscape Architect
- Stormwater infrastructure construction documents - Civil and Geotechnical Engineer
- Bidding and construction implementation

Transit Facilities

Transit facilities (i.e. bus stops) added or enhanced along routes to better serve residents.

+ Project Benefits

- Increased Sidewalk Connectivity
- Increased Street Connectivity
- Incorporation of Sustainability Elements to Adapt to Climate Change
- Streetscape Enhancement/Street Design

+ Steps Needed to Complete the Project

- Association identify the project as a priority for implementation and identify funding
- Property owner outreach and concerns by Association
- Existing property and geotechnical surveys of project area - Surveyor
- Bus turnout and sidewalk layout, detail plans that include curb, paving, signage and striping- Civil Engineer
- Broward County Transit, Broward County Transportation Engineering Division, and City of Fort Lauderdale approval
- Bidding and construction implementation

Network Connectivity

Construction of street to create a connected street network.

+ Project Benefits

- Increased Vehicular Safety; Anticipated Reduction in Speeding Behavior
- Improved Traffic Operations
- Increased Pedestrian Safety; Increased Bicycle Safety
- Increased Sidewalk Connectivity
- Increased Bicycle Connectivity
- Increased Street Connectivity
- Incorporation of Sustainability Elements to Adapt to Climate Change
- Streetscape Enhancement/Street Design

+ Steps Needed to Complete the Project

- Association identify the project as a priority for implementation and identify funding
- Property owner outreach and concerns by Association
- Procurement of a consultant for necessary design work
- Existing tree, property, roadway, and geotechnical surveys of project area - Surveyor
- Curb, paving, signage and striping plans - Civil Engineer
- Landscape architectural design and irrigation construction plans - Landscape Architect
- Roadway geometry construction documents - Civil and Geotechnical Engineer
- Bidding and construction implementation

Safety / Street Lighting

Installing pedestrian-scale lighting, especially at locations that are not fronted by homes, will create a safer and more comfortable environment for walking. These lights can be LED to save energy and promote sustainability. Pedestrian lighting should be added to the streets receiving sidewalk improvements.

+ Project Benefits

- Increased Vehicular Safety; Anticipated Reduction in Speeding Behavior
- Increased Pedestrian Safety; Increased Bicycle Safety
- Increased Sidewalk Connectivity
- Increased Bicycle Connectivity
- Incorporation of Sustainability Elements to Adapt to Climate Change
- Streetscape Enhancement/Street Design

+ Steps Needed to Complete the Project

- Association identify the project as a priority for implementation
- Association to identify funding
- Property owner outreach and concerns by Association
- Existing tree, property and geotechnical surveys of project area - Surveyor
- Landscape architectural design, lighting plan - Landscape Architect
- Construction documentation- Civil and Geotechnical Engineer
- Lighting and photometric plans - Electrical
- Bidding and construction implementation

Wayfinding / Signage

Wayfinding signage to aid pedestrians, bicyclists and vehicles as they navigate to destinations within the City of Fort Lauderdale.

+ Project Benefits

- Increased Vehicular Safety; Anticipated Reduction in Speeding Behavior
- Improved Traffic Operations
- Increased Pedestrian Safety; Increased Bicycle Safety
- Streetscape Enhancement/Street Design

+ Steps Needed to Complete the Project

- Association identify the project as a priority for implementation and identify funding
- Property owner outreach and concerns by Association
- Procurement of a consultant for necessary design work
- Existing tree, property, roadway, and geotechnical surveys of project area - Surveyor
- Signage design - Graphic Designer
- Landscape architectural design and irrigation construction plans - Landscape Architect
- Bidding and construction implementation

Education + Outreach

Vocational training and educational programs where members of the community can benefit from growth opportunities in the workforce and contribute to the economic development goals of the CRA. These opportunities may help mitigate displacement and encourage residents to live and work in the area.

+ Project Benefits

- Increased Pedestrian Safety; Increased Bicycle Safety
- Incorporation of Sustainability Elements to Adapt to Climate Change

+ Steps Needed to Complete the Project

- City of Fort Lauderdale/Associations distribute education information and preform outreach

Enforcement + Maintenance

Increased resources to address traffic and parking violations in the study area as well as the compliance in the implementation of maintenance of traffic (MOT) plans, especially in areas with gaps in the pedestrian network.

+ Project Benefits

- Increased Vehicular Safety; Anticipated Reduction in Speeding Behavior
- Improved Traffic Operations
- Increased Pedestrian Safety; Increased Bicycle Safety
- Increased Sidewalk Connectivity
- Increased Bicycle Connectivity
- Increased Street Connectivity

+ Steps Needed to Complete the Project

- City of Fort Lauderdale police to enforce speed limit in project area
- City of Fort Lauderdale public works to maintain infrastructure

Speed/Safety Study

A speed/safety study helps to determine solutions to reduce the number of crashes.

+ Project Benefits

- Increased Vehicular Safety; Anticipated Reduction in Speeding Behavior
- Improved Traffic Operations
- Increased Pedestrian Safety; Increased Bicycle Safety
- Increased Street Connectivity

+ Steps Needed to Complete the Project

- Follow up with City of Fort Lauderdale to request completion of safety study from Florida Department of Transportation
- Review completed safety study and advocate for improvements suggested

Signal Study/Warrant Analysis

A signal study/warrant analysis aids in determining effectiveness of traffic operations or justifying needed improvements to traffic signals.

+ Project Benefits

- Increased Vehicular Safety; Anticipated Reduction in Speeding Behavior
- Improved Traffic Operations
- Increased Pedestrian Safety; Increased Bicycle Safety
- Increased Street Connectivity

+ Steps Needed to Complete the Project

- Broward County Traffic Engineering Division

Streetscape / Street Redesign

Streetscape design refers to the natural and built fabric of the street that improve safety, utility, aesthetics and economic vitality.

+ Project Benefits

- Increased Vehicular Safety; Anticipated Reduction in Speeding Behavior
- Improved Traffic Operations
- Increased Pedestrian Safety; Increased Bicycle Safety
- Increased Sidewalk Connectivity
- Increased Bicycle Connectivity
- Increased Street Connectivity
- Incorporation of Sustainability Elements to Adapt to Climate Change
- Streetscape Enhancement/Street Design

+ Steps Needed to Complete the Project

- Association identify the project as a priority for implementation and identify funding
- Property owner outreach and concerns by Association
- Procurement of a consultant for necessary design work
- Existing tree, property, roadway, and geotechnical surveys of project area - Surveyor
- Curb, paving, signage and striping plans - Civil Engineer
- Landscape architectural design and irrigation construction plans - Landscape Architect
- Roadway geometry construction documents - Civil and Geotechnical Engineer
- Broward County Transit, Broward County Transportation Engineering Division, and City of Fort Lauderdale approval
- Bidding and construction implementation

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PROJECT PRIORITIZATION LIST: PROJECTS #26 - #51		
PROJECT #26	FLAGLER GREENWAY TRAIL CONNECTION	Improve connection to the Flagler Greenway Trail with added bicycle facilities between NE 5th St. and NE 7th St.
PROJECT #27	CONSTRUCTION AND MULTIMODAL MOT	Enforce and maintain construction and multimodal MOT throughout the NPF-CRA and City
PROJECT #28	NW 15TH AVE INTERSECTION ANALYSIS	Improve NW 15th Ave. intersection at Broward Blvd. with enhanced crosswalks and an adjusted intersection/street geometry
PROJECT #29	NW 14TH TERR STREET CONNECITON	Improve NW 14th Terr. from NW 7th St. to Sistrunk with added street connection and sidewalk
PROJECT #30	NW 3RD CT STREET CONNECTION	Improve NW 3rd Ct. from NW 18th Ave. to NW 15th Way with added street connection
PROJECT #31	DORSEY-RIVERBEND NEIGHBORHOOD STREET LIGHTING PROJECT	Improve the street lighting in the Dorsey-Riverbend neighborhood along NW 21st Ave. from Sistrunk Blvd. to NW 3rd Ct., NW 20th Ave. from Sistrunk Blvd. to NW 3rd Ct., NW 19th Ave. from Sistrunk Blvd. to NW 3rd Ct., NW 18th Ave. from Sistrunk Blvd. to NW 3rd Ct., and NW 15th Ave. from Sistrunk Blvd. to Broward Blvd.
PROJECT #32	NW 5TH AVE LIGHTING PROJECT	Improve street lighting along NW 5th Ave. from Sistrunk Blvd. to NW 9th St.
PROJECT #33	DURRS NEIGHBORHOOD STREET LIGHTING PROJECT	Improve street lighting in the Durrs neighborhood on streets from NW 19th Ave. to NW 16th Ave.
PROJECT #34	NE 5TH ST INTERSECTION ANALYSIS	Conduct a signal study and improve NE 5th St. intersection at NE 3rd Ave. with a mid-block crossing and traffic calming measures while implementing an adjusted intersection/street geometry
PROJECT #35	NW 9TH ST BICYCLE FACILITY PROJECT	Improve bicycle connectivity along NW 9th St. with added bicycle facilities from NW 15th Ave. to Holiday Park (Federal Hwy.)
PROJECT #36	NW 9TH ST SAFETY STUDY	Conduct a safety study and implement traffic calming measures along NW 9th St.
PROJECT #37	SISTRUNK BLVD INTERSECTION ANALYSES	Conduct a signal study and improve intersections along Sistrunk Blvd. at NW 19th Ave., NW 15th Ave., NW 15th Way, NW 7th Ave., and N Andrews Ave. with signal retiming, and pedestrian signal timing while implementing an adjusted intersection/street geometry
PROJECT #38	PARKING/TRAFFIC ENFORCEMENT	Conduct parking and traffic enforcement on streets NE 9th St. to NE 4th St.
PROJECT #39	NW 8TH ST TRANSIT PROJECT	Improve transit on NW 8th St. on NW 15th Ave., NW 8th St. and NW 9th Ave with an extended neighborhood link or NW community link routes
PROJECT #40	NW 5TH AVE DRAINAGE PROJECT	Improve drainage along NW 5th Ave. between NW 7th St. and NW 8th St. with stormwater enhancements
PROJECT #41	NW 5TH ST INTERSECTION ANALYSIS	Improve NE 5th St, intersection at Federal Hwy. while implementing a signal study and an adjusted intersection/street geometry
PROJECT #42	SISTRUNK BLVD SPEED STUDY	Conduct a speed/safety study for Sunrise Blvd. near NW 10th Ave.
PROJECT #43	AUDIT OF EXISTING CRA POLICIES (INCLUDE OPTIONS TO SPEND CRA FUNDS ON COMMUNITY EDUCATION/TRAINING PROGRAMS)	Conduct education and outreach
PROJECT #44	SUNRISE BLVD SPEED STUDY	Conduct a speed/safety study for Sunrise Blvd. near NW 7th Terr.
PROJECT #45	NW 8TH ST SIGNAL STUDY	Conduct a signal study at the intersection go NW 8th St. and NW 7th Ave.
PROJECT #46	NW 7TH AVE INTERSECTION ANALYSIS	Conduct a signal study and improve NW 7th Ave. intersections at Sunrise Blvd. and Broward Blvd. with signal retiming, and pedestrian signal timing while implementing an adjusted intersection/street geometry
PROJECT #47	SUNRISE BLVD INTERSECTION ANALYSIS	Improve Sunrise Blvd. intersections at NW 4th Ave., N Andrews Ave., NE 4th Ave., and Federal Hwy. (US-1) with enhanced crosswalks while implementing an adjusted intersection/street geometry
PROJECT #48	SISTRUNK BLVD PEDESTRIAN CROSSING ANALYSIS	Improve the pedestrian crossing at the intersection of Sistrunk Blvd. and NE 3rd Ave. with pedestrian signal timing.
PROJECT #49	SISTRUNK BLVD DRAINAGE PROJECT	Improve drainage along Sistrunk Blvd. between NW 8th St. and NW 7th Terr. with stormwater enhancements
PROJECT #50	SUNRISE BLVD INTERSECTION ANALYSIS	Improve Sunrise Blvd. intersection at NW 9th Ave. with an adjusted intersection/street geometry
PROJECT #51	NW 2ND ST STREETSCAPE	Improve NW 2nd St. streetscape from NW 8th Ave. to NW 9th Ave. with beautification