UPDATE TO
VICTORIA PARK CIVIC ASSOCIATION
MASTER PLAN

TRANSPORTATION COMPONENTS

Adopted by General Membership
December 4, 2013

VICTORIA PARK
CIVIC ASSOCIATION

INTRODUCTION

In 2005, VPCA received a grant from Broward County to fund an update of its Master Plan. VPCA hired Architectural Alliance and Hughes Hughes Inc. to begin the process. We completed Phase 1 of the Master Plan update in late 2006. Many of the priorities identified in Phase 1 focused on transportation-related issues. The association took preliminary steps to start Phase 2 Master Planning in 2007-8, but those efforts were postponed due to funding considerations. In the meantime, the association has held a number of meetings to address our traffic concerns:

March 2011: Open house meeting at the Holiday Park Social Center to formulate traffic priorities.

April 2011: Open house meeting with City Commissioner Rodstrom and staff from Fort Lauderdale's Transportation and Mobility Department to identify problem areas within Victoria Park and discuss possible solutions.

July 2012: District II meeting at the Chamber of Commerce with city and FDOT staff to discuss Complete Streets guidelines — and multimodal transportation opportunities throughout the city.

February 2013: City staff conducted a Connectivity Workshop at ArtServe to gather local input for improving mobility in and around Victoria Park.

Spring 2013: The VPCA Traffic committee held a series of six meetings to identify problems and discuss solutions.

December 2013: This update was approved unanimously at the General Membership meeting.

This report organizes much of the information gathered at all of these meetings to create a comprehensive set of principles to guide future transportation plans in Victoria Park — it also serves to update the transportation components of our existing Master Plan (until a new/updated plan can be adopted).

Master Plan Phase 1 Presentation

Initial Priorities

- ***Traffic Control and Reduction***
- ***Sidewalks and Pedestrian Access***
- ***Traffic Calming***
- *Neighborhood Landscape Improvements*
- ***Swale Maintenance and Drainage***
- Underground Utilities
- Decorative Lighting
- Density Control and Zoning Requirements
- Security Lighting
- Alleyway Maintenance
- ***Additional Street Parking***
- School and Children's Safety
- Park and Greenspace Improvements
- ***Bicycle Lanes and Signage***
- Decorative Street and ***Directional Signs***
- Garbage Recycling & Screening Pick-Up

Additional Concerns

- ***Reduce Back-Out Parking***
- ***Add One-Way Streets***
- Increase Police Enforcement
- ***Replace Tree Canopy***
- ***Common Street Tree Theme***
- Allow Dogs in Parks
- Encourage Preservation of Historic Homes
- Increase Building Setbacks for New Development
- Management of Construction Projects

pages 8-9 of the Phase 1 presentation.

TABLE OF CONTENTS

Each section begins with a summary page or two outlining the vision for the neighborhood, specific goals for improvements and actions we can take as an association to achieve those goals. In some cases, priority areas are listed to better focus our efforts where they would be most effective.

The section summary is followed by information about the current conditions in the neighborhood. That is followed by proposed solutions that fit within the city and county's transportation framework, and the rationale for selecting those solutions. In most cases, the proposed solutions are those that will address multiple concerns at the least cost or disruption to nearby properties. In some sections, there are photos of examples to illustrate problems or solutions. Headings in purple indicate discussion of possible solutions.

This is NOT a wish list of specific projects or a formal to-do list, but rather, a cohesive set of priorities and options for us to implement as time, funding and initiative become available over the long-term.

OTHER SOURCES OF INFORMATION

Practically speaking, Victoria Park's traffic plan must comply with the guidelines of several other agencies. In most cases, these other agencies will be the primary sources of funding for whatever traffic projects we choose to pursue. So to be effective, we need to "swim with the current". The recommended solutions in this report are compatible with the following:

Florida's Department of Transportation (FDOT) uses a Context-Sensitive approach to guide its plans for state-operated roadways (in Victoria Park that would affect Sunrise Boulevard and Federal Highway). In addition Chapter 19 of FDOT's Green Book (2011 edition) contains information on traffic designs for traditional neighborhoods.

Broward County's Metropolitan Planning Organization (MPO) recently developed "Complete Streets" guidelines to guide its planning and funding decisions for the future — and encourages municipal governments to adopt these guidelines too. The Broward County Commission has approved the Complete Streets guidelines. The full Complete Street document can be found at the MPO's website: http://www.browardmpo.org/services/complete-streets/guidelines

The federal Enviromental Protection Agency (EPA) has a "green infrastructure" initiative, focusing especially on areas with "wet weather" like south Florida. A municipal Green Streets design manual to address drainage and other stormwater issues can be found at http://water.epa.gov/infrastructure/greeninfrastructure/upload/gi_munichandbook_green_streets.pdf

The City of Fort Lauderdale is currently re-examining its planning and funding priorities. Our plans were developed in conjunction with the city's effort at to improve connectivity between neighborhoods. The city's Multi-Modal plans are incorporated into the city's long-term Capital Investment Plan (CIP) budget.

Other useful sources of planning information applicable to Victoria Park can be found via online searches of the following topics:

- CPTED — Community Policing Through Environmental Design — for safety issues
- LEED — Leadership in Energy & Environmental Design— for sustainability issues
- Broward Transit Oriented Development
- Traffic Calming

We've posted the following additional traffic materials at VPCA.org

- Phase 1 Master Plan
- Fort Lauderdale Right-of-Way schematic
- 7th Avenue Design Guidelines

PEDESTRIANS

Vision: Create a safe environment for pedestrians to enjoy walking through Victoria Park, and safe connections with surrounding neighborhoods. Minimize obstructions for wheelchairs and strollers.

Sidewalks: Repair existing sidewalks, Expand the sidewalk grid, Address obstructions,
Crosswalks: Marked crosswalks in areas of high pedestrian activity. Expanded opportunities for safe pedestrian crossing of boundary arterials.
Pedestrian Scale Lighting: Install lighting below tree canopy
Comfort: Plant canopy trees and encourage walkways sheltered from the weather

Higher Priorities:

Land uses supporting higher densities, (RMM-25, RMH-25, RMH-60 zoning districts)
Areas attracting pedestrians (schools, parks, churches, shopping areas, transit stops)
Areas with high levels of pedestrian populations (school age children, elderly)
Short missing links between existing lengths of sidewalks

Lower Priorities:

Cul-de-sacs, or streets one-block long
Subdivisions that did not initially install sidewalks, and in which continuous sidewalks have not been installed since initial platting.

Current Status: see maps following pages

Goal: By 2020, have a complete sidewalk network (on at least one side of the street) allowing pedestrians to cross Victoria Park in a direct route that is accessible within one-half block of 95% of the neighborhood's residents. By 2030, expand the network to both sides of each street.

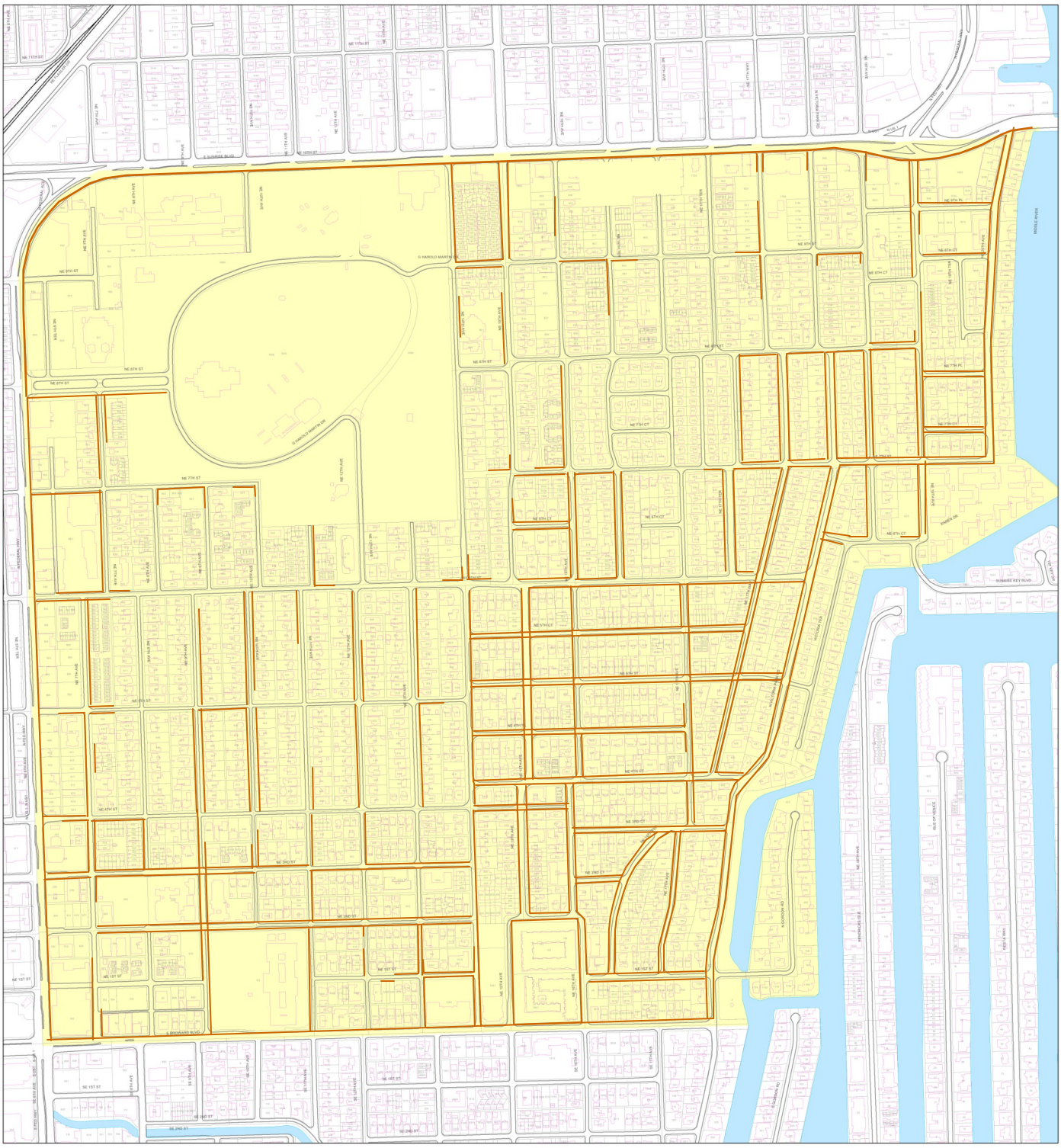
Action Items:

- Encourage City to update Ordinances to require sidewalks on all new construction or major renovation regardless of presence of abutting sidewalks.
- Encourage City to revise permitting procedures to simplify the process and allow for permitting of installation on adjoining properties
- Work with City to explore new initiatives to assist property owners in maintaining existing sidewalks, or shift responsibility of maintenance to the City.
- Explore new funding options for maintenance or expansion of sidewalk grid.
- Coordinate sidewalk maintenance/installation by adjoining property owners.
- Encourage property owners to grant right-of-way for new sidewalk installation.
- Use demonstration projects to test permeable concrete or other safe alternatives to improve drainage.
- Identify and catalog sidewalk solutions (aside from the standard city cross section) to address tree and landscaping preservation.
- Retrofit sidewalks in business and mixed-use zoning districts to "commercial width" (6') or wider multi-modal paths
- Encourage safe walkways through perimeter landscaping around Vehicular Use Areas.
- *con'd*

PEDESTRIANS

con'd

- Encourage safe internal walkways within business development that separate pedestrians from motorized traffic.
- Encourage businesses to provide awnings, arcades or other shaded walkways (see DDA Master Plan guidelines)
- Install canopy trees to provide shade.
- Identify obstructions that hamper movement by wheelchair or strollers, and develop common-sense, context-sensitive solutions that correct those obstructions.
- Reestablish a landscaped separation strip between sidewalks and all boundary arterials.
- Obtain grants and other funding for expansion of sidewalk grid in higher priority areas.
- Encourage the County to install marked crosswalks in areas of high pedestrian activity as warranted by the federal Manual of Uniform Traffic Devices (MUTCD)
- Explore safe pedestrian refuges in medians of bordering arterials. Install "cuts" in medians to remove pedestrian obstructions at unmarked crosswalks on arterials.
- Install raised crosswalks at key intersections to calm traffic
- Work with BCT on location of bus stops to provide safe crossing routes for passengers needing to connect between routes
- Coordinate with residents, businesses, property owners, FPL, and the city to improve pedestrian scale lighting.
- Identify streets in need of street lighting.
- Encourage private property owners to voluntarily provide pedestrian-level lighting ("leave a porch light on").



Victoria Park Neighborhood

CURRENT SIDEWALKS JAN 2013

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1 inch = 200 feet

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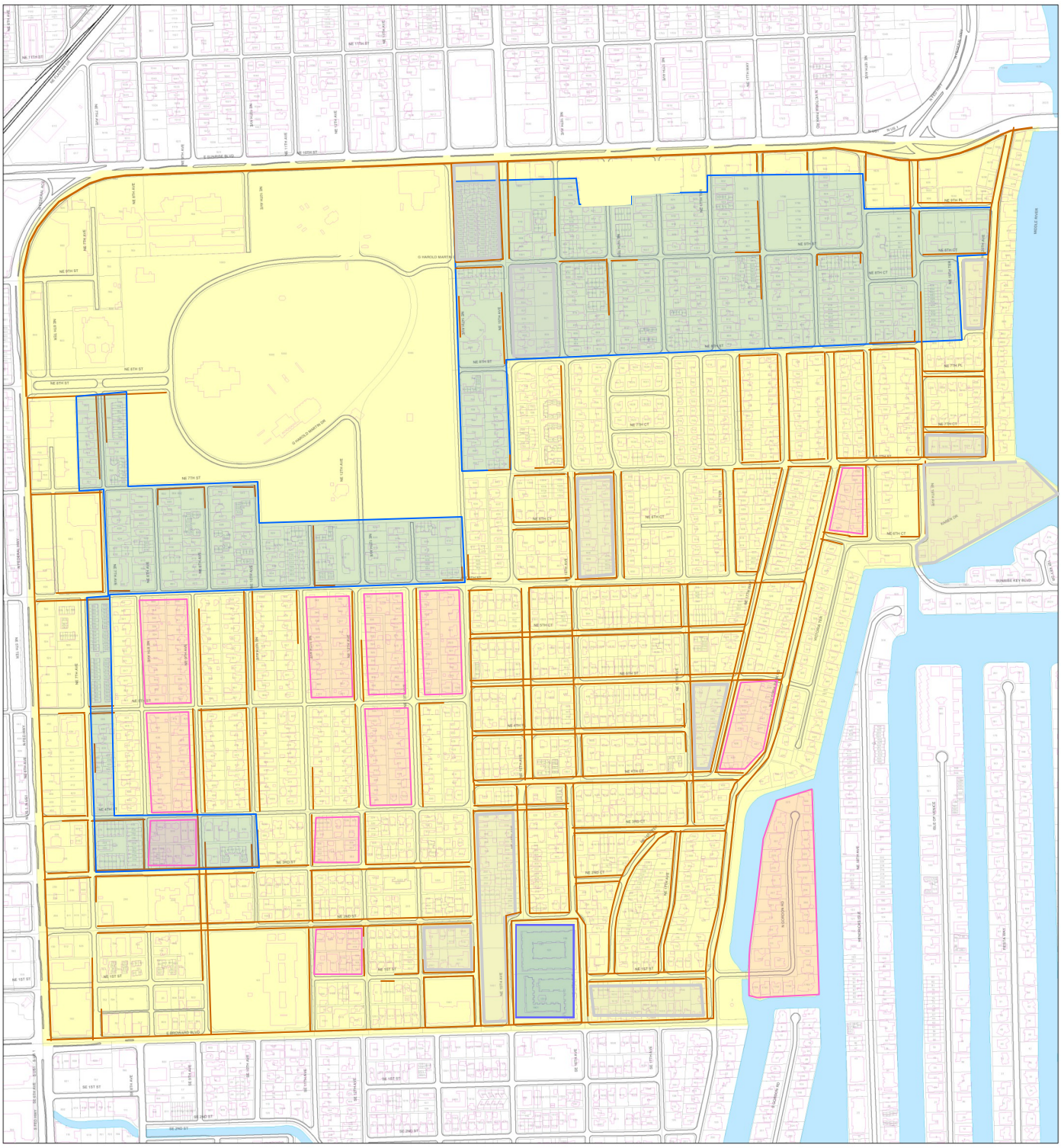

Victoria Park Neighborhood

HIGHER PRIORITY AREAS JAN 2013

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1 inch = 200 feet

- 20%+ of block population under age 18
- 20%+ of block population over age 65
- zoned RMM-25 or more dense

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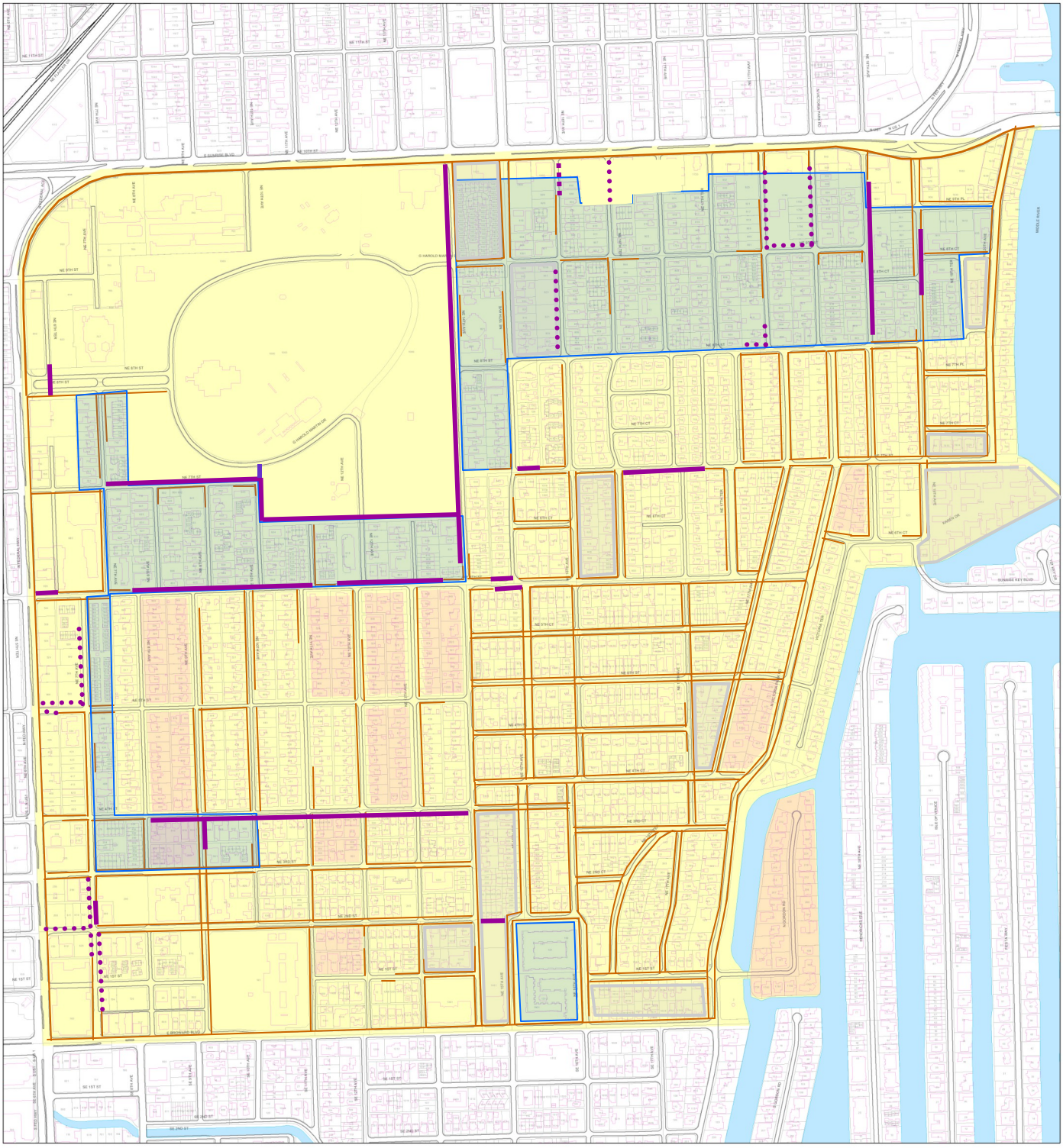


Victoria Park Neighborhood

CONNECTING THE SIDEWALK GRID

N

1 inch = 200 feet

existing
higher priority links
vacant parcels
(sidewalks installed when developed)

SIDEWALK GRID EXTENSIONS

NE 6th Street from NE 7th Avenue to NE 15th Avenue & NE corner of intersection w/ Federal Hwy
phase 1: north side phase 2: south side
rationale:
a collector street without sidewalks
pedestrian route to the Wave station NE 6th Street at 3rd Ave
higher population/housing density (RMM-25) on north side
high proportion of minor children in the area
a few segments already exist on northside *(Phase 1)*
redevelopment of north side will be multifamily requiring installation of sidewalks when redeveloped
nearby attractions: Holiday Park, shopping areas at Federal Highway, transit stop on Federal Hwy, The Wave
concerns:
drainage — consider permeable materials or drainage collection system
may disrupt existing back-out parking pattern for some multi-family parcels — consider non-linear path
maintain existing canopy trees and other landscaping — consider non-linear path
opportunities:
wide existing right-of-way
connects to Sistrunk Blvd improvements already completed on south side, west of Federal Highway
funding for drainage improvements (Green Streets), connection to The Wave (transit-oriented funding sources) or possible funding for Safe Routes to School program

NE 4th Street from NE 7th Avenue to NE 14th Avenue
phase 1: south side phase 2: north side
rationale:
a major local street with full access at Federal (higher traffic volumes) without sidewalks
high proportion of minor children in the area
pedestrian route to the Wave station NE 4th Street at Andrews Ave
higher population/housing density (RMM-25) on south side
a few existing segments exist on south side *(Phase 1)*
redevelopment of south side will be multifamily requiring installation by developer
nearby attractions: Saint Anthony's Church, St Anthony's School, Virginia Shuman Young School, shopping areas at Federal Highway, transit stop on Federal Hwy, The Wave
concerns:
narrow right of way at eastern end (40')
may disrupt existing back-out parking pattern — consider non-linear path
maintain existing canopy trees and other landscaping — consider non-linear path
need to coordinate with Flagler Heights for updated connection to the Wave station
opportunities:
funding for drainage improvements (Green Streets) or to The Wave (transit oriented funding sources)
funding from Safe Routes to School program

Safe Route to School Fill-in *(in addition to 4th St)*
Higher priorities:
300 block of 9th Avenue (east side) —connect to area with high proportion of minor children
200 block of 7th Avenue (east side) — completes sidewalk around block containing school
Lower priority: 10th Avenue due to narrow right of way

Holiday Park: NE 7th Street from NE 7th Avenue to NE 10th Avenue and along southern edge of Holiday Park to NE 14th Ave plus smooth walkway from 7th St to Harold Martin Drive for strollers, etc.

rationale:
7th Street has increasingly become an entryway into the neighborhood from Federal Highway (with higher traffic volumes and speeds especially eastbound from Federal Hwy)
higher population/housing density (RMM-25) along park's southern boundary
Holiday Park is a pedestrian destination
provides a safe, direct east/west route across center of neighborhood where no sidewalks currently exist
nearby attractions: Holiday Park, shopping areas at Federal Highway, St Demetrios Church, transit stops on Federal Hwy
concerns:
drainage — permeable materials or drainage collection system
possible noise and privacy intrusions to residential parcels abutting the park
opportunities:
city-owned right of way
possibility for wider multi-use path
funding for drainage improvements (Green Streets or other funding) and park related funding
additional canopy trees possible

Holiday Park: NE 14th Avenue from Sunrise to NE 6th Street, along eastern edge of Holiday Park
rationale:
14th Avenue is a major local street (higher volumes and speeds calmed in part by speed humps)
higher population/housing density (RMM-25) across from park's eastern boundary
would complete a safe, direct north/south route across center of neighborhood where no sidewalks currently exist (safer than along 15th Avenue collector with narrow right of way 600-700 blocks)
nearby attractions: Holiday Park, St. Demetrios Church, ArtServe, transit stop on Sunrise, retail on Sunrise
concerns:
drainage — permeable materials or drainage collection system
opportunities:
city-owned right of way
possibility for wider multi-use path
funding for drainage improvements (Green Streets or other funding) and park-related funding

Other Fill-in Projects

NE 7th Street 1600 and 1700 blocks — completes east/west route from Middle River to 15th Ave (with Holiday Park route and Progress Memorial Greenway this would complete a pedestrian route from Middle River to Federal Highway)

NE 19th Avenue — completes a route from Gateway Terrace Apartments to Sunrise and shopping and entertainment areas. High proportion of seniors in area, disabled in wheelchairs and scooters

NE 2nd Street — re-establish pedestrian walkway (or multi-modal path) on vacated street between 14th and 15th Avenues

Nininger Drive — install pedestrian walkway (or multimodal path) in median at NE 6th Terrace

OTHER PEDESTRIAN IMPROVEMENTS

Marked Crosswalks: areas of high pedestrian activity: parks, schools, churches, shopping areas

- 7th Avenue (all intersections south of park)
- 6th Street at 12th Avenue (park access route)
- 6th Street at 15th Avenue (confusing intersection)
- Victoria Park Road at 1st St (park access route)
- 7th Street at Victoria Park Road and 19th Avenue (seniors, church)
- install fourth crossing legs at signalized intersections: Nininger Drive at Federal Highway, 9th St at Federal Highway, 17th Way at Sunrise, 20th Avenue at Sunrise

Raised Crosswalks (or Raised Intersections)
to mark transition from commercial to residential areas
to calm traffic and enforce full stops

- 7th Avenue at 4th, 5th and 7th Streets
- 6th Street at 12th Avenue
- 7th Street at 19th Avenue
- 17th Way at 9th Street

concerns: drainage, costs

Pedestrian Refuges — Cuts in Medians for easier passage
all unmarked crossings along Federal Highway
all unmarked crossings along Sunrise Blvd
Broward at 16th Avenue
6th Street at 7th Avenue

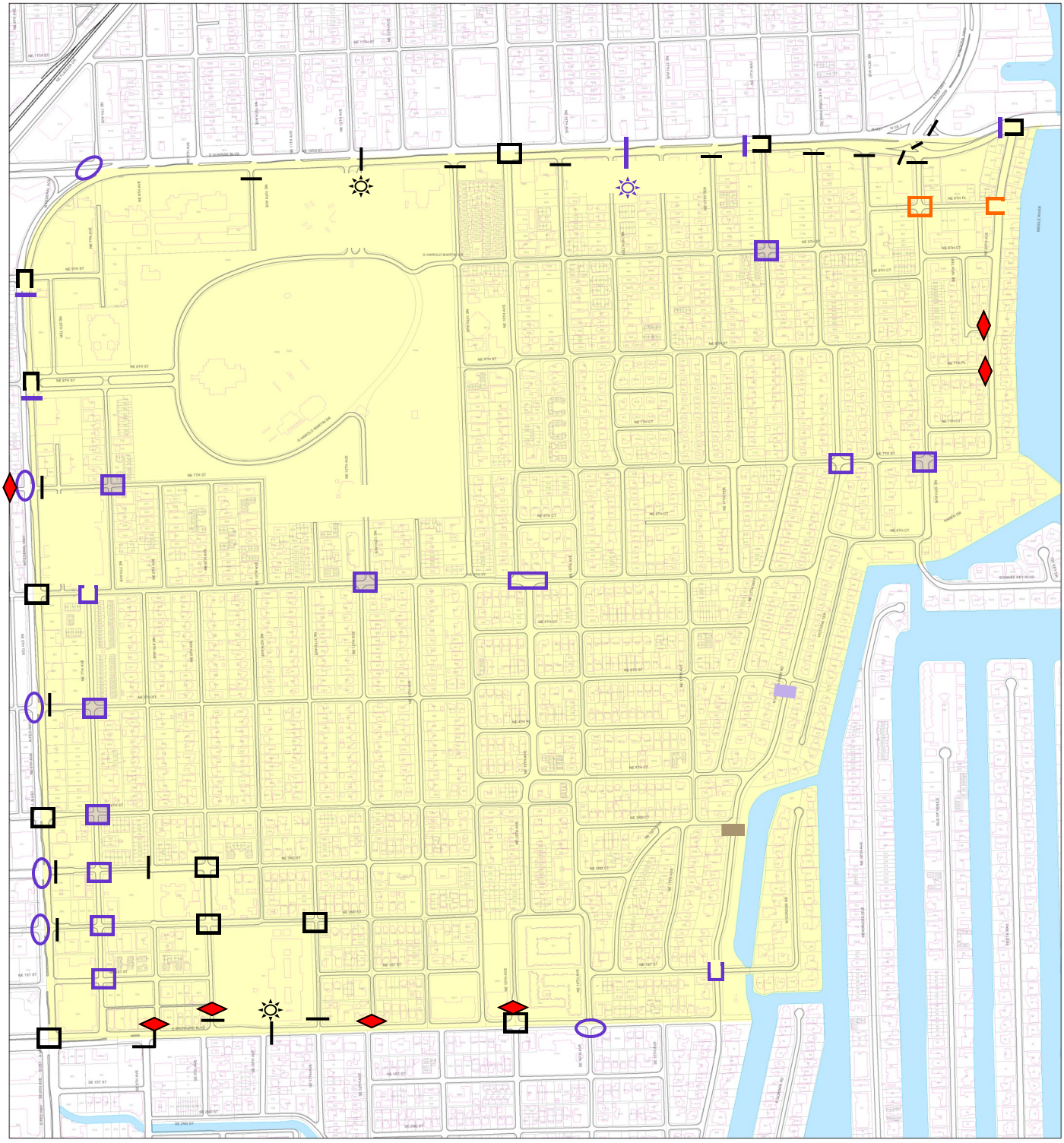
Replace All Existing On-demand Pedestrian Crossing Signals with Automatic Signals
and install new pedestrian signal for crosswalk across Broward at 15th Avenue

Mid-block pedestrian signal (plus left & U-turns)
1600 block of Sunrise (bus stops and connection to Lake Ridge)

Remove Obstacles in Sidewalks
1900 block of 7th St
20th Ave (east side from 7th Street to Sunrise)
along Sunrise Blvd
Broward at 15th Avenue

ADA compliance
Broward at 8th, 9th, 12th and 15th Avenues
Federal Highway at 7th Ave (west side)
20th Avenue at 8th Street and 8th Court
wrap around sidewalk corners throughout neighborhood

Pedestrian Scale Lighting Select and encourage a preferred light fixture for:
Business Transition Areas (7th Avenue, Gateway),
Collector and major local streets



Victoria Park Neighborhood

MARKED CROSSWALKS

pavement striping — *existing* — *textured pavement* — *proposed*

- one leg
- intersection with missing leg
- intersection with 4 legs
- raised crosswalk (pending)
- raised intersection w/ crosswalks

- ADA compliance issue
- median cut
- pedestrian signal

N

1 inch = 200 feet

CITY OF FORT LAUDERDALE GIS GEOGRAPHIC INFORMATION SYSTEM

RETROFITTING SIDEWALKS

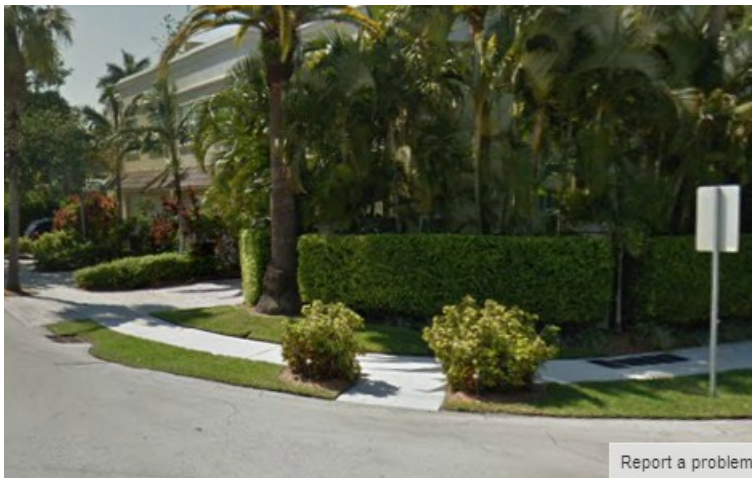
Many sidewalks in Victoria Park wrap around their blocks, but don't connect to the road or to sidewalks on adjacent blocks, making travel with strollers, walkers, wheelchairs or scooters difficult.

NE 17th Way at 6th St

Diagonal extensions are a simple retrofit to connect wraparound sidewalks into a cohesive grid and encourage pedestrians to use the sidewalks.

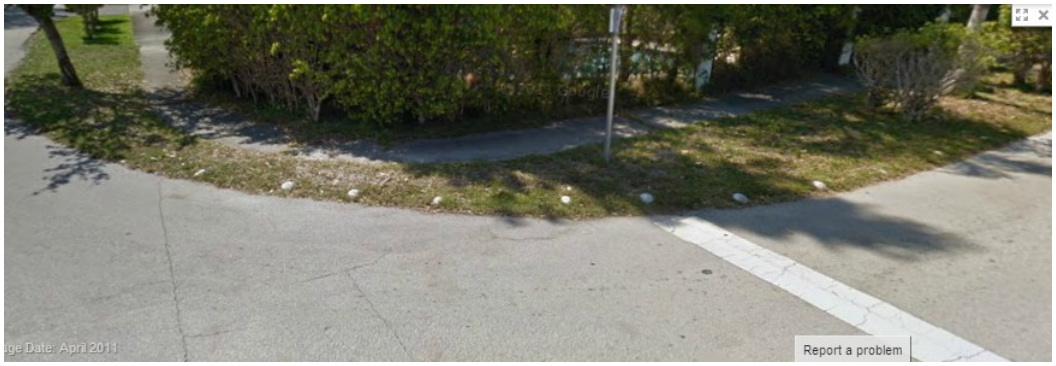
Simple landscaping can be used to mark and protect the extensions from encroaching traffic. In some cases, selective use of curbing may be needed, if local conditions permit proper drainage.

NE 15th Avenue at 4th Street



GOING, GOING, GONE

A wrap around sidewalk should have swales at the corners roughly as deep as the swales running the length of the block (two upper photos).

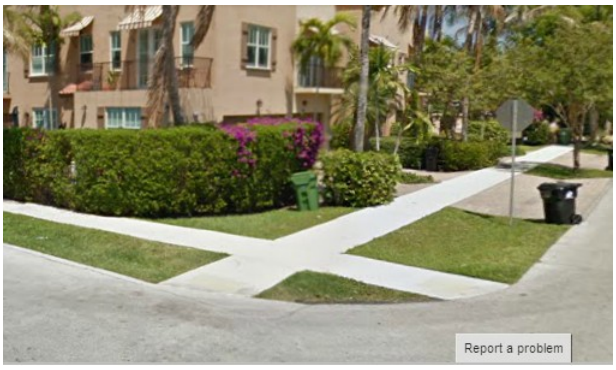


Due to the repeated repaving of our streets over the years, and the higher priority given to motorized traffic, many of our corner swales have been cannibalized in an effort to move more automobiles at higher speeds — sacrificing pedestrian safety and comfort.

In extreme cases, the swale has been entirely eroded, bring traffic up to (at times traveling over) the sidewalk.

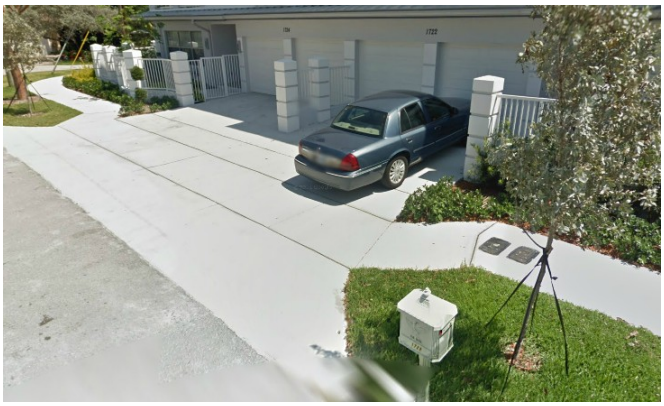
This dangerous condition at 15th Ave and 2nd Street was reengineered in 2012 with curbing and extensive drainage improvements — at a cost of more than $25,000.

RETROFITTING SIDEWALKS

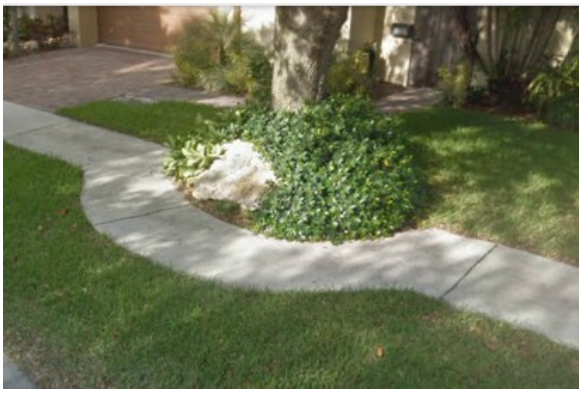


Sidewalks that connect directly to the street and to sidewalks on opposite blocks is the preferred solution for new construction.
NE 17th Avenue at 8th Street

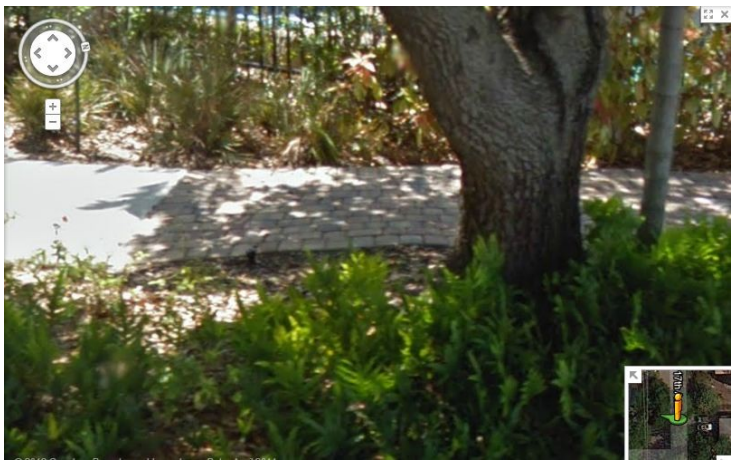
Creative solution to protect a canopy tree at the corner of NE 14th Avenue and 1st Street



A mistake in the design and permitting process led to an offset sidewalk to route pedestrians around vehicles in a too -short driveway 1700 block of 5th Pl



Routing the Sidewalk around canopy trees
200 Block of NE 13th Avenue



Brick Pavers over Shallow Tree Roots
500 block of 17th Ave

Meandering Sidewalk Route provides visual interest and protects canopy trees 1300 block of 1st St

BICYCLES

Vision: Create safe routes for bicyclists throughout Victoria Park to encourage residents to use bikes for recreation and healthy lifestyles. Promote bicycles as an alternative to motorized vehicles for short, local trips. Provide safe, well-marked alternative routes for bicyclists travelling along our boundary arterials.

Priority Areas:

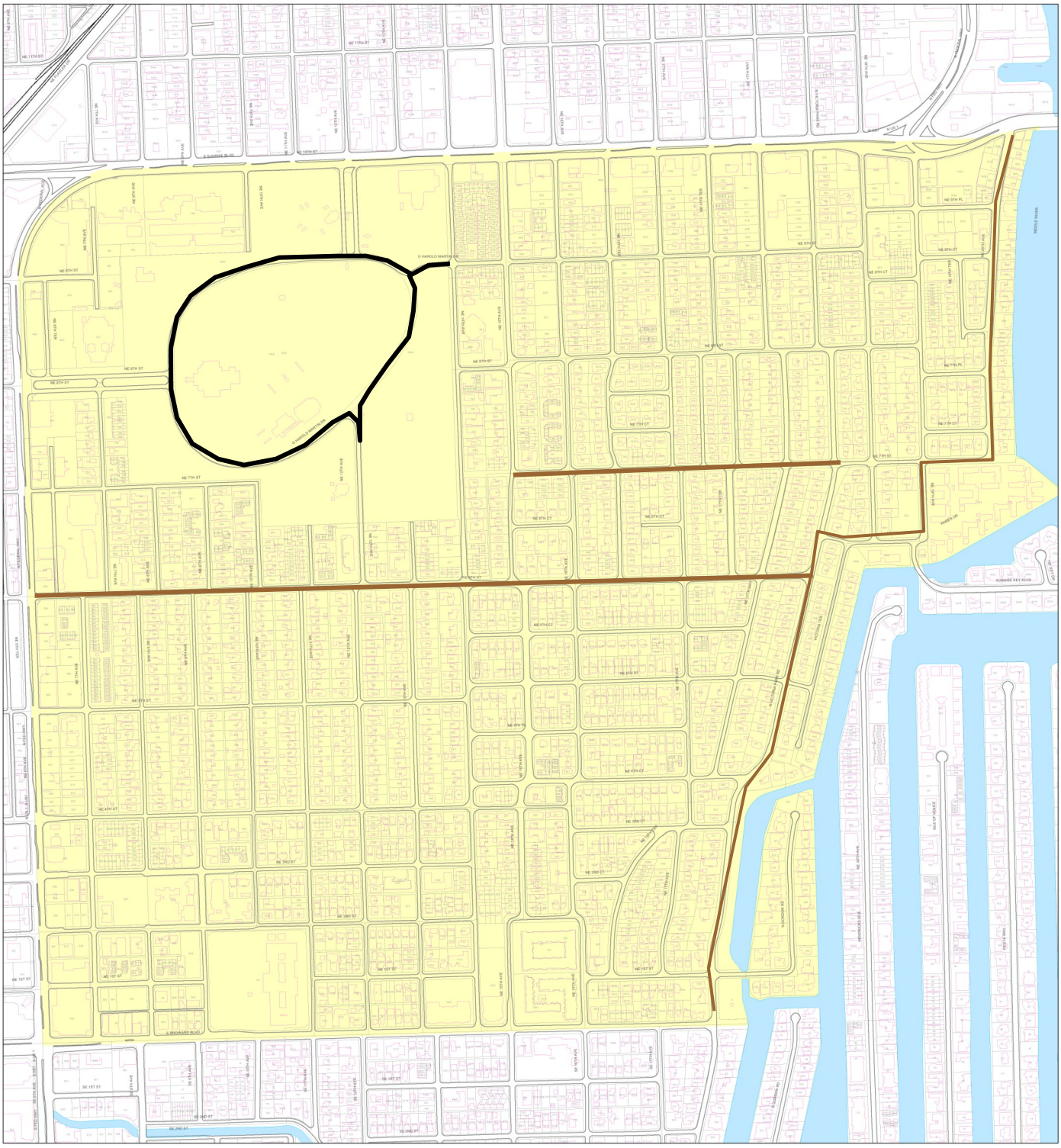
- Streets bordering and running parallel to boundary arterials.
- Destinations attracting bicyclists (schools, parks, churches, shopping areas, transit stops)
- Routes between areas with high levels of school-age children and local schools, parks
- Connections with Greenways and other bicycle facilities in neighboring areas

Current Status: see map

Goal: By 2015, have a well-marked network of bicycle facilities encompassing the boundaries of Victoria Park and facilities crossing the neighborhood north-south and east-west at approximately 1/4 mile intervals.

Action Items

- Install dedicated bike paths or wide marked shoulders to narrow motorized travel lanes and calm motorized traffic.
- Create easy-to-understand physical route signs to direct bicyclists through Victoria Park
- Work with governments, non-profits and businesses to develop apps or electronic mapping of up-to-date bike destinations and amenities
- Use sharrows pavement markings and other signs to remind motorists to share the road with bicyclists
- Encourage the city, local businesses and community facilities to install adequate, convenient bicycle parking and amenities.
- Coordinate with local school officials to identify safe bicycle routes for school children.
- Improve bike parking at transit stops
- Work with neighboring civic associations to encourage a wider network of bicycle facilities on the east side of Fort Lauderdale
- Encourage the city, county, MPO, and state to integrate regional bicycle facilities
- Identify funding sources for enhancements to bicycle facilities
- Where appropriate, remove sections of curbed medians in boulevards to allow easy passage of bicycles across divided roadways.
- Install distinctive bike amenities throughout the neighborhood to promote awareness of Victoria Park's support of active, healthy lifestyles.
- Encourage positioning short-term bicycle rental stations in the neighborhood
- Work with local merchants to support bicycle ownership and conduct safety classes.
- Reach out to local merchants, bicycle associations, non-profits or governments to sponsor or host bicycle events in the neighborhood.

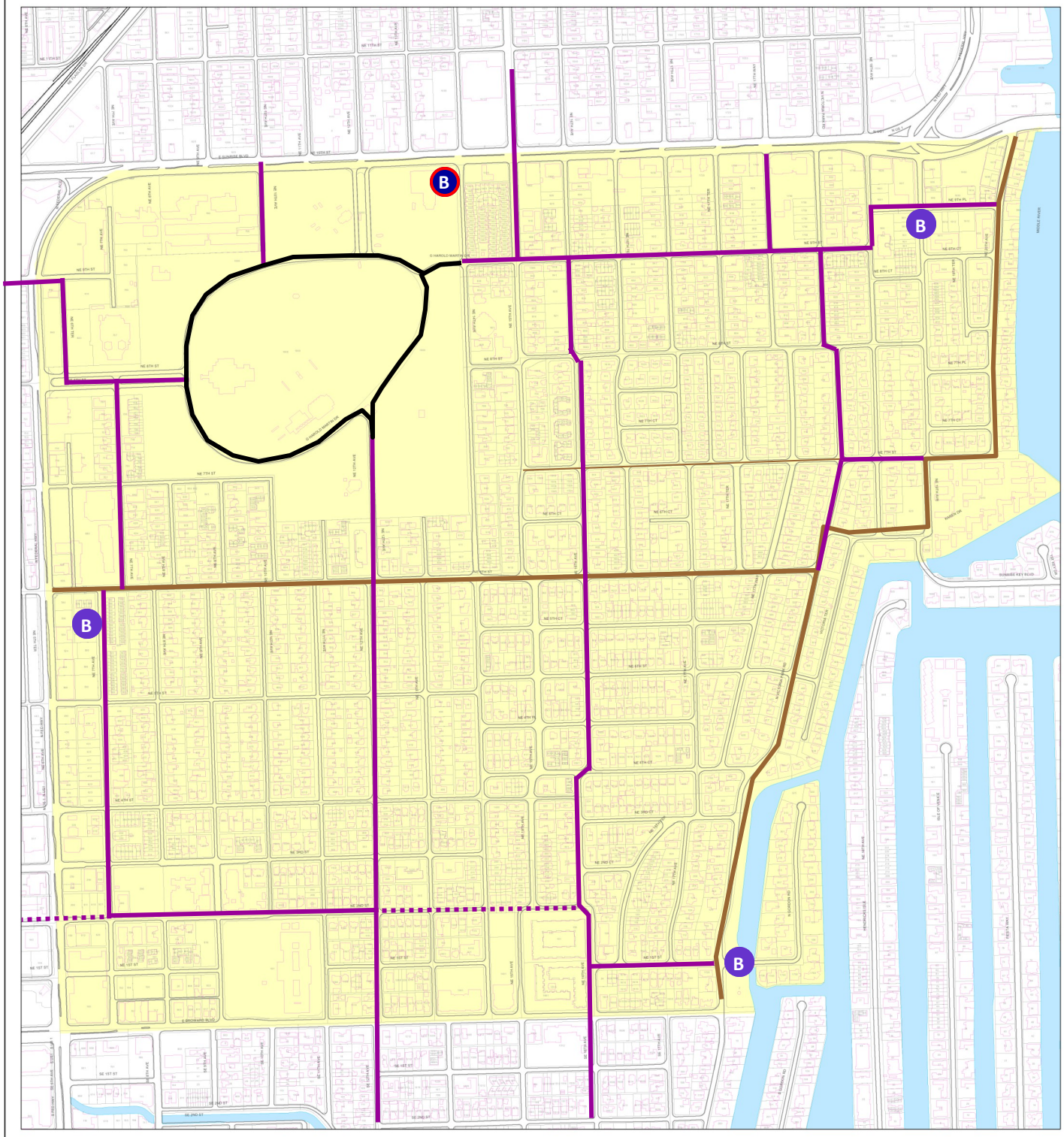


Victoria Park Neighborhood

BICYCLE FACILITIES current Jan 2013

- dedicated bike lane 5’
- wide shoulder / “Share the Road” sign

1 inch = 200 feet



Victoria Park Neighborhood

B existing B-cycle sharing station

B possible locations for future stations

BICYCLE FACILITY GRID

- dedicated bike lane 5’
- existing routes
- proposed additions

N

1 inch = 200 feet

BIKE GRID EXTENSIONS

NE 9th Street / 9th Place from Gateway to Holiday Park bike paths
Sharrow markings and share the road signs
rationale:
a safe alternate to Sunrise Blvd for occasional and recreational bicyclists
area of higher population/housing density (RMM-25)
bike route signs mark a transition to residential area for motorized traffic entering Victoria Park
nearby attractions: Holiday Park, Gateway shopping area, Sunrise businesses, transit stops on Sunrise Blvd,
concerns:
narrow right of way
lack of bicycle amenities along route
conflicts between bicycle and motorized traffic
frequent stop signs — consider yield to bike signs between 16th and 18th Avenues
opportunities:
connects to dedicated bike lane on Sunrise east to Beach
connects to Flagler Greenway (along FEC RR) to the west
connects to 15th Avenue with dedicated bike lane north of 13th Street to Wilton Manors
presence of bicycle-oriented businesses on Sunrise and N Federal Highway — promotional and event sponsorship

NE 7th Avenue from NE 2nd Street to Holiday Park (Nininger Drive)
Sharrow markings and share the road signs north of 6th St, dedicated bike lanes south of 6th St
rationale:
a safe alternate to Federal Highway for occasional and recreational bicyclists
area of higher population/housing density (RMM-25)
bike route signs mark a transition to residential area for motorized traffic entering Victoria Park
nearby attractions: Holiday Park, Federal Highway businesses, transit stops on Sunrise Blvd, St Anthony's Church and School, Virginia Shuman Young School
concerns:
narrow right of way north of 6th St
lack of bicycle amenities along route
conflicts between bicycle and motorized traffic
frequent stop signs
opportunities:
connects to Flagler Greenway (along FEC RR) to the west
connects to multi-use path on 6th Street west of Federal
coordinate with Flagler Heights for planning connections to the Wave and new developments
vacant parcels along route in RAC can be developed to better accommodate bicycle traffic
60' right-of-way south of 6th allows for full bike lanes

BIKE GRID EXTENSIONS (con'd)

NE 12th Avenue from Holiday Park to Broward (to Las Olas)
Wide shoulder marking or dedicated bike lane, if right of way width permits, otherwise,
Sharrow markings and share the road signs.
rationale:
a direct route between Holiday Park and Las Olas area
area of higher population/housing density (RMM-25)
travel lanes narrowed by bike lanes will calm motorized traffic on 12th Avenue
a bicycle crossing at Broward Blvd is separated from 15th Avenue traffic congestion
nearby attractions: Holiday Park, Virginia Shuman Young School, Las Olas businesses, Colee Hammock Park,
concerns:
conflicts between bicycle and motorized traffic especially at Broward Blvd
opportunities:
connects to Las Olas and dedicated bike lane east to Beach through the Isles and Riverwalk to west
work with Colee Hammock to develop bicycle facilities beyond Victoria Park
connect to possible future bicycle facilities along Broward Blvd

NE 15th/16th Avenue from Sunrise Blvd to Broward Blvd (to Las Olas)
Wide shoulder marking or dedicated bike lane, if right of way width permits, otherwise,
Sharrow markings and share the road signs.
rationale:
a direct north/south route across middle of neighborhood
avoids speed humps on 14th and 15th Avenues
travel lanes narrowed by bike lanes will calm motorized traffic on 16th Avenue
crossing at Broward Blvd is separated from 15th Avenue traffic congestion
nearby attractions: businesses on Sunrise, transit stops on Sunrise, Las Olas
concerns:
conflicts between bicycle and motorized traffic especially at Sunrise and on 15th Ave
frequent stop signs — consider yield to bicycle signs north of 6th St
remove median barrier on Broward Blvd to allow bicycle (and pedestrian) travel at grade
opportunities:
connects to 15th Avenue bike lanes (north of 13th St) north to Wilton Manors
connects to Las Olas and dedicated bike lane east to Beach through the Isles and Riverwalk to west
work with Colee Hammock and Lake Ridge to develop bicycle facilities beyond Victoria Park
connect to possible future bicycle facilities along Broward Blvd
wide right of way between 6th and 8th Streets allows dedicated bike lane

BIKE GRID EXTENSIONS (con'd)

Victoria Park Road/17th Way from NE 1st Street to Sunrise
Wide shoulder marking or dedicated bike lane, if right of way width permits, otherwise,
Sharrow markings and share the road signs.
possible Multi-modal path in Annie Beck Park
rationale:
a collector route for east side of neighborhood
travel lanes narrowed by bike lanes will calm motorized traffic
signalized crossing 17th Way at Sunrise
nearby attractions: Annie Beck and Victoria Parks, Sunrise businesses,
concerns:
conflicts between bicycle and motorized traffic especially at Broward Blvd curve (use NE 1st St instead)
lack of bicycle amenities in Annie Beck and Victoria Parks
opportunities:
work with Colee Hammock to connect thru Victoria Park to South Victoria Park Road (and Las Olas)
work with Lake Ridge to develop bicycle facilities to the north
connect to possible future bicycle facilities along Broward Blvd
a pigmented dedicated bike lane would promote Victoria Park Road as a "greenway"

20th Avenue/7th Street from Sunrise Blvd to Victoria Park Road
Wide shoulder marking or dedicated bike lane, if right of way width permits, otherwise,
Sharrow markings and share the road signs.
rationale:
connection to Gateway shopping area and Sunrise bike lane east to Beach
travel lanes narrowed by bike lanes will calm motorized traffic
bike route signs mark a transition to residential area for motorized traffic entering Victoria Park
nearby attractions: Gateway shopping area, transit stops on Sunrise, 20th Avenue businesses, Heart of Jesus Church, Gateway Terrace Apartments
concerns:
conflicts between bicycle and motorized traffic especially on 7th Street
frequent stop signs
lack of bicycle amenities
opportunities:
connects to dedicated bike lane east on Sunrise (to Beach, Galleria, George English Park, bike route north on Bayview Drive)
bike lane provides space for scooters (Gateway Terrace residents)
wide right-of-way on 20th Avenue permits dedicated bike lanes, perhaps in conjunction with other traffic calming measures (median, diagonal parking, etc)

1st Street from 16th Ave to Victoria Park Road
Sharrow markings and share the road signs.
rationale:
connection from Victoria Park route to 16th Avenue to Broward median crossing
alternate route to Broward Blvd to avoid bicyclist/motorist conflicts at Broward/Victoria Park Rd curve

BIKE GRID EXTENSIONS (con'd)

2nd Street from 7th Avenue to 12th Avenue
Wide shoulder marking or dedicated bike lane, if right of way width permits, otherwise,
Sharrow markings and share the road signs.
rationale:
connects the 7th Avenue and 12th Avenue bike routes, school zones, and route to Las Olas
travel lanes narrowed by bike lanes will calm motorized traffic
bike route signs reinforce the transition to school zone for motorized traffic entering Victoria Park on 9th Avenue
nearby attractions: Federal Highway businesses, Saint Anthony's Church and School, Virginia Shuman Young School, playgrounds,
concerns:
school zone regulations and congestion
conflicts between bicyclists and motorists
lack of bicycle amenities
opportunities:
work with St Anthony's and VSY on Safe Route to School funding
connect to possible future bicycle facilities along Broward Blvd

possible extensions:
if vacated right-of-way between 14th and 15th Avenues can be used, extend to 16th Ave to 1st St toVictoria Park Road as a safe cycling alternative to Broward Boulevard
a bicycle/pedestrian signalized crossing at Federal Highway (with median cut for at-grade travel) would allow connection to North Downtown (churches, BCT terminal, City Hall, The Wave, etc.)

6th Street from Federal Highway to Victoria Park Road
Wide shoulder marking or dedicated bike lane, if right of way width permits, otherwise,
Sharrow markings and share the road signs.
rationale:
direct east/west route across middle of neighborhood
travel lanes narrowed by bike lanes will calm motorized traffic on 6th
higher population/housing densities south of Holiday Park
nearby attractions: Federal Highway businesses, transit stops on Federal Highway, Holiday Park
concerns:
conflicts between bicycle and motorized traffic, especially in round-about at 14th Avenue
frequent stop signs
lack of bicycle amenities
opportunities:
connects to multi-modal path on 6th Street west of Federal Highway
connection to Wave station on 6th Street
work with Flagler Heights to encourage non-motorized travel across Federal Highway

Nininger Drive at 7th Terrace (Holiday Park entrance)
establish a pedestrian/bicycle path through median at 6th Terrace to connect Searstown and Park Plaza (possibly move turn-around from front of memorial to 6th Terrace)

BIKE AMENITIES

Bicycle sharing stations

existing station at ArtServe 14th Avenue at Sunrise

possible future locations:

- Parking Lot A: 7th Avenue south of 6th Street — to serve Federal Highway shopping area
- wide right of way: 19th Avenue south of 9th Court — to serve Gateway shopping area/theater
- Annie Beck/Victoria Parks

Additional Bicycle Parking

Transit stops
Federal Hwy & Sunrise (in case bus-mounted bike racks are full)
Parks:
Annie Beck/Victoria Park
Holiday Park — near Parker Playhouse
Churches:
Saint Anthony
Saint Demetrios
Heart of Jesus
Schools/playgrounds:
Virginia Shuman Young
Saint Anthony
Commercial:
new development
existing shopping centers
office buildings

AUTOMOBILES (In motion)

Vision: Reduce travel speeds on local streets. Increase compliance with traffic signs. Redirect "cut through" traffic to bordering arterial boulevards. Reduce automobile travel with increased use of alternatives for local trips, and shared transportation options.

Priority Areas:

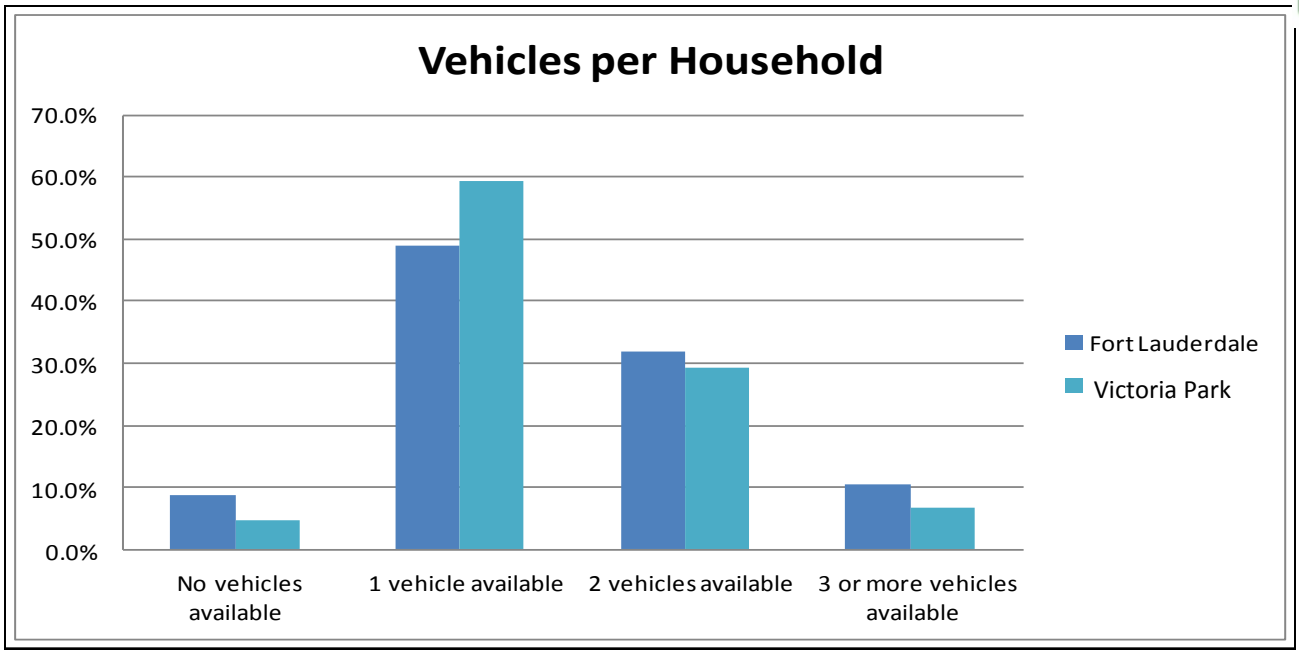
Boulevards (Arterials): maintain free flow of motorized traffic to keep "external" traffic from encroaching into Victoria Park
Avenues (Collectors): calm motorized traffic flows
Local Streets: calm motorized traffic flows

Current Status: see following pages

Goal: By 2020, reduce the daily trips (ADT) count on annually monitored local streets by 5% (expressed in relation to the number of housing units in Victoria Park). Reduce per household auto ownership in Victoria Park by 5%. Increase transit ridership at stops in Victoria Park by 5%. And by 2030, increase these goals to 10%. By 2020, increase use of transit and carpooling by Victoria Park residents to match citywide levels, and exceed citywide levels thereafter.

Action Items:

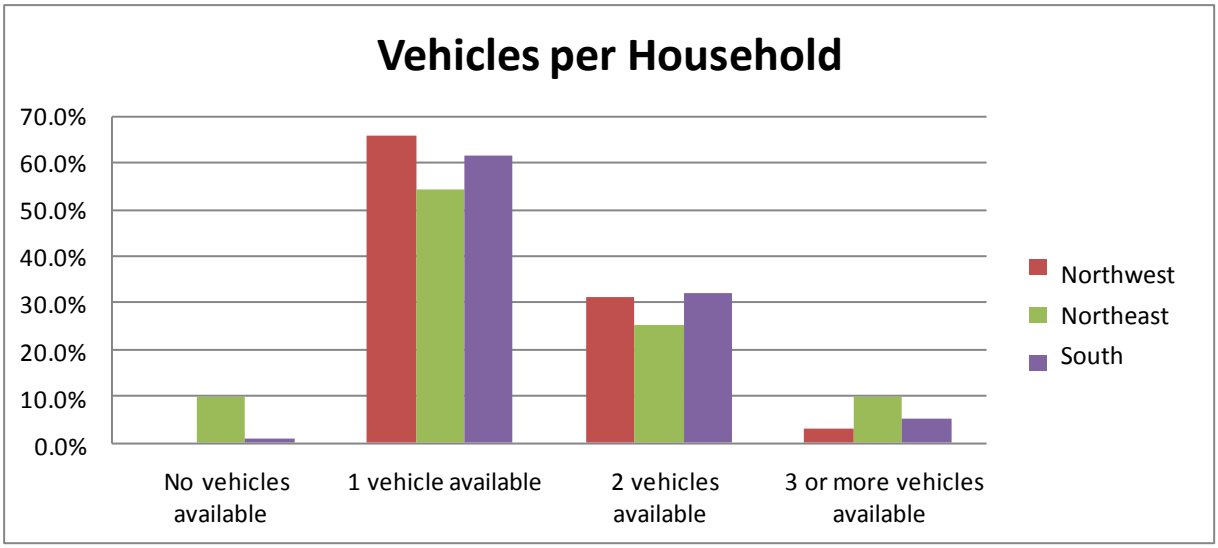
- Calm motorized traffic by installing appropriate street trees or other appropriate landscaping in the right-of-way.
- Increase on-street parking to calm traffic.
- Calm motorized traffic by narrowing travel lanes, tightening turning radii, installation of marked bike lanes.
- Reposition stop bars and stop signs closer to cross streets to discourage rolling stops — tighten radii.
- Encourage property owners to trim landscaping around traffic signs, or ask city staff to cut it back.
- Maintain an open network of streets to promote even distribution of motorized traffic across the neighborhood and greater connectivity of possible travel routes. Remove bottlenecks or features that disrupt the network and create chokepoints.
- Discourage vacation of existing right-of-ways unless the vacation serves other desired traffic-related objectives.
- Where appropriate, work with the county to reevaluate stop sign placement, and add stop signs if warranted.
- Encourage free flow of motorized traffic on boundary arterials to minimize "cut-through" traffic on internal streets (e.g., synchronized signals, proper intersection and access management on arterials, enactment and enforcement of a "block-the-box" ordinance).
- Where appropriate, depending on space, safety, drainage and possible diversion of traffic, construct physical traffic calming measures (speed humps, roundabouts, medians, chicanes, curbed bump-outs) in the right-of-way to slow motorized traffic.
- Review design speeds and other basic parameters, and make adjustments if necessary, prior to all rebuilding or resurfacing of roadways.
- Install signs to remind motorists to share the road with other users.
- Discourage auto-oriented development; encourage use of Transit Oriented Development design elements.
- Encourage city to amend ordinances that concentrate auto dealerships and auto-oriented uses on Federal Highway.

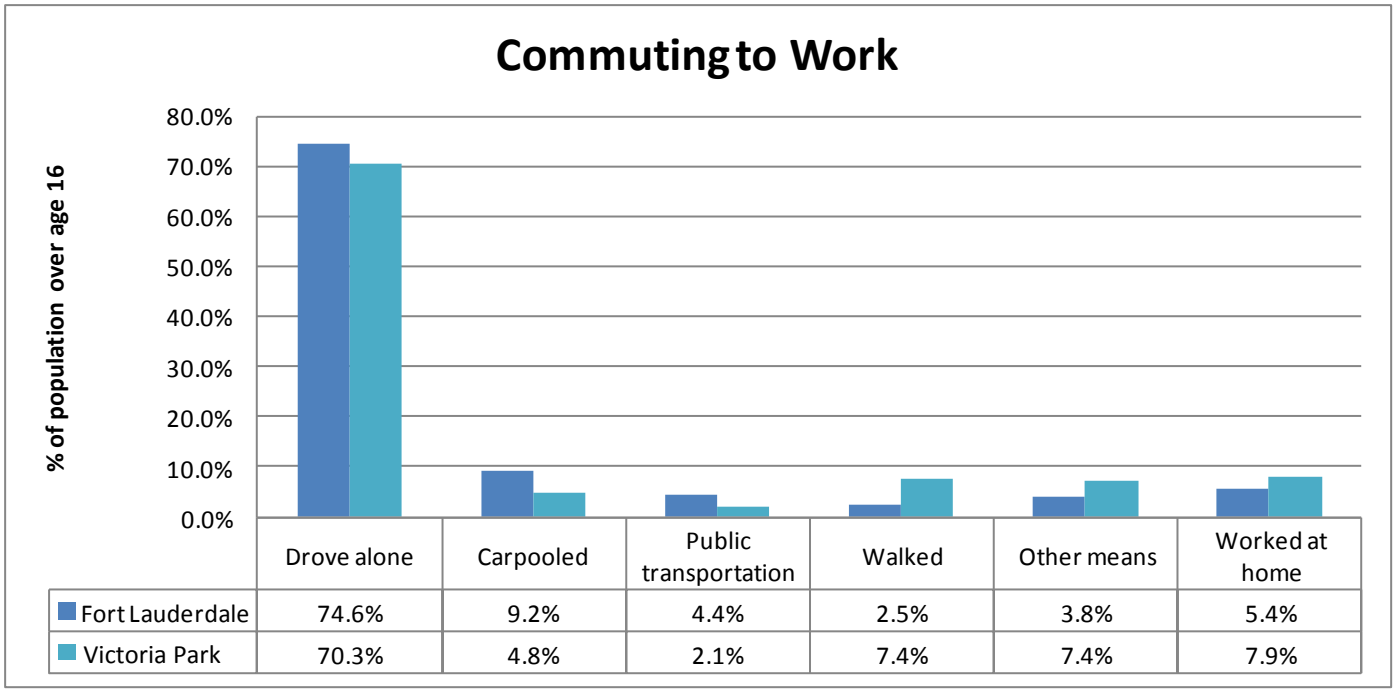


Compared with the rest of Fort Lauderdale, Victoria Park has a higher proportion of one-person households, and consequently more households in our neighborhood have only one vehicle. In general, we have fewer vehicles per household than other parts of the city.

Source: US Census, American Community Survey 2011 (5 year)

While we have a smaller proportion of no-vehicle households than the city in general, most of our no-vehicle households are clustered in the northeast section of the neighborhood (Tract 418.02—(north of 4th Court and east of 15th Ave, including Sunrise Key). This probably reflects residents of Gateway Terrace Apartments, and perhaps the higher proportion of other senior citizens in that part of the neighborhood.

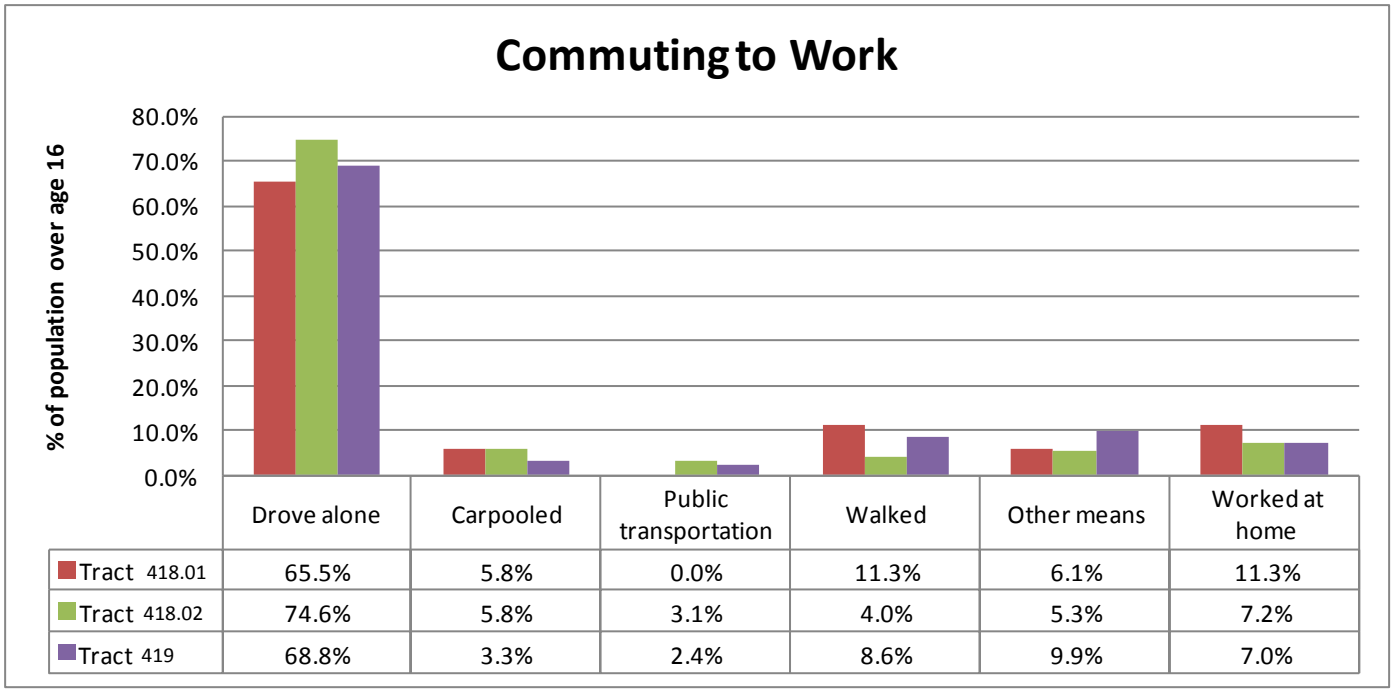




	Drove alone	Carpooled	Public transportation	Walked	Other means	Worked at home
Fort Lauderdale	74.6%	9.2%	4.4%	2.5%	3.8%	5.4%
Victoria Park	70.3%	4.8%	2.1%	7.4%	7.4%	7.9%

Victoria Park residents are more likely to walk and bike to work than others in Fort Lauderdale, but we are less likely to carpool or use public transportation. We're also more likely to work from our homes. *Source: US Census, American Community Survey 2011 (5 year)*

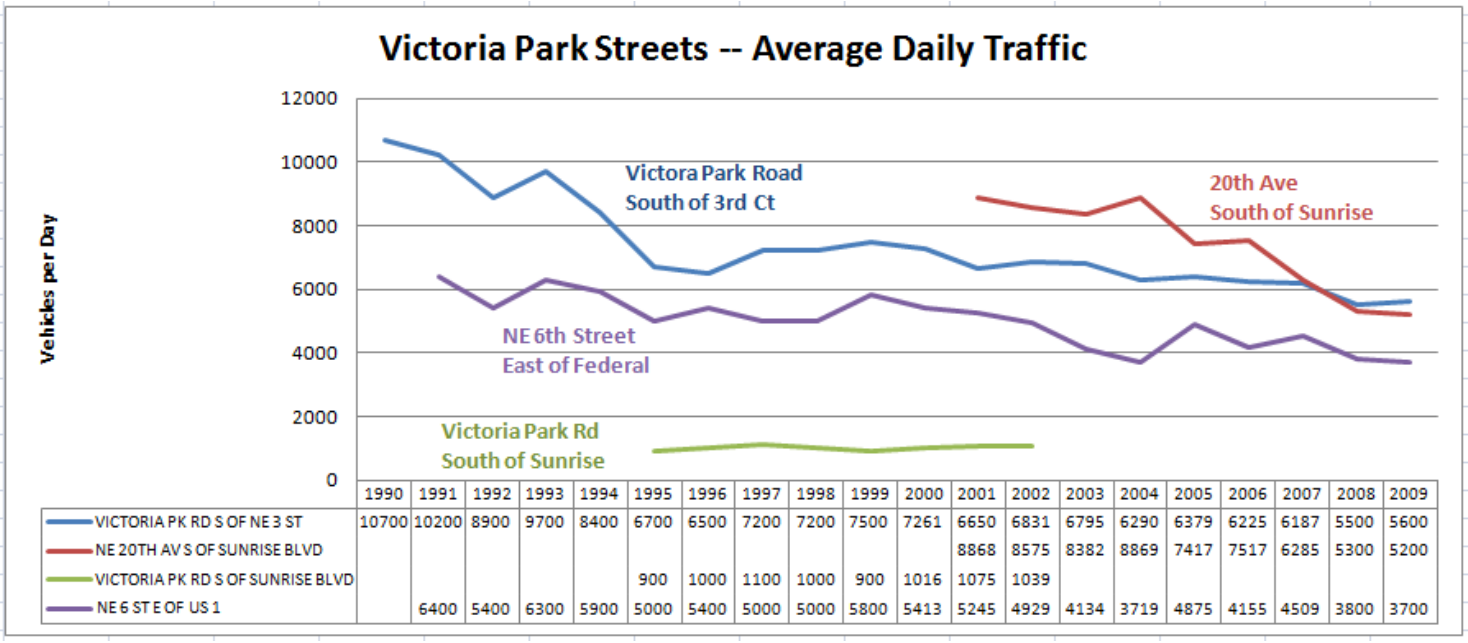
The graph and table below show methods of commuting broken down by census tracts. Tract 418.01 covers the northwest part of the neighborhood (north of 4th St, west of 15th Ave.), 418.02 covers the northeast (north of 4th Court and east of 15th Ave, including Sunrise Key) and 419 covers the southern part of the neighborhood (south of 4th St/Ct and includes Colee Hammock and Beverly Heights).



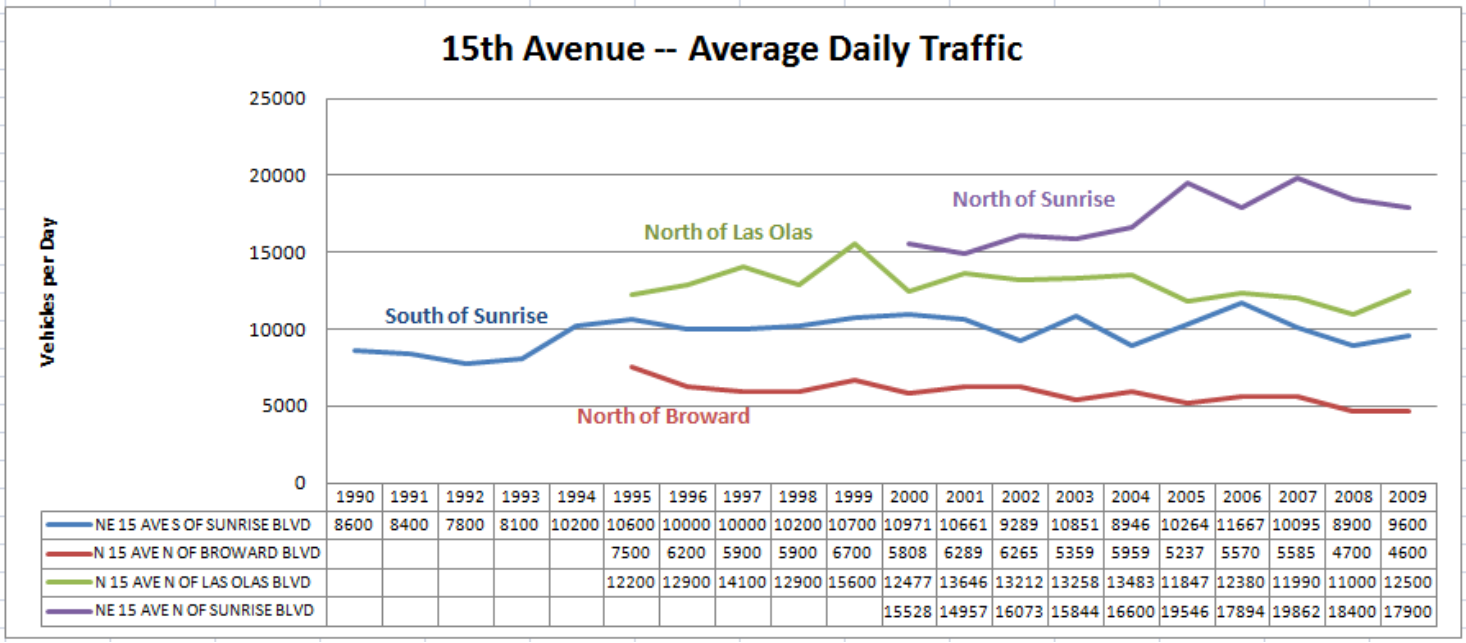
	Drove alone	Carpooled	Public transportation	Walked	Other means	Worked at home
Tract 418.01	65.5%	5.8%	0.0%	11.3%	6.1%	11.3%
Tract 418.02	74.6%	5.8%	3.1%	4.0%	5.3%	7.2%
Tract 419	68.8%	3.3%	2.4%	8.6%	9.9%	7.0%

TRAFFIC COUNTS

FDOT and Broward County collect annual traffic counts on Victoria Park arterials and collector streets. The charts below show daily traffic volumes on our major streets since 1990.

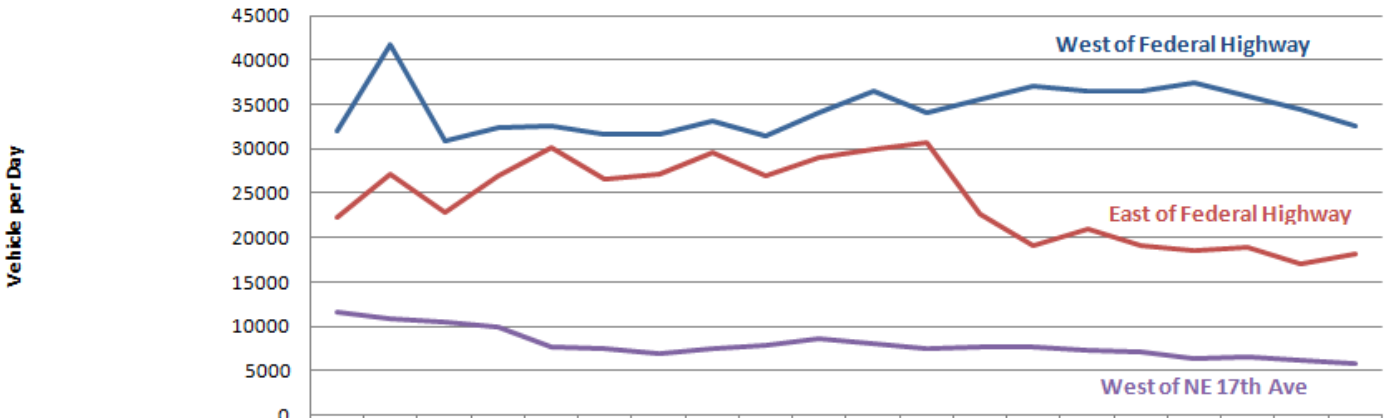


	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
VICTORIA PK RD S OF NE 3 ST	10700	10200	8900	9700	8400	6700	6500	7200	7200	7500	7261	6650	6831	6795	6290	6379	6225	6187	5500	5600
NE 20TH AV S OF SUNRISE BLVD												8868	8575	8382	8869	7417	7517	6285	5300	5200
VICTORIA PK RD S OF SUNRISE BLVD						900	1000	1100	1000	900	1016	1075	1039							
NE 6 ST E OF US 1		6400	5400	6300	5900	5000	5400	5000	5000	5800	5413	5245	4929	4134	3719	4875	4155	4509	3800	3700



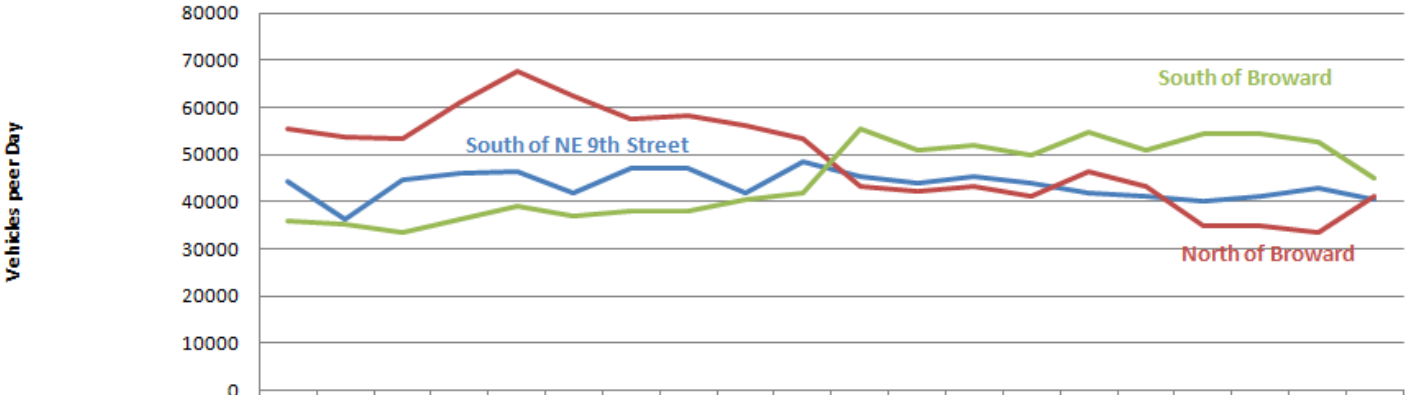
	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
NE 15 AVE S OF SUNRISE BLVD	8600	8400	7800	8100	10200	10600	10000	10000	10200	10700	10971	10661	9289	10851	8946	10264	11667	10095	8900	9600
N 15 AVE N OF BROWARD BLVD						7500	6200	5900	5900	6700	5808	6289	6265	5359	5959	5237	5570	5585	4700	4600
N 15 AVE N OF LAS OLAS BLVD						12200	12900	14100	12900	15600	12477	13646	13212	13258	13483	11847	12380	11990	11000	12500
NE 15 AVE N OF SUNRISE BLVD											15528	14957	16073	15844	16600	19546	17894	19862	18400	17900

Broward Boulevard -- Average Daily Traffic



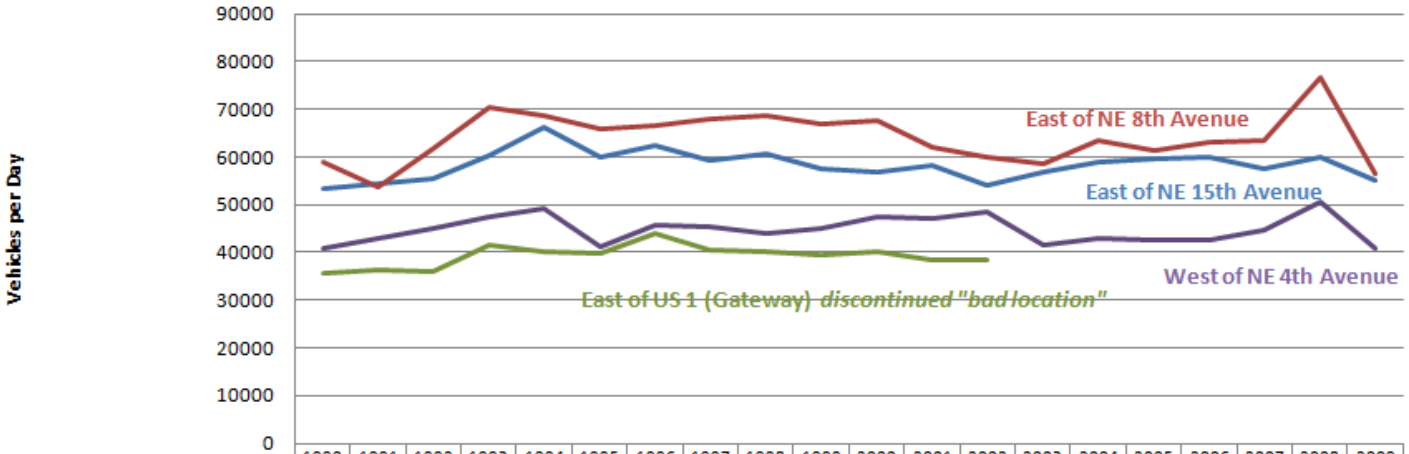
	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
BROWARD BLVD W OF NE 17 AVE	11700	10800	10400	10000	7600	7400	7000	7400	7800	8600	8079	7436	7751	7743	7226	7045	6351	6532	6100	5900
BROWARD BLVD E OF US 1	22300	27200	22800	26999	30200	26600	27100	29600	27000	29000	29999	30784	22581	19069	21048	19123	18600	18826	17100	18200
BROWARD BLVD W OF US 1	32000	41800	30900	32400	32500	31600	31600	33200	31500	34000	36500	34000	35500	37000	36500	36500	37500	36000	34500	32500

Federal Highway -- Average Daily Traffic



	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
US 1 S OF NE 9TH ST/FTL	44300	36100	44500	46000	46500	42000	47200	47100	42000	48500	45500	44000	45500	44000	42000	41000	40000	41000	43000	40500
US 1 N OF BROWARD BLVD	55400	53600	53300	60900	67800	62400	57600	58200	56200	53400	43367	42141	43230	41282	46388	43380	35000	35000	33500	41000
US 1 S OF BROWARD BLVD	35900	35300	33500	36200	39000	37000	38000	38000	40400	41900	55315	51007	52039	49848	54640	50952	54500	54500	52500	45000

Sunrise Boulevard -- Average Daily Traffic



	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
SUNRISE E OF NE 15 AVE	53400	54500	55500	60400	66200	60100	62400	59100	60700	57400	56956	58228	54000	57000	59000	59500	60000	57500	60000	55000
US 1 E OF NE 8TH AVE/FTL	58800	53700	61700	70500	68500	65900	66700	67800	68500	67000	67500	62000	60000	58500	63500	61500	63000	63500	76500	56500
SUNRISE E OF US 1 (GATEWAY)	35500	36500	36000	41500	40300	39700	43900	40500	40200	39600	40071	38442	38555							
SUNRISE W OF NE 4TH AVE	40800	42999	45000	47400	49100	41300	45600	45200	44000	45000	47500	47000	48500	41500	43000	42500	42500	44500	50500	41000

TRAFFIC CONTROL DEVICES

With the exception of the mini-roundabout at 14th Ave and 6th Street, all traffic control signs in Victoria Park are stop signs. Stops might apply only to east-west or north-south travel at an intersection, or in all directions. Generally speaking, west of 14th Avenue, the stop signs are configured in a basket-weave pattern (alternating a stop and through intersections in both directions of travel.) East of 14th Avenue, all north-south routes are "stopped" at all cross streets north of 6th Street. There's no clear pattern in the southeastern part of the neighborhood.

The layout of our neighborhood's 26 original subdivisions can be seen in the shape of blocks. In the older subdivisions of the southwest, square blocks approximately 300' x 300' are common (when not interrupted by vacated streets for schools, etc.) — many with alleys running east-west. The two subdivisions to the north have long blocks oriented north-south, approximately 300' x 600' — with alleys running north-south. The subdivision in the central eastern part of the neighborhood has similar sized blocks but they lack alleys and are oriented east-west. In the middle of the neighborhood, there are subdivisions of square-shaped blocks. North of 6th St the subdivisions are laid out with long blocks oriented primarily north-south. The original Victoria Park subdivision in the southeastern portion of the neighborhood has many non-rectangular blocks with curving or skewed right-of-ways.

With square-shaped blocks, a basketweave pattern of stop signs would have uninterrupted travel distances roughly equal in the north-south or east-west directions. By contrast, rectangular-shaped blocks allow traffic to flow uninterrupted for greater distances along the longer edge of the block. For the basketweave pattern in the west-central part of the neighborhood, this means that traffic traveling north-south is uninterrupted for a much longer distance than travel east-west. The longer segments allow for vehicles to accelerate more between stop signs. Generally speaking, the longest uninterrupted travel distances with the neighborhood are in the north-south direction (the lack of stop signs on 7th Street creates the sole east-west exception.).

Where the original subdivisions meet, the streets often don't line up directly. This is most pronounced where the Progresso subdivision meets the others: along 6th Street west of 15th Avenue and along 8th Street in the east. Other examples exist along 14th, 15th and 16th Avenues where there are many seams between a number of small subdivisions. Instead of simple cross-shaped intersections meeting at 90°, there are a series of more-confusing offset T-shaped intersections requiring drivers to combine left-turns with right-turns to proceed on in the same direction. This complicates driver decisions and creates possible conflicts with crossing traffic. This can pose a problem especially when collectors or major local streets intersect in this manner, e.g., 15th Avenue and 6th Street. This type of configuration also offers a traffic calming opportunity: it creates a natural "chicane" or crook in the road that can be exploited to slow traffic. Over time, with repeated repavings, many of the crooked interruptions have been smoothed with rounded corners allowing traffic to move more quickly. Re-establishing the chicanes by narrowing turning radii would be a low-cost, easy-to-implement way to slow motorized traffic.

Under a contract between the city and county, the county has the jurisdiction to install and maintain all traffic control devices (traffic signals and signs, crosswalks, etc.) — and all installations are to comply with the federal guidelines: Manual of Uniform Traffic Control Devices (MUCTD). Consequently, any traffic solutions requiring installation or removal of traffic signs will require approval by multiple jurisdictions.

Victoria Park Neighborhood

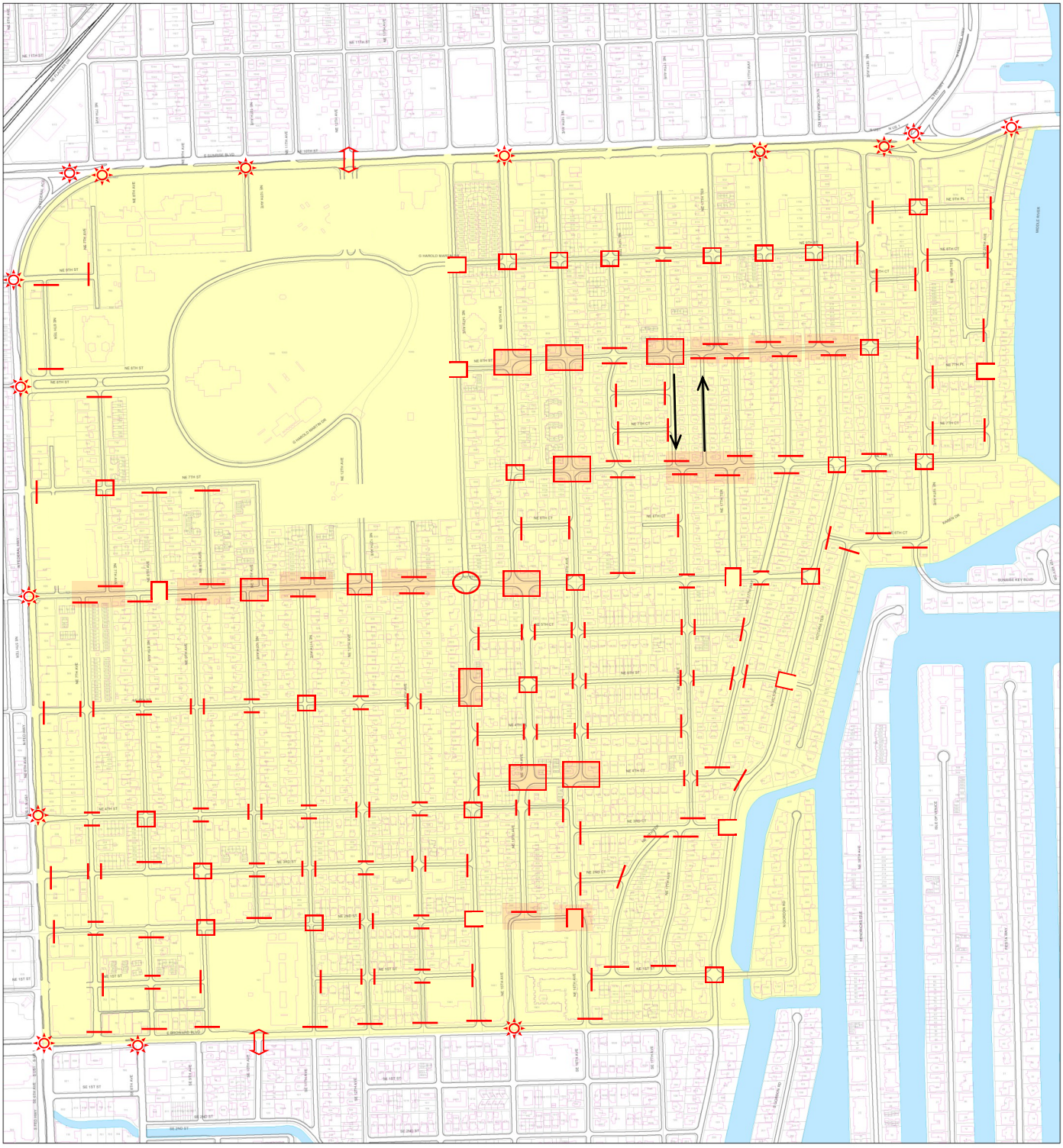
SUBDIVISIONS

N

1 inch = 200 feet

PROGRESSO 2-18 (FOLIO 49423405,-6,-7)
PROGRESSO 2-18 D PORTION (FOLIO 50...)
RESUB OF GATEWAY 25-38 B
REPLAT GATEWAY 25-40– B
GATEWAY 25-24 B
GATEWAY PARK 25-43 B
VICTORIA HIGHLANDS AMEND (F/P/A) 15-9 B
VICTORIA COURTS 9-49 B
MAC ARTHUR PARK 19-31 B
PARKER SUB 19-15 B
GRACELAND PARK 18-6 B
GREEN'S SUB 18-19 B
CENTRAL PARK 16-27 B
STRANHAN'S POINT 14-49 B
VICTORIA PARK REAMENDED 15-52 B

VICTORIA PARK CORR AMEND 10-66 B
MIDDLE RIVER PARK 5-28 B
LAS OLAS PARK 6-12 B
HALL'S ADD 1-134 D
HOLMBERG & MCKEE'S 1-112 D
STRANAHAN 3-155 D
DAVIS ADD 3-28 D
WORK'S RESUB 2-63 D
DAMES & YOUNG'S RESUB 2-63 D
CALDER'S RESUB 2-63 D
BMB PLAT
STRANAHAN'S HOSPITAL
VICTORIA ISLES 15-67 B



Victoria Park Neighborhood

TRAFFIC CONTROL DEVICES

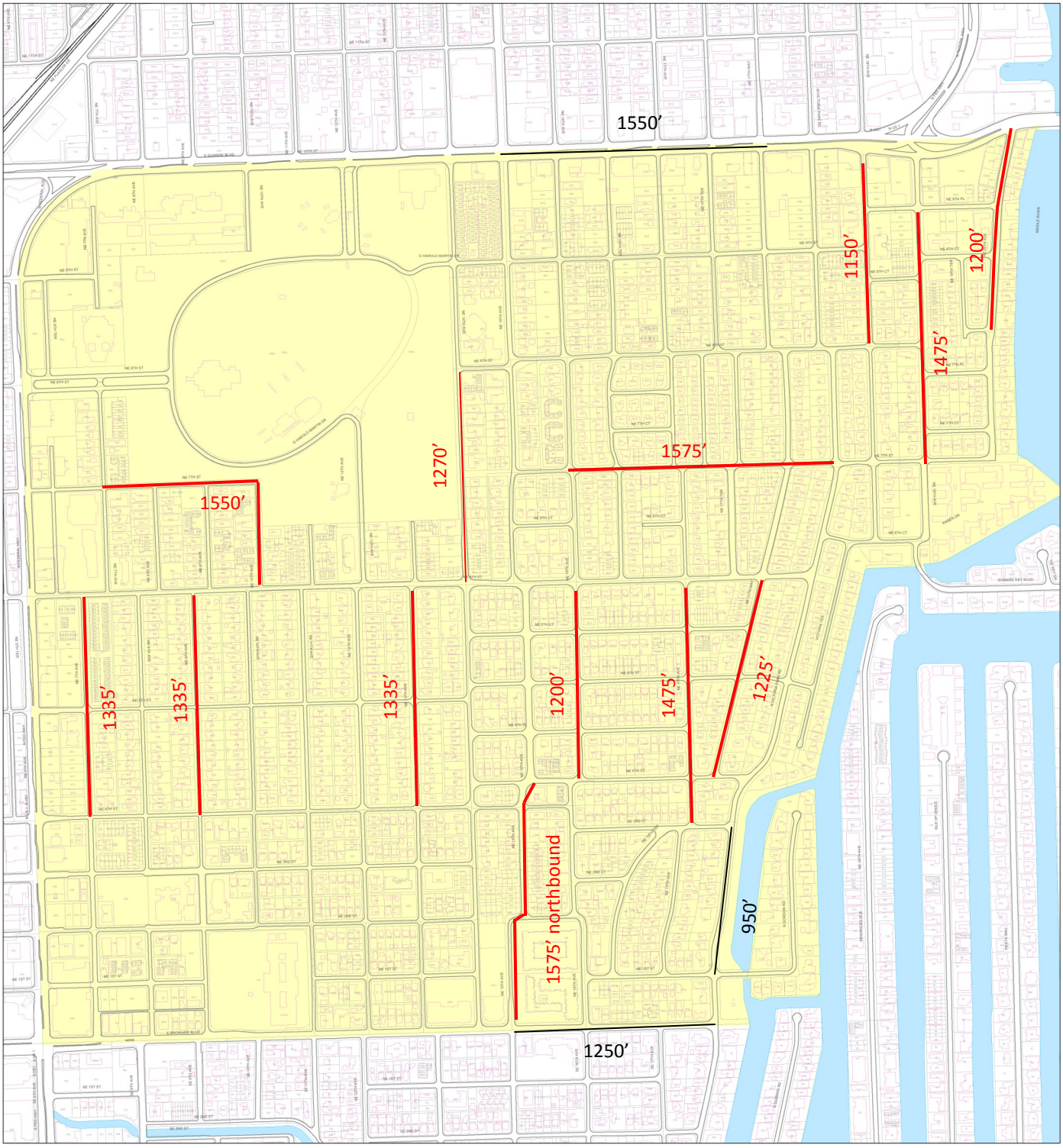
N

1 inch = 200 feet

- traffic signal
- signalized pedestrian crossing

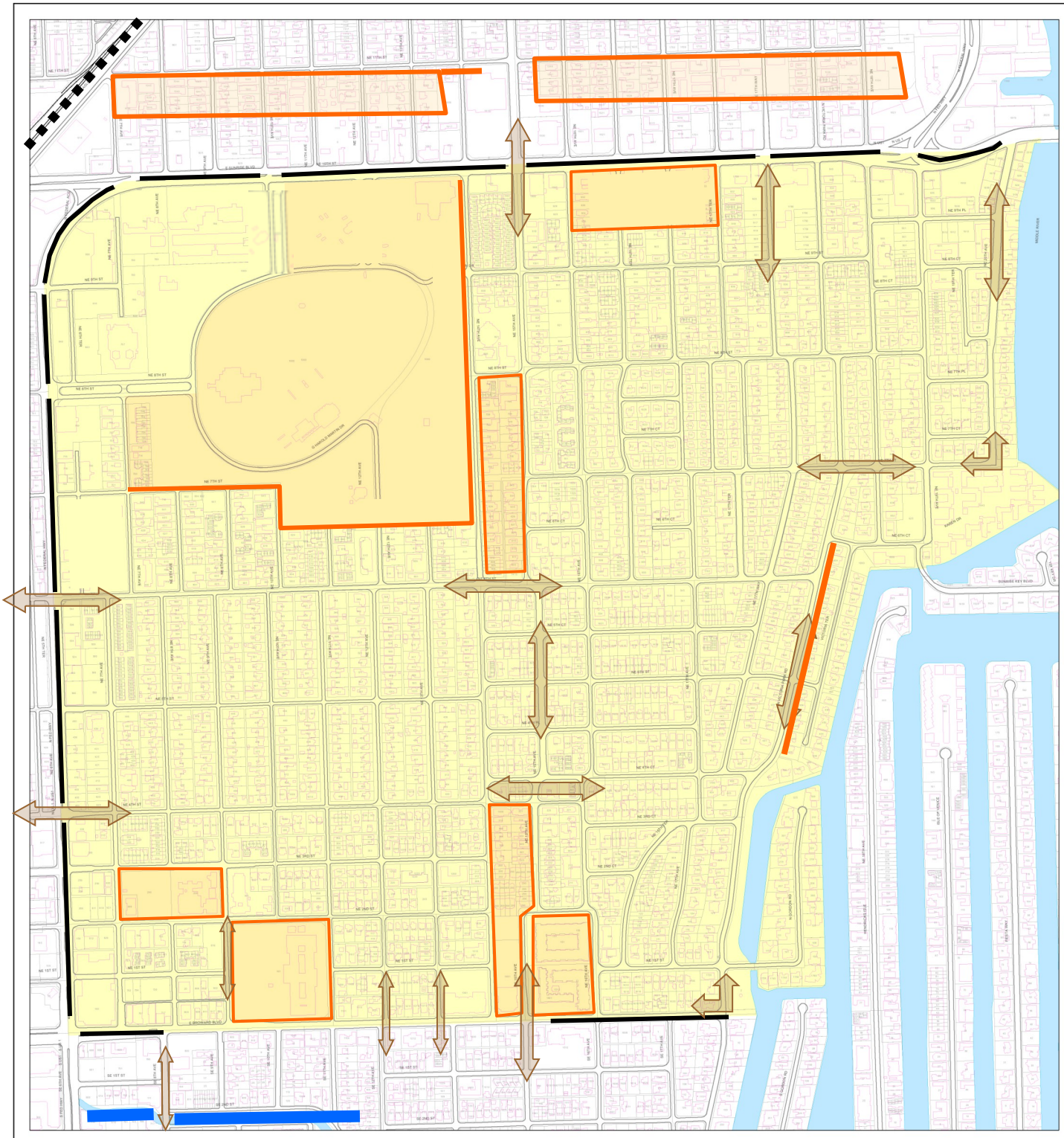
- one-way stop (T-intersection)
- two-way stop
- three-way stop (all stop at T-intersection)
- four-way stop ("all stop")

- intersection with offset legs



Victoria Park Neighborhood

DISTANCE WITHOUT TRAFFIC CONTROL



Victoria Park Neighborhood

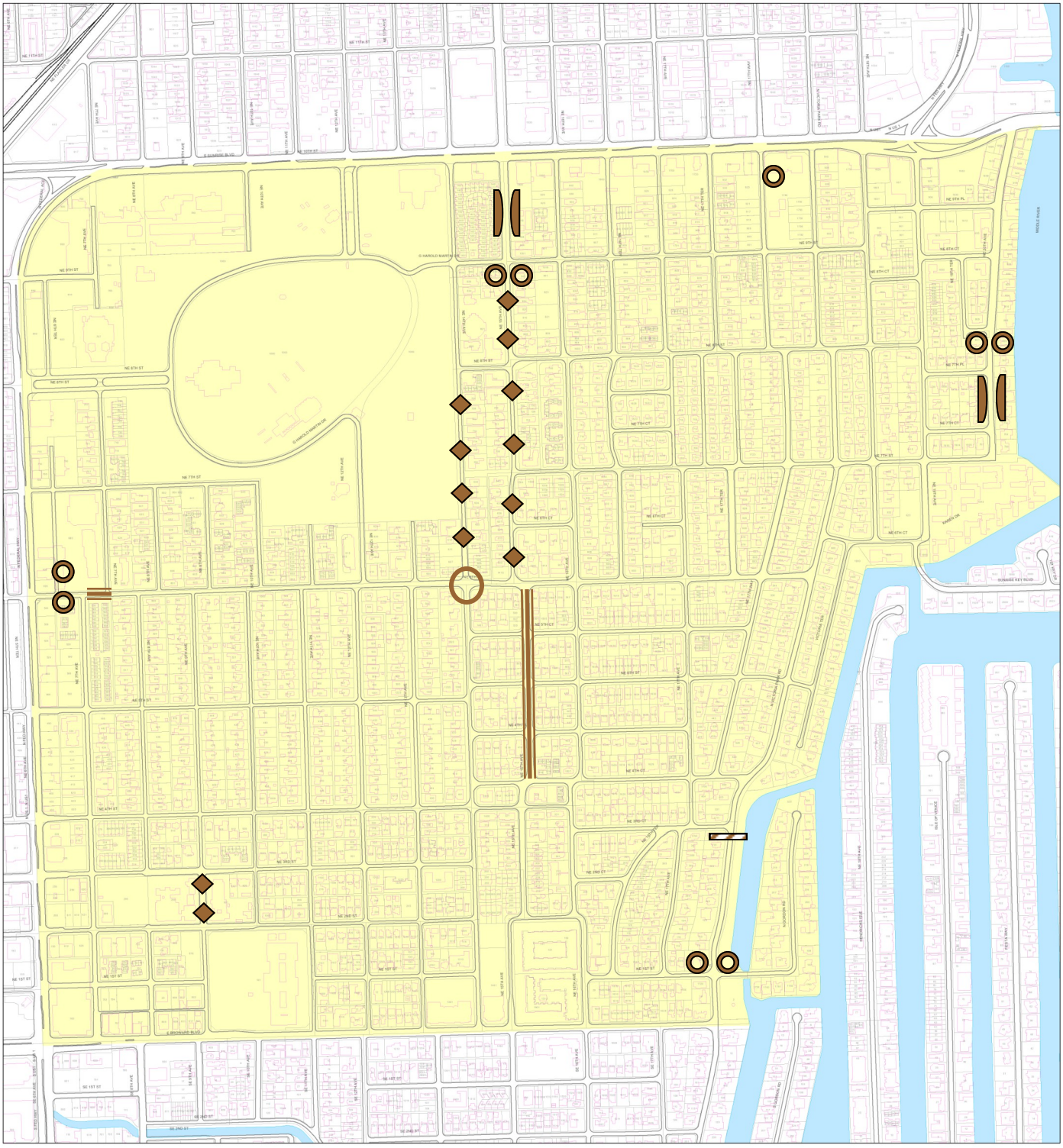
BREAKS IN CONNECTIVITY

- Median
- Large Block due to Vacated Street
- Canal
- Railroad

Heavier traffic flows due to breaks in street grid

N

1 inch = 200 feet



Victoria Park Neighborhood

EXISTING TRAFFIC CALMING MEASURES

N

medians
entryway monuments
speed hump
raised intersection/crosswalk
raised crosswalk (pending)
landscaped bulb-out
mini round-about

1 inch = 200 feet

CITY OF FORT LAUDERDALE GIS GEOGRAPHIC INFORMATION SYSTEM

REDUCING TRAFFIC VOLUMES

Problems: Additional traffic from denser internal development and external traffic "cutting through" Victoria Park.

Solutions:

1) Poor traffic movement on the arterials encourages drivers to seek alternate routes through Victoria Park. The primary method to reduce external cut-through traffic in Victoria Park is to improve traffic flows on the arterials (access management, signal synchronization, etc.) and slow travel speeds on neighborhood streets (see below).

2) Increased motor traffic due to denser internal development can be offset by alternate modes of transport — for example, biking and walking for short local trips, rather than driving. Car-pooling or other shared transit options can also reduce the number of cars traveling on our streets.

SPEEDING VEHICLES

Problems: Vehicles entering the neighborhood from the arterials continue to travel at speeds appropriate for arterials but not for local streets. Long uninterrupted travel distances allow vehicles to gain momentum between stop signs. Inconsiderate drivers.

Solutions:

1) Install traffic calming measures near arterials to mark the transition from higher-speed to lower-speed environments. For example, raised intersections or raised crosswalks at 17th Way and 9th Street, as well as along 7th Avenue.

2) To encourage self-enforcement of the speed limit, drivers must feel unsafe traveling at higher rates of speed. Drivers on tighter streets feel less comfortable speeding. Clearly defined roadway edges give drivers visual cues. Narrower travel lanes through physical removal of pavement, or restriping for other uses such as bike lanes, tighten the roadway. On-street parallel parking also narrows the driver's perception of the roadway. Street trees and landscaping give the streetscape a sense of enclosure. Parking and landscaping are addressed in later sections.

Highest priority for travel lane reduction should be on streets with long uninterrupted travel distances. Redefining the street edge is also a priority on streets where extended lengths of paved swales create a wider perceived travel lane.

TRAFFIC CONTROL VIOLATIONS

Problems: Drivers fail to follow traffic control signs. Landscaping obscures some traffic signs.

Solutions:

1) Property owners need to trim landscaping in the 25' sight triangle. City staff can cut back landscaping if property owners do not.

2) Stop signs and stop bars are placed too far from crossing traffic, encouraging drivers to roll through the stop sign, and create a general disregard for stop sign. A wide turning radius requires stop signs to be placed far away from the "intersection" — tightening the turning radii would permit stop signs to be placed closer to crossing traffic. This would allow drivers to make one complete stop before proceeding.

Tighter radii slow traffic in general (see above). At offsetting T-intersections, tigher radii would reestablish the natural "chicanes" created by these odd intersections. The "crooked" travel path will slow traffic and discourage rolling stops through those intersections.

COMPLETE STREETS — TRAFFIC CALMING

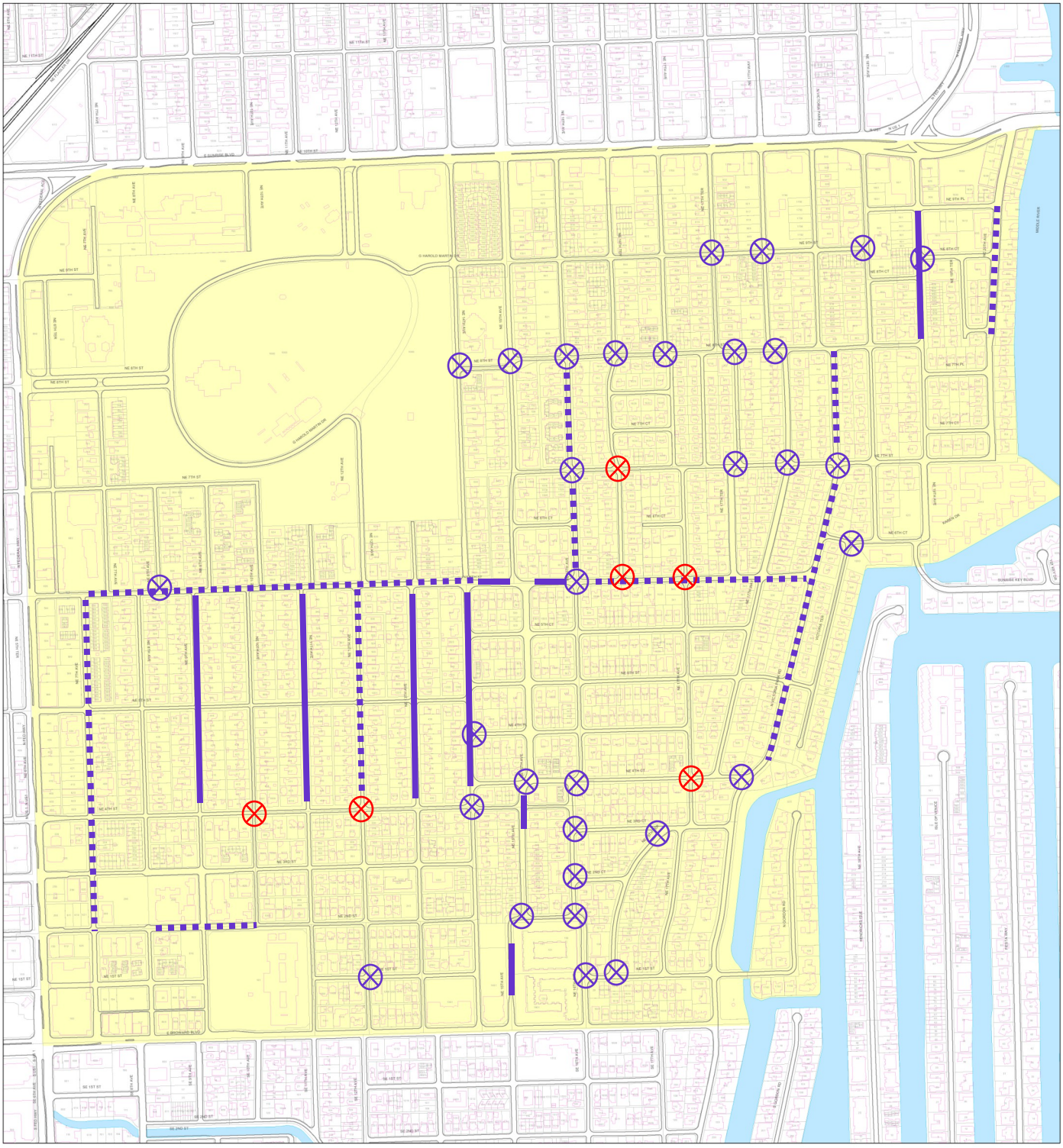
CROSS -SECTIONAL TRAFFIC CALMING MEASURES (Roadway Narrowing)

Complete Streets principles call for narrower travel lanes, tighter turning radii, on-street parking, medians and street trees as appropriate ways to calm traffic. In addition to slowing motorized traffic, these measures can also improve stormwater drainage and enhance the safety and comfort of pedestrians and bikers. These cross-sectional measures (i.e., measures applied to the length of a block) do not hinder emergency vehicle response times and are appropriate under Complete Streets guidelines for all types of streets. The following map shows higher priority locations for these narrowing travel lanes and tightening turning radii.

PERIODIC TRAFFIC CALMING MEASURES

Periodic measures are applied to a specific location (e.g., raised intersections) or a series of locations (speed humps). Some traffic calming measures, such as speed humps or other elevated "vertical" features, have the potential to disrupt emergency or transit vehicles — and that impact should be considered before using them on framework streets (thoroughfares).

Raised intersections and crosswalks are possibilities on 17th Way and along 7th Avenue to mark a transition from arterial traffic to local, slower speeds. Entryway monuments on 15th Avenue near Pine Crest, or 4th Street near Fresh Market are another way to mark the transition into our residential areas. Landscaped bulbouts on Broward east of 15th Avenue would mark the transition of Broward from arterial to collector. Raised crosswalks at 12th Avenue and 6th Street and 19th Avenue at 7th Street reinforce a priority of pedestrians over motor traffic in areas attracting children (to Holiday Park) and seniors (Gateway Terrace Apartments). A raised crosswalk on Victoria Park Road at 5th Street would complement the one being built at 3rd Court.



Victoria Park Neighborhood

ROADWAY NARROWING

N

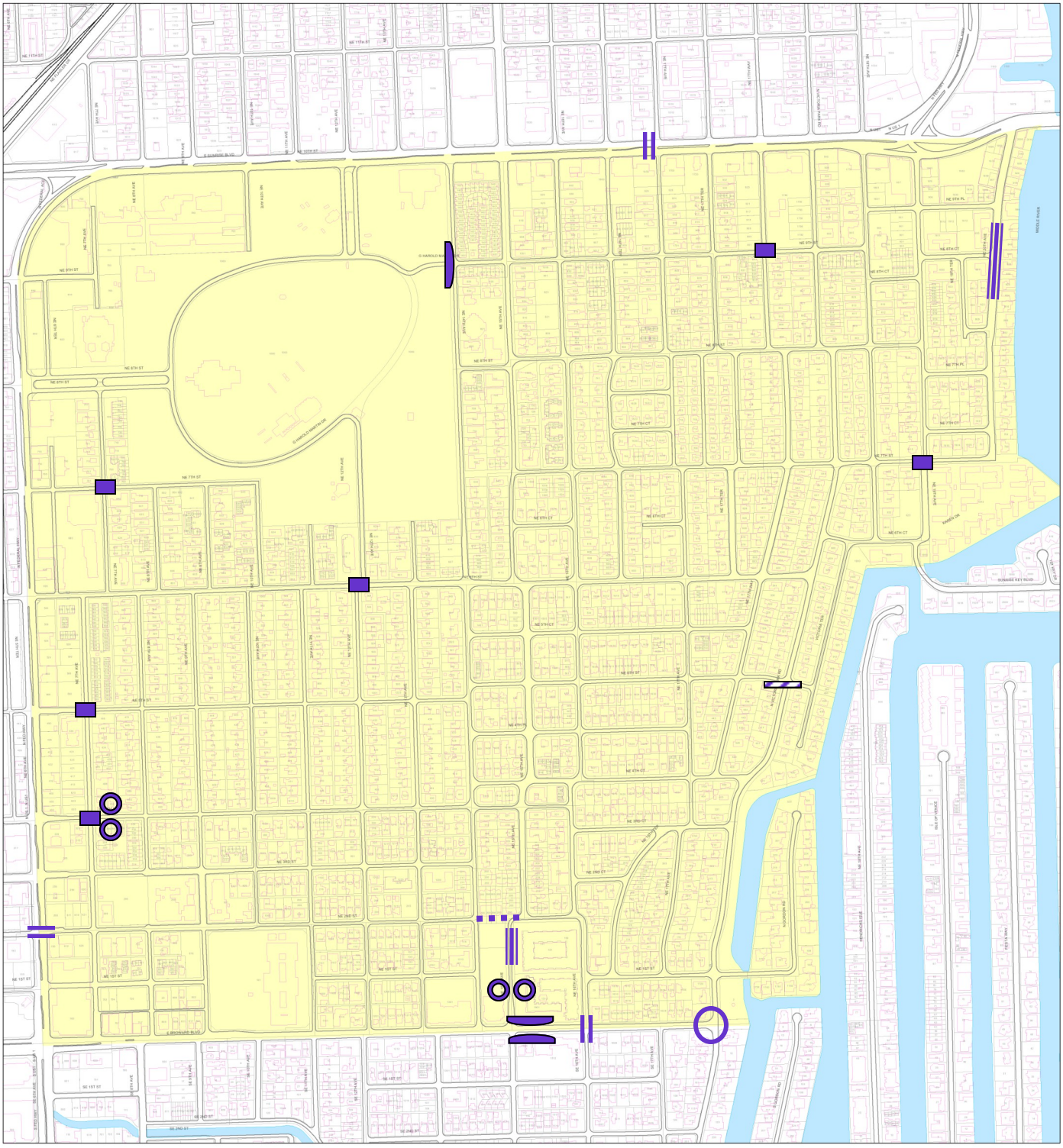
1 inch = 200 feet

narrow travel lanes to 10’ (reclaim as swale)

narrow travel lanes to 10’ (install bike path)

narrow radii to 15’

reestablish sight triangles



Victoria Park Neighborhood POSSIBLE TRAFFIC CALMING CONSTRUCTION

medians
entryway monuments
speed hump
raised intersection/crosswalk
raised crosswalk
landscaped bulb-out
mini round-about

ped/bike path
cut in median

1 inch = 200 feet

TRAFFIC CALMING — TIGHTER RADIUS

Victoria Park has wide turning radii suitable for suburban settings, which leaves stop bars far from intersection. This encourages rolling stops.

But this is not consistent.

Note different turning radius at the corner of:

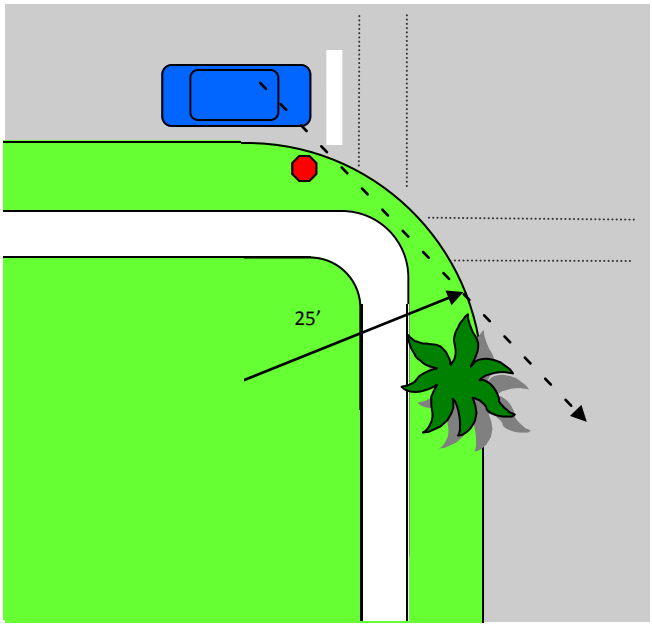
NE 8th St @ NE 17th Ave

Compare with the tight, urban radius in Colee Hammock.

The tighter radius allows stop signs to be placed closer to intersection. Drivers must slow to make sharper turns.

SE 2nd St @ SE 13th Ave

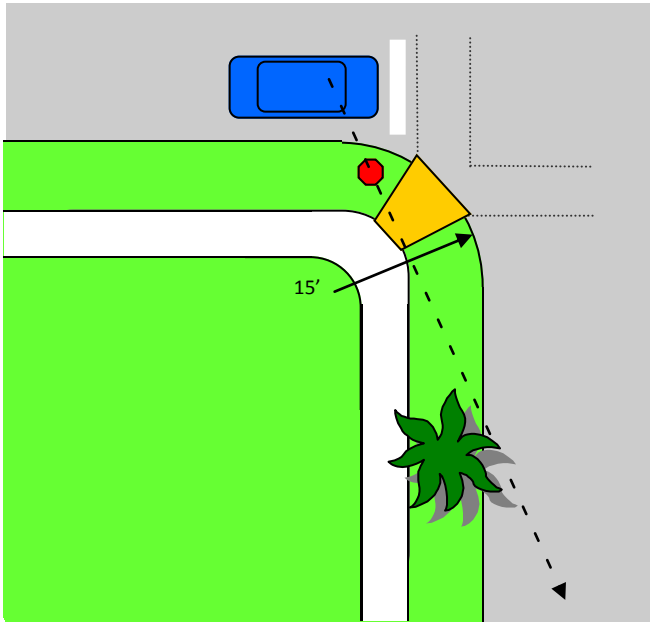
TRAFFIC CALMING — TIGHTER RADIUS



WRAP-AROUND SIDEWALK
WITH 25’ TURNING RADIUS

- Unmarked crosswalk follows sidewalk path
- Stop Bar and Stop Sign are placed behind un-marked crosswalk
- Obscured Sight Distance: motorists should stop at stop sign and then proceed slowly forward to see around obstructions, many drivers do not.
- Landscaping and other obstacles between sidewalk and crosswalk can obstruct pedestrians.

- Discourages pedestrians from staying on sidewalks, creating greater pedestrian/motorist conflicts
- Discourages those with strollers, the physically challenged, those walking at night
- Encourages motorists to roll through stop signs, creates a pattern of ignoring stop signs.



WRAP-AROUND SIDEWALK with DIAGONAL CUT
15’ TURNING RADIUS and MARKED CROSSWALK

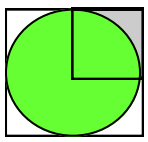
- Crosswalk is presumed to follow diagonal cut
- Stop Bar and Stop Sign are placed behind marked crosswalk, (closer to crossing travel lanes than above)
- Enhanced Sight Distance: motorists can see around obstructions for a greater range of vision.
- Eliminates pedestrian obstructions between side-walk and crosswalk.

- Encourages pedestrians to stay on walkways
- Shortens crosswalk length, minimizing pedestrian/ motorist conflicts
- Encourages those with strollers, the physically chal-lenged, those walking at night
- Encourages motorists to stop once at a functional stop sign, reinforces the need for a full stop

- Minimal cost to install,
- Tighter radius slows turning speed and calms traffic.
- Improves drainage, net reduction in paved surface: approximately 75 sq ft.

Paved street area
90° arc with a 25’ radius = 134 sq ft
90° arc with a 15’ radius = 24 sq ft

110 sq ft less street pavement, offset by 35 sq ft addi-tional “sidewalk”



paved area w/ 25’ radius
r^2– 1/4 π r^2
25^2– 1/4 π 25^2
625 - 1/4 π (625)
134.4 sq ft

paved area w/ 15’ radius
r^2– 1/4 π r^2
15^2– 1/4 π 15^2
165 - 1/4 π (165)
24.5 sq ft

TRAFFIC CALMING — DEFINING THE ROADWAY EDGE

Mid-Block looking north.

The road edge is ill-defined into the distance. Lack of street trees opens the driver's view and creates the perception of a wider roadway supporting higher speeds.

600 block of NE 17th Way

zoning: RC-15
mixed residential uses: single-family, duplex, townhomes

Mid-Block looking south. The road edge is defined by contrasting treatments: sod, gravel, textured driveway aprons. The defined road edge creates a narrowing roadway with a vanishing point in the distance. Street trees enclose the space, making drivers slow to see what may be approaching or crossing the road in the distance.

Note: even shorter landscaping such as the hedge on the left or crepe myrtle on the right frame the roadway. Street trees do not need to be canopy trees to be effective.

AUTOMOBILES (Parking)

Vision: Reduce the negative aesthetic and environmental impact of vehicular use areas (parking lots/ driveways) on neighborhood. Reorient parking areas in ways to calm traffic. Reduce stormwater runoff.

Priority Areas:

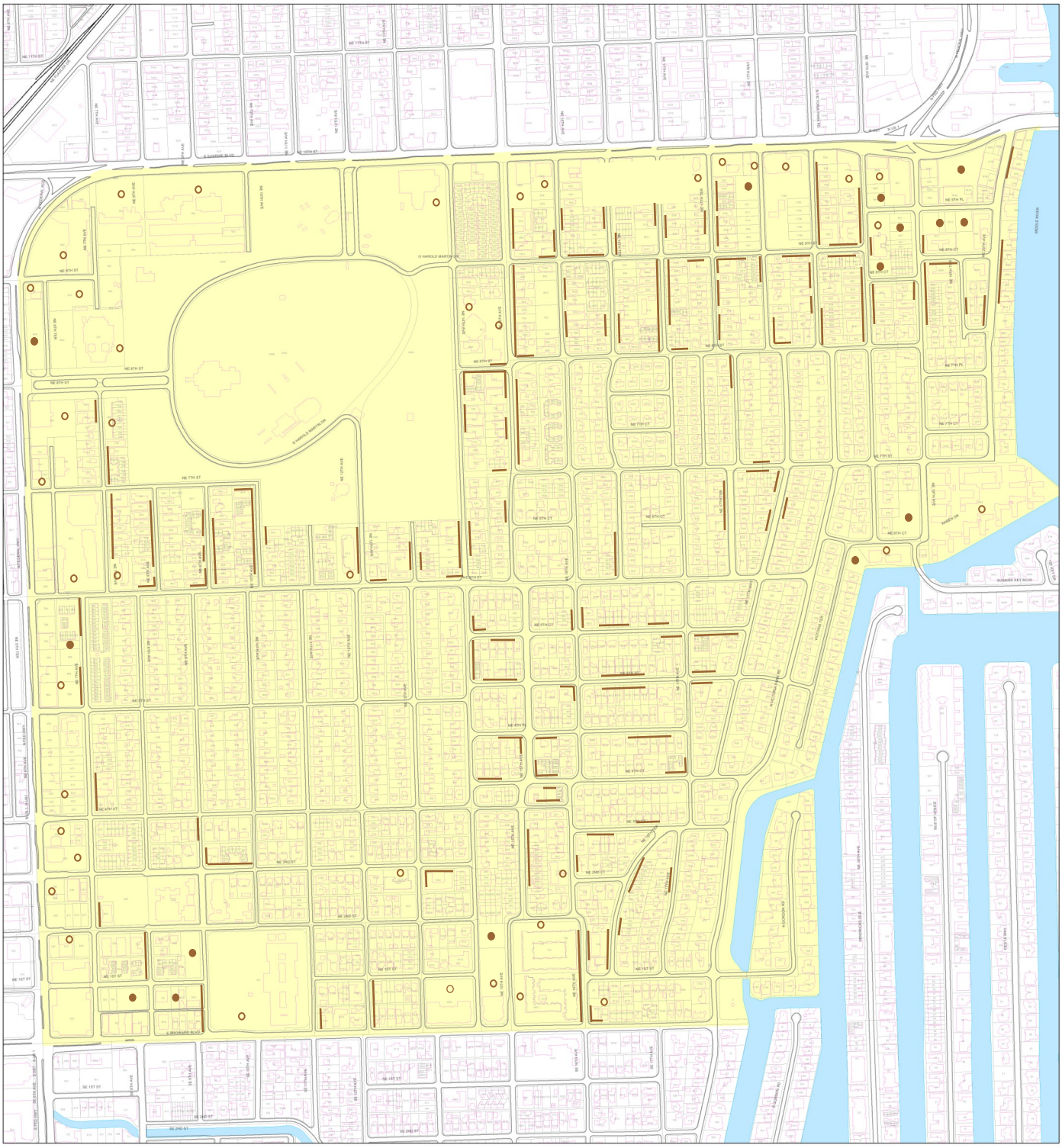
City-owned or city-controlled property
New development or re-development
Areas zoned for higher densities
Areas in which current housing units exist ULDR maximums
Areas with extended lengths of paved swales
Areas close to transit opportunities

Current Status: see following maps

Goal: By 2020, reduce per household auto ownership in Victoria Park by 5%; 10% by 2030. By 2020, reduce the number of back-out parking spaces that are not compliant with current landscaping or other requirements by 10%. Increase on-street parking opportunities by 10%.

Action Items:

- Encourage City to amend ULDR to require adequately-sized residential parking spaces (i.e., don't overhang sidewalks, functional garages). Consider tandem parking spaces for multi-family residential.
- Include explicit minimum garage sizes within the ULDR for new development. Require new residential construction to locate of garbage/recycling containers outside of garage, or increase garage space to accommodate this use.
- Maximize use of existing commercial parking areas during non-business hours through cross-use agreements with nearby residential uses, farmers' markets, etc.
- Increase on-street parking to calm traffic.
- Encourage use of non-asphalt materials for parallel on-street parking areas to create a clear visual edge to the travel lane and tighten the perceived width of the road to calm traffic.
- Foster the use of permeable materials in design of Vehicle Use Areas, including parallel on-street parking areas.
- Encourage parking access through alleyways, whenever possible, or sideyard and backyard parking options.
- Discourage backout parking into right-of-ways (i.e., across sidewalks)
- Encourage proper landscaping around Vehicle Use Areas to retain and filter stormwater.
- Ensure safe pedestrian access to and within Vehicle Use Areas, e.g. obstruction-free connections to sidewalks that are separated from motorized traffic
- Discourage auto-oriented development; encourage use of Transit Oriented Development design elements.
- Encourage city to amend ordinances that concentrate auto dealerships and auto-oriented uses on Federal Highway.



Victoria Park Neighborhood

PARKING

Note: "back-out parking" is shown if there are 3 or more contiguous spaces without a landscaping peninsula (i.e., not compliant with Vehicle Use Area requirements for new construction)

- back-out parking
- parking area (VUA) attached to building
- parking lot (VUA) — no building on site

N

1 inch = 200 feet

CITY OF FORT LAUDERDALE GIS GEOGRAPHIC INFORMATION SYSTEM

Victoria Park Neighborhood

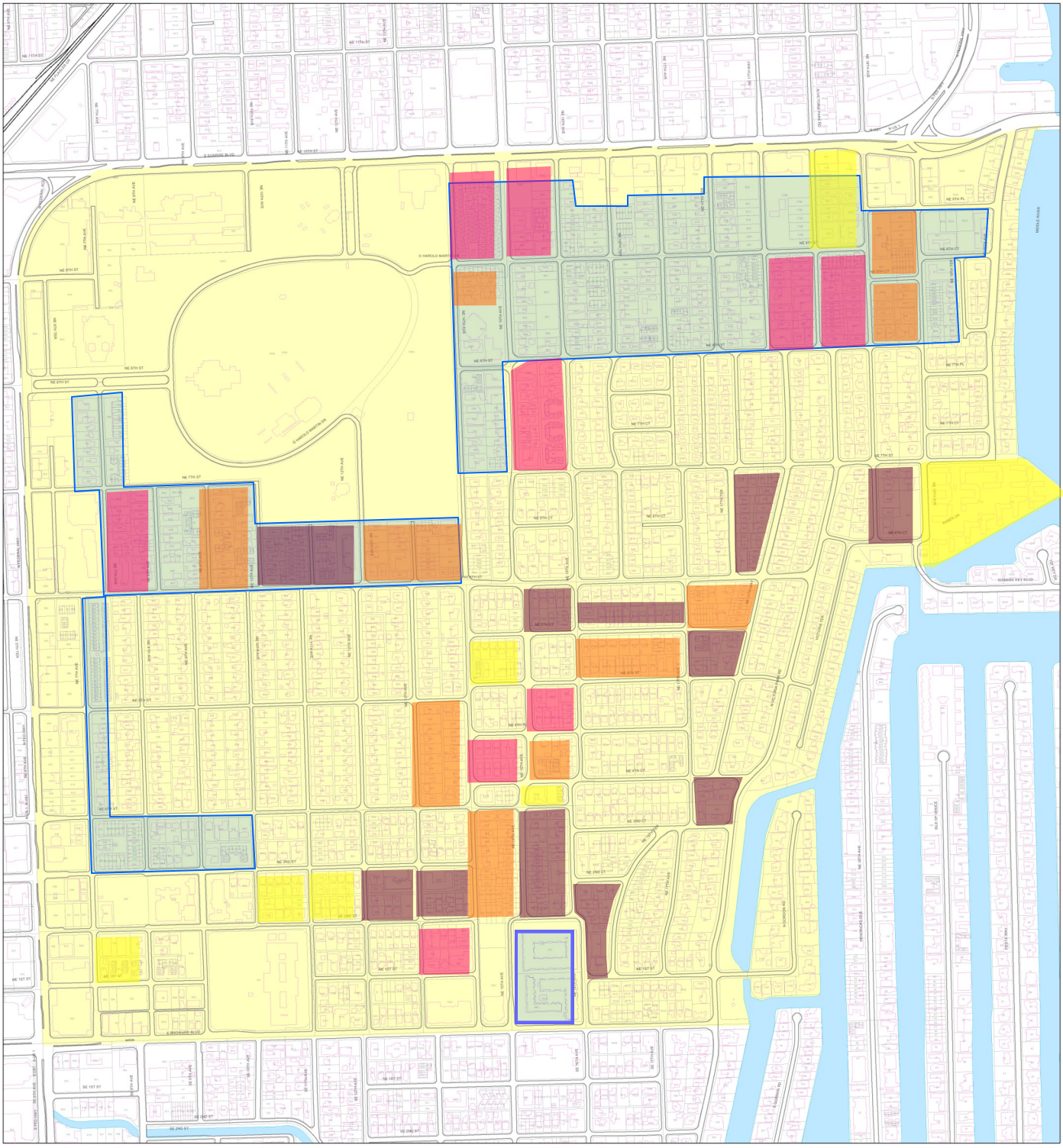
ASPHALT ROAD EDGE

N

1 inch = 200 feet

—— asphalt without curb
····· asphalt with curb

• parking (vehicle use areas—VUAs)



Victoria Park Neighborhood

HOUSING DENSITY

zoned RMM-25 or more dense

"Overbuilt" existing density exceeds current maximum

existing density exceeds 90% of current maximum

existing density exceeds 80% of current maximum

existing density exceeds 75% of current maximum

N

1 inch = 200 feet

CITY OF FORT LAUDERDALE GIS GEOGRAPHIC INFORMATION SYSTEM

PARKING

The neighborhood's response to a general lack of parking has been to pave front yards into an expanse of back-out parking spaces, creating extended lengths of paved driveway aprons, which in turn encourage speeding on local streets. These problems primarily affect areas of higher residential density — areas zoned for greater units per acre and areas in which current housing units are near (or exceed) the permitted zoning density.

Problem 1: Lack of available parking. Many housing units have inadequate on-site parking for residents or for guest parking.

Solutions:

1) Encourage a ULDR that provides functionally-sized garages and driveways on-site.

2) Create more on-street parking opportunities.

3) Encourage cross-use agreements between office and residential uses for off-hour access.

Problem 2: Overreliance on back-out parking. Back-out parking disrupts pedestrian walkway: vehicles parked across the sidewalk physically block pedestrian passage, vehicles driving across sidewalks physically break the sidewalk. Many on-site parking spaces sit idle each day. As a result, the neighborhood has less green space, less tree canopy, and more storm-water run-off in return for a place to store vehicles for a few hours each night.

Solution:

On-street is public parking available to all — it provides shared parking for guests, deliveries, and others in need of temporary parking. One public on-street space can temporarily service many properties. On-street parking slows traffic and buffers pedestrians from motorized traffic.

Problem 3: Paved swales. Impermeable surfaces increase stormwater runoff. Extended lengths of asphalt driveway aprons creates the impression of wider travel lanes — which can encourage higher speeds on local streets. (shaded areas on following map)

Solutions:

1) Replace impervious swales with permeable concrete, permeable asphalt, pavers, gravel or landscaping to retain stormwater onsite. Reduce travel lanes and reclaim as permeable swale.

2) Streets with a well-defined pavement edge look narrower to a driver. Encourage landscaping or contrasting colored materials in swales to accentuate the pavement edge . If hard surfaces are needed for on-street parking use contrasting materials, e.g., pavers, tinted permeable asphalt rather than black.

3) Where possible, plant street trees to visually break up long expanses of paved swales. Street trees planted at property lines would not disrupt existing parking.

Note: Many of these solutions rely on cooperation from property owners along the street. Long-term solutions (such as enhanced on-street parking) will most likely occur during redevelopment of older properties.

Victoria Park Neighborhood

PARKING & ASPHALT

N

1 inch = 200 feet

Areas with extended lengths of paved swales

Reported drainage problems

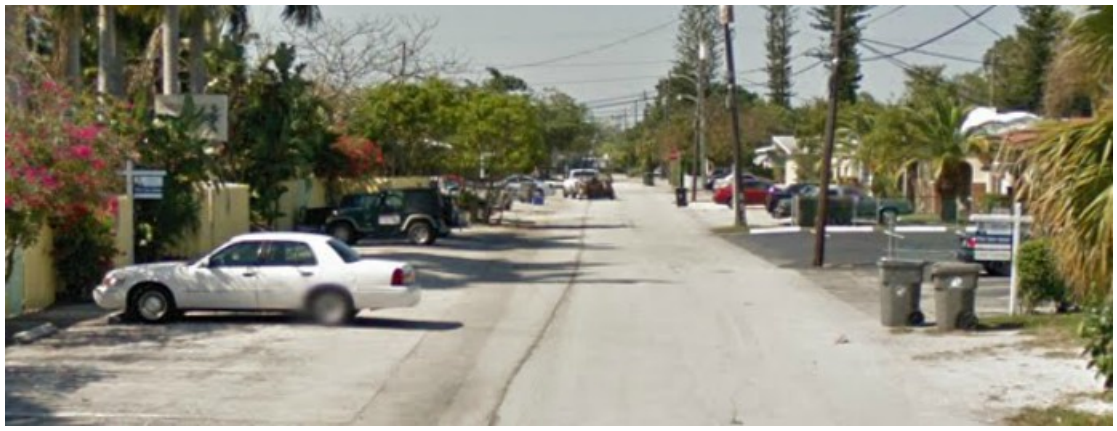
- back-out parking (3 or more spaces w/o landscaping)
- parking area attached to building
- parking lot (no building)
- paved swale

CITY OF FORT LAUDERDALE GIS GEOGRAPHIC INFORMATION SYSTEM

TRAFFIC CALMING — DEFINING THE ROADWAY EDGE

Many of Victoria Park's streets are lined with extended lengths of paved swales — sometimes for parallel, on-street parking, but more often to service back-out parking. When the street is lined with paved swales it is difficult to discern the roadway edge, which widens the driver's perception of the road and encourages higher speeds. The following photos show streets with 40' rights-of-way. All are in RMM-25 zoning districts with multi-family and townhome uses. Redevelopment in these areas will widen the right-of-way to provide sidewalks as part of the redevelopment permitting process — and possibly install parallel parking with landscaped bulb-outs, street trees, and other measures that will calm traffic. (as in the lower two photos)

Where private redevelopment isn't foreseeable, voluntary installation of street trees and other improvements in paved-over areas can break the unobstructed view, narrow the perceived width of the roadway and calm traffic.



800 block of 17th Avenue looking north

700 block of 7th Avenue looking south

1700 block of 9th Street looking west

SHARED TRANSPORTATION OPTIONS

Vision: Increase the availability and use of shared transportation opportunities for those living and working in Victoria Park.

Priority Areas:

- Boundary Arterials,
- High-density land uses,
- Commercial Areas,
- School zones,
- Areas with high proportion of households without vehicles

Current Options: BCT, TMA "Sun Trolley", BCSB buses. **Pending:** The Wave Streetcar

Goal: By 2020, increase transit ridership at stops in Victoria Park by 5%, increase 10% by 2030. By 2020, increase use of transit and carpooling by Victoria Park residents to match citywide levels.

Action Items:

- Require new development on boundary arterials to provide space for bus shelters/benches
- Encourage transit-oriented designs in new commercial development (see Broward County Transit Impact Fees, LEED certification checklist)
- Discourage auto-oriented developments — work with City to update or remove ordinances that concentrate auto-oriented businesses along US 1
- Provide safe pedestrian connections between residential areas of Victoria Park and transit stops
- Provide adequate bike parking and amenities at transit stops
- Connect Victoria Park pedestrian and bicycle networks to transit options in neighboring areas.
- Encourage better design and location of transit stops to enhance user comfort and safety of those crossing arterial roadways to make transit connections
- Add Water Taxi stops along Karen Canal and Middle River
- Use social media to promote neighborhood carpools and to connect drivers with those needing rides (e.g., to appointments outside the neighborhood, church services in the neighborhood).
- Work with local schools to promote families sharing rides to and from school, and route school buses through Victoria Park on appropriate streets
- Encourage local businesses to provide employees with bus passes or organize carpools
- Work with the TMA to extend trolley service across Victoria Park connecting local business and transit stops with Gateway Terrace
- Support jitneys, shuttles and alternative services connecting Victoria Park to downtown, Las Olas and nearby entertainment districts
- Encourage shared local delivery services from local stores/restaurants
- Encourage shared short-term automobile rental opportunities

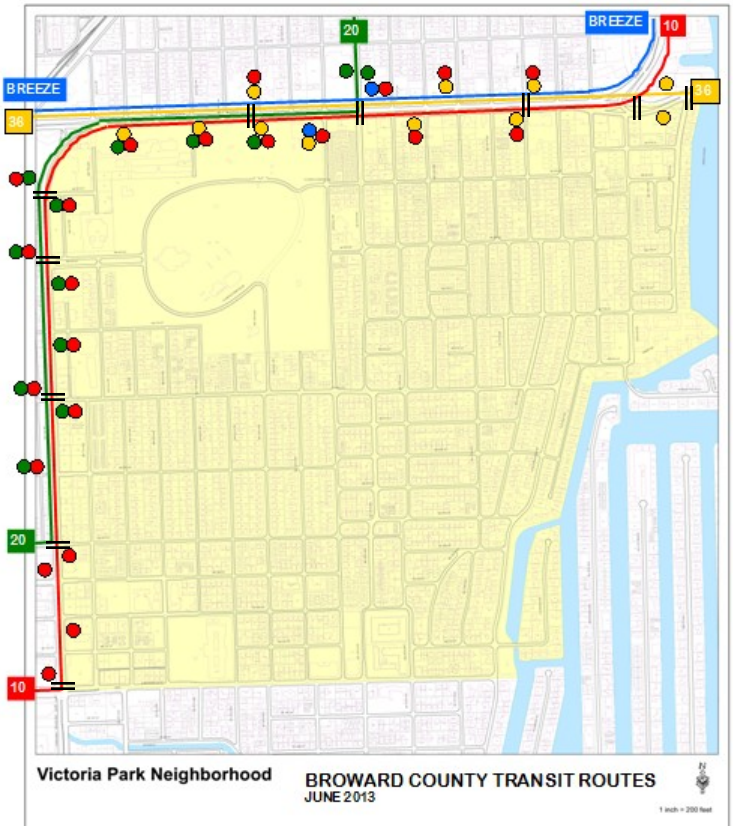
BROWARD COUNTY TRANSIT

Convenient pedestrian crossings between bus stop pairs are missing at
- NE 16th Terrace/NE 17th Ave
- US1 and Sunrise (Searstown).

Bus shelters are missing at all bus stops serving Victoria Park; benches missing at many stops.

Bike parking is missing from all bus stops in Victoria Park

		From:	To:	Via:	
Route 10	North-South	BCT Terminal	Palm Beach County	US 1	Weekday/ Weekend
Route 20	North-South	BCT Terminal	Broward Health North	US 1—NE 15th Ave Federal — Cypress Rd	Weekday/ Weekend
Route 36	East-West	Sawgrass Mills	Beach / Galt Ocean Mile	Sunrise Blvd	Weekday/ Weekend
US 1 *Breeze*	North-South	Aventura Mall	Pompano Square Mall	US 1-Andrews-US1	Limited stops Rush hour only



THE WAVE *(pending)*

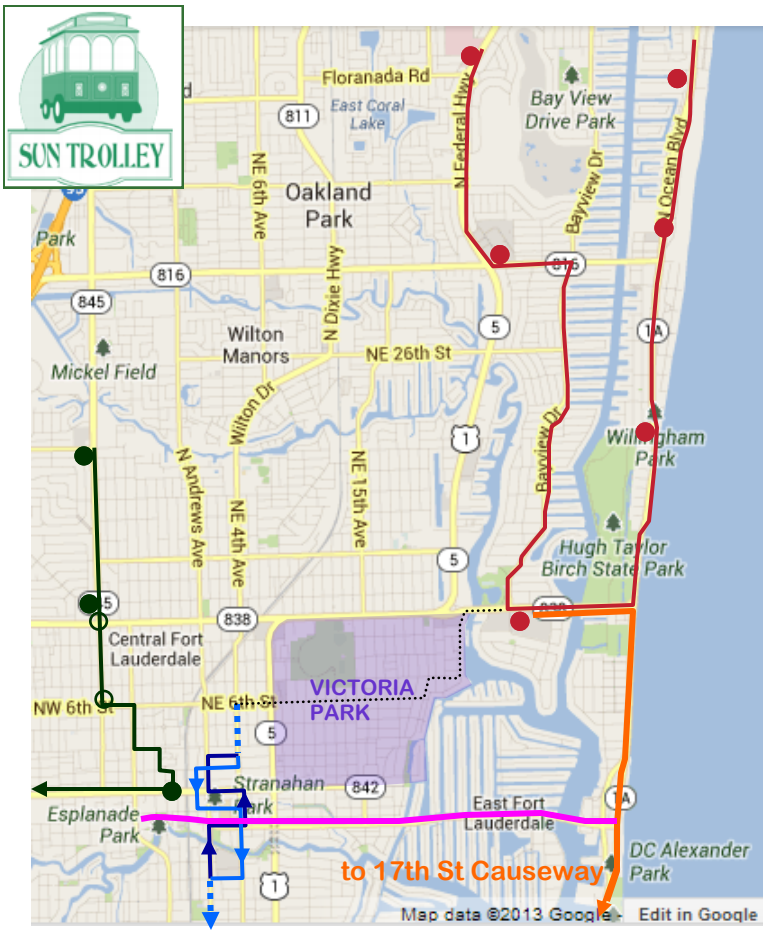
A 2.6 mile streetcar line running from NE 6th Street to SE 17th Street — connecting Flagler Heights, City Hall, BCT Terminal, Riverwalk, Broward County Courthouse, South Andrews and Broward General Medical Center. Estimated headways (time between service at stops): 10 minutes

There are two stops planned within walking distance of Victoria Park:

- NE 6th Street at NE 3rd Avenue
- NE 4th Street at NE 2nd Avenue

Scheduled completion: 2015. When built, the Wave will replace the current Sun Trolley Downtown Courthouse Loop.

SUN TROLLEY (a/o June 2013)



Downtown Courthouse Loop no charge
(NE 3rd Street, NE 3rd Avenue, SE 6th Street, Andrews Avenue)
Weekdays M-F 7:30-5:30
15-20 minute headway — no fixed stops

Las Olas $0.50
(Performing Arts Center, Las Olas, Beach Place)
Weekends F-M 9:30-6:30
30 minute headway — no fixed stops

Beach—Convention Center $0.50
(Galleria, A1A, Convention Center, Harbor Shops)
Weekends F-M 9:30-6:30
30 minute headway — no fixed stops

Galt Link no charge
(Holy Cross, Coral Square Mall, Galleria, A1A, Galt Ocean Mile Library)
MWF 8:30-4:30
15-20 minute headway — 8 stops

TriRail - NW Community Link no charge
set schedule — fixed stops
weekdays M-F 6:30-7:20

OTHER SHARED TRANSPORTATION OPTIONS

Shared transportation includes simple options such as taking a neighbor to church, carpooling kids to school or neighbors sharing a ride to the grocery store. Short-term truck rentals at Home Depot eliminates the need to have limited-use or special-use vehicles parked in the neighborhood 24/7. Local restaurants delivering take-out can consolidate many short trips into one and take multiple vehicles off neighborhood streets. Hitchhiking has become a thing of the past, but technological changes, social media and new business models have re-energized the idea of ride sharing. Some of the following are currently available in South Florida, including Fort Lauderdale and Victoria Park.

Peer-to-peer car rental (car sharing)

RelayRides

Getaround

Short-term car rentals

DriveNow

zipcar wheels when you want them

CAR2GO

uhaulcarshare.com Log In & Go

enterprise CarShare

Carpooling

AVEGO

THE RIDESHARE company

Rideshare by enterprise

On-demand local delivery services

EAT24 ENJOY

Shuttles & Jitneys

WAY 2 GO
eco-shuttle

BUSINESS

Vision: Integrate local business areas into the neighborhood by creating a compatible transition between business uses and nearby residential uses. Encourage better connections to local businesses bordering Victoria Park from both sides of arterials. Promote local businesses to fight blight and to enhance property values.

Priority Areas

Areas with Business and Mixed Use zoning.

NE 7th Avenue Corridor (NE 7th St to Broward Blvd, Broward to 8th Avenue)
Gateway (18th Ave to 20th Ave north of 9th Ct)
20th Ave Offices (8th St to 9th Ct)
Sunrise (Gateway to Searstown)
East Broward Blvd Offices (8th Ave to 16th Ave)

By use

Community shopping: Gateway, 7th Avenue
Offices: 20th Ave and Broward Blvd
Auto-oriented commercial: Sunrise, Federal

Business concerns: parking, safe access and circulation, deliveries
Residential concerns: quiet, privacy, shadows/light pollution, odors, transients

Action Plan

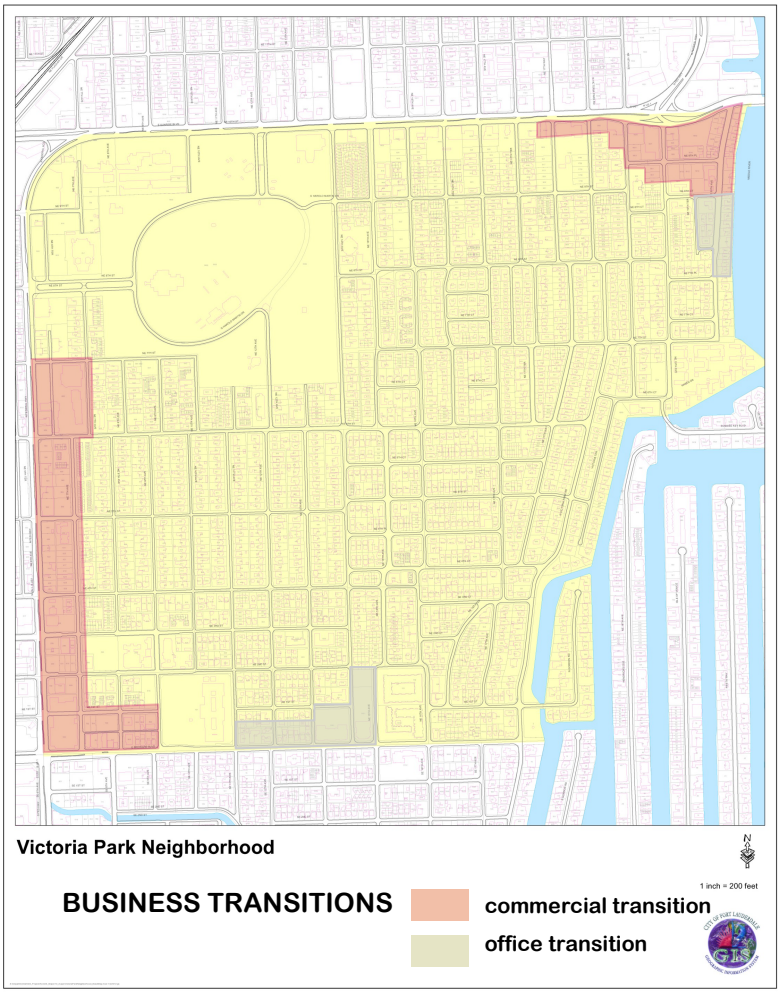
- Orient buildings to major streets with welcoming access points on rear for residential pedestrian/ bicycle traffic.
- Orient delivery and service areas away from neighboring residential uses, encourage use of screened internal alleyways. Limit deliveries and pick-ups during early mornings or peak hours.
- For large developments, provide pedestrian access points to allow "shortcuts" through blocks
- Limit curb cuts to new development on arterials to promote free flow of traffic, with access from cross streets
- Retrofit with commercial-width sidewalks or multi-modal paths. Encourage café seating on sidewalks or other active uses that promote a connection to neighborhood residents.
- Provide adequate bicycle parking and bike amenities
- Develop and implement transition solutions that recognize the needs of both businesses and residents (traffic calming measures, parking, landscaping, screening, lighting, etc.)
- Update VPCA's "7th Avenue Design Guidelines" to create a standard set of "tools" to apply to all Business Transition areas in the neighborhood
- Work with developers to include traffic calming measures on surrounding streets.
- Where possible, increase the use of street trees and landscaping to buffer business uses.
- Employ CPTED practices in development design to address crime attracted to business uses.
- Encourage mixed-use developments that maximize land use round-the-clock and limit the need for excess parking areas. Promote cooperation between local businesses and residential developments to maximize mutual use of existing parking facilities.

con'd

BUSINESS

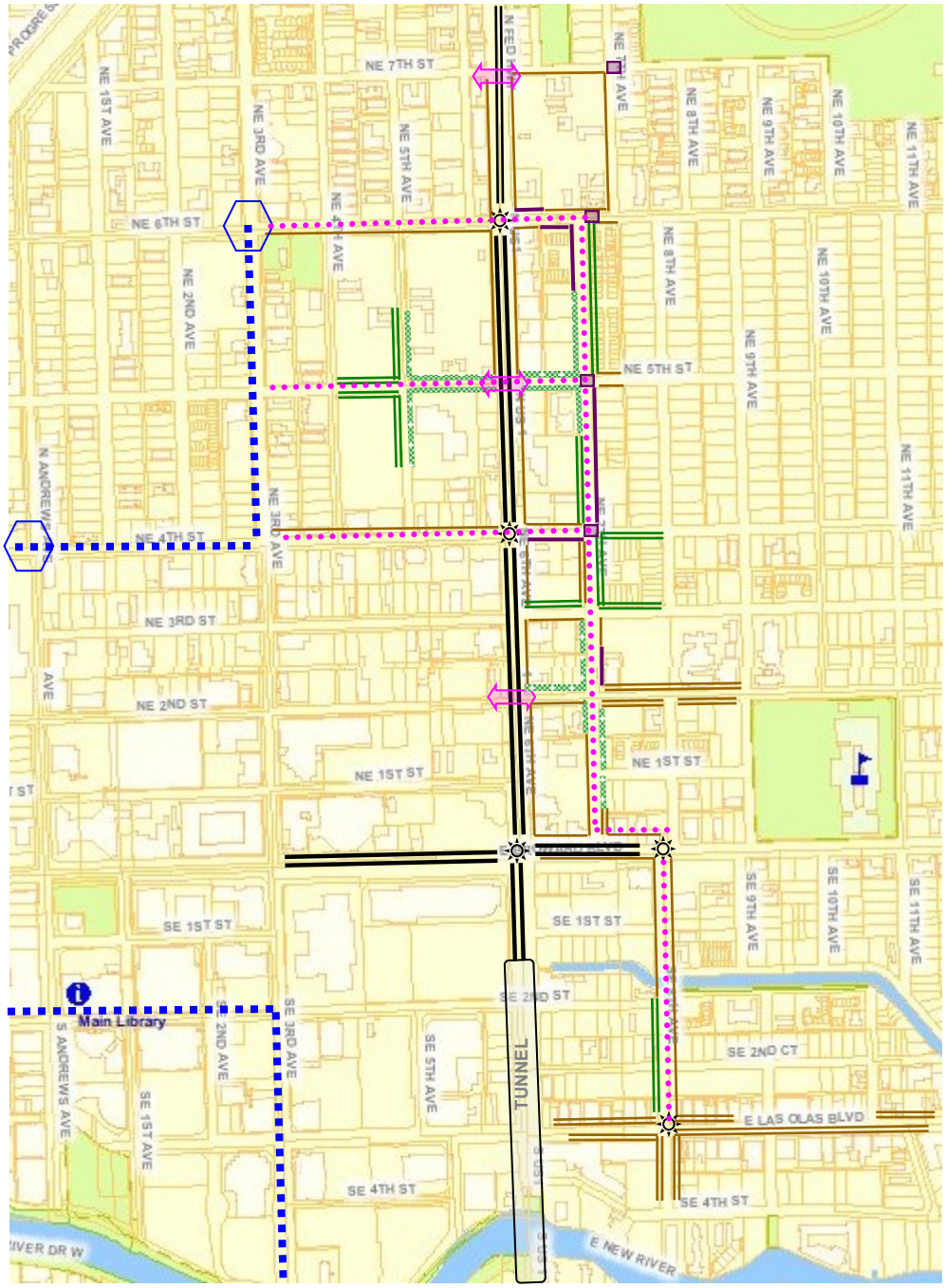
con'd

- Encourage development that will provide business uses that serve daily needs of local area residents (groceries, pharmacies, dry-cleaners, cafes, etc.) Discourage business uses that rely on a large market area or office uses that attract automobile commuters.
- Discourage auto-oriented business uses (businesses with drive-throughs, service stations, car washes, car dealerships, rental agencies,etc.).
- Work with city to amend Ordinances that concentrate auto dealerships along Federal Highway, update Ordinances with clear requirements of business requirements, adopt Transit Oriented Development guidelines/requirements.
- Work with city to update home business ordinances to allow flexibility with evolving technology and labor markets while protecting neighboring residential uses.
- Work with city, county and state officials to simplify and standardize ordinances dealing with residential-business uses and better monitor their location and operation within residential neighborhoods (e.g., home-based day care, nursing and assisted living facilities, social service facilities, bed & breakfasts, etc.)
- Work with city to reduce development potential (height, mass, etc.) in Transitional Mixed Use zoning district in Victoria Park.



FEDERAL HIGHWAY BUSINESS TRANSITION ZONE

- *pedestrian/bicyclist corridor linking businesses with Flagler Heights and Las Olas*
- *traffic calmed intersections, landscaped parallel parking, street lighting, street trees,*
- *design guidelines for uniform theme along 7th Avenue*



NORTH PHASE

Raised Intersection @ 5th St
Sidewalk on 6th (BP Station)
Sidewalk on 7th (7 East Townhomes)
All-way Stop @ 4th St
Raised Crosswalk on 6th
Landscaped sidewalk and parallel parking with new development

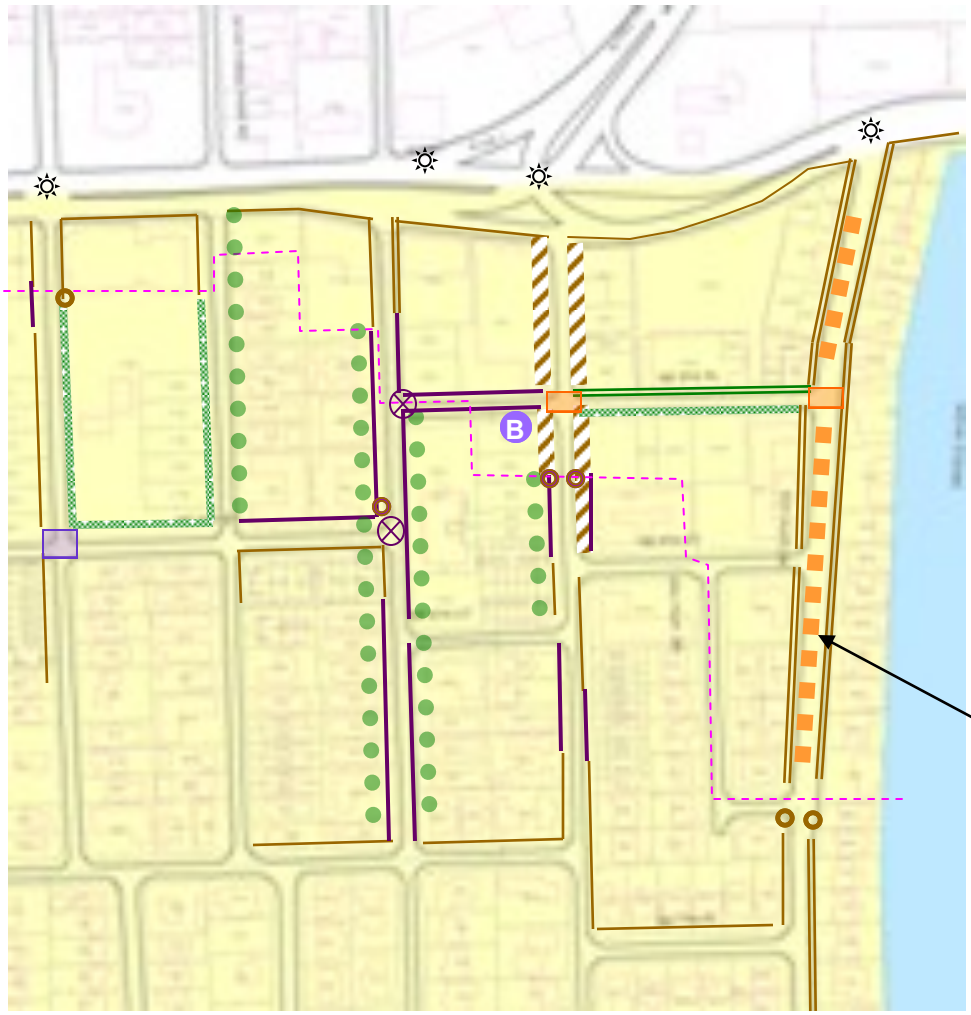
MIDDLE PHASE

Raised Intersection @ 4th St
Sidewalk on 4th (7-11)
Sidewalk on 7th (400 block)
All-way Stop @ 4th St
Upgrade to Landscaped Parking (300 block) with new development

Existing		Proposed
	Pedestrian/Bike Corridors	
	The Wave Streetcar route & stations (pending)	
	Sidewalk: no curbside parking	
	Sidewalk: curbside parking	
	Sidewalk: landscaped parking	
	Raised Sidewalks / Crosswalks	
	Median (Divided Highway)	
	Pedestrian/Bicycle Crossing in median	
	Traffic Signal	

GATEWAY BUSINESS TRANSITION ZONE

- *pedestrian/bicyclist entryway into Victoria Park*
- *traffic calmed streets, landscaped median, angle parking, street lighting, street trees,*
- *sidewalk connections between residential area and business zone*
- *sharpen the distinction from business to residential uses*



WESTERN PHASE

Raised Intersection 17th Way @ 9th St

Sidewalk on 18th Ave (800 & 900 blocks)

Sidewalk on 19th Ave (fill-in)

Sidewalk on 9th Ct (S side of 1800 block)

Sidewalk on 9th St (1700 blocks)

Extensive Street Tree Planting both sides of 18th Ave (Canopy trees on east side)

Fill in Canopy on 19th Ave

Add B-cycle station at 19th and 9th Ct

Landscaped sidewalk and parking with redevelopment on 9th Ct

Entryway monuments on 18th/19th Aves

Narrow intersection 18th @ 9 St & 9 Ct by reducing turning radius

20th AVENUE PHASE

800 blocks

narrow travel lanes to calm traffic

Option A: Dedicated Bike Lanes

Option B: Angled parking

Option C: Landscaped Median

900 Block

Landscaped Curbside Parking

Existing		Proposed (Western Phase)
	Sidewalk: no curbside parking	
	Sidewalk: curbside parking	
	Sidewalk: angled parking	
	Sidewalk: landscaped parking	
	Raised Sidewalks / Crosswalks	
	Textured Pavement/Paver Crosswalks	
	Tighten Turning Radius	
	Traffic Signal	
	Entryway Monument	
	Possible Street Tree/Canopy Replacement	
	B-Cycle station	
	Business to Residential Transition	

DRAINAGE

Vision: Maximize retention of rainwater on property outside the rights-of-way and minimize run-off collected by stormwater drain system.

Priority Areas: entire neighborhood

Current Flood-Prone Areas:

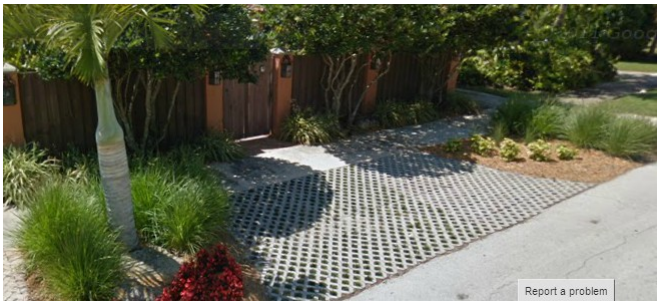
- Gateway Terrace area (east of Victoria Park Road),
- 000 and 700 blocks of NE 16th Ave,
- 800-900 block of NE 15th Ave,
- 1000-1300 blocks of NE 6th St

Goals: By 2020, increase permeable area within Victoria Park's right-of-ways by 5% (10%, by 2030). Reduce the number of back-out parking spaces that are not compliant with current landscaping requirements by 10%.

Action Items:

- Reclaim swales by reducing paved surfaces within rights-of-way, e.g. narrow travel lanes, tighten turning radii.
- Encourage increased use of pavers, permeable concrete or asphalt for on-street and off-street parking areas.
- Encourage permeable materials for sidewalks
- Encourage use of appropriate landscaping in rights-of-way.
- Installation of bio-retention facitilies, where possible, to filter stormwater runoff.
- Proper landscaping of VUA to filter stormwater runoff.
- Installation of cisterns, water barrels and other passive collection systems to conserve rainwater for irrigation uses.
- Monitor stormwater intake points during dry season to address possible blockages prior to rainy season.
- Limit raised curbing on local streets, or provide "inlets" in curb runs to allow rainwater on streets to drain to neighboring swales.
- Installation of French drains where needed to drain low areas of long-standing rainwater.
- Install demonstration projects on public or private property to investigate effectiveness of innovative drainage technologies.
- Create incentives to retain storm water on private property, minimize drainage into right-of-ways, and motivate replacement of impermeable surfaces with appropriate permeable materials.
- Where appropriate, redesign street cross sections to provide higher roadway crowns.
- Reengineer existing traffic calming measures that impede drainage.
- Work with property owners to substitute berms or banked-up swales with recessed areas or water gardens to collect stormwater runoff.
- Document changes from impervious to pervious materials/areas so that construction efforts for sidewalks and other hardscape improvements comply with federal stormwater regulations.

Permeable Swale Treatments

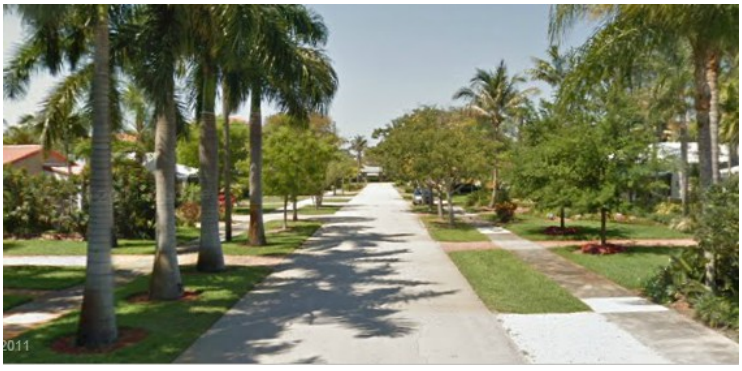


Permeable Paving Blocks
500 block NE 13th Avenue

Pavers — Driveway Apron and Swale
700 block NE 18th Avenue

Gravel On-Street Parking
1200 block NE 3rd St

Pavers — Driveway Apron
500 block NE 13th Avenue



Turf Swales
500 block NE 10th Avenue

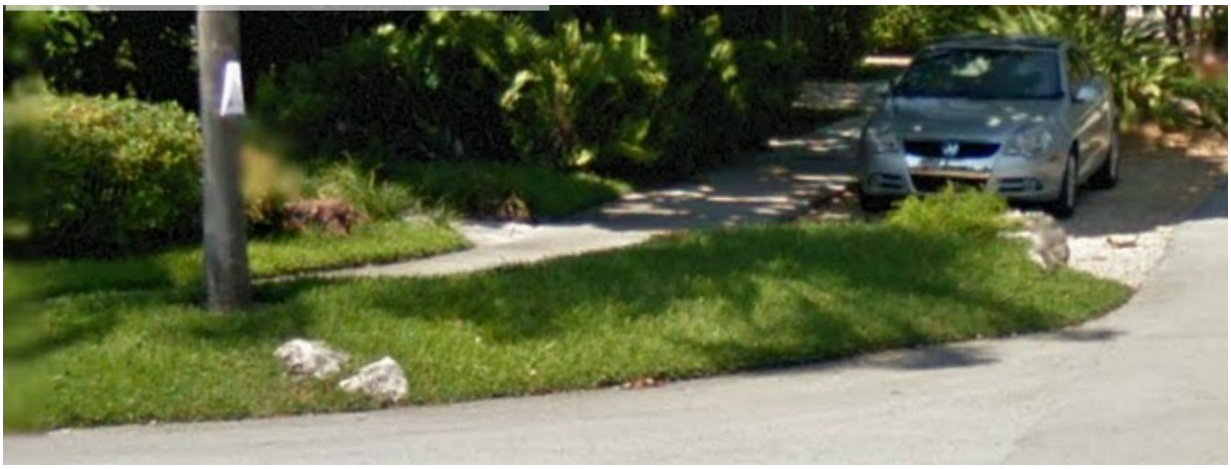
Segmented Concrete Driveway
1600 block NE 5th Street

DRAINAGE

Above: Recessed swales below the road bed collect and filter storm water.

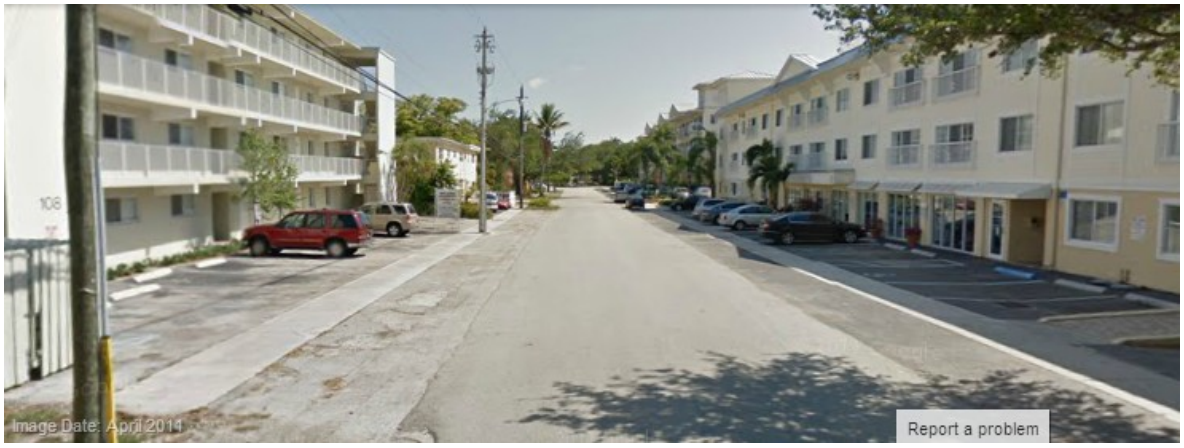
Below: Continuous curbing promotes stormwater runoff and water pollution. Curbing should be installed rarely — and if installed, should have periodic breaks to allow storm water to collect, filter and drain to planting bed below road grade. Note on right: debris collecting in the gutter that will hamper drainage

Bottom: Berms and mounded landscaping beds deflect stormwater from swales and contribute to water pollution via runoff. Berms also obstruct safe passage by pedestrians.



DRAINAGE

These two areas would be good candidates for a demonstration drainage project — they are both identified on the map on page 43 as having extended lengths of asphalt and drainage problems. Most of the affected property in these areas is owned by one or two property owners making it easier to develop a comprehensive solution.



000-100 blocks of NE 16th Avenue

looking south

The area in the upper photo has extensive backout parking and presents a very wide "right of way" to a driver. The pavement extends from building to building, leaving nowhere for stormwater to percolate. Permeable surfaces in the driveway apron between the sidewalk and travel lane would retain stormwater on-site. Use of contrasting materials in the driveway apron would define the edge of the travel lane, narrow a driver's perception of the roadway, and calm traffic. Street trees would also aid drainage, calm traffic and provide shade for pedestrians. Street trees could be lined up with entryways, utility service boxes or other locations that don't allow parking currently.

The lower photo shows an extended length of on-street paved parallel parking along a curbed sidewalk. The parking area sits well-below the roadway's crown, and stormwater will collect and remain in the parking area for days after a strong rain. There is an infiltration drain at the end of the block, but it is either inadequate in size, clogged or otherwise not functioning. Permeable pavement might address the sitting water issue.

700 block of NE 16th Avenue

looking north

LANDSCAPING

Vision: Utilize appropriate landscaping in appropriate locations as a sustainable method to calm traffic, reduce stormwater runoff, reduce urban heat island effects, and shade pedestrian walkways. Remove landscaping that obstructs safe travel by pedestrians and cyclists or obscures driver visibility.

Priority Areas:

- major local streets lacking tree canopy
- streets with wide right-of-ways
- extended distances unobstructed by stop signs
- sidewalks currently without tree canopy
- areas identified as having drainage problems

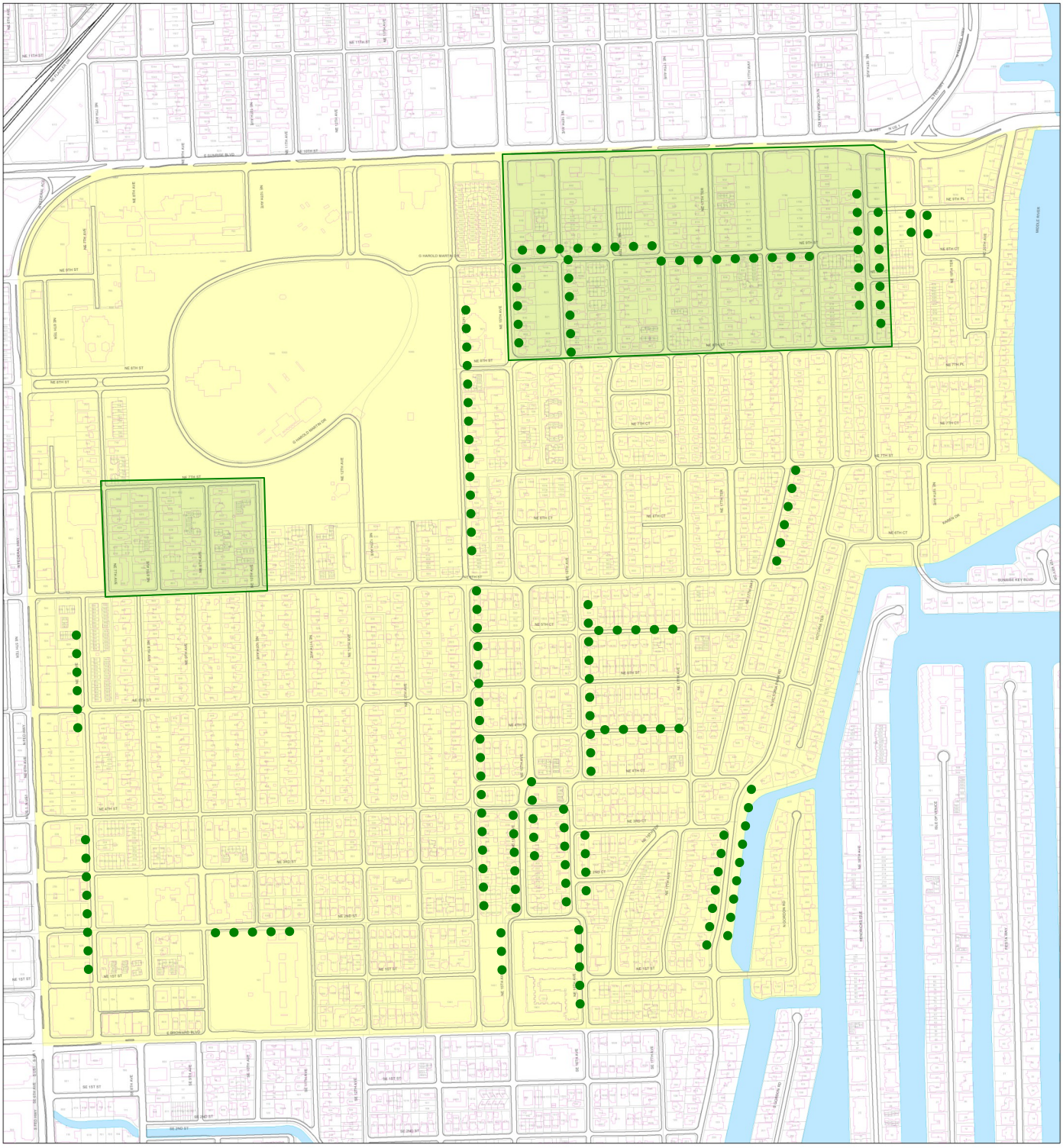
Goals: By 2020, plant 100 new street trees (as part of redevelopment or neighborhood initiative). Increase permeable area within Victoria Park's right-of-ways by 5% (10%, by 2030) to provide streetside opportunities for landscaping. Reduce the number of back-out parking spaces that are not compliant with current landscaping requirements by 10%.

Locational concerns:

- obstruction of sight triangles: large canopy trees or low ground cover within 25' of intersection
- disruption of on-street parking: plant trees at property lines
- underground and overhead utilities
- roots under sidewalks

Action Items:

- Reclaim swales by narrowing travel lanes, tightening turning radii
- Discourage berms or banked swale applications and replace with recessed areas, bioswales or water gardens to retain and reduce stormwater runoff
- Work with property owners to route safe "corner connections" between wraparound sidewalks and crosswalks
- Preserve existing canopy by developing and encouraging innovative sidewalk solutions
- Catalog existing mature or specimen trees in need of preservation
- Identify sight triangle obstructions and work with private property owners or code compliance officials to assure safe visibility for drivers and others in the right of way.
- Work with private property owners and city staff to trim tree branches from street lights
- Trim landscaping that overhangs sidewalks, bike routes and roadways
- Coordinate relocation of trees during re-development
- Explore funding opportunities for tree planting, sustainable development grants, donations or sponsorships
- Encourage landscaping that complies with CPTED guidelines for safety and crime prevention
- Develop a palette of Arbor Street species with the cooperation of nearby property owners
- Identify a toolbox of appropriate landscaping solutions for common situations (species: height, drought tolerance, root invasiveness) (location: sight triangles, power lines, sidewalks)
- Where appropriate, encourage deciduous species over palms to provide more shade, especially along sidewalks
- Promote coordinated private landscaping efforts by sponsoring plant shows, presentations by the city's urban forester or ag extension officials, promoting the city's Save Our Swale program, etc.
- Encourage the city to create a consistent street tree policy with the ULDR, update and strengthen city tree preservation ordinances.



Victoria Park Neighborhood

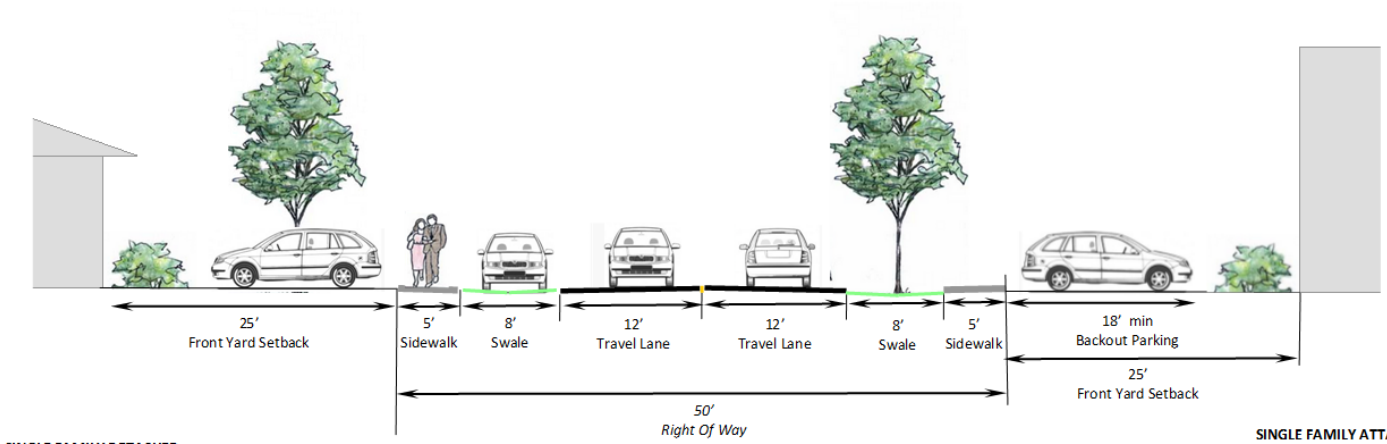
TREE CANOPY

N

1 inch = 200 feet

- opportunities to use street trees to calm traffic along collectors and major local streets
- areas in general need of canopy

CURRENT TYPICAL SECTION FOR NEW CONSTRUCTION
Residential Zoning Districts
50' Right-Of-Way



http://www.fortlauderdale.gov/building_services/pdf/sidewalk_construction_details.pdf

RIGHT OF WAYS / TYPICAL SECTIONS

50' Right-of-Way (typical of most residential areas of Victoria Park) provides two 12' travel lanes, space for two 5'-wide sidewalks separated from the travel lanes by 8' swales/parking area.

40' Right-of-Ways (north of 6th Street and west of 15th Avenue; north of 8th Street and east of 15th Avenue; and north/south streets in the south-central part of the neighborhood) typically provide two 12' travel lanes and two 8' swales — similar to the above diagram, without sidewalks. New construction in these areas requires dedication of another 5' of R-O-W for sidewalks, as part of the development permitting process.

Collector streets and some major local streets have right-of-ways wider than 50'. Two one-way streets in the center of the neighborhood have narrower right-of ways (see map)

SWALES

Swales — between the road edge and sidewalk — are used for a variety of purposes (see photos):

- landscaping (turf, planting beds, trees)
- on-street parallel parking
- connection between back-out parking and street ("driveway apron")

Swales used for parking or driveway are covered with a wide range of materials from dirt, turf, gravel and stone to asphalt or other hard surfaces such as pavers.

CURBS & GUTTERS

Most streets in Victoria Park's residential areas do not have curbing. In the business districts in the northeast and southwest corners of the neighborhood, sidewalks abut curbed street-side parking (parallel or angled). New commercial construction typically includes curbed and landscaped parallel parking, as do some new townhome or multi-family projects. Guttered drainage systems are sporadic, and primarily in the business areas and along arterial roadways.

Other UDLR Requirements:

Townhomes and multi-family construction must include a 5' sidewalk and street trees (i.e., trees planted in the swale).

Single-family detached and duplexes: The existing ULDR does not explicitly require a sidewalk for all single-family detached or duplexes, but current city policy is to require a sidewalk with all new construction. Street trees are not required by the ULDR or encouraged by city policies.

Sidewalks. Installation and maintenance of sidewalks is the responsibility of the property owner. Sidewalks are 5' wide in residential areas, 6' wide in commercial. 4" deep in general, 6" deep at vehicle crossings such as driveways.

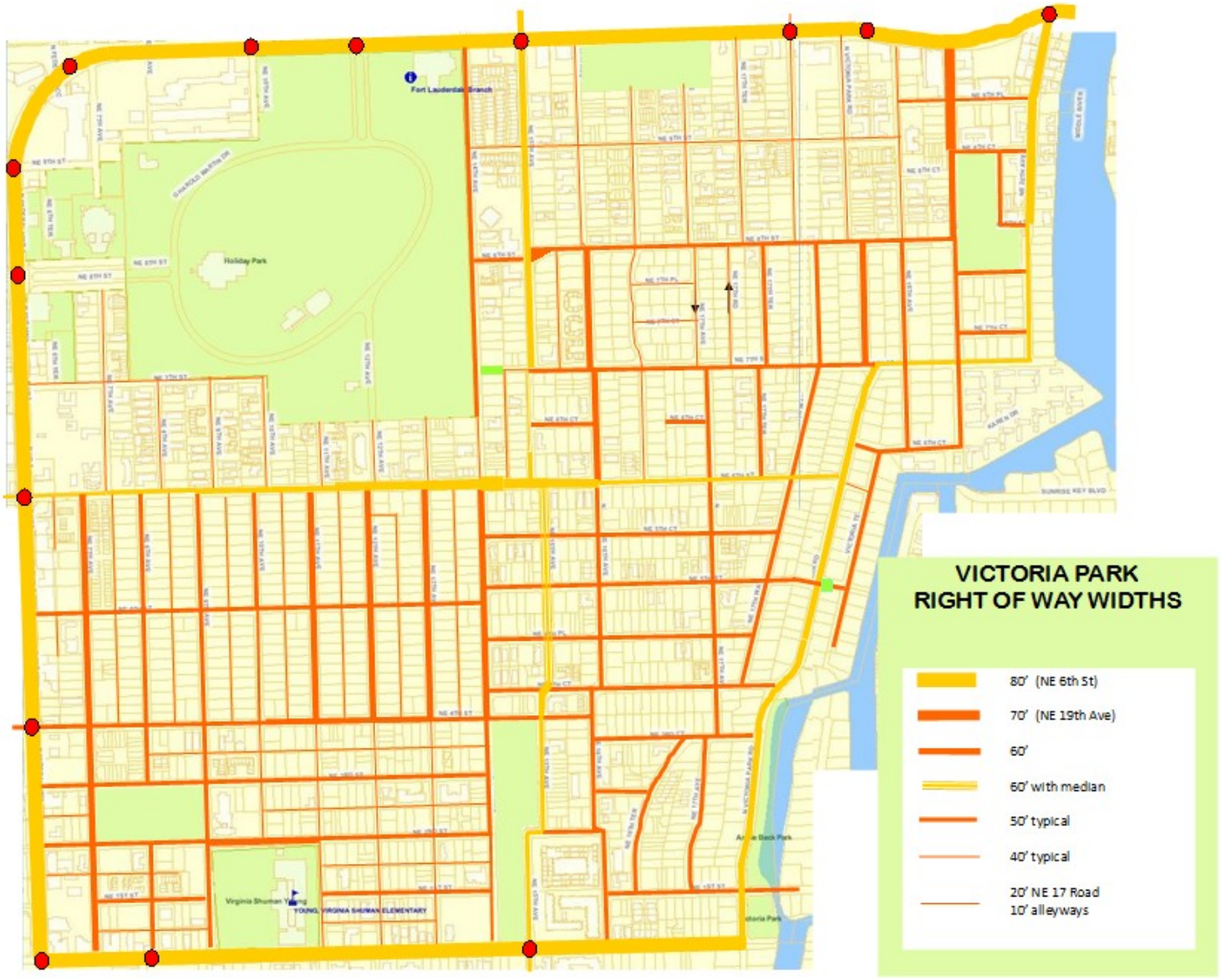
Front Yard Set Backs: 25' (Some encroachments for porches and garages are allowed for some uses in some zoning districts.)

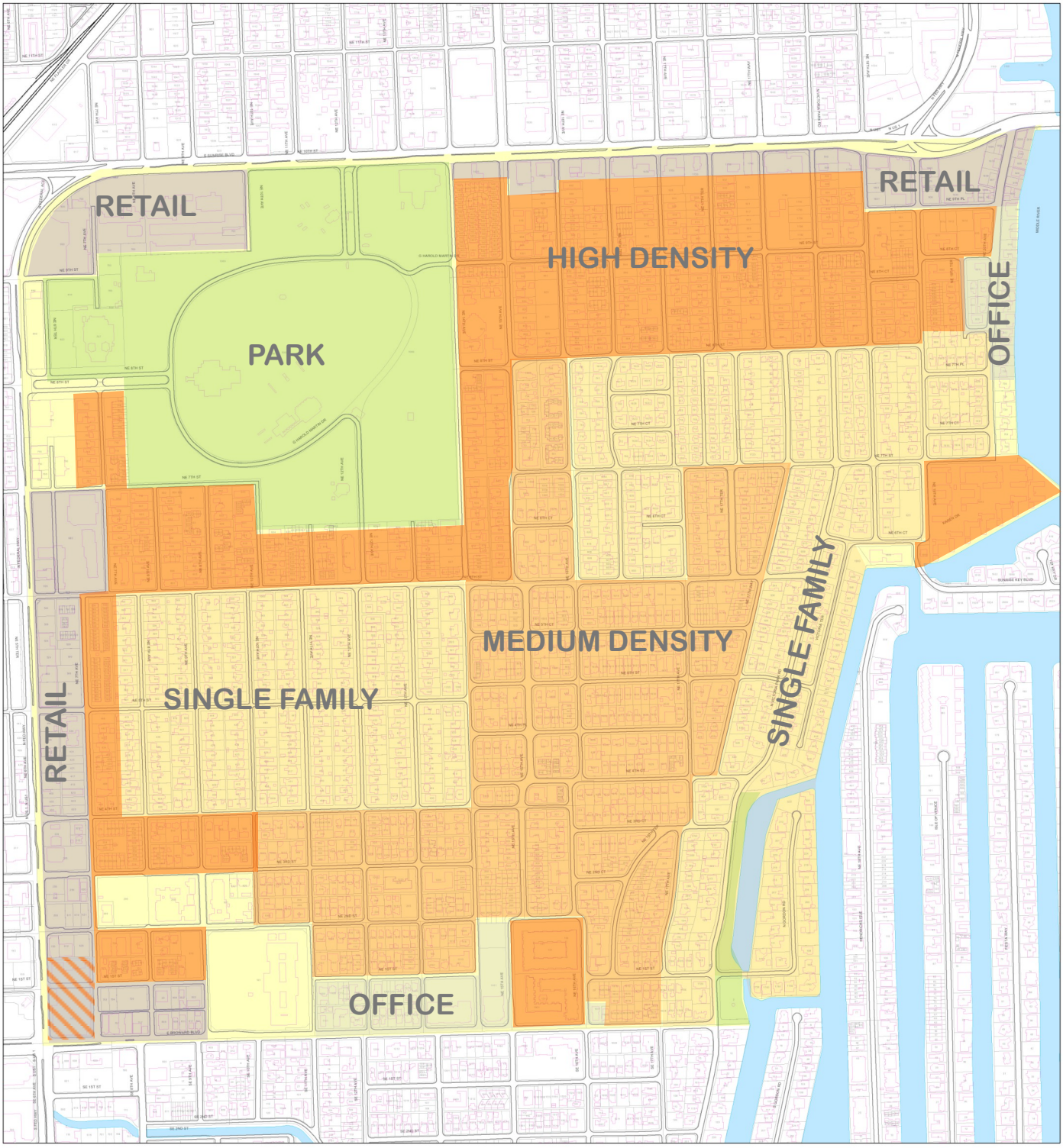
Landscaping. No requirement that any of the front yard be landscaped (i.e., can be fully hardscaped) in RS-8 and RC-15 districts. If permeable ("net lot area") area exists, one tree per 1,000 sq ft of permeable area is required — and in multi-family/townhomes, 12 shrubs per 1,000 sq ft of permeable area . For one-family dwelling (??) in all districts, a minimum of four trees per lot: three in front yard (one must be a shade tree), one in back yard. For non-one-family dwelling, VUA landscaping requirements apply to off-street parking areas. In RMx districts, 35% of total lot area must be landscaped. In R-O-A (20th Avenue), enhanced landscaping requirements apply.

Parking: On corner lots a minimum of 18' is required for driveways. Back-out parking for residential uses (new construction/substantial remodeling) requires a landscaped area (peninsula) between every other parking space. Tandem parking is allowed only for single-family detached uses. No specific size for residential parking spaces — parking lot geometrics are applied. No minimum size required for garages.

In R-O, R-O-A districts backout parking is not allowed along arterial or collector streets (20th Avenue and Broward Blvd).

Fences and Walls. Fencing and walls may be installed at front property line (along sidewalk or swale line). Opaque fencing or walls above 30" must be set back 3' — and may extend to a maximum height of 6'6". Hedges may be up to 10' tall with no setback.


Fort Lauderdale Branch
Holiday Park
Virginia Shuman Young
YOUNG, VIRGINIA SHUMAN ELEMENTARY
VICTORIA PARK
RIGHT OF WAY WIDTHS
80' (NE 6th St)
70' (NE 19th Ave)
60'
60' with median
50' typical
40' typical
20' NE 17 Road
10' alleyways



Victoria Park Neighborhood

LAND USES/ CONTEXT

RESIDENTIAL		*TRANSECTS*	
	SINGLE FAMILY	SUBURBAN	T-3
	MEDIUM DENSITY	GENERAL URBAN	T-4
	HIGH DENSITY	GENERAL URBAN	T-4
COMMERCIAL			
	RETAIL	URBAN CENTER	T-5
	OFFICE	URBAN CENTER	T-5

N

1 inch = 200 feet

TYPICAL SECTION RESIDENTIAL RIGHT-OF-WAY

A 50' right-of-way with sidewalks. Two 12' travel lanes, 8' swales and 5' sidewalks. Wide swales allow on-street parking or street trees.

1100 block of NE 3rd Street looking west *RC-15 Zoning: Single-family detached, townhome and multi-family uses Back-out and streetside parking. Swale treatments: sod, gravel, asphalt and paver driveway aprons.*

A 40' right-of-way with sidewalks. Two 9' travel lanes, 6' swales and 5' sidewalks. The travel lanes are narrow, opposing traffic can pass but at reduced speeds. The narrow swales will support on-street parking and street trees.

1400 block of NE 4th Street looking west *RC-15 Zoning: Townhome and Multi-family uses Swale treatment: hardpan dirt, sod.*

TRAFFIC CALMING — TIGHTER TRAVEL LANES

40’ Right-Of-Way

- **back out parking**
- **no street trees**
- **no sidewalks**

800-900 blocks of NE 18th Ave

…… seems wider to a driver’s eye than …..

60’ Right-Of-Way

- **some on-street parking**
- **sidewalk on one side**
- **street trees**

…… or …..

60’ Right-Of-Way

- **extensive on-street parking**
- **curbing**
- **sidewalks both sides**
- **street trees**

SE 12th Ave

STOP SIGNS

Additional stop signs are probably not justified ("warranted") by current traffic patterns and volumes under the federal guidelines. New development or significant re-development in the future might change the traffic patterns allowing for new/adjusted stop sign installation. This most likely will occur near the boundaries of the neighborhood. Whenever a new project is proposed we should ask the city or developer to conduct an existing traffic count on as many streets as possible to act as a baseline — and be sure that any required traffic studies include as wide an area of the neighborhood as possible. The development might be located within Victoria Park's boundaries, but possible impacts from outside development should not be ignored.

If installation of stop signs as a measure to control speeds is desired, focus should be on streets with long uninterrupted distances (see map on page 28)

Note: installation of stop signs to control neighborhood speed can be counterproductive. Studies show that stop signs that are "unwarranted" in the minds of drivers only serve to speed up mid-block travel to make up for lost time. Overall speed in the neighborhood might increase as a result of excessive stop signs. For the most part, stop signs rely on self-enforcement — but studies show drivers ignore signs they feel are unnecessary, which creates safety issues for other drivers, bikers and pedestrians crossing streets. Stop signs also increase noise and air pollution with more stops and starts. For bicyclists, frequent stop signs result in loss of forward motion, making it more difficult to cover greater distances (or bikers will ignore stop signs, creating safety hazards). Some jurisdictions allow bicyclists to treat stop signs as a yield. On slower streets that may be an option to pursue. Most studies conclude that stop signs are not effective for traffic calming (speed reduction) purposes.

PAVEMENT MARKINGS

Pavement markings have worn away at many of our intersections — removing visual clues for drivers. Worn markings need to be re-marked. Markings need to be monitored periodically.

Stop bars at intersections with wide turning radii are located further from cross traffic, putting the stop bar behind the 25' sight triangle and possibly obscuring views of crossing traffic. Stop bars placed closer to the intersection (by tightening the turning radii) would allow drivers to make one full complete stop, assess cross traffic and proceed — rather than rolling across the stop bar to obtain a view of crossing traffic. Tightening turning radii might lead to more drivers who respect stop signs in general.

Sharrows or "bikes sharing the road" markings should be installed on designated bike routes where right-of-widths don't allow for a separate bike lane. Dedicated bike lanes, preferably with tinted pavement, should be installed where possible to narrow motorized travel lanes.

Lane striping at our busier intersections has worn away — and needs to be restriped. Lane stripes on 15th Ave at Sunrise Blvd need to be reconfigured to provide three northbound lanes (left turn, thru, and right/thru) and one southbound lane. The city has hired a consultant, conducted traffic studies and developed plans to do this (we are currently waiting for funding).

TRAFFIC SIGNALS

No internal streets justify a traffic signal at the current time. Along Victoria Park's boundaries, US1 traffic (Federal Highway and Sunrise Blvd) is separated by raised medians, and traffic signals are placed where the median allows entry and exit to the neighborhood to and from all directions. The placement of traffic signals and US 1 medians funnels internal traffic to those locations. This limits connectivity of multiple routes along our borders, resulting in decreased traffic volumes on "non-signal" streets and increased volumes on those streets with signals. Broward Boulevard between 8th and 15th Avenues is not separated by a physical barrier, so traffic crossing the southern edge of the neighborhood has many more possible travel routes and traffic is less concentrated at the signals.

Currently there are no marked crosswalks across Sunrise Blvd between 17th Way and 15th Avenue (a distance of 1550'). Current BCT bus stops on both sides of Sunrise attract pedestrian traffic mid-way between the existing signals. A new pedestrian signal in the area of 16th Terrace or 17th Avenue (synchronized with the other signals to minimize disruption to motorized traffic) would permit better pedestrian and biker connectivity. If installed at the existing U-turn median cut, a signal would permit westbound traffic to make left or U-turns and may redirect traffic that would turn at 17th Way or 15th Avenue — especially in light of possible new residential development planned for this area of Sunrise. The existing pedestrian signal on Sunrise at 12th Avenue could serve as a model.

CROSSWALKS (see Pedestrians/Crosswalks for more)

The county's current policy is to only install marked crosswalks at signalized intersections. At our signalized intersections, there are missing legs of the 4-way crosswalk (plus pedestrian signal lights). The fourth leg needs to be installed across Sunrise at NE 17th Way, Sunrise at 20th Ave, Federal at 8th St, Federal at 9th St. Along US 1 all cross streets have marked sidewalks.

On Broward Blvd, marked crosswalks with signals exist on two legs of signalized SE 8th Ave. At unsignalized intersections, marked crosswalks along Broward exist at 9th and 11th Avenues only. There is a signalized pedestrian crosswalk at 10th Avenue. A pedestrian signal is missing at Broward and 15th Avenue.

In the interior of the neighborhood, marked crosswalks exist in the VSY/St Anthony school zone. Textured pavement has been installed on 9th Place (behind Gateway Shopping Center) to act as crosswalks. A raised crosswalk is planned for Victoria Park Road at 3rd Court. Otherwise, all crosswalks in the interior of Victoria Park are unmarked.

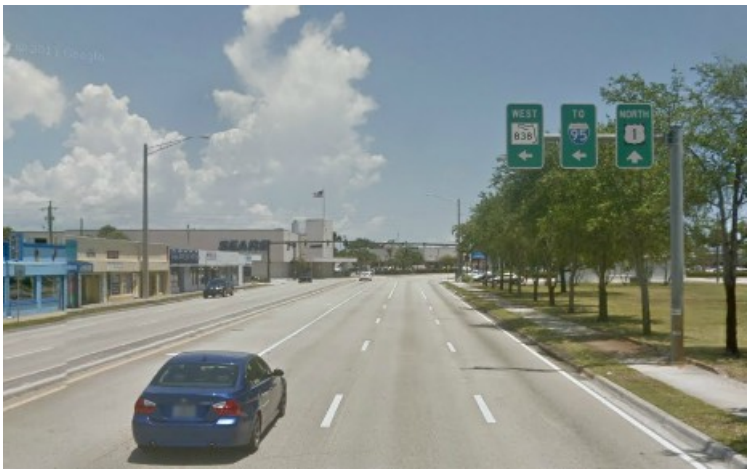
As with other pavement markings, crosswalks need to be monitored periodically, and re-striped when worn away.

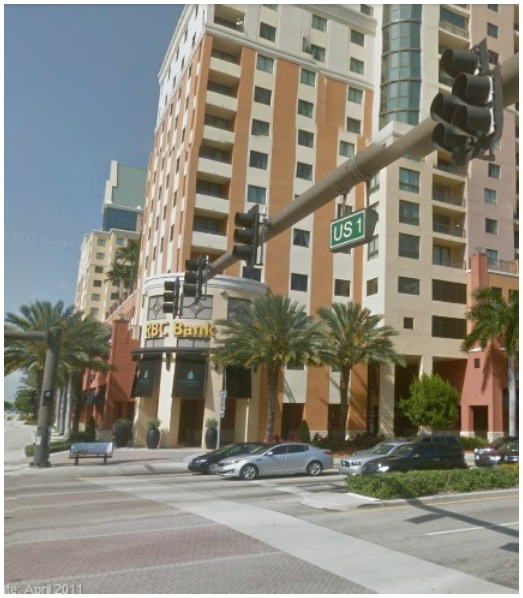
The Manual of Uniform Traffic Control Devices severely limits the placement of marked crosswalks at mid-block locations. MUTCD does allow marked crosswalks at any "controlled" intersection (those with a traffic signal, stop or yield sign). Broward County's policy is to mark a crosswalk only at signalized intersections. This is a far more restrictive policy than the terms of the contract between the city and the county (which relies on MUTCD.to set the policy).

OTHER SIGNS

Directional Signs: The regional traffic patterns around Victoria Park are broken up by natural and man-made obstructions: the Middle River and Intracoastal limit east-west traffic flows, as does the FEC railroad. Broward Boulevard, a major arterial, does not connect to Las Olas which provides access to the beach area. Sunrise and US1 run concurrently along our northern boundary which confuses drivers who are unfamiliar with our area. We need more and better directional signage:

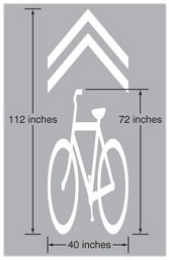
- Broward—Las Olas link at 8th and 15th Avenues (for Beach and Las Olas-bound traffic)
- "US 1" and State Road numbers should be used as secondary indicators. "Federal High-way" and "Sunrise Boulevard" are the common usage when local residents give directions and businesses advertise. FDOT should recognize that local usage to avoid confusion along the concurrency that comes with the general expectation that US 1 is a north-south route.
- "To Westbound Sunrise (I-95)" from northbound Federal Highway at 9th Streets (Seartown)
- "To I-95" should be noted along westbound Sunrise at both junctions with US 1 — perhaps as pavement markings.





Two Way Stops: All-way stops are explicitly noted with a separate sign placed above or below octagonal stop signs. Two-way stops do not have any explicit description — by default, a simple octagonal stop sign indicates a two-way stop. Without a clear neighborhood wide pattern of stop sign placement, adding "two-way" to the octagons might be helpful throughout the neighborhood.

Figure 9C-9. Shared Lane Marking

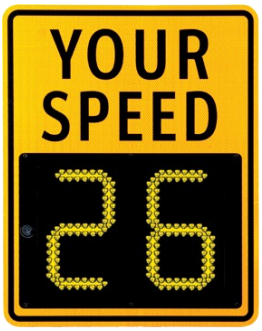


Bike Routes: Once installed, neighborhood bike routes should be identifiable to bicyclists seeking direction and as a reminder to motorists that cyclists are present. Directional signage should be provided, e.g. "To Holiday Park" "To Beach" "To Las Olas" — and for more distant destinations, miles should be indicated. Bike route identification signs (designated by color or number) should be consistent with city or county route markings.

Share-The-Road signs, signs indicating 3' clearance between bicycles and motorists, and "sharrows" (shared lane) pavement markings promote bicyclist safety and should be installed along the routes where appropriate. Yield-To-Bikes signs give bicyclists the right-of-way over stopped motorized vehicles. This could be useful along bike routes with frequent stop signs as a way for bicyclists to maintain forward momentum when crossing minor local streets.

Funding opportunities are possible via "adopt-a-route" sponsorships or authorized directional signs to private businesses (at appropriate locations and intervals) similar to those used at exits from the interstate highway system. Bar codes readable by smart phones posted along the route could provide up-to-date detailed, information for cyclists while minimizing visual clutter.

Dynamic Speed Signs. Radar Signs have proved themselves effective in slowing traffic speeds — especially when first placed at a location. The FLPD has mobile units available upon request. Pole-mounted radar signs can also be purchased from private vendors. If permitted by state and county traffic planners, a private dynamic speed sign could be moved throughout the neighborhood as conditions warrant. (subject to county approval of locations and installation). Some types of private radar signs are capable of counting passing vehicles and record their speed, which could be helpful when evaluating future traffic solutions.



OTHER SIGNS

Dead End Signs: A dead-end signs needed on Victoria Terrace at 5th St, 11th Ave at 6th St.

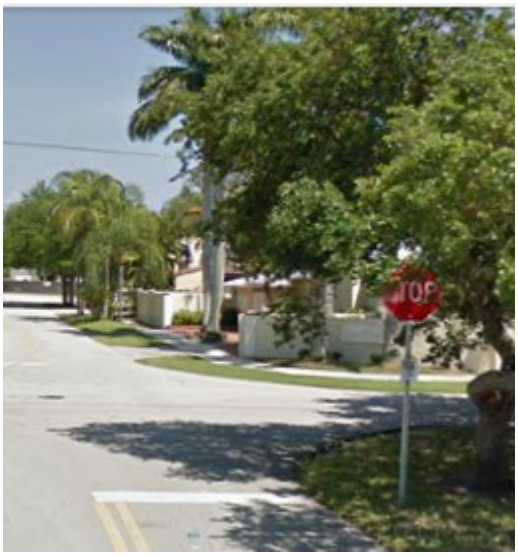
On an aesthetic note, "No Outlet" is a kinder, gentler way to describe a "dead end" As current "dead end" signs become faded or defaced, we might want to replace them with "No Outlet" signs instead. Or where applicable (e.g., 12th Avenue and 6th Street), substitute "dead end" with "pedestrian/bike access only".

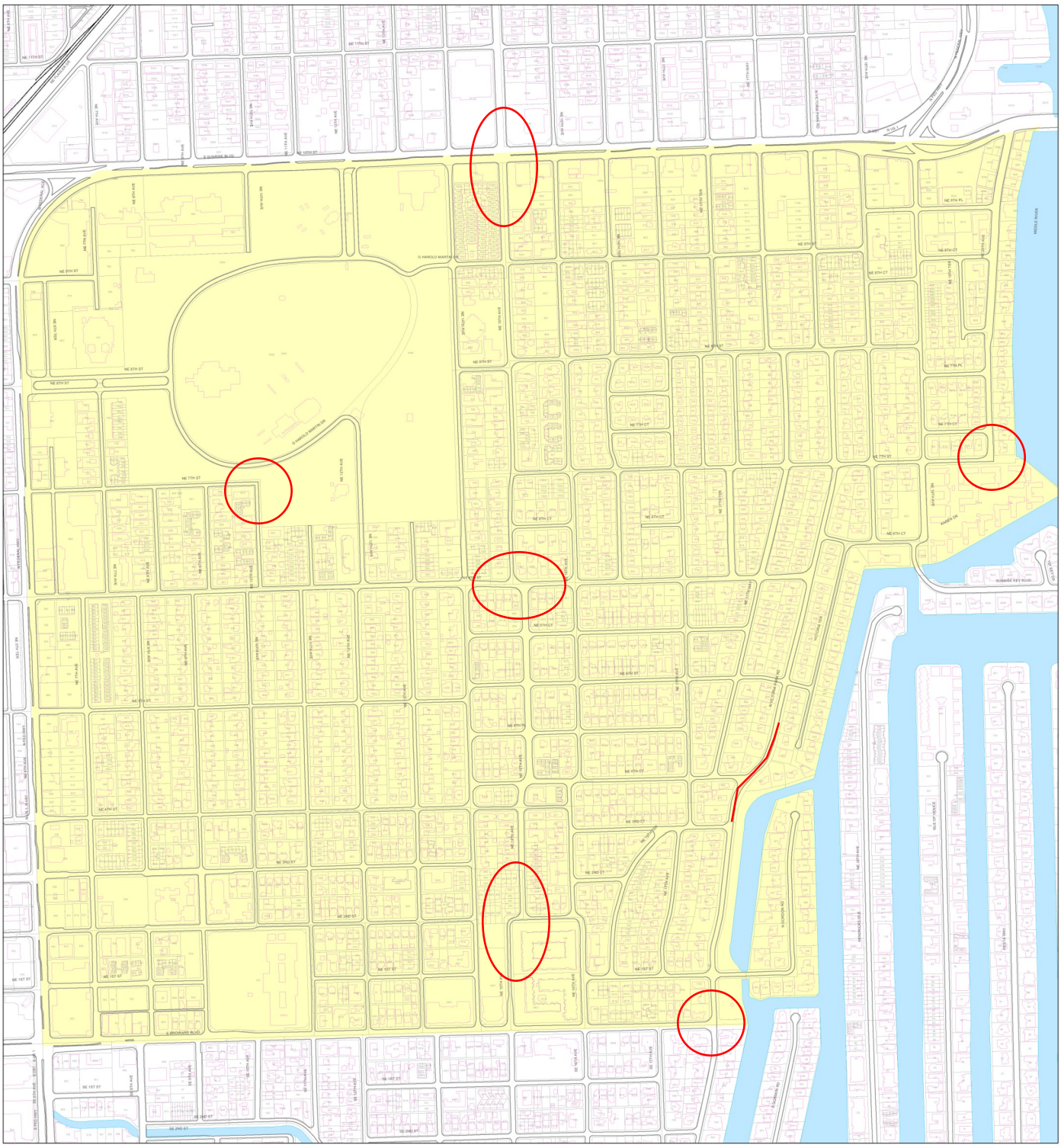
Staggered Stop Signals: There are separate traffic lights for northbound and southbound traffic on 15th Avenue at Broward Boulevard. This creates a conflict for northbound traffic turning left onto westbound Broward with southbound traffic turning right-on-red. There's no indication for southbound traffic that northbound traffic has the right-of-way.

Visual Clutter The most effective signs are those that gain the viewers' attention. Too many signs will distract attention and make all signs less effective. Aesthetically, an abundance of signs clutters the neighborhood. When possible, we should explore opportunities to eliminate unneeded or duplicate signs, and look for ways to consolidate signs together and eliminate the number of signposts throughout Victoria Park.

Private signs — real estate, yard sales, lost pets, election signs — also distract from traffic signs. Temporary signs should remain in place only temporarily. Graffiti on traffic signs should be reported to the county as soon as possible for clean up.

Obstructions Landscaping and other obstructions need to be removed near traffic signs. Property owners have a responsibility to maintain a sight triangle. If property owners allow landscaping to obscure signs, the city has the right cut it back. We should monitor growth and notify property owners and the city of the need to trim. Tighter turning radii would reduce the amount of space needed to maintain an effective and safe sight triangle — and reduce the amount of trimming required.





Victoria Park Neighborhood

TROUBLESOME TRAFFIC FLOW

15th Ave @ 2nd St
15th Ave @ 6th St
15th Ave @ Sunrise
90° Curves
Reverse Curve on Victoria Park Road

N

1 inch = 200 feet

CITY OF FORT LAUDERDALE GIS GEOGRAPHIC INFORMATION SYSTEM

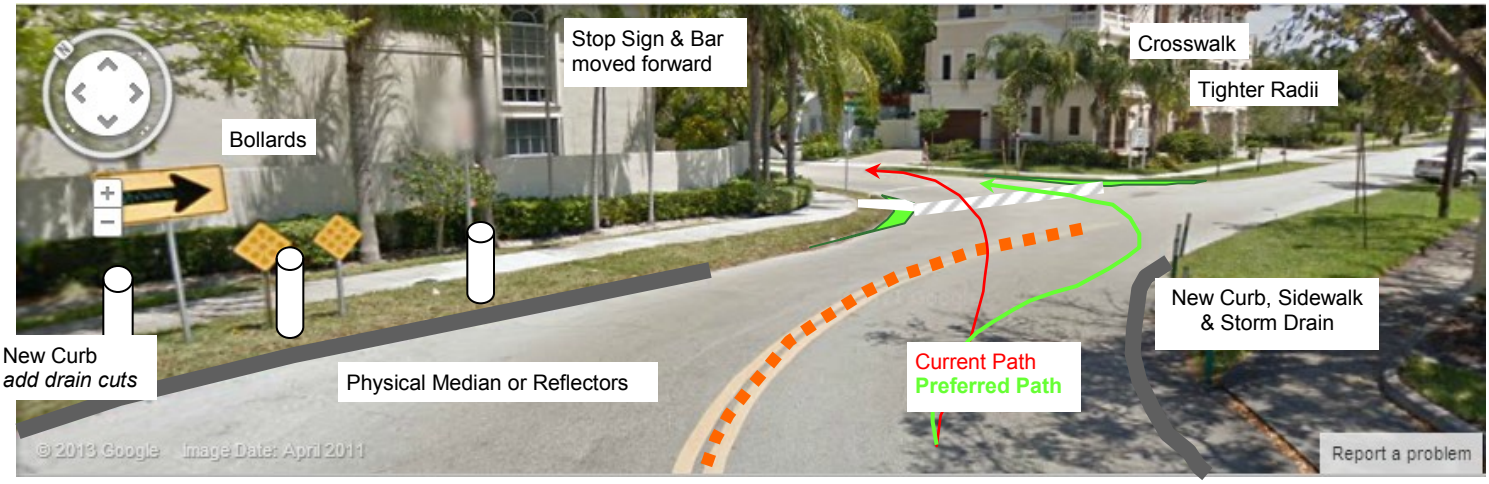
NE 15th Avenue between Broward & 2nd Street

Narrow roadway width to mark transition from arterial to residential speeds: travel lanes, entry-ways, street trees (top)

Straighten skewed travel path: Force NB traffic to slow to make a 90° turn right, then 90° left rather than skewing across opposing traffic at higher speeds (middle)

Bollards to mark change in direction and deflect traffic leaving roadway

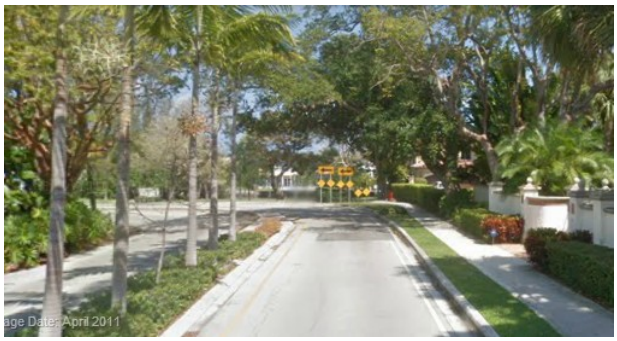
Encourage full stop for SB traffic



BLIND INTERSECTIONS 90° Turns

We have three intersections that require 90° turns around blind corners. Two are on a collector route: Victoria Park Rd -7th St - 20th Ave Corridor. The third is on the edge of Holiday Park.

Broward Blvd @ Victoria Park:



< Broward Blvd Looking east into Victoria Park

Problem #1 EB traffic is too fast and runs off R-O-W into Victoria Park
Problem # 2 EB traffic that missed connection to Las Olas or Beach at 15th Ave and attempts U-turn
Possible solution: mini-roundabout (or neighborhood traffic circle) to allow U-turn and slow traffic

N E 7th Street @ NE 20th Avenue:

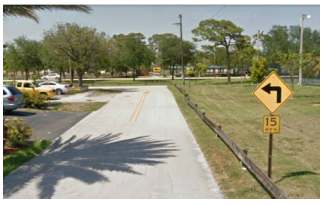
Problem #1: Traffic skews across centerline, encroaching on opposing traffic
Problem #2: Traffic is too fast to negotiate curve and leaves roadway
Aggrevating factors: Higher traffic volumes, Karen Drive, blind driveways, seniors/disabled
Possible solutions: All-way stop. Centerline reflectors

NE 7th St looking east to NE 20th Ave

NE 20th Ave looking south to NE 7th St

NE 7th St looking east to NE 10th Ave (right)

NE 10th Ave looking north to NE 7th St (right)

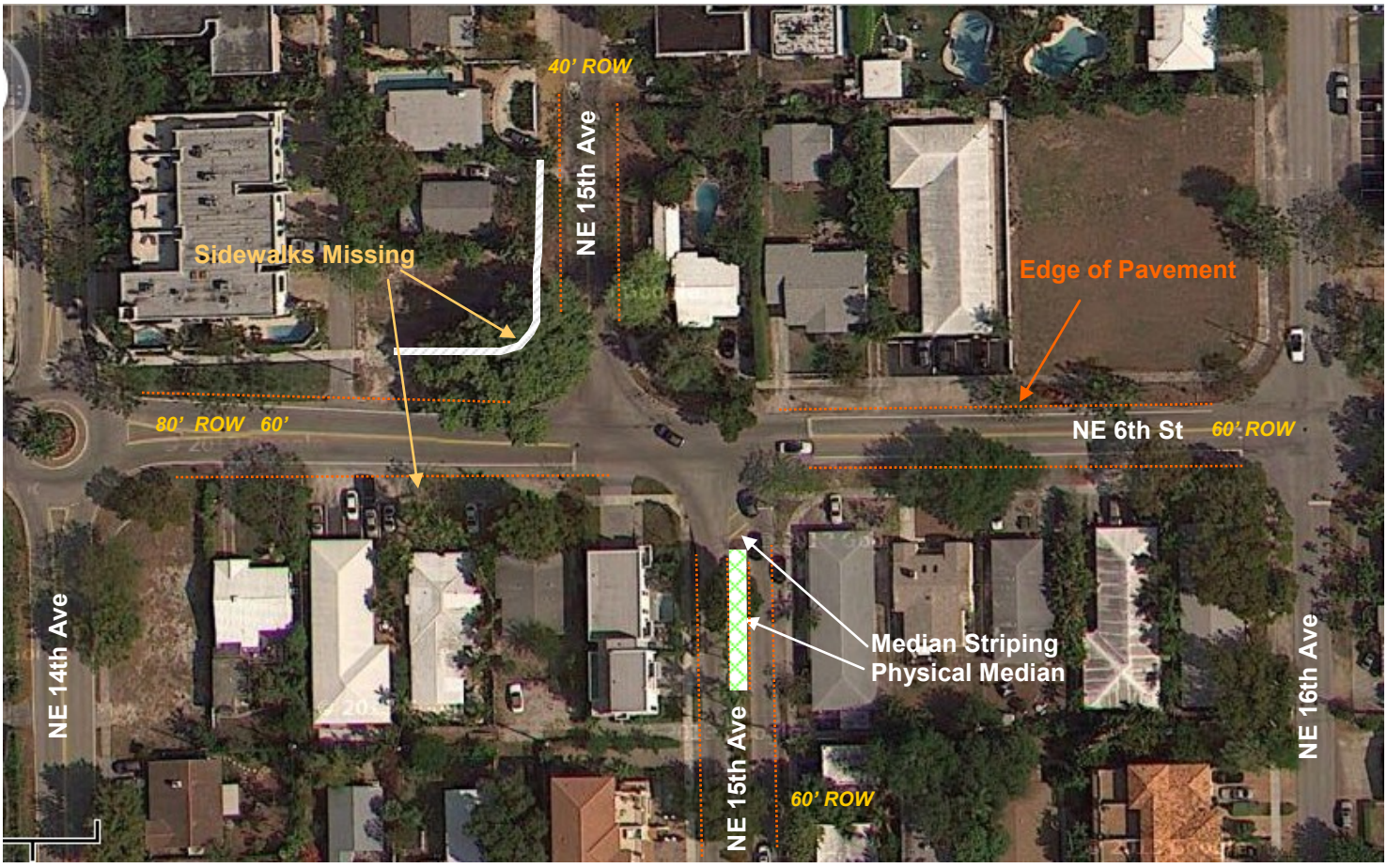


NE 6th Street at NE 15th Avenue

Problem: A set of offsetting T-intersections where two collector streets meet creating driver confusion.

Other factors:
median on south leg of intersection
relative narrow right-of-way on north leg (40') relatively wide right-of-ways on other legs (60')
high traffic volumes
low accident rate
Sidewalks missing at northwest corner and south side of west leg; no crosswalks.
Bike lanes on 6th Street

Possible Solutions: ?

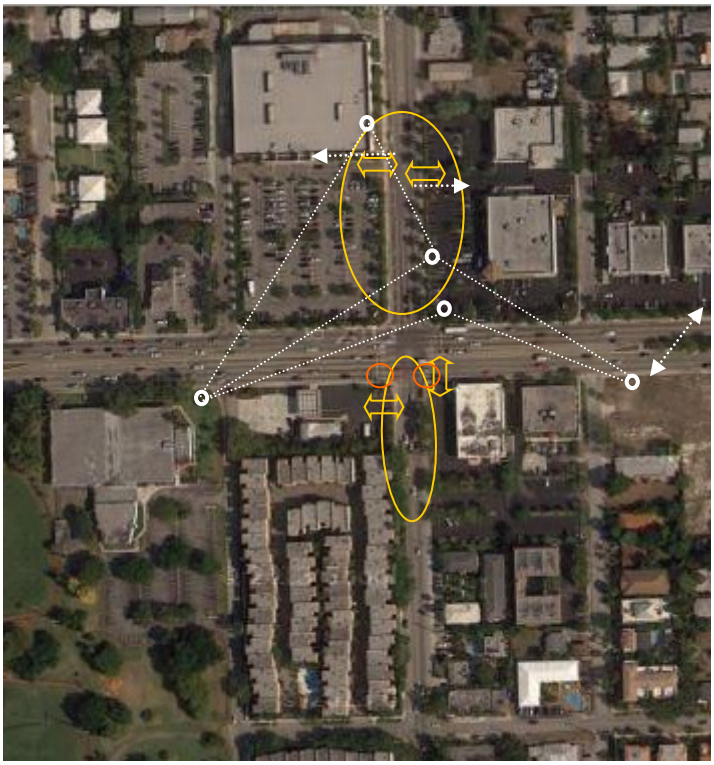


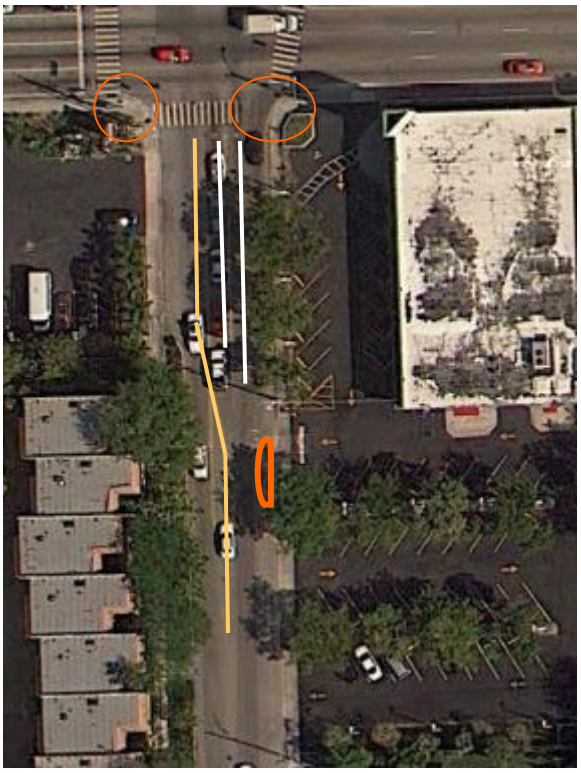
NE 15th Avenue at Sunrise Blvd

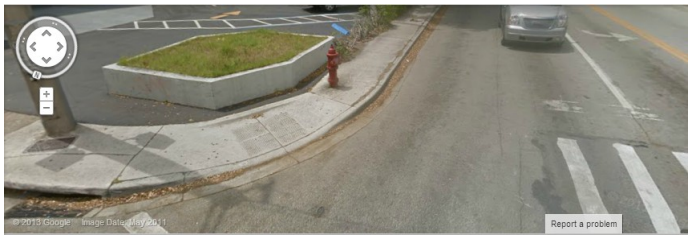
Problem #1: South side of Sunrise: NB traffic — confusing lane markings, bulbout creates bottleneck and unreasonable delays during peak hours. Drainage problems. Sidewalk obstructions. Driveways too close to the intersection: on Sunrise east of intersection, 15th Avenue westside.
Solutions: ***pending*** Remove eastside bulbout, mark NB approach as three lanes (left only, through only, through-right turn) and adjust irrigation, per second Kittleson study and agreement with City Engineer and Victoria Park Place condos. Monitor drain for cleaning prior to rainy season. Relocate signal box, other obstructions and curb ramp. Close westside driveway on 15th Avenue if opportunity presents itself.

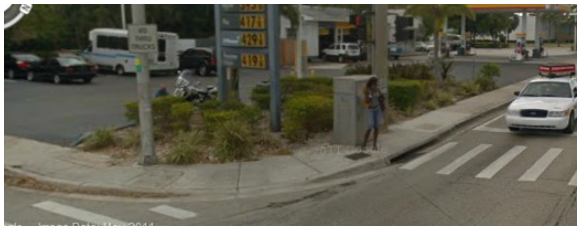
Problem # 2 North of Sunrise: competing driveways Publix and Walgreens, SB/EB left turn lane too short, Walgreens exit serves parcels to the east — provide short cut around signal.
Solution: work with Lake Ridge and abutting property owners to minimize traffic conflicts.

Problem # 3 Jaywalking. Wide spread bus stops contribute to pedestrians crossing in traffic. Lack of pedestrian entry points into Walgreens directs pedestrians to cross at driveways.
Solution: work with BCT, Broward County and FDOT to improve pedestrian routes — remove sidewalk obstructions, install curb ramp.





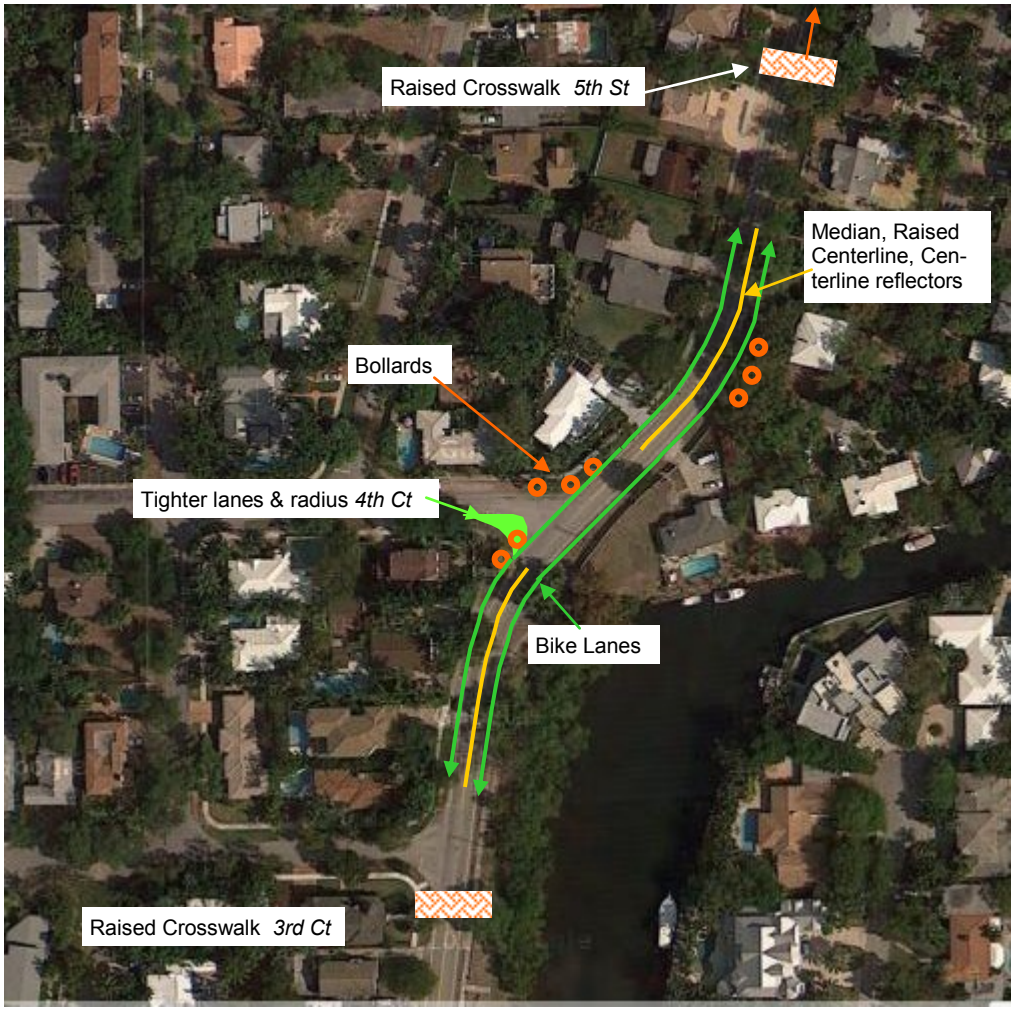




Reverse Curve (Victoria Park Road north of 4th Court)

Problems: High rate of speeds. Vehicles leave roadway.

Possible Solutions:
Calm traffic speeds with raised crosswalks at 3rd Court (pending) and 5th Street.
Medians to channelize traffic, centerline reflectors.
Designated bike lane narrows Victoria Park Road travel lanes
Bollards in swale to deflect vehicles leaving roadway.
Tighten radius and narrow travel lanes on 4th Court (pending).
Move 4th Court stop sign and stop bar closer to intersection.



APPENDIX Street-by-Street

ARTERIALS ("BOULEVARDS")

Sunrise Blvd

Existing Conditions: Concurrent with US1: Searstown to Gateway. 6 travel lanes. Raised median (limited access). Left/U-turns at 9th Ave, 10th Ave, 12th Ave 1600/1700 blocks. Full access at 15th Ave, 17th Way (Sunrise/US1) and 20th Ave (Sunrise). Marked crosswalks at 12th Ave, 15th Ave, 17th Way, 20th Ave,— legs missing at 17th Way and 20th Ave. Sidewalks complete on both sides (many obstructions on south side), many missing connections to neighborhood. Bus routes 10, 20, 36 and Breeze. (stops on south side at 10th Ave, 14th Ave, 16th Ave, 17th Way, Gateway; connection at 15th Ave). Closed cross streets in Lake Ridge funnel traffic to 15th Ave intersection. Vacated streets: 16th Terrace, 17th Ave.

Business Uses: B-1 entire length, both sides. Auto-oriented businesses: Drive-through banks, fast food and pharmacy, gas station, service stations, auto dealership and rental.
Residential Uses: 900-1100 block on north side and proposed 1600-1700 blocks south side.
Park (south side 10th to 14th Ave)

Sidewalks: Sidewalks complete on both sides (obstructions on south side), many missing connections to neighborhood.

Traffic concerns. Poor Level of Service (current and projected), gridlock. Left turn lane lengths at 15th Ave and 17th Way inadequate at peak hours, in season. Infrequent safe pedestrian and bicycle crossing points, jaywalking. Wide dispersal of bus stops at 15th Ave. Chokepoint at 15th Ave. High rate of accidents at 15th Ave. Sign at 16th Ave blocks driver vision. Obstructed sidewalks on south side. Inadequate right-of-way width to provide comfortable multi-modal use.

Pedestrian: Remove obstructions from sidewalks on south side (entire length) . Remove obstructions from crosswalks at 15th Ave and 17th Way. Reestablish landscaped separation between sidewalk and street. Install connections to neighborhood sidewalks. Encourage pedestrian connections between north and south sides at shorter intervals. Incorporate better pedestrian refuges in median. Explore signalized pedestrian crossing at unmarked crosswalks between 15th and 17th Way, synchronized with intersection signals. Install pedestrian crossing at curve to Searstown. Promote safer pedestrian crossings between connecting bus stops.

Bicycle: Multi-modal paths (dedicated bike lane if possible with right-of-way expansion). Directional signs to parallel bike routes on 9th St. and Holiday Park. Connection to 15th Ave Greenway. Enhance bike parking and amenities at bus stops and businesses. Expand short-term bike rental locations.

Transit: Upgrade transit stops with better shelters, signage, seating. Encourage developers to include space for transit stops in redevelopment. Where space permits, work with abutting property owners to allow upgraded shelters, bike parking, etc. at/near transit stops. Work with Broward County to direct collection of higher impact fees for auto-oriented development to offset cost of nearby local transit improvements. Extend trolley service from Galleria into Victoria Park at 20th Avenue.

Auto: Encourage city to enact and enforce a Block the Box ordinance. Address inadequate left turn lane length (for west/southbound traffic) at 15th Ave and 17th Way. Install trees in median to provide additional shade (less glare) at sunrise and sunset. Better directional signs (include "Federal Highway" with US1, "Sunrise Blvd" with SR 838, "to I-95", etc.) Limit curb cuts on Sunrise for new development, encourage business access from side streets. Minimize/close existing curb cuts – update whenever possible to FDOT access management guidelines. Work with Lake Ridge to address circulation problems at Sunrise and 15th Ave.

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Federal Highway:

Existing Conditions: 6 travel lanes. Raised median (limited access) south of 4th St, 4th to 6th Sts., 6th to 8th Sts., 8th to 9th Sts, 9th St to Sunrise curve. Left turn cuts into VP at 5th and 7th Sts. Bus routes 10, 20 and Breeze (stops on east side 100, 300, 500, 600, 800 blocks and Sunrise curve). Marked crosswalks at signals: Broward, 4th St, 6th St, 8th St, 9th St. Sidewalks complete both sides, many missing connections to side streets.

east side: Business Uses (RAC-TMU south of 6th St. B-1/CB north of 6th St). Park Uses (P) 700 and 800 blocks. Residential/Mixed Uses (Waverly)
west side: Business Uses (RAC-CC south of 6th St. RAC-UV north of 6th St). Residential/Mixed Use: 500 block, under construction.

Traffic Concerns: limited connections between Victoria Park and Flagler Village, mid-block pedestrian crossings, substandard pedestrian connection to neighborhood, bicycle traffic mixed with in high speed motorized vehicles

Pedestrian: Remove obstructions from sidewalks north of 7th St. Remove obstructions at 4th and 6th St crosswalks. Make ADA improvements in crosswalks at 7th St (west side). Install and upgrade sidewalk connections to the neighborhoods (east and west sides). Pedestrian refuges in median, whenever possible at marked and unmarked crosswalks. Explore pedestrian crossing at unmarked crosswalks at 5th and 7th Sts synchronized with signal timing at 4th, 6th and 8th Sts. Reestablish landscaped strip between sidewalk and street. Widen walkways to commercial width or multi-modal paths. Encourage covered arcades and walkways.

Bicycle: Multi-modal paths in short-term and, as space in right of way becomes available, dedicated bike lanes. Encourage more bike parking and amenities. Expand short-term bike rental locations. Cut median to permit level bike crossings that are separated from motorized traffic at limited access intersections. Directional signage to parallel bike route along 7th Ave. Encourage neighborhoods to the west to provide bike route connections.

Transit: Encourage more comfortable transit stops (shelters, signage, seating). Ensure that there are safe pedestrian and bicycle routes to transit stops. Upgrade bike parking options near transit stops. Encourage new developers to incorporate transit-oriented design elements into redevelopment plans. Promote trolley service between Federal Hwy and other transit options (e.g., the-proposed Wave streetcar). Coordinate use of paved area at Holiday Park entry for parking by transit riders.

Auto: Improve connectivity between Victoria Park and Flagler Heights to reduce chokepoints at 4th and 6th Sts. Limit curb cuts on Federal Highway to maintain flow of traffic. Reduce from 6 travel lanes to 4-lanes to provide space for bike lanes.

Work with Flagler Village to implement DDA's Master Plan vision for Federal Highway.
Upgrade street signage to include "Federal Highway" wherever "US1" is used.

Broward Blvd:

Existing Conditions: Raised median and limited access between Federal Hwy and 8th Ave. School Zone 9th Ave to 12th Ave. Backout business parking between 8th Ave and 15th Ave. Non-aligned cross streets. Raised median (limited access) east of 15th Ave. Marked crosswalk at traffic signals at Federal Hwy, 8th Ave, 15th Ave. Pedestrian signal at 10th Ave. Lane reduction: 5 lanes west of 15th, 2 lanes east of 15th. Sidewalks: Complete both sides with connections at all streets.

Business Use west of 9th Ave (RAC-TMU, CB and ROA). School 9th Ave to 11th Ave.(CF) Office use 11th to 15th Aves (ROA),
Residential use (RMH-60, RC-15 and RS-8) east of 15th Ave.

Traffic Concerns: Congestion between Federal Hwy and 8th Ave. Congestion at 15th Ave. Poor directional signage (lost motorists). School traffic. Speeding.

Drainage: at 16th Ave

Pedestrian: Remove obstructions from sidewalks at 8th Ave and 15th Ave crosswalks. Make ADA improvements in crosswalks at 9th Ave and 12th Ave. Install signs for unmarked crosswalks at 12th Ave and 16th Ave. Reestablish landscaped strip between sidewalk and street at VSY and east of 14th Ave. Install canopy trees between 9th Ave and 11th Ave.

Bicycle: Install bicycle parking for businesses between Federal and 8th Avenue. Cut median at 16th Ave for flat bicycle/pedestrian passage. Bicycle route crossing with signs at 12th Ave and 16th Ave.

Transit: Encourage carpooling of VSY/St Anthony children.

Auto: Improve circulation between Federal Hwy and 8th Avenue (access to local businesses). Coordinate timing of 8th Ave and Federal Hwy traffic signals. Block the Box enforcement at 8th Ave. On-street parking east of 15th Ave. Landscaped bumpout and textured pavement at 15th Ave. crossing. Roundabout at Victoria Park.
Better directional signage.

Work with Beverly Heights, Colee Hammock, local businesses and VSY on long-term Broward redesign. Push FDOT, county and city for resources to fund Complete Street improvements (lane redesign, landscaped islands, bike route, etc.).

COLLECTORS ("AVENUES")

Victoria Park Road / 7th St / 20th Avenue

Existing Conditions: Entryway feature at 1st St and 8th St. Raised crosswalk at 3rd Ct – pending. Reverse curve at 4th Ct. Street closure at 5th St. Narrowed radius at 7th St. Textured pavement at 9th Place. Wide right-of-way north of 8th St.

Business transition area. Commercial north of 9th Place. Hotel/ALF/Offices, Marine uses/access 8th St. to 9th Ct. Single family residential south of 8th St (RMM-25 Gateway Terrace otherwise, RS-8).

Sidewalks both sides entire length. Curbed north of 8th St.

Drainage: Gateway Terrace area.

Traffic concerns: Speeding, high volumes.

Roundabout at Broward. Raised median south of 1st St. Narrow radius at 4th Ct. All way stop at 7th St and 20th Ave. Median or diagonal parking between 8th St and 9th Ct. Address wrap-around sidewalks and obstructions. Raise crosswalk at 3th Ct and 5th Street. Bike route. Trolley service connecting Gateway Terrace with Victoria Park Shoppes and Gateway/Galleria. Street trees, swale landscaping south of 4th Ct. Remove obstructions from sidewalks on 7th St and 20th Ave. Water taxi stops in Victoria Park, Gateway Terrace area, near Sunrise.

15th Avenue

Existing Conditions: Wide right-of-way north of 9ths St, between 4th St & 4th Ct. Entryway at 9th St. Speed humps between 6th and 9th Sts. Offset route at 7th St, 6th St, 4th Ct and 2nd St. Landscaped median between 4th Ct and 6th St.

Business Use at Sunrise and Broward (west side).
Residential High Density (RMM-25) north of 6th St (west side) 8th St (east side), and south of 2nd St (east side). Medium Density between 2nd St and 7th/8th Sts.

Sidewalks: south of 6th St and north of 9th St both sides.

Drainage: at Sunrise, 800 block

Traffic concerns: Speeding, high volumes. Accidents at 9th St, Sunrise Blvd. Confusing traffic pattern at 2nd St, 4th Ct, 6th St. Lack of street lighting between 6th and 7th Sts. Sidewalks and crosswalk obstructions at Sunrise and Broward Blvds. ADA sidewalk compliance at Broward.

Restripe NB approach to Sunrise, narrow travel lanes. Close curb cut to 15th from Shell Station. Remove obstructions in sidewalk at Sunrise crosswalk. Remove bumpout on east side 900 block. Monitor drain at Sunrise. Address drainage on 800 block. Fill in sidewalks between 6th and 9th Sts. Intersection at 6th St? Narrow radii at 4th Ct. Narrow travel lanes between 4th St and 4th Ct. Explore landscaped on-street parking west side of 100 block. Install three-way stop sign at 2nd St. Canopy trees: south of 4th Ct, between 8th and 9th Sts. Remove sidewalk obstructions at Broward Blvd. Landscaped bumpouts at Broward. Install crosswalk signal at Broward Blvd (west side) ADA compliance at Broward Blvd.

Work with Lake Ridge to address poor circulation north of Sunrise. Installation of median south of 13th St.

6th Street

Existing: Entryway at 7th Ave. Island/textured pavement at 7th Ave. Marked wide shoulder (bike) east of 14th. Wide right-of-way between 13th Ave and 16th Ave. Roundabout at 14th Ave. Offset cross streets west of 14th Ave (odd stop configurations)

Business Use: west of 7th Ave. Residential Uses: High-density residential (RMM-25 north side, west of 15th), Medium density residential (RC-15) between 14th and 17th Way. Single family (RS-8 south side, west of 15th; both sides east of 17th Way.)

Sidewalks: East of 14th (south side, entire length, north side, a few missing links). West of 14th, mostly missing

Drainage: between 10th and 13th Ave.

Traffic concerns: Very heavy volume at Federal (chokepoint), lack of sidewalks, dense tree canopy (dark roadway). Rolling stops. Speeding.

Install sidewalks and pedestrian-scaled lighting. (Highest priorities: connection at Federal Hwy, east of 14th Ave) Restripe bike lane, bike route signs. Narrow travel lanes between 14th Ave and 17th Terr. Tighten radii at all cross streets. Street trees, where appropriate. Trolley connecting Victoria Park Shoppes with Gateway Terrace/ Gateway/Galleria.

MAJOR LOCAL STREETS

4th Street/4th Court

Existing Conditions: Left-turn lane at Federal Hwy. Competing commercial driveways 600 block. Business transition area. . Impaired sight triangle at 10th Ave. Overlapping circulation between 14th and 16th Aves . Offset cross streets at 15th Ave, 16th Ave. Very wide radius at Victoria Park Road. Connects at Victoria Park Road reverse curve. School bus traffic on cross streets.

Business Use: west of 7th Ave. Residential Uses: High-density residential (RMM-25 south side, west of 10th), Medium density residential (RC-15) between 10th Ave and 14th Ave (south side), 14th Ave and 17th Way (both sides) -- 1600 block current use is predominately single. Single family (RS-8 both sides east of 17th Way.)

Sidewalks: No continuous sidewalks on 4th St east of 8th Ave. Sidewalks both sides of 4th Ct.
Drainage:

Traffic Concerns: Heavy volumes at Federal Highway. Speeding, stop sign violations. Odd circulation patterns between 14th and 16th Ave.

Raised intersection or raised crosswalk at 7th Ave. Entryway at 7th Ave. Sidewalks on 4th St. Tighten radii at 15th Ave, 16th Ave and Victoria Park Rd. (possibly all cross streets).

7th Street *(non-collector portion: west of Victoria Park Road)*

Existing Conditions: limited access at Federal Hwy. Holiday Park, Progress Memorial Greenway disruption. Offset cross streets east of Holiday Park.

Business Uses east of 7th Ave.
Park.
Residential Uses: High density (RMM-25 south side west of 10th Ave) Medium density (RC-15 and RCS-15) 15th Ave to 17th Way. Single family uses (RS-8) east of 17th Way (RCS-15).

Sidewalks: No sidewalks between 7th and 10th Aves. Continuous sidewalks on south side (missing between 16th Terr and 17th Ave), sporadic sidewalks on north side.

Drainage: at 7th Ave

Traffic Concerns: Stop sign running. High speed (particularly EB) between 7th and 10th Avenues. Infrequent stops (allows speeding). Odd collector route directs traffic onto 7th St.

Install sidewalk along Holiday Park perimeter. Fill in sidewalks east of 15th Ave. Tighten radii east of 15th Ave.

7th Avenue

Existing Conditions: Limited access at Broward Blvd. Business transition area. Pedestrian-scaled lighting between 4th and 7th Sts. Textured pavement and landscape island at 6th St. Landscaped on-street parking 000 block, 400 and 500 block. Curbed. Metered parking south of 1st St, city parking lot south of 6th St.

Uses: Mixed Use (RAC-TMU) east side south of 6th St.
Business Use (B-1, CB) east side south of 1st St and north of 6th St.
Residential Use: High density (RMM-25) west side.
Vacant parcels 100 block, 200 block and 500 block.

Sidewalks. South of 1st St, between 4th and 7th Sts (alternate sides).

Drainage:

Traffic Concerns: Business/residential conflicts. Speeding. Stop sign violations. School bus and school traffic. School Zone congestion. Impact of alleyway use/vacation 400 and 500 blocks.

Sidewalk connections between Federal and 7th Ave. Fill-in missing sidewalks (higher priority, west side south of 6th St, east side of 200 block, between 7th St and Holiday Park. Encourage wide sidewalks (for café seating , etc.) Pedestrian midblock access from neighborhood to business redevelopment on Federal Hwy. Bike route 2nd St to Holiday Park (as alternate to Federal Highway; directional signs). Expand short-term bike rental locations. Improved bicycle parking and amenities. Raised intersection or raised crosswalks at 4th St, 5th St, 7th St? Pedestrian refuge at 6th St. Landscaped on-street parking. Statement on metered parking. Encourage mixed use development, discourage auto-oriented development. Encourage developers to apply Transit Oriented Design elements. Canopy trees where possible.

Update 7th Street Design Guidelines (widen scope to apply to Gateway/20th Ave Business Transition Areas).

Work with Beverly Heights and Flagler Village to create a pedestrian/bike-friendly business corridor from Victoria Park Shoppes to Broward and along SE 8th Ave to Las Olas shopping area.

14th Avenue

Existing Conditions: full access at Broward Blvd (not a route to Las Olas). Wide right-of-way between 4th St and 6th St. Roundabout at 6th St. Speed humps between 6th and 8th Sts. Limited access at Sunrise. Short-term bike rental at Sunrise. Bus stop at Sunrise.

Uses: Business Use at Sunrise (B-1) and Broward (ROA). Vehicle Use Areas (Art Serve, church, office bldg). **Holiday Park** (P). **Church** (CF) 800 block. **Residential:** High Density (RMM-25) north of 6th St. Medium Density (RC-15, east side south of 6th St, both sides south of 4th St) Single family (RS-8, west side between 4th and 6th Sts).

Sidewalks. East side south of 6th St. north of 9th St. West side south of 1st St.

Drainage: 9th St.

Traffic Concerns: Speeding. Stop sign violations. School bus traffic.

Sidewalks along Holiday Park perimeter. Remove obstruction in sidewalk at 2nd St. Narrow travel lanes between 4th and 6th Sts. Tighten radii at 8th St, 5th St, 4th St, Encourage on-street parking. Street trees. Explore on-street parking along Holiday Park.

16th Avenue

Existing Conditions: Limited access at Sunrise and Broward Blvds. Wide right of way south of 7th St. Non-linear route. Infrequent stop signs south fo 6th St.

Uses: Business use at Sunrise (B-1), office use at Broward (RC-15, grandfathered). **Residential uses:** High density (RMH-60 west side, south of 2nd St, RMM-25 north of 8th St) Medium density (RC-15 south of 7th St.) (RCS-15, 700 block) Vacant parcels 800 block, 600 block.

Sidewalks: East side south of 8th St. East side south of 4th Pl.

Drainage: 000 and 700 blocks

Traffic Concerns: Speeding. Stop sign violations. Lack of sidewalk connection to Sunrise Blvd. Confusion at 2nd St. Obscured sight triangle at 4th Ct.

Bike route (dedicated lanes or sharrows) south of 9th St. Fill in sidewalks west side north of 8th St when vacant parcel is developed. Cut Broward median to allow level travel of pedestrians and bikes to Colee Hammock. Narrow travel lanes. Tighten radii at all cross steets south of 9th St. (higher priorities 4th Ct, 6th St, 7th St, 8th St.) Canopy trees. Onstreet parking. Mini-roundabout at 2nd St. Explore possible drainage solutions on 000 and 700 blocks using permeable pavement options.

17th Way

Existing Conditions: Full access at Sunrise. Entryway at Sunrise. Oblique intersections south of 7th St.

Uses: Business Use at Sunrise (B-1) **Residential Uses:** High density (RMM-25) north of 8th St. Medium Density (RC-15) south of 8th St. Single family (RCS-15) 700 block, (RS-8) east side of 400 and 500 blocks Sidewalks, complete both sides south of 8th St.

Drainage:

Traffic Concerns: Heavy traffic volume 900 block. Speeding. Stop sign violations. Lack of sidewalk connection to neighborhood.

Remove obstructions in sidewalk near Sunrise. Raised intersection or raised crosswalks at 9th St. Retain canopy trees 900 block. Tighten radii at 8th St and whereever safe on oblique cross streets. Encourage street trees and other swale landscaping to narrow perceived width of travel lanes south of 7th St. On street parking.

OTHER LOCAL STREETS

East-West

9th Place: Business transition solutions. Bike route to parallel Sunrise Blvd.

9th St: Bike route to parallel Sunrise Blvd. Swale reclamation, narrow radii. (Higher priority 18th Ave) Fill-in sidewalks as practical with redevelopment.

8th St. Narrow radii at Victoria Park Road, 16th Ave. Sidewalk connection between 15th Ave and Holiday Park, fill in sidewalks as practical.

5th St: Raised intersection or raised crosswalks at 7th Ave. Narrow radii at all cross streets.

5th Ct & 4th Place Narrow radii at 14th, 15th, 16th 17th Aves (and 17th Way, if safe). Street trees. On-street parking.

3rd St: Raised crosswalks at 7th Ave. School traffic, landscaped on-street parking 700 block. Wide right-of-way 800 block reconfigured with diagonal parking, school drop off, etc. Bike parking and amenities at school/church. Narrow radii at 11th Ave, 12th Ave. Fill in sidewalks as practical.

3rd Ct: Narrow radii at 16th Ave, 16th Terr, 17th Ave, Victoria Park Road. Explore mini-roundabout at 16th Terr.

2nd St. Raised intersection or raised crosswalks at 7th Ave School traffic, landscaped on-street parking 700 and 900 blocks. Wide right-of-way 800 and 900 blocks. Bike route 7th to 12th Aves. Bike amenities at schools and playgrounds. Pedestrian access to playground/"park". Tighten radii at 12th Ave, 13th Ave, 14th Ave.

2nd Ct. Tighten radii at 16th Avenue

1st St Tighten radii at 12th Ave, 13th Ave, 16th Terr. Fill in sidewalks as practical. Bike route (sharrows) 16th Ave to Victoria Park Road.

OTHER STREETS

North-South

8th Ave. Tighten radii at 5th St and 6th St. Landscaped onstreet parking, canopy trees, fill-in sidewalks as practical north of 6th St. Remove sidewalk obstructions near Broward. Business transition area.

9th Ave. Landscaped onstreet parking along VSY. Tighten radii at 4th St, 5th St and 6th St. Fill in sidewalks 300 block and crossing at 6th St – school route. School zone/circulation. ADA compliance at Broward crosswalk. Landscaped onstreet parking, canopy trees, fill-in sidewalks as practical north of 6th St.

10th Ave. Tighten radii at 5th St and 6th St. School zone. Landscaped onstreet parking, canopy trees, fill-in sidewalks as practical north of 6th St.

11th Ave. School zone/circulation. Tighten radii at 4th St, 5th St and 6th St.

12th Ave . Fill-in sidewalks north of 6th St – park access. Raised crosswalk at 6th St. Bike route. Tighten radii at all cross streets.

13th Ave. Tighten radii at all cross streets.

17thAve. Long distance with no traffic control (3rd Ct to 6th Ave)Tighten radii at all cross streets.

17th Terr. Tighten radii at 6th Ave. Connect sidewalk to neighborhood at Sunrise (vacant parcels 800 block)

Victoria Park Road (non-collector). Bike route between 7th and 9th Sts. Connect sidewalk to neighborhood at Sunrise (vacant parcels 900 block) Retain canopy trees 900 block. Remove sidewalk obstruction at 9th St.

18th Ave. Business transition area. Fill in sidewalks. Tighten radii at 9th St (high priority, 8th St, 7th St. Entryway at 9th St. Canopy trees. Add landscape elements to back-out parking 800 block.

19th Ave. Business transition area. Very wide right-of-way south of 9th St. Median other parking configurations to narrow travel lanes. Fill in sidewalks. Street lights. Canopy trees south of 8th St.

"LANES"

MacArthur Park & Victoria Courts subdivisions

alleyways