

## OVERVIEW

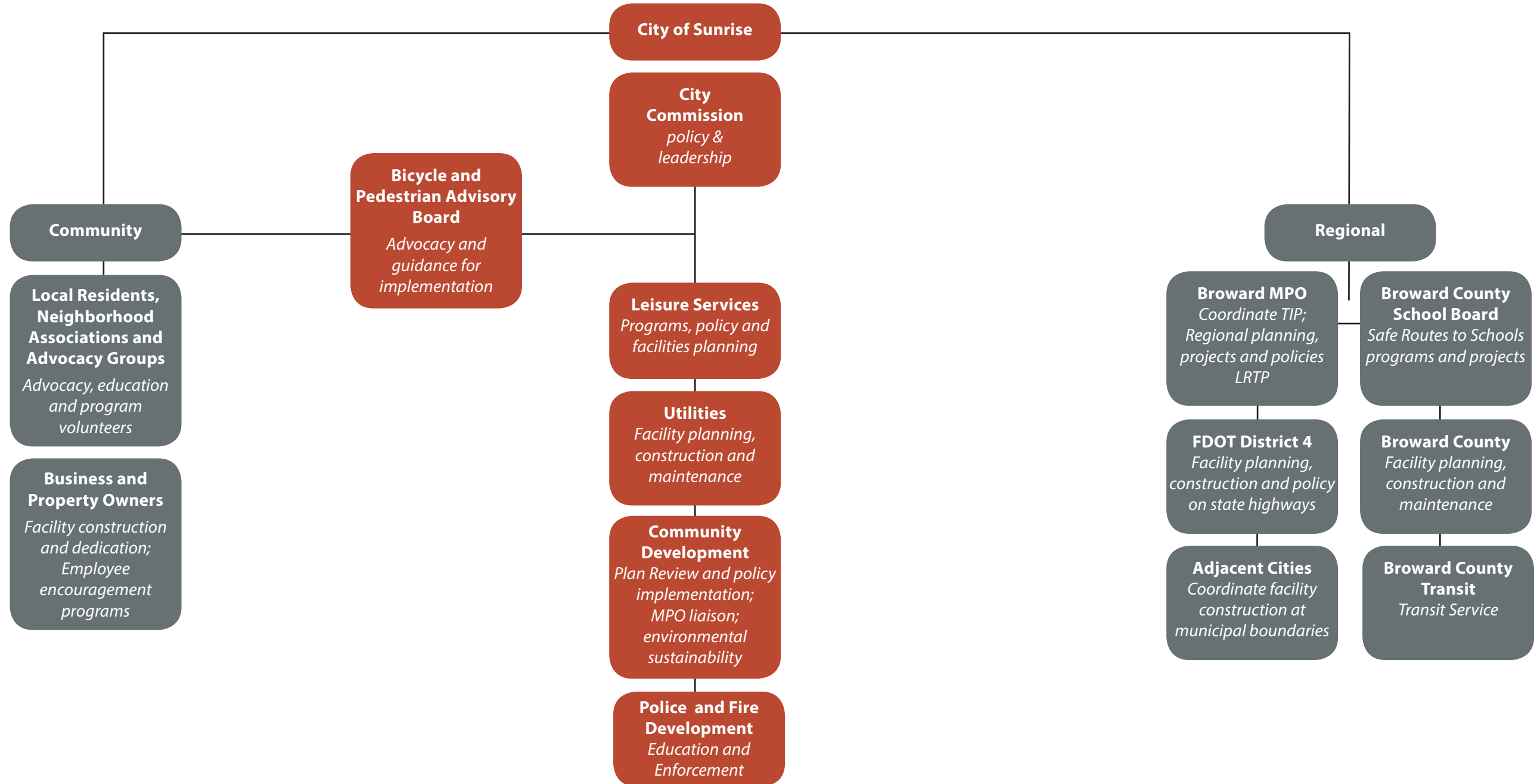
This chapter defines a structure for managing the implementation of the City of Sunrise Greenways, Bicycle and Pedestrian Master Plan. Implementing the recommendations within this plan will require leadership and dedication to bicycle and pedestrian facility development on the part of a variety of agencies. Equally critical, and perhaps more challenging, will be meeting the need for a recurring source of revenue. Even small amounts of local funding could be very useful and beneficial when matched with outside sources. Most importantly, the City need not accomplish the recommendations of this plan by acting alone; success will be realized through collaboration with regional and state agencies, the private sector, and non-profit organizations.

Given the constant change in funding availability at local, state and federal levels, it is difficult to know what financial resources will be available at different time frames during the implementation of this plan. However, there are still important actions to take in advance of major investments, including key organizational steps, the initiation of education and safety programs, and the development of strategic, lower-cost infrastructure improvements. Following through on these priorities will allow the key stakeholders to prepare for the development of larger walkway or bikeway projects over time, while taking advantage of strategic opportunities as they arise.



# ROLES FOR IMPLEMENTATION

## Roles & Responsibilities



# ACTION STEPS

Task	Lead Agency	Support	Details	Phase
<b>Policy Action Steps</b>				
Adopt This Plan	City Commission	Leisure Services Department	TBD	TBD
Coordinate Development Plans	Community Development Department	Leisure Services Department/Utilities Department	TBD	TBD
Seek Multiple Funding Sources and Facility Development Options	Community Development Department/Leisure Services	Broward County MPO	TBD	TBD
<b>Program Action Steps</b>				
Designate Staff	Leisure Services Department	Community Development Department	TBD	TBD
Become designated as a Bicycle Friendly and Walk Friendly Community	Leisure Services Department	Community Development Department/BPAB	TBD	TBD
Communication and Outreach	Leisure Services Department	Community Development Department/BPAB	TBD	TBD
Establish Evaluation and Reporting Program	Leisure Services Department	Community Development Department/BPAB	TBD	TBD
Begin annual Meeting with Key Project Partners	Community Development Department	Leisure Services Department	TBD	TBD
Improve Existing Programs and Launch New Programs	Leisure Services Department	Community Development Department/BPAB	TBD	TBD
Provide Enforcement and Education Training for Public Safety Officials	Police and Fire Departments	Leisure Services Department/BPAB	TBD	TBD
<b>Infrastructure Action Steps</b>				
Identify Funding	Leisure Services Department	Community Development Department/BPAB	TBD	TBD
Complete Short-Term Priority Projects	Leisure Services Department	Community Development Department/Utilities Department	TBD	TBD

**Note:**

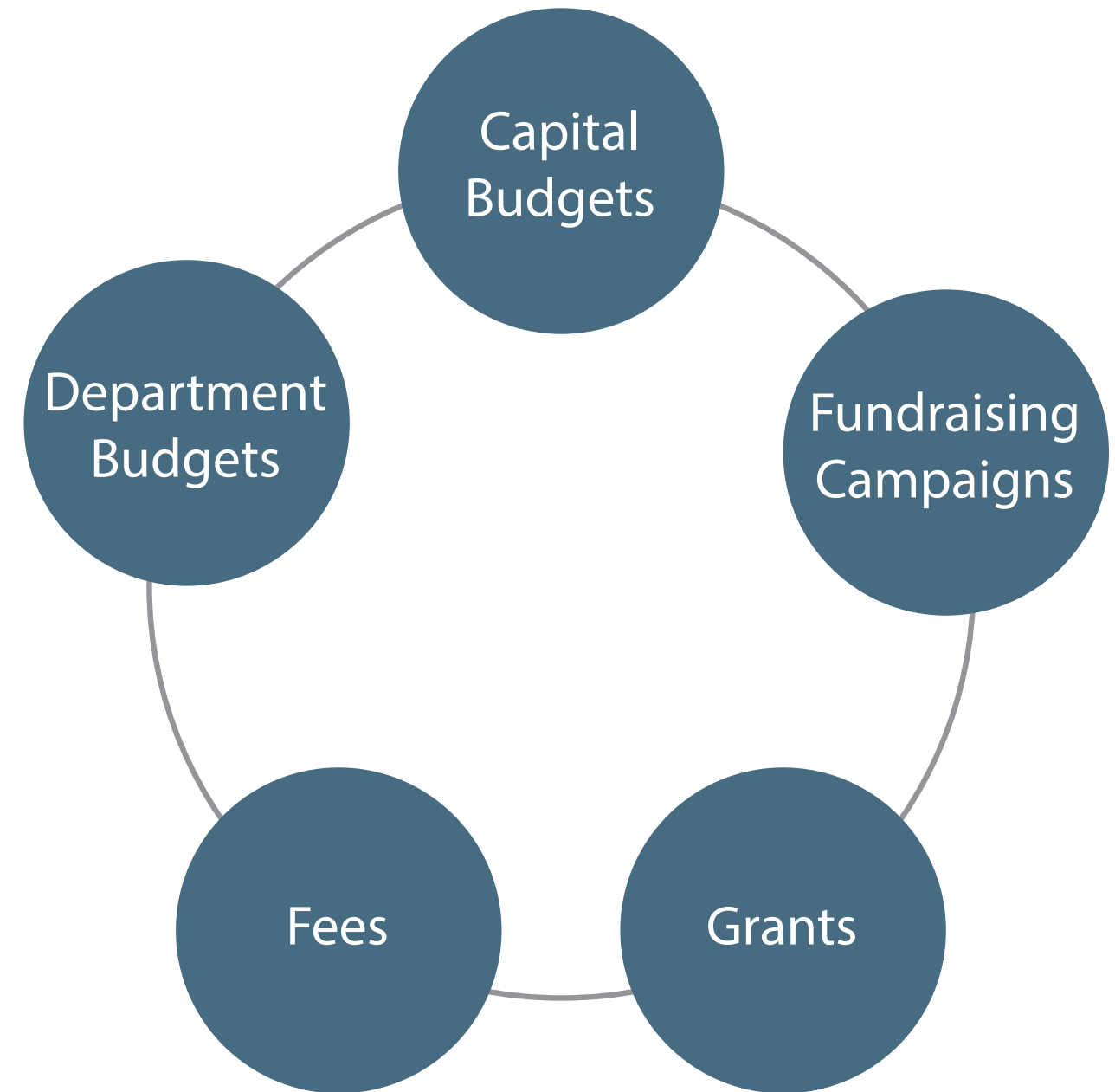
*Details and programming will be provided after draft plan is presented.*

## FUNDING STRATEGIES

In order to achieve the goals of this plan, the City of Sunrise will need to fund improvements from a variety of funding sources and partners. Sunrise will need to be opportunistic and consistent in sourcing funding for this plan. Particularly when dealing with Federal funding for transportation projects, the planning and construction process can take years.

Five primary sources of funding make up the core funding strategy for this plan:

- **Capital Budgets** - The City can use the concepts and policies presented in this plan to implement this plan through regularly scheduled capital projects, such as streetscape projects, street resurfacing or new public or private property construction.
- **Department Budgets** - Departments like Leisure Services or Utilities can use their maintenance resources and staff to support programs and infrastructure maintenance.
- **Fees** - User fees or development impact fees provide an opportunity to generate revenue to fund infrastructure projects, such as sidewalk construction, and programs, such as bicycle education classes.
- **Grants** - Competitive grants through public agencies or through private or non-profit foundations can generate additional resources for projects and programs.
- **Fundraising Campaigns** – Fundraising through neighborhood groups, advocacy groups or even crowd funding can help generate additional resources for projects and programs.



# CITY OF SUNRISE PROJECTS PREVIOUSLY PROGRAMMED IN TIP AS PART OF TRANSFORMATION 2035

## Coordinate Federally-Funded Transportation Projects with Broward County MPO

The Broward County Metropolitan Planning Organization (MPO) is the agency tasked with distributing and coordinating federal and state funds for regional transportation projects. They are responsible for coordinating and managing planning initiatives and policies associated with federal and state funds.

One of the key responsibilities of the MPO is managing the Long Range Transportation Plan, or LRTP, for Broward County. The LRTP outlines the regional transportation goals and policies for Broward County and helps guide decision making about spending federal and state transportation funds. The LRTP currently being developed is referred to as Commitment 2040

Supporting the LRTP is the Transportation Improvement Program (TIP). The TIP is a short-range plan used to allocate funds for transportation projects being funded with federal or state funds that the MPO receives. The TIP is updated annually and is where local jurisdictions program their projects to receive federal or state funds for implementation.

The City of Sunrise has several projects already programmed in the TIP. Some are already programmed to receive construction funding while others are earlier in the planning phase or may not have received funding for project. The City of Sunrise should use this master plan to prioritize projects and identify those that should receive federal funding because of their scope, regional connectivity, cost or other factors that would support implementing a project with federal or state funds.

Additionally, project selection for the TIP is a competitive and collaborative process through the MPO. Cities that can document and show why a project is being selected, and that it is supported locally through adopted planning studies such as this master plan, can increase the competitiveness of their projects. This plan should be used to identify, program and implement projects through the TIP process administered by the Broward County MPO.

Project ID	TRANS-FORMATION 2035 Project No.	PROJECT INFORMATION							
		Facility	Type	Description	Implementing Agency	Maintenance Agency	To	From	Length (miles)
900	167	NW 44th Street	Bicycle		Multiple Municipalities	Multiple Municipalities	Pine Island Road	University Drive	1
760	168	Pine Island Road	Bicycle		Broward County	Broward County	NW 44th Street	Sunrise Boulevard	2.2
707	169	Sunset Strip	Bicycle	Bike Lanes	FDOT	FDOT	Nob Hill Road	NW 64th Avenue	3
561	197	Sawgrass Mills Circle	Pedestrian	Sidewalks	Sunrise	Sunrise	Orange Grove Lane	Just south of Orange Grove Lane	3.2
599	198	Flamingo Road	Pedestrian	Sidewalks	Sunrise	Sunrise	Oakland Park Boulevard	Panther Parkway	0.6
564	221	Pine Island Road	Pedestrian		Broward County	Broward County	Commercial Boulevard	NW 52nd Street	0.4
523	222	NW 44th Street	Pedestrian	Sidewalks	Sunrise	Sunrise	Pine Island Road	University Drive	0.9
445	232	West Sunrise Boulevard	Pedestrian		FDOT	FDOT	NW 65th Avenue	Florida's Turnpike	1.1
953	257	Pine Island Road	Bicycle		Broward County	Broward County	McNab Road	NW 44th Street	2
938	260	NW 44th Street	Bicycle	Bike Lanes	Sunrise	Sunrise	Hiatus Road	Pine Island Road	1.4
940	262	Hiatus Road	Bicycle	Bike Lanes	Sunrise	Sunrise	Commercial Boulevard	NW 44th Street	1.1
777	284	SW 14th Street/ Indian Trace	Bicycle		Multiple Municipalities	Multiple Municipalities	Weston Road	SW 136th Avenue	2.3
915	285	Weston Road	Bicycle		Multiple Municipalities	Multiple Municipalities	State Road 84	Indian Trace	1.7
954	286	Saddle Club Road	Bicycle		Multiple Municipalities	Multiple Municipalities	Just west of Lakeview Drive	Weston Road	1.7
604	330	Nob Hill Road	Pedestrian		Broward County	Broward County	Commercial Boulevard	NW 53rd Street	0.3
949	334	NW 120th Way- NW 44th Street Connector	Bicycle	Bike Lanes	Sunrise	Sunrise	Oakland Park Boulevard	Hiatus Road	1.7
10021	N/A	NW 136th Ave & Sunrise Blvd	Transit	Gateway Hub	BTC	BTC			
10048	N/A	Sawgrass International Corp. Park	Transit	Anchor Hub	BTC	BTC			
10065	N/A	I-595 & I-75	Transit	Community Hub	BTC	BTC			
10072	N/A	University Dr & Oakland Park Blvd	Transit	Anchor Hub	BTC	BTC			
10088	N/A	Oakland Park Blvd & Hiatus Rd	Transit	Community Hub	BTC	BTC			
10117	N/A	C-13 West	Pedestrian		Multiple Municipalities	Multiple Municipalities	C-42 Canal	Florida's Turnpike	4.9
10174	N/A	Sunset Strip	Pedestrian		Multiple Municipalities	Multiple Municipalities	Sunrise Blvd	Hiatus Road	5.5

## KEY ACTION STEPS

Several key action steps are crucial to the success of future facility development. These steps will legitimize the recommendations found in this plan and support policy decision-making necessary to carry out those recommendations.

### 1. Adopt This Plan

Before any other action takes place, the City of Sunrise should adopt this plan. This should be considered the first step in implementation. Through adoption of this plan, Sunrise will be better able to shape transportation and development decisions so that they fit with the goals of this plan. Most importantly, having an adopted plan is extremely helpful in securing funding from state, federal, and private agencies. Adopting this plan does not commit the City of Sunrise to dedicate or allocate funds, but rather indicates intent to implement this plan over time.

### 2. Coordinate Development Plans

The City of Sunrise should ensure that adopted walkways, bikeways, trails and walking and biking support infrastructure recommendations from this plan are included in future residential and commercial developments that connect with such proposed facilities.

### 3. Seek Multiple Funding Sources and Facility Development Options

Multiple approaches should be taken to support bicycle and pedestrian facility development and programming. It is important to secure the funding necessary to undertake priority projects but also to develop a long-term funding strategy to allow continued development of the overall system. Dedicated local funding sources will be important for the implementation of this plan. Capital and local funds for pedestrian facilities and trail construction should be set aside every year, even if only for a small amount. Small amounts of local funding can be matched to outside funding sources or could be used to enhance federally-funded projects with pedestrian features that may otherwise not be budgeted for by the state. A variety of local, state, and federal options and sources exist and should be pursued.

A priority action is to immediately evaluate the recommendations against transportation projects that are currently programmed in the Broward County MPO Transportation Improvement Program (TIP) to see where projects overlap, compliment, or conflict with each other. The City should also evaluate which of the proposed projects could be added to future TIP updates.



## PROGRAM ACTION STEPS

While policies provide a legal basis for on- and off-road facility development, the program recommendations included in the Recommendations chapter of this plan will build community support for the creation of new facilities and establish a strong bicycling and walking culture.

### 1. Designate Staff

Designate staff to oversee the implementation of this plan and the proper maintenance of the facilities that are developed. It is recommended that a combination of existing Leisure Services, Community Development, and Utilities Department staff oversee the day-to-day implementation of this plan. In many municipalities, a full-time bicycle and pedestrian coordinator covers this task, but in smaller cities, such as Sunrise, it makes more sense to fold these responsibilities into current staff responsibilities.

### 2. Become designated as a Bicycle Friendly and Walk Friendly Community

A goal for Sunrise should be to seek a “Walk Friendly Community” (WFC) designation from the UNC Highway Safety Research Center’s Pedestrian and Bicycle Information Center and “Bicycle Friendly Community” (BFC) designation from the League of American Bicyclists. The WFC and BFC campaigns are an awards program that recognizes municipalities that actively support pedestrian and bicycle activity and safety. A WFC and BFC provide safe accommodation for walking and biking and encourages its residents to walk and bike for transportation and recreation.

Becoming designated as a WFC or BFC signals to current residents, potential residents, and visitors that the town is a safe and welcoming place for individuals and families to live and recreate. The development and implementation of this plan is an essential first step toward becoming a WFC or BFC. With ongoing efforts and the short-term work program recommended here, the City should be in a position to apply for and receive WFC and BFC status within a few years.

**3. Communication and Outreach** – The BPAB should lead the effort to establish a communication campaign to celebrate successes as facilities are developed and otherwise raise awareness of the overall bicycle and pedestrian network and its benefits. A key first task of this group is to design and launch a one-stop website or page on the City’s website about walking and biking initiatives, programs and infrastructure in the City.

Many current and potential pedestrians and bicyclists do not know where to turn to find out about traffic laws, events, maps, tips, and groups. Developing a “Walk and Bike Central” site online provides information to a wide audience and encourages people to walk and bike. A one-stop site is not usually difficult to set up, but it will only be successful if the site is both easy to use and updated frequently. All site content should be reviewed regularly for accuracy. Walking groups, the bicycling community, and volunteer organizations interested in safety and health can assist in keeping the site up to date.

### 4. Establish Evaluation and Reporting Program

From the beginning, and continuously through the life of this plan, the BPAB should brainstorm specific benchmarks to track through a monitoring program to track progress towards achieving the goals of this plan and honor the implementation successes associated with this plan, such as completion of projects with public events and media coverage. The BPAB should also document annual progress by developing an annual report to document work towards achieving the goals and recommendations in this plan.

## 5. Begin Annual Meeting with Key Project Partners

Coordination between key project partners will establish a system of checks and balances, provide a level of accountability, and ensure that recommendations are implemented. This meeting should be organized by the designated City staff, and should include representatives from the Roles for Implementation chart shown on page 98. The purpose of the meeting should be to ensure that this Plan's recommendations are integrated with other transportation planning efforts in the region, as well as long-range and current land use planning, economic development planning, and environmental planning. Attendees should work together to identify and secure funding necessary to immediately begin the first year's work, and start working on a funding strategy that will allow the City to incrementally complete each of the suggested physical improvements, policy changes and programs over a 5-10 year period. A brief progress benchmark report should be a product of these meetings, and participants should reconfirm the plan's goals each year. The meetings could also occasionally feature special training sessions on pedestrian, bicycle and trail issues.

## 6. Improve Existing Programs and Launch New Programs

The program recommendations found in the Recommendations chapter provide a set of programmatic resources that will support the goals of this plan. The City should reference the recommendations to expand and improve upon existing programs, as well as to develop new programs that promote walking.

Through cooperation between the City, the BPAB, schools and groups such as walking and bicycling clubs, strong education, encouragement, and enforcement campaigns could also occur as new facilities are built. When an improvement has been made, the roadway environment has changed and proper interaction between motorists, bicyclists, and pedestrians is critical for the safety of all users. A campaign through local television, on-site enforcement, education events, and other methods will bring attention to the new facility, and educate, encourage, and enforce proper use and behavior. The Recommendations chapter provides program ideas to choose from, some of which are included in the action steps table at the beginning of this chapter.

## 7. Provide Enforcement and Education Training for Public Safety Officials

Public Safety Officers have many important responsibilities, including improving safety conditions and behaviors that impact pedestrians and bicyclists safety. The City of Sunrise Police and Fire-Rescue Departments have been aware of this planning process, and should be involved in implementation. In many cases, citizens are not fully aware of state and local laws related to bicyclists and pedestrians. Training on this topic can lead to additional education and enforcement programs that promote safety. Training for Sunrise public safety officers, as well as information and grant resources to support public safety education and enforcement campaigns, are available through local, state and federal programs and organizations.



## INFRASTRUCTURE IMPLEMENTATION STRATEGIES

While establishing the policies and programs described, Sunrise should move forward with the design and construction of priority projects. They should also work to identify funding for long-term, higher-cost projects.

### 1. Identify Funding

Achieving the vision defined within this plan will require, among other things, a stable and recurring source of funding. Communities across the country that have successfully engaged in pedestrian and bicycle programs have relied on multiple funding sources to achieve their goals. No single source of funding will meet the recommendations identified in this plan. Instead, stakeholders will need to work cooperatively with municipality, state, and federal partners to generate funds sufficient to implement the program.

A stable and recurring source of revenue is needed that can then be used to leverage grant dollars from state, federal, and private sources. The ability of local agencies to generate a source of funding for pedestrian facilities depends on a variety of factors, such as taxing capacity, budgetary resources, voter preferences, and political will. It is very important that these local agencies explore the ability to establish a stable and recurring source of revenue for facilities.

Donations from individuals or companies are another potential source of funding. The BPAB should establish an “Adopt a Trail” program as a mechanism to collect these donations for the development of the greenway trail and sidepath recommendations discussed in the Recommendations chapter.

Federal and state grants should be pursued along with local funds to pay for necessary right-of-way acquisition and project design, construction, and maintenance expenses. Also, the City should continually maintain a back-log of designed projects that are “shovel ready” to take advantage of future funding opportunities as they become available.

### 2. Complete Short-Term Priority Projects

By quickly moving forward on priority projects, Sunrise will demonstrate its commitment to carrying out this plan and will better sustain the enthusiasm generated during the public outreach stages of the planning process. Refer to the Recommendations chapter for a list of priority projects.



## FACILITY DEVELOPMENT METHODS

This section describes different construction methods for the proposed bicycle and pedestrian facilities outlined in the Recommendations chapter. Note that many types of transportation facility construction and maintenance projects can be used to create new facilities. It is much more cost-effective to provide facilities during roadway construction and re-construction projects than to initiate the improvements later as “retrofit” projects.

To take advantage of upcoming opportunities and to incorporate bicycle and pedestrian facilities into routine transportation and utility projects, the City of Sunrise should keep track of FDOT and Broward County projects and any other local transportation improvements. While doing this, City staff should be aware of the different procedures for state and local roads and interstates.

### 1. Broward MPO Transportation Improvement Program

The Broward County MPO’s Transportation Improvement Program (TIP) is based on the Broward County MPO’s Long Range Transportation Plan, which is now called Commitment 2040. The TIP is a federally mandated transportation planning document that details transportation improvements prioritized by stakeholders for inclusion in the Work Program over the next ten years. The TIP is updated every year.

### 2. Local Roadway Construction or Reconstruction

Pedestrians and bicyclists should be accommodated any time a new road is constructed or an existing road is reconstructed. In the longer-term, all new roads with moderate to heavy motor vehicle traffic should have sidewalks and safe crossings at intersections. Bicyclists should have dedicated space in the form of a bike lane or buffered facility. However, side paths can be an acceptable solution when a road has few driveways and high-speed, high-volume traffic.

Also, case law surrounding the Americans with Disabilities Act (ADA) has found that roadway resurfacing constitutes an alteration, which requires the addition of curb ramps at intersections where they do not yet exist. The Department of Justice and the Federal Highway Administration recently released guidance on the Title II of the Americans with Disabilities Act requirement to provide curb ramps when streets, roads, or highways are altered through resurfacing. More information is available on the following website: <http://www.ada.gov/doj-fhwa-ta.htm>.

### 3. Residential and Commercial Development

The construction of sidewalks, trails, and safe crosswalks should be required during development. Construction of facilities that corresponds with site construction is more cost-effective than retrofitting. In commercial development, emphasis should also be focused on safe pedestrian and bicyclist access into, within, and through large parking lots. This ensures the future growth of the pedestrian network and the development of safe communities.

### 4. Repaving

Repaving projects provide a clean slate for revising pavement markings. When a road is repaved, the roadway should be restriped to create narrower lanes and provide space for bike lanes and shoulders, where feasible.

## FACILITY DEVELOPMENT CONT'D

### 1. Broward MPO Transportation Improvement Program

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