



Lake Ridge CIP Priorities

Fort Lauderdale, FL

2020

Agenda

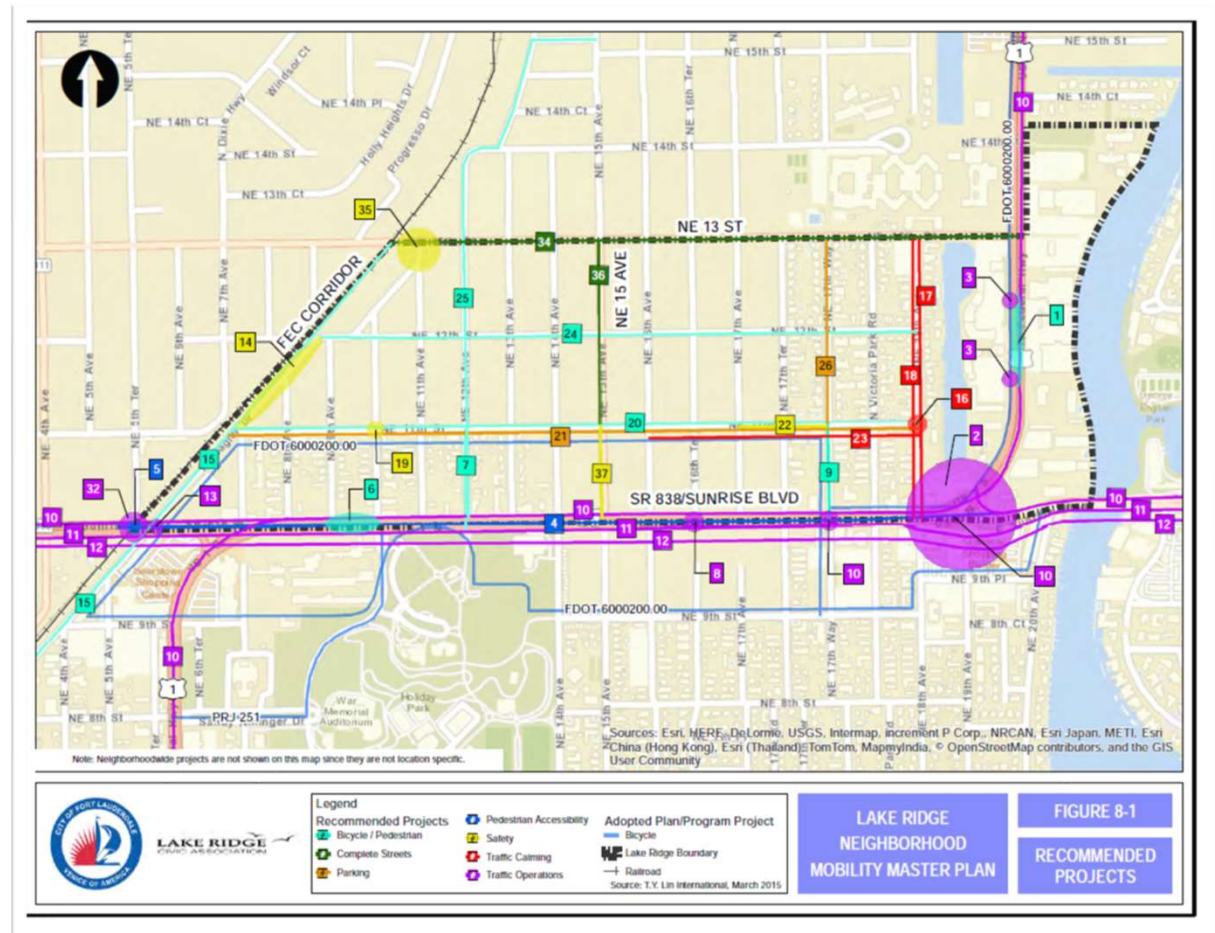
- Brief review of 2015 Lake Ridge Master Plan
- Community's CIP priority project overview
- Tactical Urbanism concepts
- How Tactical Urbanism can be applied to Lake Ridge to get more projects done in a shorter time period

Lake Ridge

NEIGHBORHOOD MOBILITY MASTERPLAN 2015

- Major projects like Sunrise Blvd traffic signals and Gateway intersection redesign
- Many traffic calming and bikeway projects recommended
- 2 complete streets projects
- 2 streets recommended for parallel parking
- 4 safety projects

Over \$24,000,000 worth of projects recommended in plan, with a large part of that consisting of FDOT projects



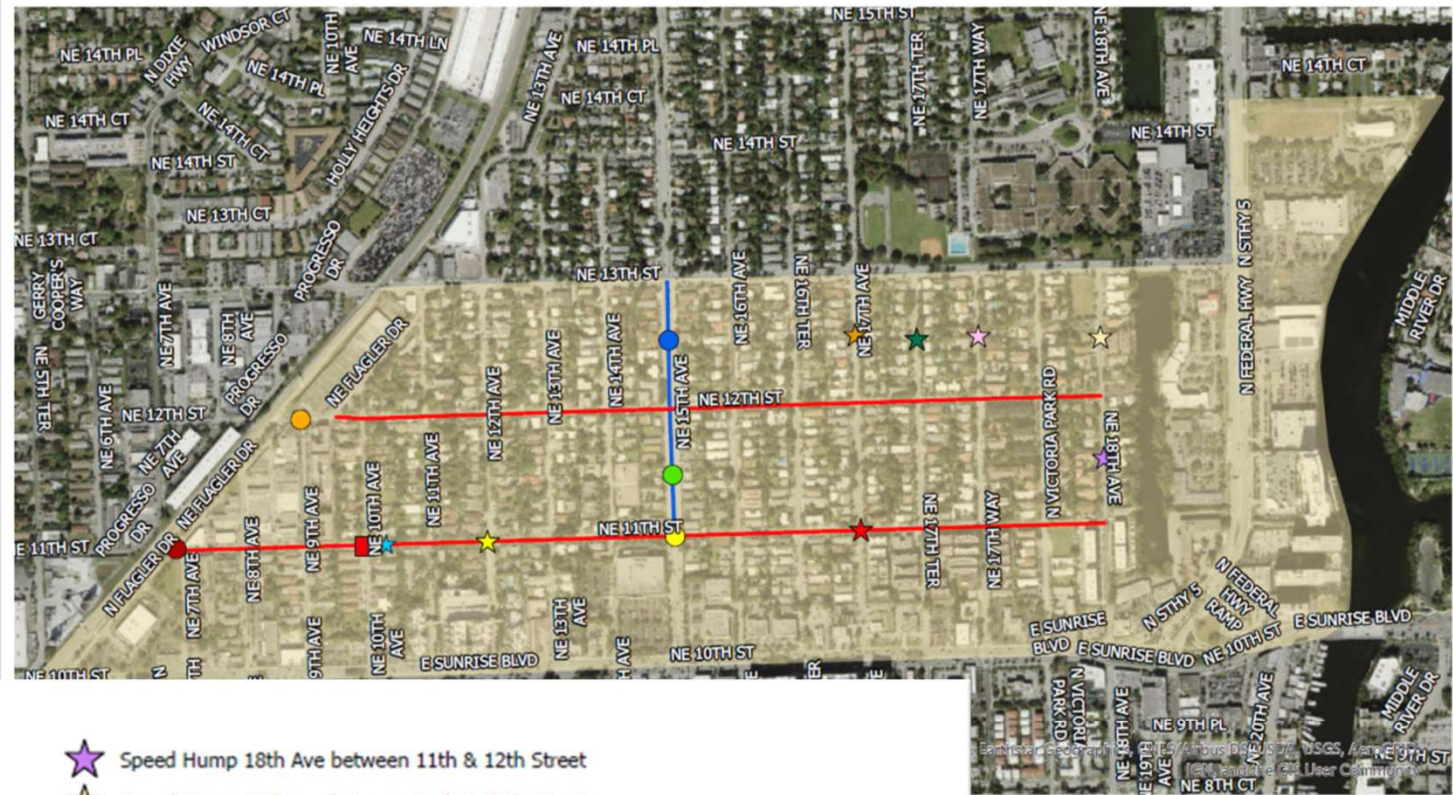
LAKE RIDGE NEIGHBORHOOD MOBILITY MASTER PLAN

FIGURE 8-1

RECOMMENDED PROJECTS

Lake Ridge CIP Priorities

- Submitted by community March 2020
- \$59,000 available
- Short term, quick wins
- Priorities are 15th Ave and neighborhood speed humps



Legend

- | | |
|------------------------------------------------------|----------------------------------------------------------------------------------------|
| ● Mirror at Flagler Drive & 11th Street | ★ Speed Hump 18th Ave between 11th & 12th Street |
| ● Small Island in 15th Ave at 11th Street | ★ Speed Hump 18th Ave between 12th & 13th Street |
| ★ Speed Hump 11th Street at 10th Ave | ● Speed Radar Sign Northbound between 11th & 12th Streets |
| ★ Speed Hump 11th Street at 12th Ave | ● Speed Radar Sign Southbound between 13th & 12th Streets |
| ★ Speed Hump 11th Street at 17th Ave | ■ Stop Sign 10th Ave & 11th Street |
| ★ Speed Hump 17th Ave between 12th & 13th Street | ● Warning Sign Flagler & 9th Ave |
| ★ Speed Hump 17th Terrace between 12th & 13th Street | — Make 11th Street & 12th Street One Way |
| ★ Speed Hump 17th Way between 12th & 13th Street | — Test of 15th Ave Traffic Calming Measures, Street Narrowing via Paint of NE 15th Ave |

**March 2020 CIP Community Request
Planning Level Estimates**

Total Cost of all CIP Priority Projects: About \$110,000

2019-2020 Neighborhood Budget \$59,000

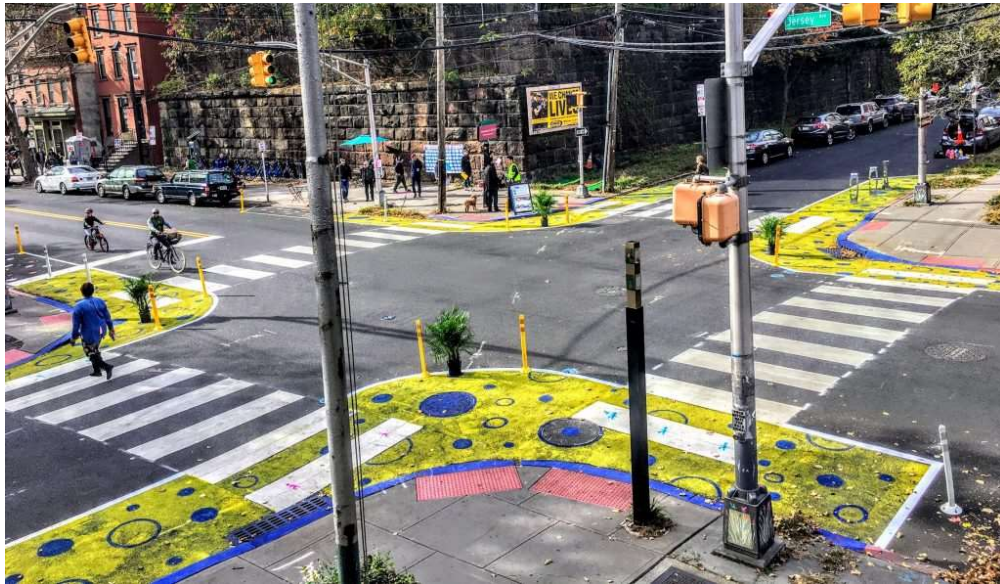
About \$50,000 over budget.

TACTICAL URBANISM

“A city, organizational, and/or citizen-led approach to neighborhood building using short-term, low-cost, and scalable interventions to catalyze long-term change.”

- Tactical Urbanist's Guide to Materials and Design Version 1.0





Surface Treatments

TEMPERA PAINT



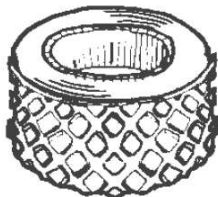
Typical Dimensions: Sold in bottles of varying sizes, up to 1 gallon.

Estimated Cost: \$5 - \$10 / pint; \$10 - \$12 / gallon.

Overview: Tempera paint is available in powder or liquid form. It can be applied straight from the bottle or thinned with a mixture of corn starch and water (1:1 ratio).

► Demo (1 day - 1 month) | Pilot (1 month - 1 year) | Interim (1 - 5 years)

TRAFFIC TAPE (CONTRACTOR GRADE)



Typical Dimensions: Recommend minimum of 4 in. Many roll length and width options are available.

Estimated Cost: \$2.20 / linear ft. for 4 in. wide tape.

Overview: Contractor grade traffic tape is more robust and durable than foil backed traffic tape. Many roll length, width, and color options are available, including standard white and yellow.

Demo (1 day - 1 month) | ► Pilot (1 month - 1 year) | Interim (1 - 5 years)

ACRYLIC ASPHALT PAINT



Typical Dimensions: Usually sold in 5 gallon containers

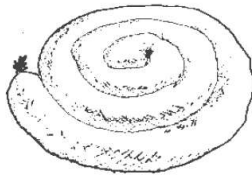
Estimated Cost: \$110 / unit

Overview: Acrylic water-based emulsion pavement color coating

Demo (1 day - 1 month) | ► Pilot (1 month - 1 year) | ► Interim (1 - 5 years)

Barrier Solutions

STRAW WATTLE



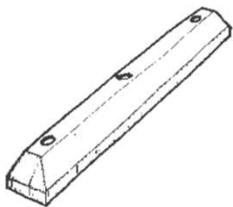
Typical Dimensions: Varied. Typically sold in 25 ft. long, 9 in. diameter rolls.

Estimated Cost: \$4 / linear ft.

Overview: Lightweight and easily shaped into various configurations.

▶ Demo (1 day - 1 month) ▶ Pilot (1 month - 1 year) ▶ Interim (1 - 5 years)

PARKING STOPS



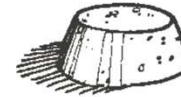
Typical Dimensions: Length varies. 3 / 4 / 6 / 8 ft. long x 5.75 in. wide x 4 in. tall.

Estimated Cost: \$30 - \$45 / unit.

Overview: Low, mountable plastic, rubber, or concrete curb that can be bolted to pavement and used as barrier element.

▶ Demo (1 day - 1 month) ▶ Pilot (1 month - 1 year) ▶ Interim (1 - 5 years)

CONCRETE BUTTONS



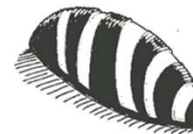
Typical Dimensions: Varies. Can be 3 in. or 5 in. high, and up to 1 ft. wide.

Estimated Cost: \$12 / 3" unit; \$15 / 6" unit (assumes bulk order).

Overview: Often used as barrier near light rail tracks, these low, mountable buttons can be used to achieve a curb-like barrier effect for curb extensions and plazas.

▶ Demo (1 day - 1 month) ▶ Pilot (1 month - 1 year) ▶ Interim (1 - 5 years)

ARMADILLOS



Typical Dimensions: 32 in. long x 8.5 in. wide x 5 in. tall. Requires min. of 1.5 ft. of buffer area width (must be placed diagonally).

Estimated Cost: \$40 / 3" unit; \$50 / 5" unit, depending on size and quantity ordered.

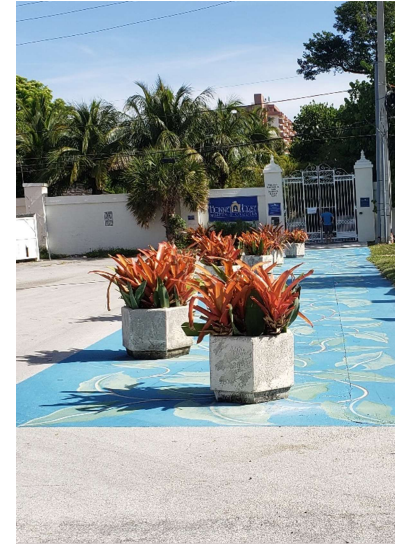
Overview: Low, mountable and durable, this plastic bump that can be used to achieve a curb-like barrier effect.

▶ Demo (1 day - 1 month) ▶ Pilot (1 month - 1 year) ▶ Interim (1 - 5 years)

NE 1st Street



Breakers Avenue



Tactical Urbanism Mini-Roundabouts

TYPICAL DIMENSIONS CHEAT SHEET

- 1 ROUNDABOUT SIZE:** The center of the roundabout should be as large as possible within intersection constraints - roundabout must allow for adequate vehicle circulation around the circle in all directions. Leave at least 15 ft. of space between the curb corner and inner curb defining the circle.
- 2 SPLITTER ISLAND SIZE:** Recommended longitudinal dimension for a splitter island varies greatly, depending on design speed, roadway configuration and type of roundabout being designed.
- 3 PEDESTRIAN CROSSINGS:** A true mini roundabout typically requires pushing pedestrian crossings back to accommodate vehicle circulation and preserve pedestrian safety - place relocated pedestrian crossings 20 - 25 ft. "upstream" of the roundabout entrance line.
- 4 BIKE-FRIENDLY MINI-ROUNDABOUTS:** Vehicles typically travel through mini-roundabouts at 12 - 20 mph - similar to the speed of bicycle travel. Thus, people on bikes should navigate through a mini-roundabout as if they were a vehicle, in a shared lane condition. If bike lanes are present approaching a mini roundabout, they should be terminated prior to the intersection. Include signs to alert all users of merging. FHWA's mini-roundabout guidance suggests the following:
"Terminate the bike lane at least 100 ft. upstream of the entrance line, provide a 50 ft. taper ending prior to the crosswalk at the roundabout entry, and use a dotted bike lane stripe for the last 50 to 200 ft. prior to the



Demonstration roundabout in Livingston, CA
(Congress for the New Urbanism: California Chapter).

Surface Treatment

Temporary striping created with sidewalk chalk (spec sheet page 51).

Barrier Elements

Straw wattle acts as temporary curb - tree in center adds greenery. Cones and plants create a splitter island (spec sheet pages 28, 41, 69)



CLOSER LOOK

PALO ALTO RESIDENTIAL TRAFFIC CIRCLE

 Pilot

Project Type: Residential Traffic Circle

Location: Palo Alto, CA

Sponsor Organization/Agency:

City of Palo Alto Transportation Division



Pilot neighborhood traffic circle in Palo Alto, CA (Joshuah Mello).

Fayetteville, AR Mini-Roundabout

- Community initiated
- Cost less than \$1000
- Pilot to determine feasibility of permanent roundabout

<https://www.nwaonline.com/news/2017/jan/27/fayetteville-experiments-with-tactical/>





Intersection of 10th Ave and 11th St.

- Temporary small circle and turn radii narrowing where possible
- NW corner may be difficult to paint due to pavement condition and smaller turn radius
- Good alternative to 4 way stop

Example Treatment

- Paint
- Traffic Signs
- Armadillos for vertical separation

Cost: Approx. \$2,500

ARMADILLOS



Typical Dimensions: 32 in. long x 8.5 in. wide x 5 in. tall. Requires min. of 15 ft. of buffer area width (must be placed diagonally).

Estimated Cost: \$40 / 3" unit; \$50 / 5" unit, depending on size and quantity ordered.

Overview: Low, mountable and durable, this plastic bump that can be used to achieve a curb-like barrier effect.

Demo (1 day - 1 month) ▶ Pilot (1 month - 1 year) ▶ Interim (1 - 5 years)

OFFICIAL TRAFFIC SIGNS



Typical Dimensions: Varies by sign type.

Estimated Cost: \$25 - \$200.

Overview: Consult local guidelines for traffic control signs requirements, as well as signs associated with your project brand or program.

▶ Demo (1 day - 1 month) ▶ Pilot (1 month - 1 year) ▶ Interim (1 - 5 years)

ACRYLIC ASPHALT PAINT



Typical Dimensions: Usually sold in 5 gallon containers

Estimated Cost: \$110 / unit

Overview: Acrylic water-based emulsion pavement color coating

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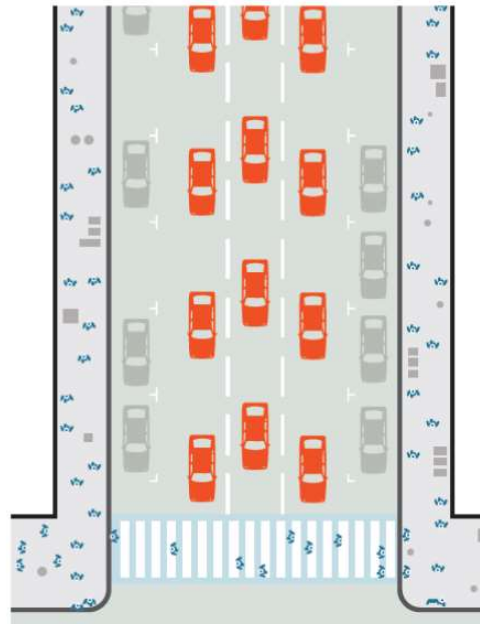
Tactical Urbanism Road Diets

What's a Road Diet?

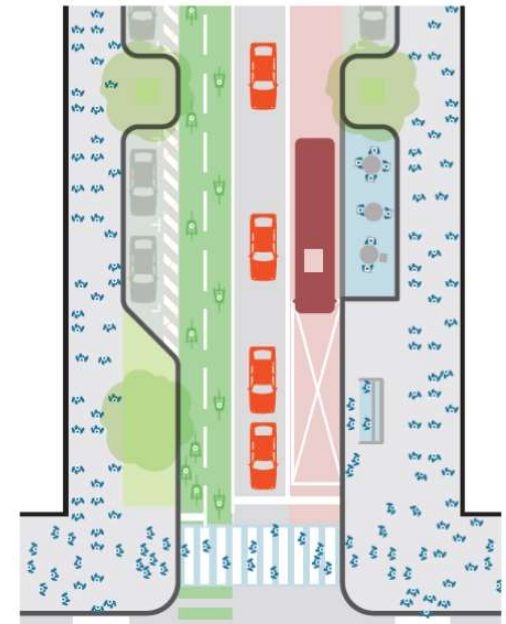
Converting regular travel lanes to other uses, such as:

- Bus lanes
- Wider sidewalks
- Bike lanes
- Landscaping

Car-Oriented Street



Multimodal Street



Milan, Italy

- 22 miles of streets will be transformed this year with new pedestrian and cycling space
- Marco Granelli, a deputy mayor of Milan: “We worked for years to reduce car use. If everybody drives a car, there is no space for people.”
- Often involves converting traffic lanes to cycling and pedestrian space



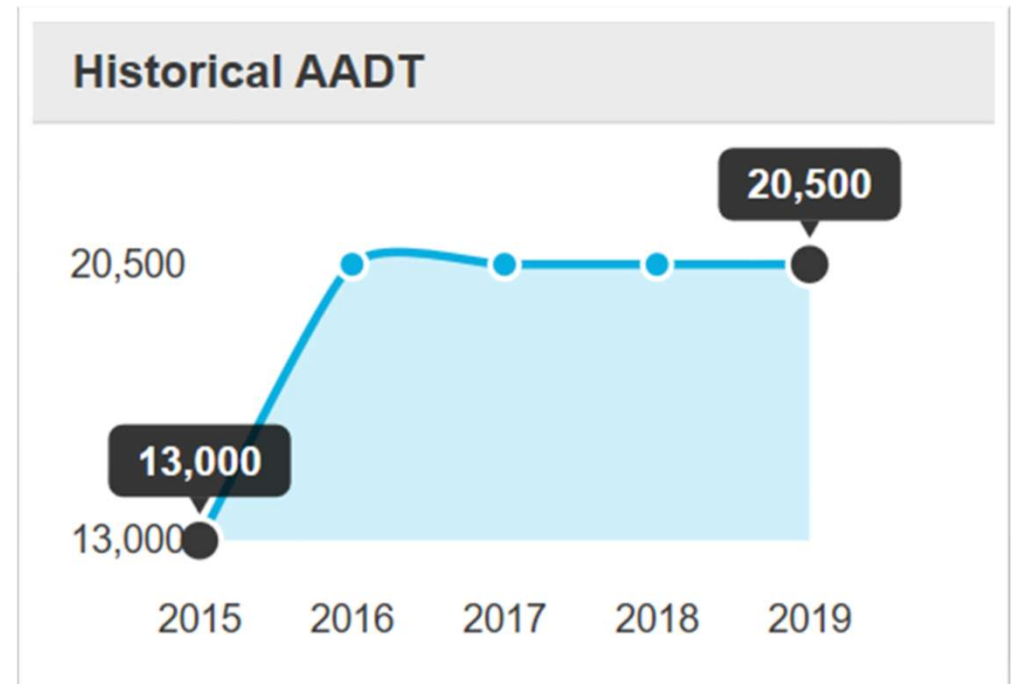
Las Olas Safety Improvement Project



- Road diet project
- 50% reduction in injuries
- 21% reduction in total crashes
- 20% decrease in traffic delay
- 27% decrease in speeding
- 41% of businesses reported an increase in sales

15th Avenue

- About 20,000 vehicles per day in Lake Ridge between 11th and 13th Streets
- FDOT recommends road diets for 4 lane roads which are at or under 20,000 vehicles per day
- City road
- Traffic volumes drop dramatically north and south of neighborhood

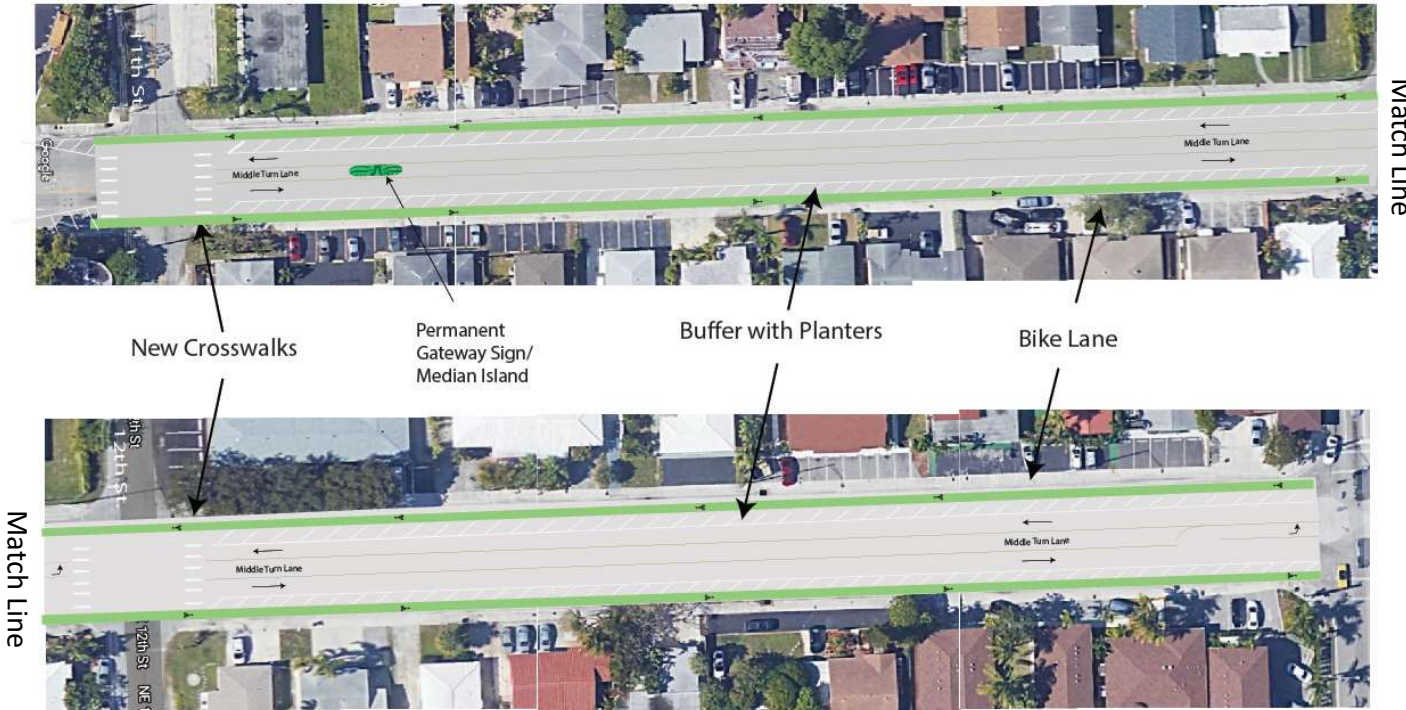


15th Avenue – Currently 5 lanes

- Community complaints about speeding
- Very wide, inhospitable to pedestrians & cyclists
- Connects to 2 lane sections north and south of Lake Ridge

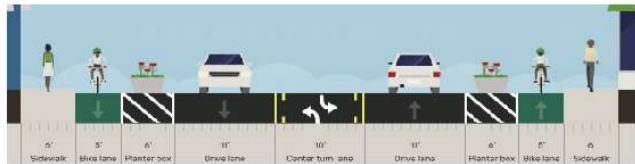


NE 15th Ave. Road Diet 11th Street to 13th Street



Match Line

Match Line



Broward MPO

- 5 to 3 lane road diet
- New crosswalks at 11th St and 12th St
- Bike lanes adjacent to sidewalk
- Cost will mostly depend on surface treatments (paint)
- Permanent gateway sign + small island can be included if funds allow



March 2020 CIP Community Request Planning Level Estimates

15th Ave. Road Diet between 11th and 13th

15th Ave. small island at 11th St. for monument

Traffic calming (11th St, 18th Ave, 17th Terrace, 17th Way, 17th Ave) (15 rubber speed humps)

Mini-traffic circle at 10th Ave @ 11th St.

Mirror at Flagler Drive @ 11th St

Relocate "Stop Ahead" sign at Flagler @ 9th Ave.

Repaint stop bars throughout neighborhood

Total Cost for this subset of priority projects: About \$50,000

2019-2020 Neighborhood Budget \$59,000

Thank you!

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