

Appendix

Appendix A

Data Collection - Working Papers

Exhibits 1-10

Appendix B

Base Data and Inventory

Exhibits 11-2

EXISTING POLICY AND PLAN REVIEW

Appendix A

The design team of Craven Thompson and Alta Planning gathered and evaluated the existing relevant plans, practices, policies, standards and designs relating to the existing bicycle and pedestrian environment in Sunrise, adjacent cities and Broward County. This data included existing bicycle, pedestrian, park, recreation, open space, greenway and trail plans that have been completed in the study area. We identified the current greenway resources, including multi-use trails, bicycle and pedestrian facilities, historical/cultural trails, conservation corridors, and any water-based trails. The purpose of our review was to better understand these plans and how they could influence the development of the future greenway and trails in Sunrise.

The documents reviewed included:

City of Sunrise

- Exhibit 1 • City of Sunrise Comprehensive Plan
- Exhibit 2 • Sunrise Leisure Services Needs Assessment (2009-2010)
- Exhibit 3 • Sunrise Leisure Services Master Plan (2013)

Broward County

- Exhibit 4 • Midtown Plantation and Southwest Sunrise Livability Study
- Exhibit 5 • Broward MPO 2035 Long Range Transportation Plan
- Exhibit 6 • Broward County Parks and Recreation Needs Assessment (2012)
- Exhibit 7 • Broward County Greenways Master Plan
- Exhibit 8 • Broward County Complete Streets Guidelines

State

- Exhibit 9 • Florida Pedestrian and Bicycle Strategic Safety Plan (PBSSP) (2013)
- Exhibit 10 • Florida Greenways and Trails System Plan 2013-2017

A. Future Land Use

- Policy 12.1.1 Encourage the use of mixed land use development regulations in those areas where compatible mixed land use patterns currently exist or are planned. Emphasis shall be placed on pedestrian safety, joint use of open space, and coordinating drainage filtration and retention systems.
- Objective 12.3 Local Activity Center: Encourage compact development reflecting characteristics which includes a mixture of community-serving uses such as commercial, office, employment, civic, and institutional, recreation and open space and residential, characterized by an efficient infrastructure, close-knit neighborhoods and sense of community, preservation of natural systems, promotion of pedestrian circulation and convenient access to mass transit facilities through the establishment of a Local Activity Center land use category.
- Policy 12.3.1 Local Activity Centers shall support the location of uses in a manner oriented around the five-minute (i.e. quarter-mile) walk. Multiple nodes of activity oriented around the five-minute (i.e. quarter-mile) walk may be included within one Local Activity Center.
- Policy 12.3.2 Local Activity Centers shall support the location of uses and internal circulation such that pedestrian mobility is a priority. All land uses in a Local Activity Center shall be directly assessed via pedestrian ways, and accessible to existing or future alternate public transportation modes, including bicycle and transit.
- Policy 12.3.7 The City shall adopt design guidelines that incorporate pedestrian and bicycle paths and greenways to accomplish fully-connected routes to all destinations within the Local Activity Center. The paths should be spatially defined by buildings, trees, and lighting, and should incorporate designs, which discourage high speed traffic.

Design Guideline Principles

- Policy 12.4.6 The city will ensure that Transit Oriented Development includes design features that promote and enhance pedestrian mobility, including connectivity to regional transit stations, based on the following characteristics:
- Wide (5 feet shall be the minimum consistent with ADA requirements) pedestrian and bicycle paths that minimize conflicts with motorized traffic and are adequately landscaped, shaded and provide opportunities for shelter from the elements.
- Policy 12.4.7 The City shall require internal pedestrian and transit amenities to serve the residents and employees with the Transit Oriented Development (such as seating or benches or planter ledges, shade, light fixtures, trash receptacles, information kiosks, bicycle parking) or other amenities that could be incorporated into adjacent publicly accessible areas and plazas (such as clocks, fountains, sculpture, drinking fountains, flags and food and refreshment vendor areas).

B. Transportation

- Objective 3.2 The City will continue the implementation of a safe and enjoyable bikeway/walkway system, which will include land use and other strategies to promote the use of bicycles and walking.
Monitoring and Evaluation: Linear feet of bikeways/walkways constructed annually.
- Policy 3.2.1 The City Commission will develop a Master Bikeway/Walkway Plan
- Policy 3.2.2 The Master Bikeway/Walkway Plan, once developed, will be periodically reviewed, and recommendations for additions, deletions and/or corrections shall be made to the City Commission for adoption.
- Policy 3.2.3 At the time of plat or site plan approval, developers shall be required to construct and/or resurface adjacent bikeways/walkways in accordance with the Land Development Code.
- Policy 3.2.4 At the time of plat approval, the City Commission may require additional bikeway/walkways should the proposed subdivision contain a roadway pattern whereby the provision of additional bikeways/walkways would improve public safety or convenience.
- Policy 3.2.5 Bikeways/walkways shall be designed to link parks, recreational, educational and other public facilities with nearby residential areas.
- Policy 3.2.6 At the time of site plan review, the City will encourage the provision of ample and secure bicycle parking at schools, libraries, recreational facilities, and significant commercial and multi-family developments.
- Policy 3.2.7 The city will continue to work cooperatively with FDOT and Broward County to provide wide curb lanes to accommodate bicycles and provide parallel sidewalks as part of arterial roadway constructions projects.
- Objective 3.3 The City will continue to work with State, County and other local agencies to improve traffic safety involving vehicles, pedestrians and/or cyclist, and take appropriate steps to maintain level of service.
Monitoring and Evaluation: Number of accidents per location per year.

F. Recreation and Open Space

- Policy 1.1.7 The City hereby adopts the most current revision of the *Broward County Bikeways Facilities Network Plan Map*, by reference.
- Policy 1.1.8 Wherever possible, prevent safety conflicts between bikeways/jogging paths and public vehicular roadways.
- Policy 1.1.10 All publicly owned passive park areas less than 20 acres in size shall be defined as neighborhood parks, the public shall be able to walk and bike in neighborhood parks without encountering heavy vehicular traffic.
- Objective 1.3 Park Access: All public natural areas and active recreation parcels of land and facilities shall have operational automobile, bicycle, pedestrian, and handicapped access and facilities.
Monitoring and Evaluation: The City will inventory access of the parks, recreation, and open space areas within Sunrise.

- Policy 1.3.2 Neighborhood parks shall provide separate bicycle and pedestrian accessways where feasible.
- Policy 1.3.3 The City shall provide parking spaces and bicycle racks at recreation sites where they are needed.
- Policy 1.4.3 The City shall coordinate with the *Broward County Greenways Master Plan* and in general support the linkage of existing and new conservation areas, parks, open space, cultural, and historic sites with greenway systems.

I. Public School Facilities Element

Policy 2.1.9 Broward County shall coordinate with the School Board and the City through the school siting process identified in the ILA and Broward County and municipal platting and site plan approval processes to implement strategies, consistent with Florida’s Safe Ways to School program, which reduce hazardous conditions and provide direct, unobstructed and safe access for pedestrian travel (including sidewalks, bicycle paths, signage and signalization) to existing and new school facilities.

Exhibit 2 Sunrise Leisure Services Needs Assessment (2009-2010)

Summary

In 2009, a study was started to evaluate the existing parks, facilities, programs, and their effectiveness provided by the City of Sunrise and ways to enhance the level of services offered to the community.

The results of the study revealed that overall the City has done a good to fair job at developing its parks and recreation system. Generally, all parks are clean, safe, and well maintained. The City has done a good job at promoting various events and community programs within the parks. Aside from this, the findings did produce a series of recommendations to help enhance the quality and level of service for the community. The report lists the Needs and Recommendations as follows:

1. Increasing Marketing and Promotion
 - Needs: Parks are under-used by residents. Most residents are not aware of parks, programs, and events.
 - Recommendations: Develop a comprehensive marketing strategy, incorporate uses of new social media tools, allow for roadside signs, and add more frequent newsletter notifications.
2. Upgrading Existing Parks
 - Needs: Older parks need to be updated to offer the same quality of experiences as other parts of Sunrise.
 - Recommendations: Develop park master plans and capital improvement programs for undeveloped park parcels. Redevelop under-utilized parks and indoor spaces, add better recreational opportunities, and increase variety of uses. Ensure that all parks and facilities provide equitable access per ADA.

3. Improve Connectivity
 - Needs: There is an inequitable distribution of both facilities and programs in Sunrise. Not all residents are able to access parks and facilities over similar walking/driving distances. There is a disconnect of parks to parks and trails.
 - Recommendations: Develop a bikeways and trails master plan, expand the Mini Bus to service all residents of Sunrise, and decentralize program offerings.
4. Activate and Energize the Parks
 - Needs: All parks are attractive and well maintained but lack color and identity or enhanced experiences.
 - Recommendations: Develop one set of park design standards, signage, wayfinding, and branding. Add amenities to parks including WIFI, canoe rentals, concessions, etc.
5. Provide Additional Parks and Facilities
 - Needs: There is a need for additional parks to increase access and acreage, for more neighborhood scale parks, and for larger community parks, natural areas, dog parks, water access, and picnic areas.
 - Recommendations: Increase the Comprehensive Plan acreage level of service (LOS) to greater than three acres/1,000 population to be comparable with surrounding cities. Acquire additional parkland for new parks and existing park expansions.

Exhibit 3 Sunrise Leisure Services Master Plan (2013)

Summary

The Leisure Services Master Plan is a study done by AECOM for the City of Sunrise to build upon the 2010 Needs Assessment and Service Delivery Study. The Leisure Services Master Plan was created to help guide the City into a future that invests in its parks and recreation to enhance the level of service and quality of life that the City has to offer. The Purpose of the Study was to provide a long-range vision and implementation plan for the next 10-20 years, by evaluating the highest priority leisure needs of the community and how to implement those needs throughout the City.

The Long-Range Vision segment covers and discusses the actual Master Plan for Leisure Services. The evaluation of the current park system showed that the condition of most of the parks/facilities were very good. The issues are with connectivity, park awareness, proximity, and diversity of uses. The Plan discusses that the key to a successful community is creating a Sense of Place. Below is the list of the Top Priority Improvement Goals, which are listed in more detail in the report:

1. Upgrade Existing Parks
2. Improve Connectivity
3. Activate and Energize Parks
4. Provide Additional Parks and Facilities

Through a series of workshops, meetings, and public vetting, these Goals were organized into three subsystems to facilitate the improvements: 1) Parks and Facilities Improvements; 2) Signage, Wayfinding, and Community Branding; and 3) Bikeways and Trails.

Bikeways and Trails covers the need for enhancing the current bike lanes and creating wider multi-purpose trails to connect the park system. The section discusses design standards for trails, on-road and off-road bike lanes, and trailheads. The report shows a series of sections and maps pinpointing locations where trails and trailheads could be implemented.

The final segment, Implementation and Action Plan, covers the finances, strategy, and phasing for the Master Plan. The implementation of this Master Plan is estimated to cost approximately \$92.5 million. With the Leisure Services Department annual funding estimated at only \$4.5 million, the department acknowledges that they will have to seek additional revenues. The report goes into more detail about options for funding the first phases and how to strategize and prioritize improvements. It discusses options for pay as you go funding versus bonding options.

Exhibit 4 Midtown Plantation and Southwest Sunrise Livability Study

Prepared by the Broward Metropolitan Planning Organization (MPO), the purpose of the collaborative Livability Study is to conceptually identify a variety of improvements that contribute to a transit-supportive development, with a 25-year planning horizon. Implementation will occur over time as funding becomes available and conditions change.

Within the City of Sunrise portion of the study area, the study identified one Gateway Hub (Sawgrass Mills Mall) and one Anchor Hub (Sawgrass International Corporate Park). The first phase of the study was conducted by the Florida State University (FSU) School of Urban and Regional Planning using GIS data to evaluate the suitability for pedestrian, bicycle and transit modes and formulate goals, objectives, and policy recommendations that focus on urban structure, socioeconomics, environment, and transportation. The second phase of the study was under the direction of the Florida Atlantic University (FAU) School of Social Work and the School of Architecture. Throughout the study, the Project Management Team (Broward MPO, Florida Department of Transportation (FDOT), and Broward County Transit) together with the representatives from both Plantation and Sunrise reviewed and worked with the FAU Project Research Team. Together a series of recommendations were made to improve transit connectivity.

Exhibit 5 Broward MPO 2035 Long Range Transportation Plan

Summary

It is required for urbanized areas like Broward County to prepare a comprehensive multimodal transportation plan that plans ahead for the next 20 years. A Long Range Transportation Plan (LRTP) must be prepared, updated, and adopted by the MPO by engaging the community and all agencies within the area. In 2009, Broward County MPO adopted the new 2035 Long Range Transportation Plan, which was branded as the “Transformation”. Through the years, Broward County has developed as an auto-centric community, and, with shifting views and environmental impacts, there has been a rising sentiment to create a more balanced multi-modal transportation network. The

new 2035 LRTP does this with investments towards alternative modes such as upgraded transit, bicycle, pedestrian, and smart growth policies.

Through a series of workshops and community outreach, the MPO was able to develop a list of seven Goals for the LRTP as follows:

1. Provide a balanced multi-modal transportation system that serves the local and regional movement of people, freight, and services, and that encourages travel by the public.
2. Ensure that the transportation system furthers the economic vitality of Broward County.
3. Increase the safety of the transportation system for all users
4. Increase the security of the transportation system for all of its users.
5. Promote sustainable systems and programs.
6. Provide an aesthetically pleasing transportation system, which improves the relationship between public transportation and land use development and promotes the quality of life for the community.
7. Preserve the existing and planned transportation systems.

After reviewing the goals established for the LRTP, the MPO identified the following issues that will be of main concern for Broward County.

- Roadways are Built Out.
- Expansion
- Emissions
- Economic Vitality
- Aging Population
- Availability of Transit
- Insufficient Resources
- Dispersion of High Capacity Transit Lines
- Urbanization
- Sustainable Transportation and Community

The MPO used these goals and issues to develop the 2035 LRTP.

The 2035 LRTP encourages a multi-modal transportation system as part of its “Transformation”, including upgrading and adding premium transit service such as rapid bus (i.e., bus rapid transit [BRT]) and light rail mass transit. In addition to this, the other main trend involves the integration of transportation and land use objectives. By incorporating Mobility Hubs and TOD (Transit Oriented Development), the County plans to concentrate development around transportation to increase efficiency, accessibility, and ridership. The Mobility Hubs will be a central access point where all modes of transportation meet, while also becoming a concentrated destination of housing, commercial, office, and entertainment. In the 2035 LRTP, there are three types of Mobility Hubs proposed: a Gateway Hub, Anchor Hub, and Community Hub. Each type is of a receding hierarchy and offers varying services depending on location and intended use. The Mobility Hubs are part of the Transportation Innovation themes for improvements in the 2035 LRTP. Other Innovation Themes include:

- Focus Infrastructure around Mobility Hubs

- Reorient Local Bus Service as Feeders to Trunk Lines
- Enhance Bike/Pedestrian Access to Mobility Hubs
- Create Hierarchy of Mobility Hubs
- Create Trunk Lines of BRT & Rail
- Use Technology to Increase Travel Flow
- Incentivize TOD near Mobility Hubs

The LRTP also covers funding and strategy for the next 20 years. Broward County estimates total available revenue of \$8.5 billion for the Cost Feasible Plan, but the Needs Assessment Plan estimates \$9-20 billion for needed improvements, operation, and maintenance of the proposed plan. The LRTP process limits the county to funding only what is qualified for the Cost Feasible Plan. They acknowledge that there is a shortfall in funds to implement all identified needs, and the report divulges greater detail about funding and phasing strategies to help implement the plan. The plan consists of 81 miles of Bus Rapid Transit, 75 miles of Premium Rapid Bus, 20 Gateway Hubs, 20 Anchor Hubs, 63 Community Hubs, eight new local bus routes, **485 miles of bicycle projects**, **314 miles of pedestrian projects**, **251 miles of greenway projects**, and several highway projects.

The 2035 LRTP is the set of guidelines and strategies to create a well thought out path for Broward County to accomplish its community and transportation goals for the next 20 years. The MPO will use the LRTP to work alongside local governments to develop aspects of the plan in greater detail. As phasing opens up, cities will work with the MPO to develop the detailed elements of the Mobility Hubs, locations, new land use designations, bike and pedestrian infrastructure, and the guidelines for design and retrofitting of these new standards into existing communities.

Exhibit 6 Broward County Parks and Recreation Needs Assessment (2012)

Summary

In 2012, Broward County Parks and Recreation Division teamed up with a consultant Green Play, an expert in parks and greenways design, and developed the Needs Assessment report for Broward County Parks and Recreation. The purpose of the report was to evaluate what the needs and priorities are for the public and to provide the residents of Broward County with quality parks, recreational facilities and services, a connected system of community greenways, and thoughtful stewardship of natural systems.

Overall, the Needs Assessment indicated that the County is doing a very good job providing coverage of parks, facilities, programs, and services to the residents. The Study revealed that the most common responses when residents were asked to identify aspects of the Broward County Parks and Recreation that need the most improvement included: restroom maintenance (32%); restroom availability (28%); **quality, maintenance, and/or safety of parks/trails and natural areas (27%)**; and promotion and publicity of programs (27%).

When asked to identify the needs that residents would rank as “**very important**”, the responses included: **neighborhood and regional parks; bike paths and walking trails; natural areas and nature**

centers; water parks; rental pavilions; and sports complexes. The following are items that were noted with the highest proportion of “not important”: cricket fields, velodrome, disc golf, equestrian/ riding stables, and target range. The report goes into far greater detail about the responses, evaluation processes, and strategy. From these key responses and issues, the study team identified the following goals:

- Optimize marketing and communications
- Identified role in continued development and expansion of the Greenways Program
- Maximize partnerships for service in Broward County
- Address safety and perception of safety issues
- Complete a Pricing Cost Recovery and Revenue Policy
- Develop Strategic Plan including updated level of service asset management plan

Exhibit 7 Broward County Greenways Master Plan

Summary

Broward County’s vision for the Greenways system is for a fully funded, countywide network of safe, clean bicycle and equestrian paths, nature trails, and waterways. **Greenways will access each neighborhood from the Everglades to the Atlantic Ocean, connecting parks, facilities, schools, businesses, and commercial areas throughout Broward County.**

From the meetings and public input, **eight priority corridors** were selected for more detailed planning. The corridors included Dixie Highway, Cypress Creek, Conservation Levee, New River (State Road 84), Flamingo Road, and Hiatus Road, Barrier Islands, and Griffin-Orange Greenways corridors.

The Master Plan is comprised of over 370 miles of regional greenways, trails, and waterways. **The eight corridors that were identified as the highest priorities will start to form the framework to connect all of the regional trails as one greenways system throughout the County.** These corridors will cover all parts of the county and provide a representation all of the different trail types, from wide paved and unpaved nature trails and from natural areas to urban areas. The Master Plan shows all of the proposed trails and greenways and identifies the priority corridors and trails in Phase I. Many of these corridors have been completed, are under construction, or are undergoing the design process, which is identified in the overall plan. Some of the corridor plans have already undergone or are in the process of detailed design and planning, including Flamingo Road Greenway, Hiatus Road Greenway and New River Greenway, Cypress Creek, and the Southern end of Dixie Highway. Many of the cities have begun the design and incorporation of the greenways system into their city trail networks as well. The Broward County Greenways have **created a number of maps and brochures** showing the proposed greenways plans and detailed designs for the various corridors. Updates to the greenways progress including new designs, construction status, and other news regarding the greenways, are posted to the Broward County website under “greenways”.

Exhibit 8 Broward County Complete Streets Guidelines

The Broward County Complete Streets Guidelines is part of a larger effort by the Broward County MPO to focus on creating safer streets that accommodate all ages, abilities and means of travel. The larger effort is called the Broward County MPO Complete Streets, which is a collaborative effort to coordinate transportation and quality of life investments and programs between broad group of governments, advocacy groups and community leaders.

The Complete Streets Guidelines were approved by the MPO Board on July 12, 2012. The manual provides a “playbook” to guide decision decisions related to street design. The Broward Complete Streets Guidelines manual is based on complete streets principles that aim to design streets for people of all ages and physical abilities and accommodate all travel modes.

The Broward Complete Streets Guidelines manual offers another way to design streets and provides guidance for those municipalities that decide to adopt these principles. The result will be more livable neighborhoods with healthier residents due to opportunities for increasing social capital (by interacting more regularly with neighbors) and for active transportation (walking, bicycling, and accessing public transportation).

Additionally, the manual was designed as a template to be adopted by local governments in Broward County that want to replace their currently adopted street design manuals, or to adopt a street design manual if one is not currently adopted.

By adopting Complete Streets Guidelines, a City can provide official design guidance for street design projects, developers and other groups that are involved with infrastructure changes. The guidelines can support decision-making that is line with the goals and values of the City.

Exhibit 9 Florida Pedestrian and Bicycle Strategic Safety Plan (PBSSP) (2013)

Summary

The Florida Strategic Highway Safety Plan (SHSP) was developed to provide a comprehensive framework for reducing traffic fatalities and serious injuries on all public roads. The Florida Pedestrian and Bicycle Strategic Safety Plan (PBSSP) is intended to supplement and expand the SHSP by providing more detailed objectives and strategies to improve pedestrian and bicycle safety in Florida. The February 2013 report states that Florida represented six percent of the U.S. population in 2011, but accounted for 11 percent of all U.S. pedestrian fatalities and 17.4 percent of all U.S. bicycle fatalities. According to the “Dangerous by Design 2014” report published by Smart Growth America and the National Complete Streets Coalition, Florida has the top four metropolitan areas on the list of most dangerous large metro areas for walking in the U.S., with nearby Miami-Fort Lauderdale-Pompano Beach coming in at number four. The purpose of the PBSSP is to focus funding and resources on the areas that have the greatest opportunity to reduce pedestrian and bicycle fatalities, injuries, and crashes. The PBSSP is designed to provide a comprehensive strategy to address pedestrian and bicycle safety issues by identifying goals, objectives, tasks, and performance measures for key program areas.

According to the Florida DHSMV Traffic Crash Statistics Report, Broward County had the second highest number of pedestrian fatalities and injuries for 2007-2011. The plan identifies and analyzes key crash data for pedestrian and bicycle crash characteristics such as the injury severity, victim age, residence, location, time of occurrence, alcohol, and pedestrian action. The PBSSP is divided into ten areas with each area noting specific goals, policies, and objectives. The ten areas are as follows: Vision; Mission; Goal; Emphasis Area; Data, Analysis, and Evaluation; Driver Education and Licensing; Highway and Traffic Engineering; Law Enforcement and Emergency Services; Communication Program; and Outreach Program.

The vision of the plan is to “Provide a safe transportation system where people of all ages and abilities can walk, bike, utilize transit, and travel by automobile safely and comfortably in a pedestrian and bicycle friendly environment”. All of the stated goals, policies, and objectives remain consistent with the vision of the PBSSP.

Exhibit 10 Florida Greenways and Trails System Plan 2013-2017

Summary

The *Florida Greenways and Trails System (FGTS) Plan* is a document produced to discuss the means and procedures for establishing and expanding a statewide system of greenways and trails. The current plan covers the goals and objectives from 2013-2017. Sunrise can work with Broward County and other partners to ensure the trails in the City connect to the larger state-wide greenway and trails network. The plan outlines a new vision for the Florida Greenways and Trails System comprised of four main goals:

Goal 1: *Identify and prioritize trails and greenways to facilitate completion of the FGTS.*

Goal 2: *Direct resources and programs to establish and connect the FGTS.*

Goal 3: *Promote and communicate information about greenways and trails to advance the FGTS.*

Goal 4: *Link and support complimentary programs, planning and partnership efforts to coordinate the FGTS.*

Goal 1 – Identify and Prioritize Trails and Greenways

One of the main goals of this plan is to identify the portions of the greenway that would have the greatest impact towards completing and connecting the FGTS and make those projects a priority. Florida recognizes that creating a complete network of trails and greenways not only improves the wellness and quality of life for residents, it also has strong economic value. The report contains a number of statistics that show the economic benefit that trail systems have on the community. In order to identify the trail connections with the highest priority, the FGTS project team created several Trail Opportunity maps that help them see where land trails, blue trails (paddling trails), greenways, and conservation land come together. These maps were used to create the Priority Trails Map and Critical Linkage Map. The Priority Trails Map accounts for the most important corridors

and connections within the FGTS Land Trails and Paddling Trails. Opportunity Maps, in short, make sure that new connections provide the best access to the most users, work upon existing planned trails and greenways, and provide connections to widest range of experiences. The Critical Linkages Map shows the most important components within the Ecological Greenways Opportunity Map that would help in completing a statewide network of conservation lands. The FGTS has also created a Priority Trails Gap map that consists of all of the acquired and undeveloped land within the priority trails map. The gaps map will help guide where connections are missing and where unprotected land will need to be acquired for future expansion.

Goal 2 – Direct Resources and Programs

The second goal of the FGTS is to direct resources and programs to establish and connect the FGTS. In order to keep a program of this size and nature running, it requires a mass effort of coordination, cooperation, and planning. To do this, it is essential to make available technical and planning assistance and resources to all communities, municipalities, organizations, and individuals for use on the FGTS projects and plans. The Office of Greenways and Trails (OGT) will assist in providing this information and resources. OGT will emphasize assistance on plans and projects that advance and complete the FGTS priorities. OGT will make resources available over the Internet and create an online forum to showcase cutting edge projects and best practices and provide training and the latest news regarding the Florida Greenways and Trails. OGT will coordinate with Florida Greenways and Trails Council to provide trail standards and guidelines for communities and agencies.

Other objectives that are identified by the FGTS plan under this goal are Funding and Acquisition. Funding is an important resource and most critical to the success of any project. Funding is necessary for acquisition, development, management, and promotion. The strategy of the FGTS is to coordinate and direct funding to facilitate implementation of the FGTS vision with emphasis on priorities. Their objective is to compile a series of tools to help them source alternate funding and to streamline and manage costing based on historic case studies. Funding is needed for acquisition, which is important in order to advance the development of the FGTS priorities. The strategy of the FGTS plan is to acquire properties that will work towards closing the gaps and completing the corridors in the FGTS. With proper funding and land acquisitions, the FGTS will be able to move forward in promoting development and designation of trails and greenways that will help fulfill the completion of the FGTS priorities.

Goal 3 – Promote and Communicate

The third goal of the FGTS is to promote and communicate information about greenways and trails to advance the FGTS. It is very important to advertise and promote the greenways system to the public in order to make them aware that it exists. Letting them know where it is, how to access it, and the activities that are available will encourage use and the FGTS success. The more the public knows about the trail and greenways system, the more they will understand how it benefits them and why the State is investing so much into it and, in turn, build public support of the FGTS. It is also important to promote and communicate to potential partners of the FGTS. These partners could include municipalities, land owners, and other businesses that can make a larger impact on the success of FGTS development once they come to understand the purpose and benefits that it will have to them and the communities.

Goal 4 – Link and Support Complimentary Efforts

The fourth goal of the FGTS is to help link and support complimentary programs, planning, and partnership efforts to coordinate the FGTS. Coordinating FGTS goals with the goals and objectives of other community and federal programs will help strengthen the success and development of the FGTS through combined efforts. One of these avenues is through the economic development and tourism category, through which towns and businesses have seen the economic benefit of spreading greenways and trails through their community. The economic impacts are not only fueled by residents but also by visitors to Florida. This sparks participation from Florida's tourism efforts and brings more awareness at the state and national level. The FGTS also supports the goals and objectives of many other programs that are involved in efforts of transportation, recreation, conservation, community and regional planning, and the health and well-being of Florida Residents. Meeting similar goals with these programs will make them an ally to build more support for the FGTS and in turn benefit each other.

In closing, from these goals and many other accomplishments, this plan provides a new framework from which to advance the FGTS. Among the plan's highlights are:

- The establishment of clear priorities for coordinating, directing and focusing resources.
- A new framework for systematically “closing gaps” and connecting priority corridors within the FGTS to establish a fully connected and integrated statewide trail network.
- Clear linkages between this plan and complementary state planning efforts that the FGTS helps to advance as follows:
 1. Economic Development – Florida Five Year Strategic Plan for Economic Development
 2. Tourism – VISIT FLORIDA Marketing Plan (visitflorida.com/Trails)
 3. Health – Florida State Health Improvement Plan (SHIP)
 4. Transportation – Florida Transportation Plan (FTP) 2060
 5. Recreation – Florida Statewide Comprehensive Outdoor Recreation Plan (SCORP)
 6. Conservation – Cooperative Conservation Blueprint & Wildlife Action Plan

The plan's goals, strategies, and objectives provide a comprehensive approach to identify, prioritize, establish, connect, promote, and coordinate the FGTS.

BASE DATA AND INVENTORY

Appendix B

Craven Thompson and Alta Planning (CTA/APD) collected existing data and recent data updates from city staff or other appropriate entities to inventory in preparing base maps. Our team will create inventory maps that depict current parks, open space, sidewalks, greenways, and trails throughout the study area. The data inventoried included GIS mapping, aerial photography, zoning, land use, rights-of-way, easements, topography, waterways, parks, schools, major commercial centers, destinations, transit stops, parking opportunities, bike lanes, sidewalks, waterway accesses, utility corridors, and potential environmental issues. Other critical information was collected including area bicycle/pedestrian projects that are planned, proposed, currently underway, or recently completed, along with ongoing infrastructure projects that may include opportunities for the integration of bicycle and pedestrian trails or greenways.

The CTA/APD Team created the following inventory maps from the data gathered:

Exhibit 11 • Study Area Base Map

Exhibit 12 • 2009 Average Annual Daily Traffic Counts

Exhibit 13 • Broward MPO Bicycle Suitability Map

Exhibit 14 • Pedestrian and Bicycle Crash Locations

Exhibit 15 • Bicycle Crash Densities

Exhibit 16 • Bicycle Network Gaps

Exhibit 17 • Existing Bicycle Infrastructure

Exhibit 18 • Existing Pedestrian Infrastructure

Exhibit 19 • Pedestrian Crash Densities

Exhibit 20 • Pedestrian Network Gaps

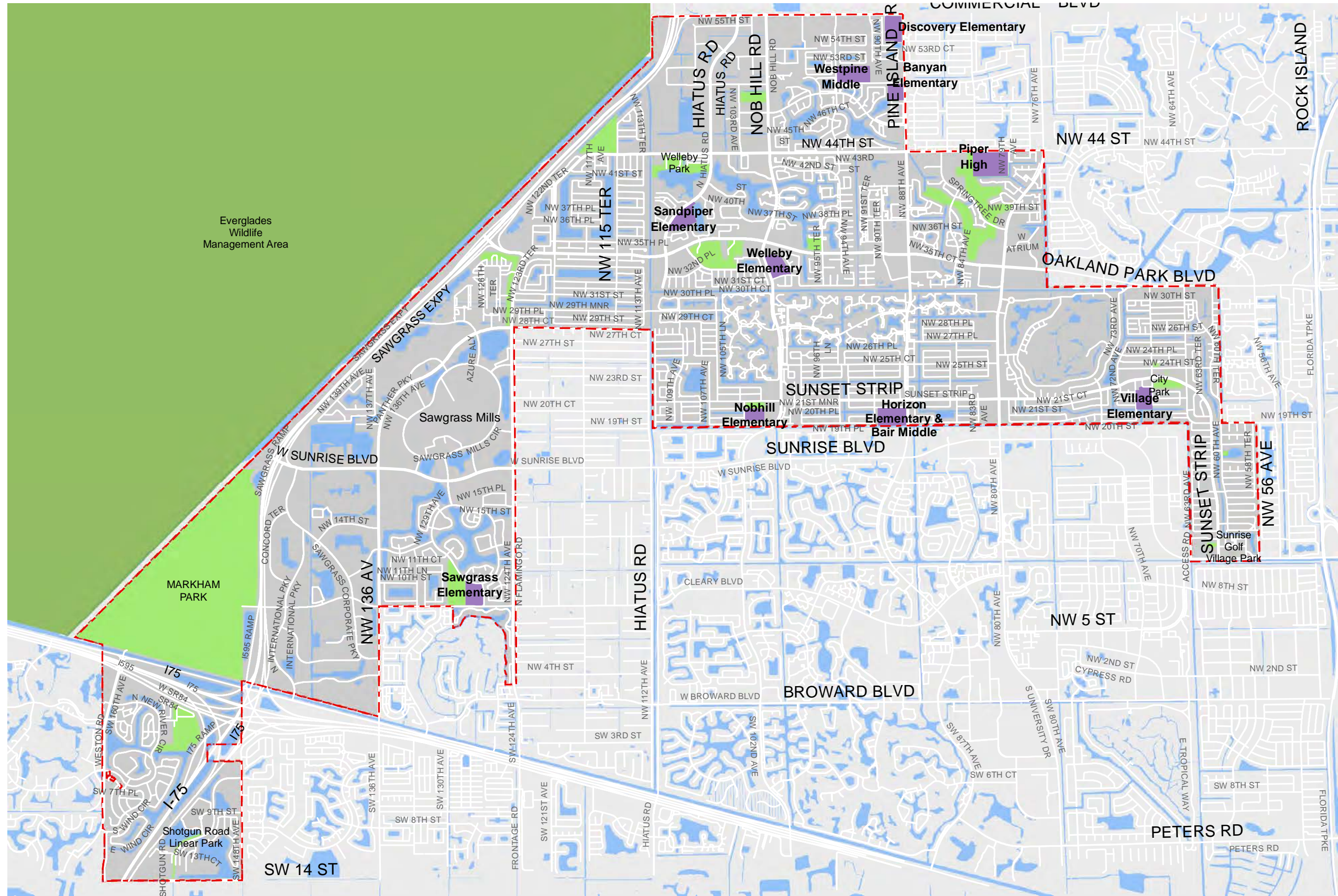


Exhibit 11

Study Area Base Map

City of Sunrise Bicycle, Pedestrian, and Trails Master Plan

Data Sources: Broward MPO, Broward County, City of Sunrise

October 2014

- Schools
- Parks
- Water Features
- Sunrise City Limits
- Broward County Urban Limits



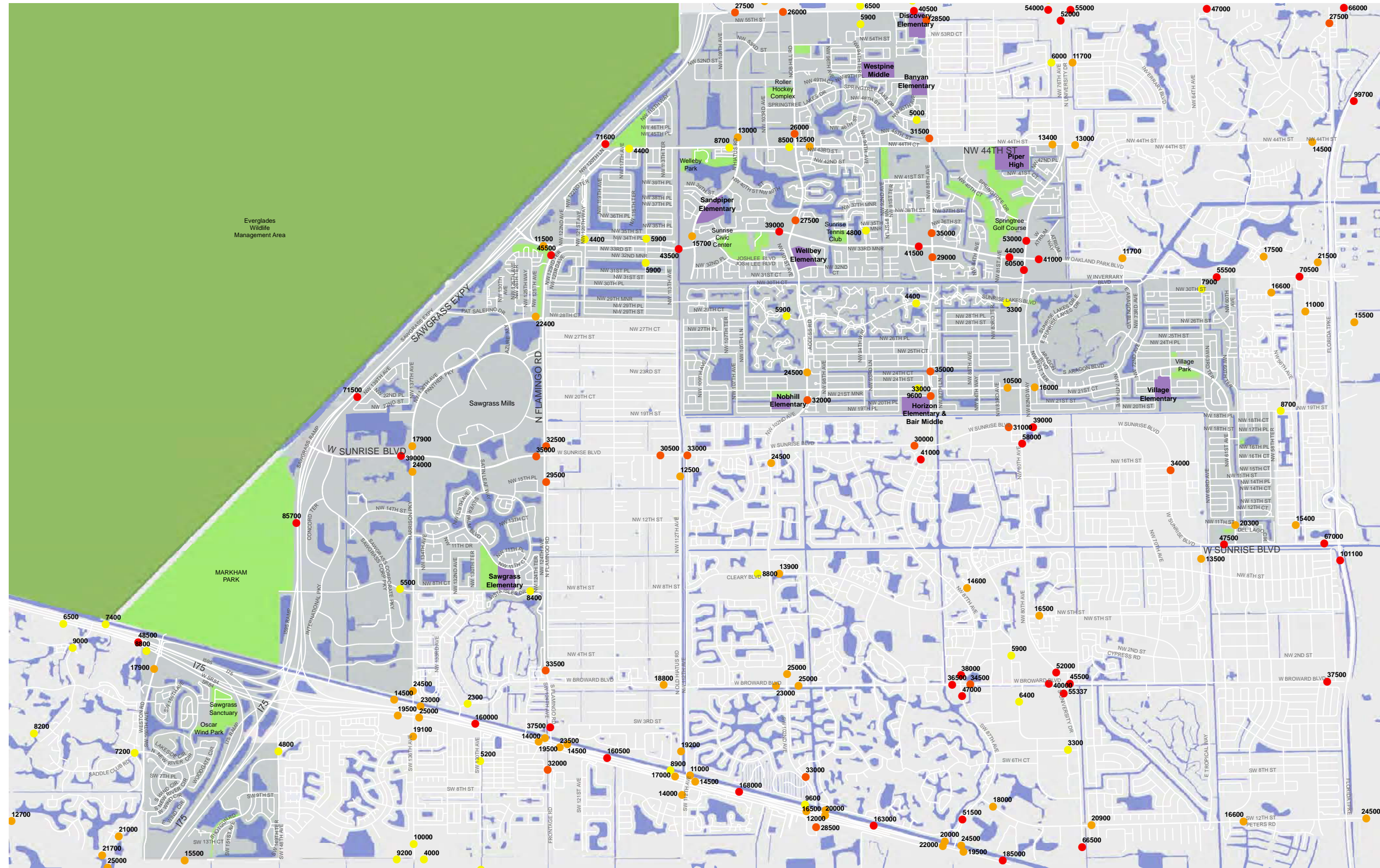


Exhibit 12

2009 Average Annual Daily Traffic Counts

City of Sunrise Bicycle, Pedestrian, and Trails Master Plan

Data Sources: Broward MPQ, Broward County, City of Sunrise (June 2014)

2009 "ADTVol"

- 0 - 10,000
- 10,001 - 25,000
- 25,001 - 35,000
- 35,001+

- Schools
- Parks
- Water Features

- Everglades Wildlife Management Area
- Sunrise City Limits
- Broward County Urban Limits

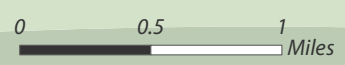
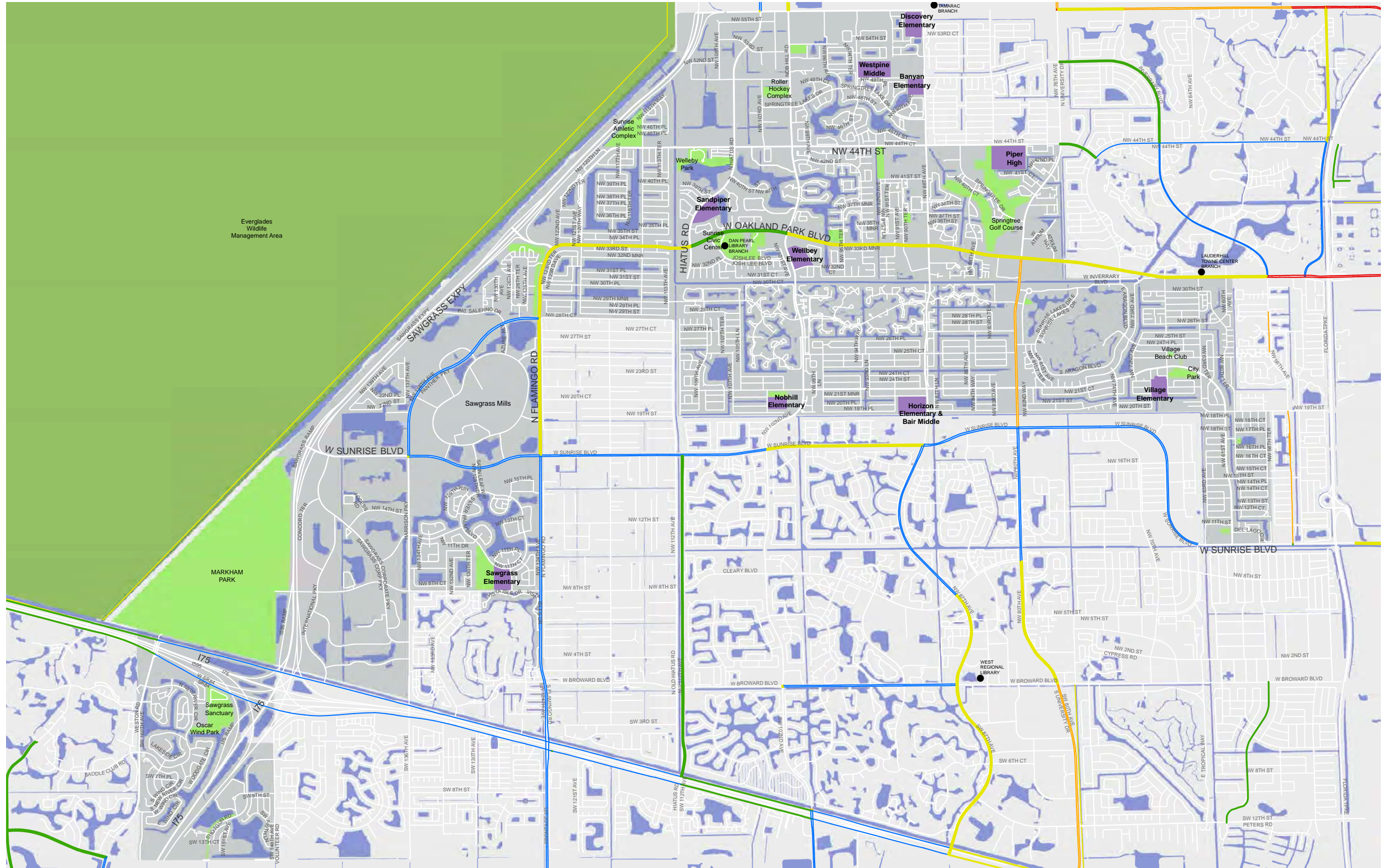


Exhibit 13



Broward MPO Bicycle Suitability Map

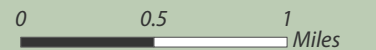
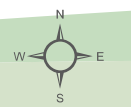
City of Sunrise Bicycle, Pedestrian, and Trails Master Plan

Data Sources: Broward MPO, Broward County, City of Sunrise (June 2014)

- Least Amount (0-2.5)
- Low to Moderate (2.51-3.5)
- Moderate to High (3.51-5)
- High to Extremely High (5.1-6)
- Extremely High (6.01+)

- Schools
- Parks
- Water Features

- Everglades Wildlife Management Area
- Sunrise City Limits
- Broward County Urban Limits



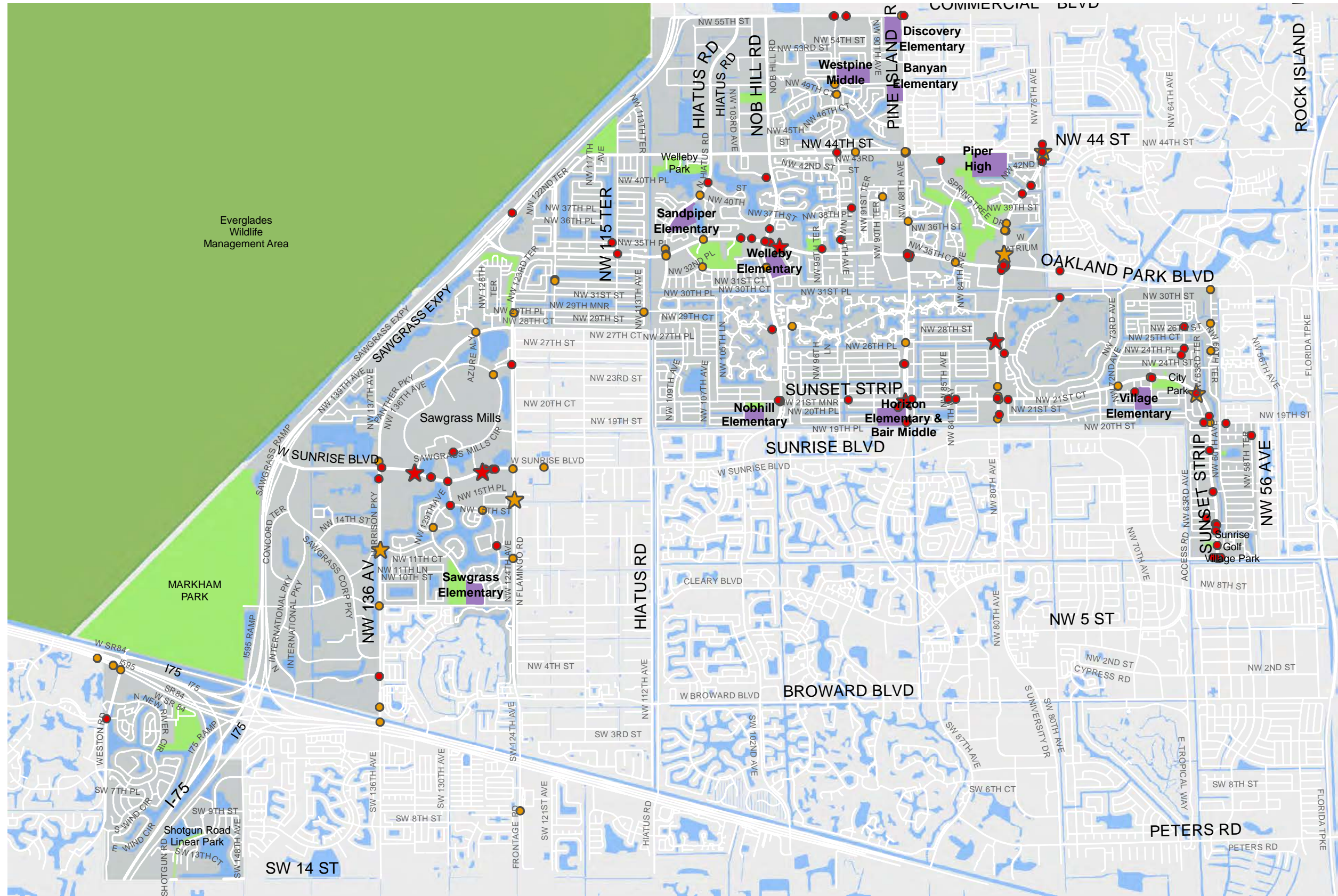


Exhibit 14

Pedestrian and Bicycle Crashes

City of Sunrise Bicycle, Pedestrian, and Trails Master Plan

Data Sources: Broward MPO, Broward County, City of Sunrise
October 2014

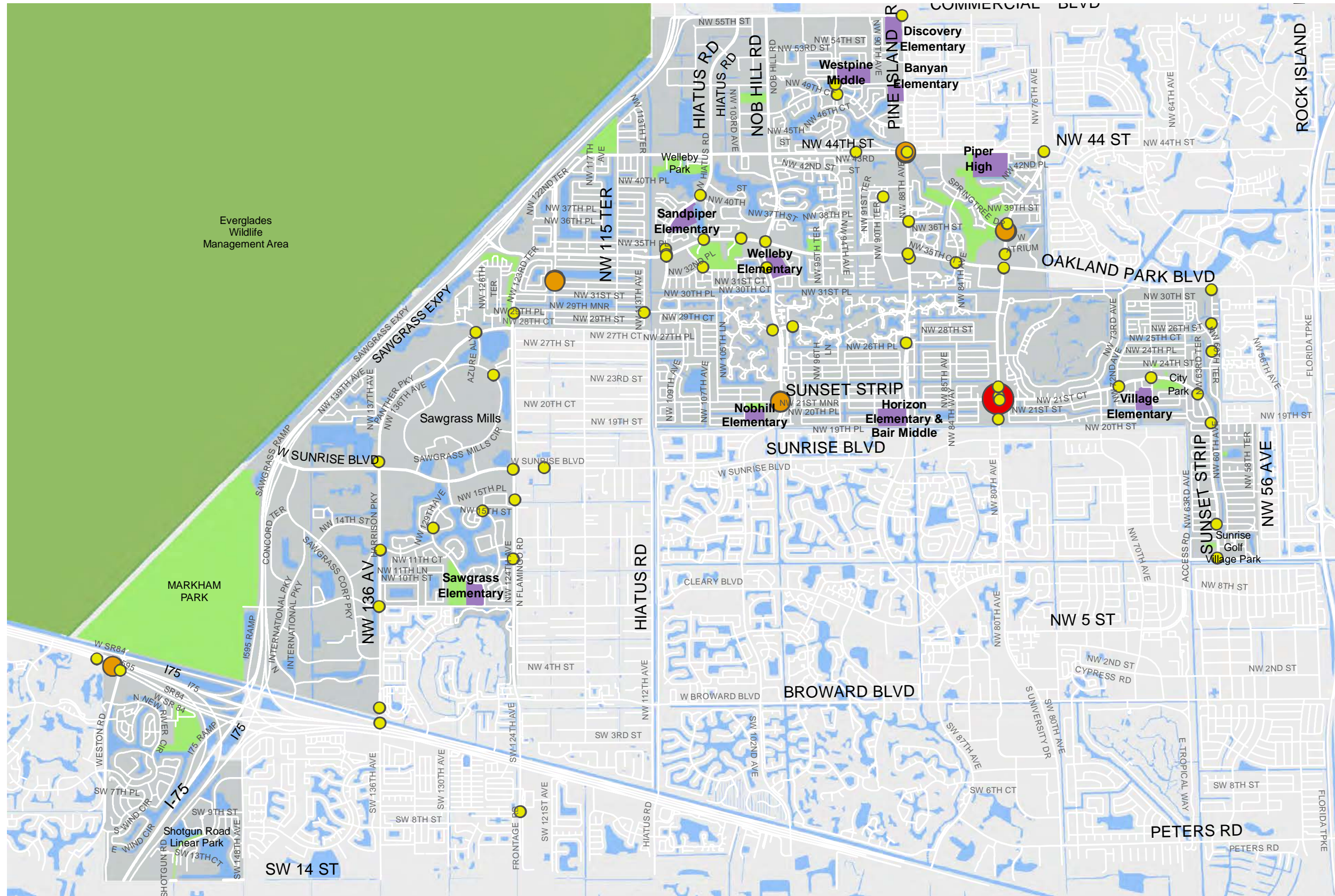
Crash Severity

- Non-Fatal Ped Crash
- Non-Fatal Bike Crash
- ★ Pedestrian Fatality
- ★ Bicyclist Fatality

- Schools
- Parks
- Water Features
- Sunrise City Limits
- Broward County Urban Limits



Exhibit 15



Bicycle Crash Densities

City of Sunrise Bicycle, Pedestrian, and Trails Master Plan

Data Sources: Broward MPO, Broward County, City of Sunrise
October 2014

Bicycle Crash Density



Schools

Parks

Water Features

Sunrise City Limits

Broward County Urban Limits





Exhibit 16

Bicycle Network Gaps

City of Sunrise Bicycle, Pedestrian, and Trails Master Plan

Data Sources: Broward MPO, Broward County, City of Sunrise (June 2014)

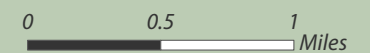
Gap Analysis

- Area Gap
- Spot Gap

- Proposed Bikeway Projects
- Existing Multi-Purpose Path
- Existing Bike Lane

- Schools
- Proposed_Parks
- Water Features

- Everglades Wildlife Management Area
- Sunrise City Limits
- Broward County Urban Limits



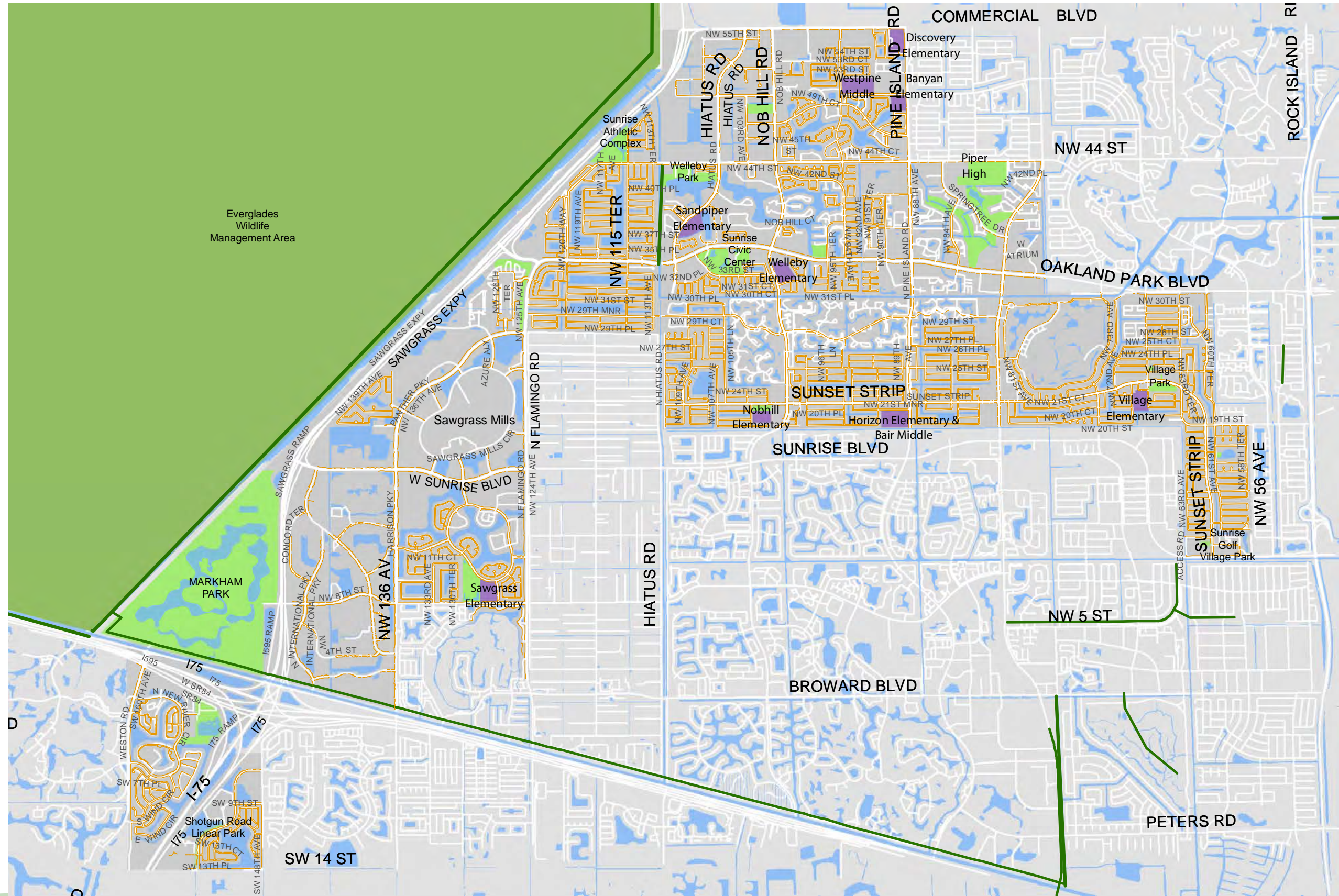


Exhibit 18

Existing Pedestrian Infrastructure City of Sunrise Bicycle, Pedestrian, and Trails Master Plan

Data Sources: Broward MPO, Broward County, City of Sunrise

October 2014

- Existing Sidewalks
- Existing Multi-Purpose Path
- Parks
- Schools
- Water Features
- Sunrise City Limits
- Broward County Urban Limits

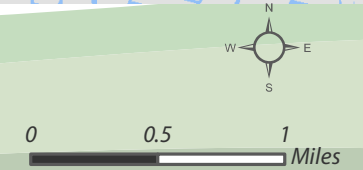
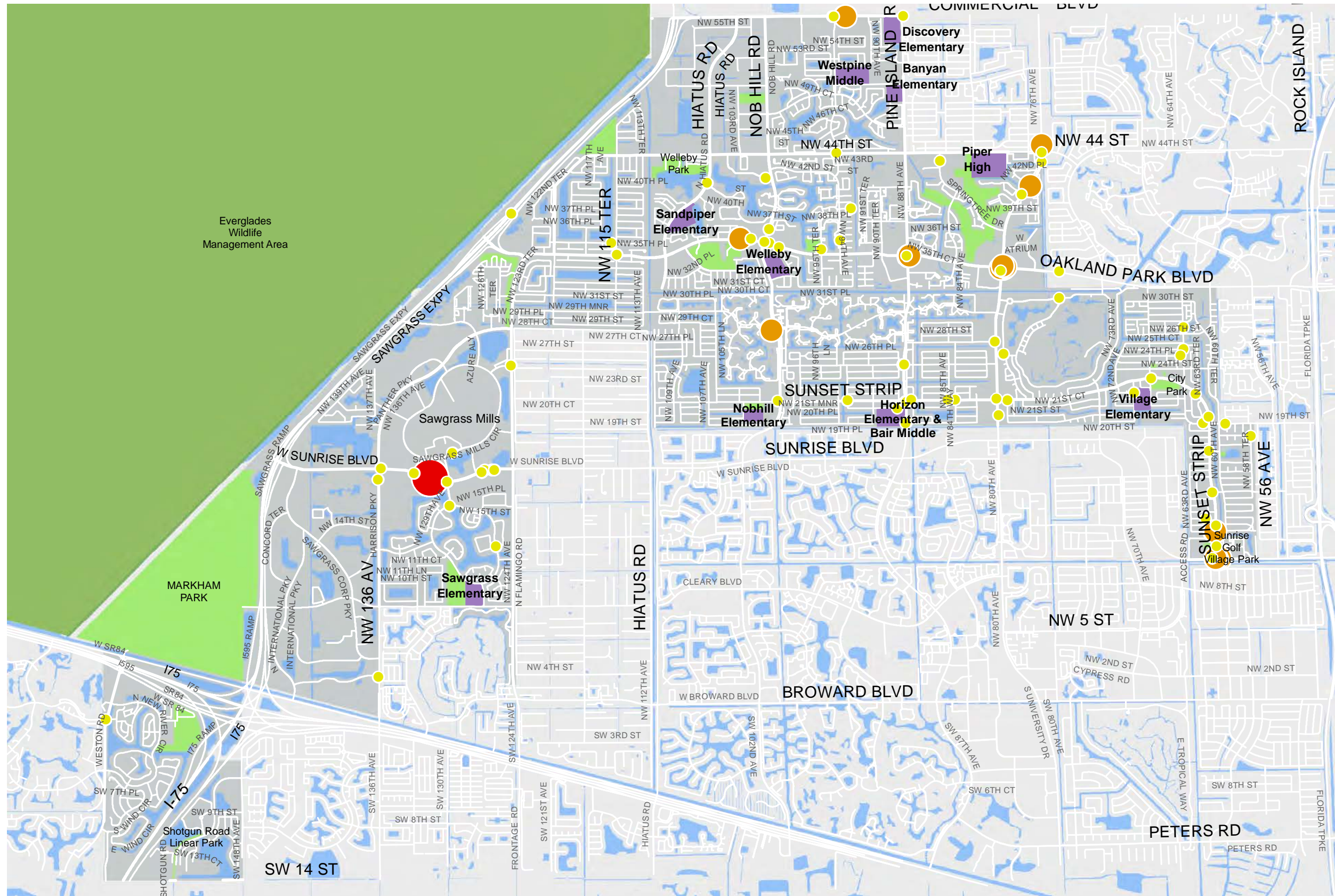


Exhibit 19

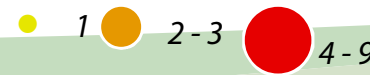


Pedestrian Crash Densities

City of Sunrise Bicycle, Pedestrian, and Trails Master Plan

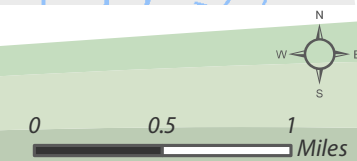
Data Sources: Broward MPO, Broward County, City of Sunrise (June 2014)

Pedestrian Crash Density



- Schools
- Parks

- Water Features
- Sunrise City Limits
- Broward County Urban Limits



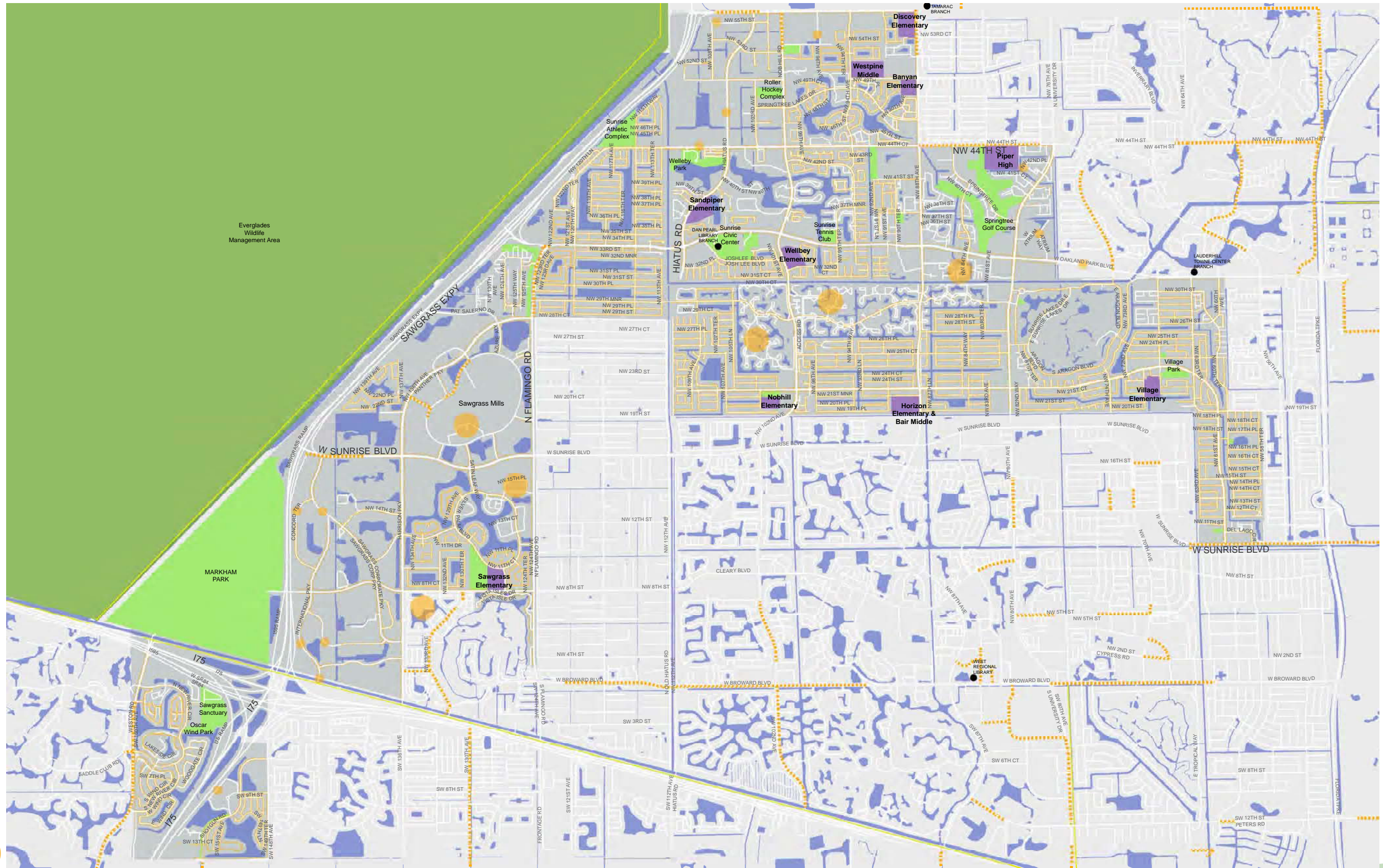


Exhibit 20

Pedestrian Network Gaps

City of Sunrise Bicycle, Pedestrian, and Trails Master Plan

Data Sources: Broward MPO, Broward County, City of Sunrise (June 2014)

Gap Analysis

- Area Gap
- Spot Gap

- Proposed Sidewalks
- Existing Sidewalks
- Existing Multi-Purpose Paths

Schools

- Schools
- Parks
- Water Features

Everglades Wildlife Management Area

- Sunrise City Limits
- Broward County Urban Limits



0 0.5 1 Miles