

SHADY BANKS



PRIORITIZATION MEMO of Neighborhood Mobility Master Plan Feb. 2017

Prepared for



Prepared by



cādence

LANDSCAPE ARCHITECTURE | URBAN DESIGN | SITE PLANNING

PURPOSE OF THE MEMO

The purpose of this memo is to provide Shady Banks Civic Association a check list and guide map for communicating with the City and their Association members as they methodically implement the projects they communicated as important for improving the livability and mobility of their neighborhood. This prioritization memo also serves as a tool for residents in understanding the City's processes, systems and organizations that are in place and that affect the completion of these public improvement projects.

Prioritization is defined as the organization or completion of things in the order of their importance. Upon completion of the neighborhood study for Shady Banks it was clear the residents that participated in the workshops, completed the surveys and online comment mapping platform, most importantly wanted to improve neighborhood safety and mobility. The current pedestrian and bicycle environment, high cut through traffic volumes and high traffic speeds are a major annoyance for the residents of Shady Banks along SW 14th Ct., as well as SW 15th Ave. and SW 17th Ave. The inability to easily walk the route that both pedestrians and cars wish to use the most is a repeated nuisance for many of the residents. On the following pages, based on community feedback, is a list of prioritized improvements informed by the master planning process. Prioritization ranking is based on community need, desires, and the impact the improvement makes toward sustainability improving the Shady Bank's neighborhood environment.

The top 5 priorities listed in the master list of 18 are projects with the highest impact for ease and safety of movement by foot throughout the neighborhood and externally to places of interest. These projects also provide methods for calming traffic speeds. The top 5 priorities are seen as a collection of improvements, that if completed properly and in a timely manner may negate the necessity of other improvement suggestions further down on the list in the future, thus cost-efficiently addressing the needs of the community while providing aesthetic and functional improvements for the residents of Shady Banks.

The City of Fort Lauderdale's Connecting the Blocks Criteria was evaluated for each improvement suggested in the Neighborhood Mobility Master Plan. For reference rankings are listed in Appendix B Page 74-78 of the Mobility Master Plan. Considering the rankings that each suggested improvement received on Connecting the Blocks criteria, evaluating the residents most commented desires for neighborhood improvements and understanding the action items needed to complete each improvement, all culminated in the prioritization list within.

Neighborhood Master Plan

- New Water Trolley Stop
- New B-Cycle Station
- Add Pedestrian Lighting
- Add Street Trees
- Add Plastic Bollards
- 🚦 Adjust Signal Timing
- ▬ Adjust Bridge Timing
- ✳ Tighten Turning Radii
- Speed Signage Program
- Construct Raised Intersection
- Construct Pinch Point
- — Construct Mini Median Island
- - - Create Bicycle Boulevard
- Construct Sidewalk
- Construct Mini Roundabout
- ✳ Change Geometry
- ▬ Install Gateway Treatment
- ||||| Paint Crosswalk
- ■ ■ Conduct Safety Study

0 350 700 Feet

NEIGHBORHOOD MASTER PLAN



WHAT THE COMMUNITY DESIRES

Information regarding the desires and needs of the community were gathered via an online survey, online comment mapping platform and notes taken in during multiple neighborhood workshops. Below is a list of the comments that were most repeated throughout the various platforms.

- + Construction of new sidewalks, fill in the gaps of existing sidewalks
- + Enhanced neighborhood gateway treatment
- + Reduced high cut through traffic volumes, high traffic speeds and traffic congestion
- + Increased vehicular safety along Davie Boulevard
- + Improve bicycle and pedestrian connectivity in the neighborhood and connections to downtown

When asked which improvement would make residents satisfied with the master plan study, they answered:



Priority 1 - Improved Gateway Treatment



Priority 3 - Modified Intersection and Added Bike Lanes

PRIORITIZATION LIST

Graphic symbols reference improvements on Page 42 of the Neighborhood Mobility Master Plan.

1



Install Gateway Treatment at SW 17th Ave. and Davie Blvd., Change the Geometry to Slow Traffic

The current geometry of SW 17th Avenue at the intersection of both Davie Boulevard and SW 12th Court does not slow traffic into the neighborhood. The neighborhood could benefit from a new gateway treatment that includes substantial signage, narrowed entry lanes, sidewalks, and additional planting to slow traffic and deter cut-through traffic from entering.

+ Possible Funding Sources

**Government funding is typically planned 5 years out; timing is important when considering this type of funding source*

- TAM budgets for Connecting the Blocks Strategic Plan
- TAM budgets for Press Play Fort Lauderdale Strategic Plan 2018 Initiative
 - Goal 1: Be a pedestrian friendly, multi-modal City.
 - > Objective 1: Improve transportation options and reduce congestion by working with agency partners.
 - > Objective 2: Integrate transportation land use and planning to create a walkable and bikeable community.
 - > Objective 3: Improve pedestrian, bicyclist, and vehicular safety.
 - Goal 3: Be a community that finds opportunities and leverages partnerships to create unique, inviting, and connected gathering places that highlight our beaches, waterways, **urban areas**, and parks.
 - > Objective 1: Improve access to and enjoyment of our beach, Riverwalk, waterways, parks and open spaces for everyone.
 - > Objective 4: Cultivate our urban forest.
 - Goal 5: Be a community of strong, beautiful, and healthy neighborhoods.
 - > Objective 2: Enhance the beauty, aesthetics, and environmental quality of neighborhoods.
- Neighborhood Capital Improvement grants (NCIP)
- Public Works budgets to improve pedestrian walkability, repair and construct sidewalks IN1-2
- Broward County Naturescape funding
- Corporate Sponsorship program - attractive understated donor signage can be added to the gateway landscape
- Online crowd-resourcing platforms such as IOBY.org which mobilize neighbors and connect leaders with funding and support
- Broward Beautiful, Biological Resource Division - Broward Beautiful Community Grant Program
- Broward Metropolitan Planning Organization - Complete Streets and Other Localized Initiatives Programs (CSLIP) grants

+ 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 property and geotechnical surveys of project area - Surveyor
- Landscape architectural design, sidewalk layout, lighting plan and irrigation construction plans - Landscape Architect
- Roadway geometry construction documents - Civil and Geotechnical Engineer
- Bidding and construction implementation

2



Construct Raised Intersections & Tighten Radii -

SW 17th Ave. at SW 12th Ct. SW 18th Ave. at SW 14th Ct.
SW 15th Ave. at SW 13th Ct. SW 18th Ave. at SW 16th St.
SW 17th Ave. at SW 14th Ct.

By raising the entire area of an intersection above the normal pavement surface level, provides a better view of pedestrians and motorists while reducing vehicle speeds through the intersection. 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.

+ Possible Funding Sources

**Government funding is typically planned 5 years out; timing is important when considering this type of funding source*

- TAM budgets for for Vision Zero
- TAM budgets for Press Play Fort Lauderdale Strategic Plan 2018 Initiative
 - Goal 1: Be a pedestrian friendly, multi-modal City.
 - > Objective 1: Improve transportation options and reduce congestion by working with agency partners.
 - > Objective 2: Integrate transportation land use and planning to create a walkable and bikeable community.
 - Goal 5: Be a community of strong, beautiful, and healthy neighborhoods.
 - > Objective 2: Enhance the beauty, aesthetics, and environmental quality of neighborhoods.

+ 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 roadway and geotechnical surveys of project area - Surveyor
- Curb, paving, signage and striping Plans - Civil Engineer

PRIORITIZATION LIST CONT.

3



Modify the Intersection of Davie Blvd. at SW 15th Ave. to Better Control Traffic, Add Bike Lanes and Painted Crosswalk Across Davie Blvd. at 15th Ave. on East Side

The existing intersection of SW 15th Avenue and Davie Boulevard is the only exit from the neighborhood for vehicles, pedestrians, and bicyclists. Lacking dedicated space, it is difficult for pedestrians and bicyclists to access the desired destinations north of Davie Boulevard. A change of geometry with the narrowing of lanes will calm traffic and help to reduce people turning the wrong way into the neighborhood. Added sidewalks and bicycle facilities will encourage a multimodal environment. There is no crosswalk on the east leg of the intersection of Davie Boulevard and SW 15th Avenue. However, there is a bus stop on the northeast corner of the intersection. Neighbors noted that transit riders cross on the east leg even though there is no crosswalk. A painted crosswalk improves the safety of pedestrians crossing at this location to access the bus stop.

+ Possible Funding Sources

**Government funding is typically planned 5 years out; timing is important when considering this type of funding source*

- TAM budgets for Connecting the Blocks Strategic Plan
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 - > Objective 1: Improve access to and enjoyment of our beach, Riverwalk, waterways, parks and open spaces for everyone.
 - Goal 5: Be a community of strong, beautiful, and healthy neighborhoods.
 - > Objective 1: Increase neighbor engagement and improve communication networks within and among neighborhoods.
 - > Objective 2: Enhance the beauty, aesthetics, and environmental quality of neighborhoods.
- Broward Metropolitan Planning Organization - Complete Streets and Other Localized Initiatives Programs (CSLIP) grants
- Florida Department of Transportation
- City of Fort Lauderdale to order crosswalks from Broward County via Lauderserve

+ Steps Needed to Complete Project

- Association identify the project as a priority for implementation
- Association to identify funding
- Property owner outreach and concerns by Association
- ADA compliant button, new pedestrian signal button and signage
- 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
- Electrical plans - Electrical Engineer
- Broward County Transportation Engineering Division approval
- Bidding and construction implementation

4



Construct New Sidewalks and Fill In Sidewalk Gaps on SW 14th Ct.

Sidewalks provide a minimum level of comfort for pedestrians, absent of any other features. Sidewalks are also desired on SW 9th Ave and SW 7th Street. A network of sidewalks will improve pedestrian comfort and accessibility to Hortt Park.

+ Possible Funding Sources

**Government funding is typically planned 5 years out; timing is important when considering this type of funding source*

- TAM budgets for Connecting the Blocks Strategic Plan
- TAM budgets for Press Play Fort Lauderdale Strategic Plan 2018 Initiative
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 - > Objective 2: Integrate transportation land use and planning to create a walkable and bikeable community.
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 - Goal 3: Be a community that finds opportunities and leverages partnerships to create unique, inviting, and connected gathering places that highlight our beaches, **waterways**, urban areas, and **parks**.
 - > Objective 1: Improve access to and enjoyment of our beach, Riverwalk, waterways, parks and open spaces for everyone.
 - Goal 5: Be a community of strong, beautiful, and healthy neighborhoods.
 - > Objective 1: Increase neighbor engagement and improve communication networks within and among neighborhoods.
 - > Objective 2: Enhance the beauty, aesthetics, and environmental quality of neighborhoods.
- Neighborhood Capital Improvement grants (NCIP)
- Public Works budgets for improving pedestrian walkability, repair and construct sidewalks IN1-2
- Neighborhood Mobility Master Plan Funding
- Development Park Impact Fees

+ 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

PRIORITIZATION LIST CONT.

5



Conduct a Safety Study on Davie Blvd. from SW 17th Ave. to the New River Bridge Advocate for Improvements Based Upon Study Results; Add Plastic Bollards on Davie Blvd. on the approach to SW 17th Ave.

There were 193 crashes in the Shady Banks study area between June 2011 and June 2015, and 91 (47%) of them occurred on Davie Boulevard between SW 17th Ave and the Bridge. A safety study should be completed in this area to help determine solutions to reduce the number of crashes. The striped out portion of Davie Blvd west of SW 17th Avenue, which leads directly into the turn lane into Shady Banks should be included within the safety study since people are currently using the striped area to speed through and try to cut through the neighborhood.

+ City of Fort Lauderdale has requested a Safety Study from the Florida Department of Transportation

+ Possible Funding Sources

**Government funding is typically planned 5 years out; timing is important when considering this type of funding source*

- TAM Budgets for Vision Zero
- Broward Metropolitan Planning Organization - Complete Streets and Other Localized Initiatives Programs (CSLIP) grants

+ Steps Needed to Complete 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, make sure added plastic bollards are included as suggested safety improvement

6



Modify the Signal Timing at SW 15th Ave. and Davie Blvd. to Better Move Traffic North and South

Adjusting the signal timing could help ease traffic to move traffic North and South. 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 prioritization then the next steps to complete the project should be taken.

+ Steps Needed to Complete 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
 - Goal 1: Be a pedestrian friendly, multi-modal City.
 - > Objective 1: Improve transportation options and reduce congestion by working with agency partners.
 - > Objective 2: Integrate transportation land use and planning to create a walkable and bikeable community.
 - > Objective 3: Improve pedestrian, bicyclist, and vehicular safety.

7



Add Pedestrian Lighting -

SW 17th Ave.
SW 15th Ave.
SW 14th Ct.

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.

+ Possible Funding Sources

**Government funding is typically planned 5 years out; timing is important when considering this type of funding source*

- TAM budgets for Connecting the Blocks Strategic Plan
- TAM budgets for Press Play Fort Lauderdale Strategic Plan 2018 Initiative
 - Goal 1: Be a pedestrian friendly, multi-modal City.
 - > Objective 2: Integrate transportation land use and planning to create a walkable and bikeable community.
 - > Objective 3: Improve pedestrian, bicyclist, and vehicular safety.
 - Goal 5: Be a community of strong, beautiful, and healthy neighborhoods.
 - > Objective 1: Increase neighbor engagement and improve communication networks within and among neighborhoods.
 - > Objective 2: Enhance the beauty, aesthetics, and environmental quality of neighborhoods.
- Broward Metropolitan Planning Organization - Complete Streets and Other Localized Initiatives Programs (CSLIP) grants
- Neighborhood Capital Program Improvement grants (NCIP)

+ 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

PRIORITIZATION LIST CONT.

8



Construct Pinch Points on Streets Near the Entrance to the Neighborhood -
SW 12th St. between SW 15th Ave. and SW 17th Ave.
SW 13th St. between SW 15th Ave. and SW 17th Ave.

Using curb extensions, landscaping, or edge islands in the street, pinch points narrow the travel way, requiring drivers to slow down or yield to each other to maneuver through the area. Pinch points near the entrance to the neighborhood will assist with slowing traffic speeds and deter cut through traffic.

+ Possible Funding Sources

**Government funding is typically planned 5 years out; timing is important when considering this type of funding source*

- TAM budgets for Vision Zero
- TAM budgets for Press Play Fort Lauderdale Strategic Plan 2018 Initiative
 - Goal 1: Be a pedestrian friendly, multi-modal City.
 - > Objective 1: Improve transportation options and reduce congestion by working with agency partners.
 - > Objective 2: Integrate transportation land use and planning to create a walkable and bikeable community.
 - > Objective 3: Improve pedestrian, bicyclist, and vehicular safety.
 - Goal 5: Be a community of strong, beautiful, and healthy neighborhoods.
 - > Objective 2: Enhance the beauty, aesthetics, and environmental quality of neighborhoods.

+ 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 roadway and geotechnical surveys of project area - Surveyor
- Curb, paving, signage and striping Plans - Civil Engineer

9



Implement Speed Signage Program -
SW 15th Ave. from SW 13th Ct. and SW 14th Ct. SW 18th Ave. from SW 14th Ct. and SW 16th St.
SW 17th Ave. from Davie Blvd. and SW 12th Ct. SW 14 Ct. between SW 18th Ave. and Sw 17th Ave.

Electronic speed signs use radar detection to alert drivers of their speeds as they pass by. They can be placed in the marked locations for one month at a time to help alert drivers to slow down. "No Outlet" signs on SW 18th Avenue could also help limit cut through.

+ Possible Funding Sources

**Government funding is typically planned 5 years out; timing is important when considering this type of funding source*

- TAM budgets for Vision Zero
- TAM budgets for Press Play Fort Lauderdale Strategic Plan 2018 Initiative
 - Goal 1: Be a pedestrian friendly, multi-modal City.
 - > Objective 1: Improve transportation options and reduce congestion by working with agency partners.
 - > Objective 2: Integrate transportation land use and planning to create a walkable and bikeable community.
 - > Objective 3: Improve pedestrian, bicyclist, and vehicular safety.
- Online crowd-resourcing platforms such as IOBY.org which mobilize neighbors and connect leaders with funding and support

+ Steps Needed to Complete the Project

- City of Fort Lauderdale purchase signage
- Implementation

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, provide shade for pedestrians, and absorb stormwater and airborne pollutants.

+ Possible Funding Sources

**Government funding is typically planned 5 years out; timing is important when considering this type of funding source*

- TAM budgets for Press Play Fort Lauderdale Strategic Plan 2018 Initiative
 - Goal 3: Be a community that finds opportunities and leverages partnerships to create unique, inviting, and connected gathering places that highlight our beaches, **waterways**, urban areas, and **parks**.
 - > Objective 4: Cultivate our urban forest.
- City of Fort Lauderdale Public Works budgets for enhancing Press Play Fort Lauderdale urban tree canopy goal, cultivate urban forest PP 3-4
- Broward Beautiful, Biological Resource Division - Broward Beautiful Community Grant Program
- Through IOBY.org the Civic Association can hire a Landscape Architect to produce a street tree plan
- Civic Association can locate funding for Landscape Architect to complete a street tree plan, City of Fort Lauderdale Adopt-A-Tree Program can cover the cost of the trees and install per the plan developed by the Landscape Architect

+ 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

PRIORITIZATION LIST CONT.

11



Adjust Bridge and Signal Timing

When the bridge opens traffic backs up on Davie Blvd., therefore, adopting a regular schedule could help ease traffic. Also, the signal at SW 15th Ave does not allow westbound traffic through when the bridge is up. Adjusting the signal timing to better work with the bridge timing could help ease traffic.

+ Steps Needed to Complete the Project

- Broward County Traffic Engineering Division
- Florida Department of Transportation and Bridge Tenders

12



Add Water Trolley Stop at the East End of SW 14th Ct (Private Property)

The Water Trolley connects to Downtown and Las Olas free of charge. A new stop at on SW 14th Court could provide better access for Shady Banks neighbors by allowing them to leave their cars behind when headed to many of the desired destinations.

+ Possible Funding Sources

- TAM budgets for Connecting the Blocks Strategic Plan
- TAM budgets for Press Play Fort Lauderdale Strategic Plan 2018 Initiative
 - Goal 1: Be a pedestrian friendly, multi-modal City.
 - > Objective 1: Improve transportation options and reduce congestion by working with agency partners.
 - Goal 3: Be a community that finds opportunities and leverages partnerships to create unique, inviting, and connected gathering places that highlight our beaches, **waterways, urban areas**, and parks.
 - > Objective 1: Improve access to and enjoyment of our beach, Riverwalk, waterways, parks and open spaces for everyone.
- Corporate Sponsor of the stop

+ 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 Way-finding signage added, stop added to water trolley stop map
- Coordination with water trolley organization
- Operational funding to added stop to route

A new B-Cycle station in Hortt Park could provide access to bicycles for Shady Banks residents. This could help to provide better bicycle access to surrounding destinations. It could also encourage visitors to Hortt Park and Bill Keith Preserve to bike instead of driving, reducing neighborhood traffic.

+ Possible Funding Sources

- TAM budgets for Connecting the Blocks Strategic Plan
- TAM budgets for Press Play Fort Lauderdale Strategic Plan 2018 Initiative
 - Goal 1: Be a pedestrian friendly, multi-modal City.
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 - > Objective 2: Integrate transportation land use and planning to create a walkable and bikeable community.
 - > Objective 3: Improve pedestrian, bicyclist, and vehicular safety.
 - Goal 3: Be a community that finds opportunities and leverages partnerships to create unique, inviting, and connected gathering places that highlight our beaches, waterways, urban areas, and parks.
 - > Objective 1: Improve access to and enjoyment of our beach, Riverwalk, waterways, parks and open spaces for everyone.

+ Steps Needed to Complete the Project

- Contact Broward B-Cycle