OVERVIEW

Many factors influence the quality and quantity of walking and biking in a particular place. The presence of sidewalks and bike lanes, proximity to destinations, connectivity of the road network, and the number of people walking and biking are just a few. Further, these factors and others influence the viability of particular improvements and therefore will guide the recommendations of this plan.

This chapter documents existing conditions and trends in the City of Sunrise related to walking and biking. It also provides an overview of the Bicycle Friendly Community and Walk Friendly Community programs and how prepared Sunrise is for key criteria for each program.

COMMUNITY PROFILE

The City of Sunrise is located in Broward County, FL. The county seat of Broward County is Fort Lauderdale, which had a 2012 population of approximately 170,000. The City of Sunrise was home to around 88,800, or roughly 5%, of Broward County's approximate 1.8 million residents in 2012.

Based on the 2010 census, the population density in Sunrise is over three times greater than in Broward County overall and over 13 times more than in Florida as a whole. Table 2.1 summarizes the land areas per the 2010 census and population densities.

As of the 2010 census, 3.2% of Sunrise's population was 85 or older, which is a larger percentage than Fort Lauderdale, Broward County, Florida, and the U.S. Additionally, approximately 25% of Sunrise's and Broward County's populations are under the age of 20 compared to around 20% in Fort Lauderdale. See table 2.2.

Land Areas and Population Densities Table

Community	Land Area (square miles)	2012 Population	2010 Population Density (persons/sq mile)	2012 Population Density* (persons/sq mile)
Sunrise	18.09	88,843	4,666.4	4,911.2
Ft. Lauderdale	34.77	170,747	4,761.1	4,910.8
Broward County	1,209.79 (*423 developable sq mi)	1,814,813	1,444.9	1,500.1
Florida	53,624.76	19,320,749	350.6	360.3
U.S.	3,531,905.43	313,873,685	87.4	88.9
*Assumed land areas remained consistent with the 2010 census and calculated density based on 20				

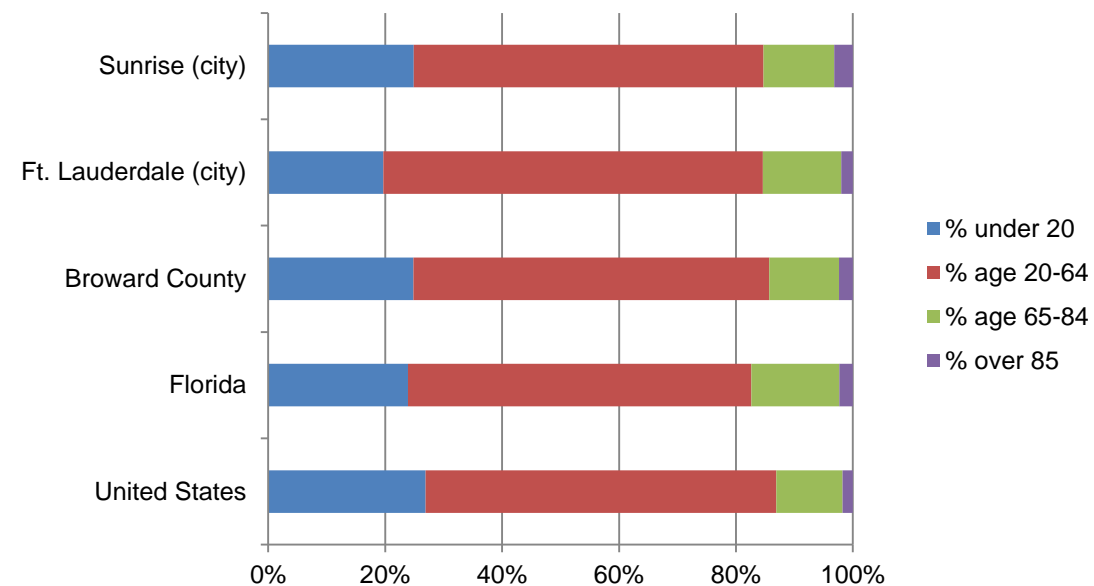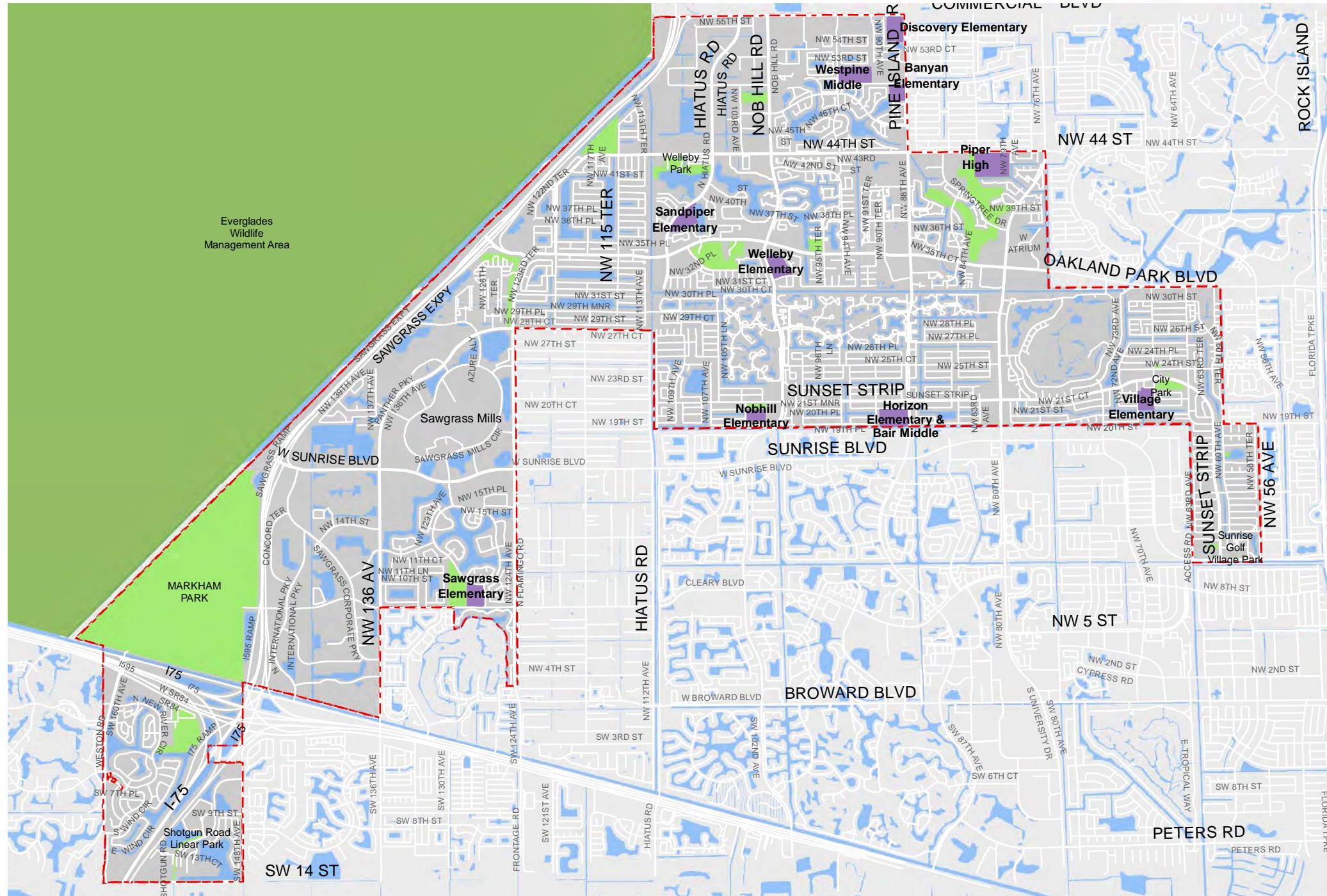**Table 2.1**

Population Age Distribution

Table 2.2

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

0   0.5   1
Miles

WALKING & BIKING TRENDS

The City of Sunrise has the lowest percentage of commuters that bike to work (0.1% in 2008-2010 and 2010-2012) and walk to work (1.4% in 2008-2010 and 0.6% in 2010-2012) as compared to Fort Lauderdale, Broward County, the State of Florida, and the U.S.

In Comparison, Fort Lauderdale has the highest percentage of commuters that bike and walk to work out of the five geographic areas considered, with bicycling percentages approximately double each of Broward County, Florida, and the U.S. The following Figure 2.1 presents the commute rates for Sunrise, Florida per the 2010 census, and the following Tables 2.3 shows the comparison to the other geographic areas.

Commute to Work American Community Survey 3-Year Estimates

	Sunrise (city)		Ft. Lauderdale (city)		Broward County		Florida		United States	
Mode	2008-'10	2010-'12	2008-'10	2010-'12	2008-'10	2010-'12	2008-'10	2010-'12	2008-'10	2010-'12
Walking	1.4%	0.6%	2.7%	3.0%	1.4%	1.4%	1.6%	1.6%	2.8%	2.8%
Bicycling	0.1%	0.1%	1.6%	1.1%	0.6%	0.5%	0.6%	0.6%	0.5%	0.6%
Public Transit (excluding taxi)	2.3%	2.1%	4.4%	4.7%	2.8%	3.1%	2.0%	2.1%	5.0%	5.0%
Carpool	10.0%	8.4%	10.2%	9.8%	9.9%	9.6%	10.1%	9.8%	10.2%	9.7%
Drove Alone	82.4%	83.7%	73.5%	71.5%	79.8%	79.5%	79.5%	79.6%	76.0%	76.4%
Worked at Home	2.7%	3.9%	5.6%	6.4%	4.2%	4.5%	4.6%	4.7%	4.2%	4.3%
Other	1.2%	1.3%	2.1%	3.5%	1.3%	1.4%	1.6%	1.5%	1.2%	1.2%

Table 2.3

Commute To Work Rates – City of Sunrise, FL (2010-2012)
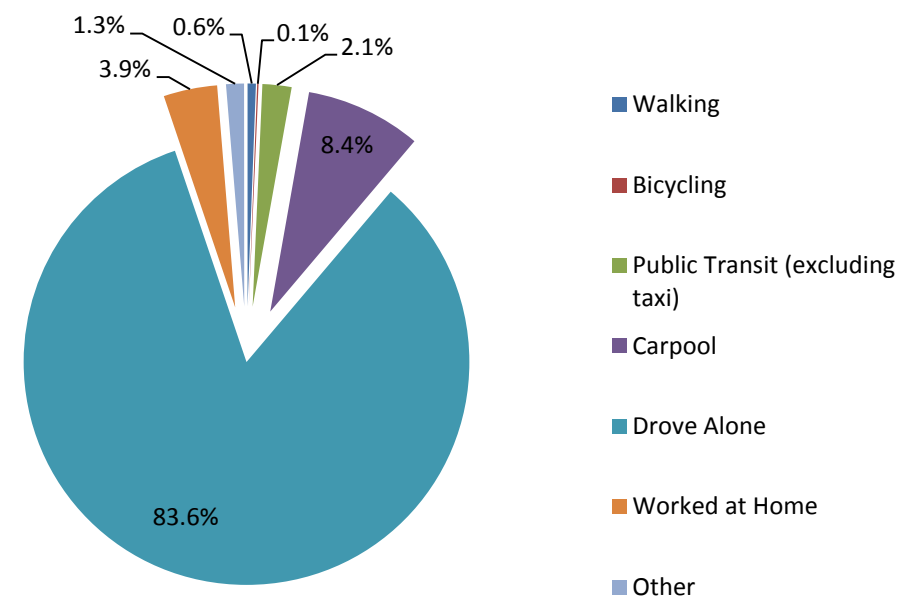
Figure 2.1

Existing Facilities Inventory

Facility Type	Miles	% of total roadway miles
Bikeways*	0.9	0.3%
Multi-Use Paths**	3.2	1.1%
Sidewalks	224.0	77.7%
Roadways	292.0	100.0%
Mountain Bike Trails	11.0	n/a
* Includes marked bike lanes		
** Includes paved paths that accommodate walkers and bicyclists		

Table 2.4

EXISTING FACILITIES

The City of Sunrise has dedicated facilities for those walking and biking, however the coverage of the network is low relative to the entire roadway network. Bikeways and multi-use paths cover just 1.4% of the roadway network and sidewalks cover 77.7% of the roadway network.

Sunrise is unique in that it has mountain bike trails too, which are located at Markham Park. Access to off-road trails is a new category of facilities considered for Bicycle Friendly Community designations. They provide an opportunity for recreation and physical activity, and can be a venue for bicycle events.

• Bike lane along University Drive

• Mountain bike trails at Markham Park
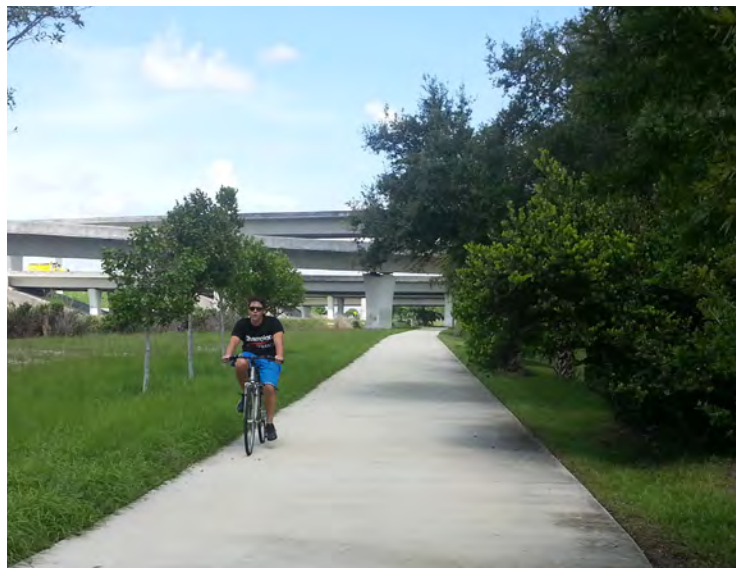
• New River Greenway Multi-Use Path

• Sidewalks

• Roadways

Exhibit 2.2

# ON-STREET BIKEWAYS AND MULTI-USE PATHS

Currently, Sunrise has just two miles of bike lanes and one mile of multi-use paths. The bike lanes are located along University Drive and the multi-use path is the New River Greenway trail that passes through Sunrise near Markham Park.

Near-by paths and bike lanes in adjacent cities and along canals provide a disconnected network of bikeways for riders. For more on the regional network and connections to adjacent communities, please see the Connectivity Analysis with Adjacent Communities section of this chapter.
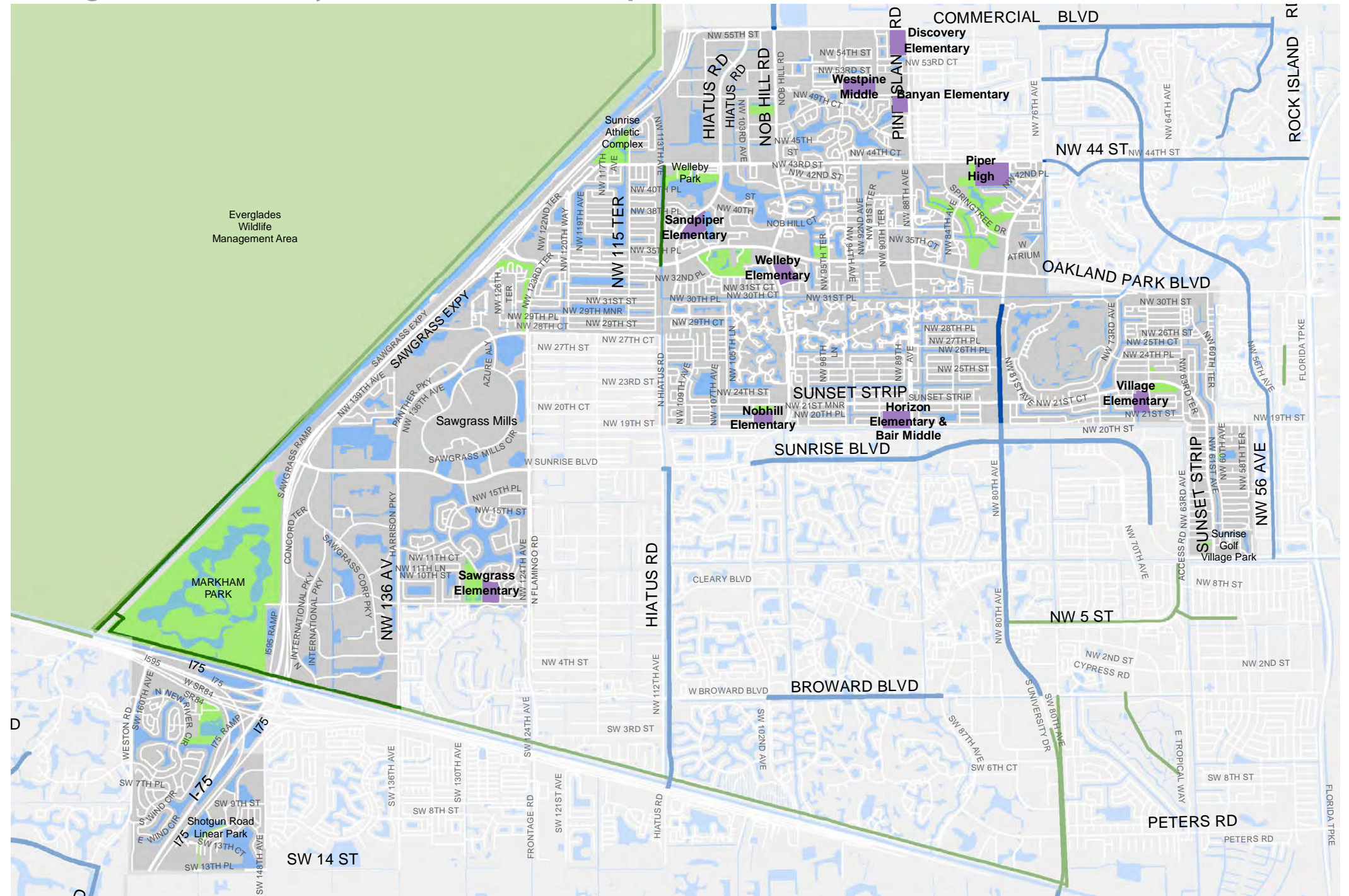
Existing Bicycle Infrastructure

City of Sunrise Bicycle, Pedestrian, and Trails Master Plan

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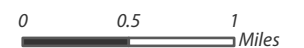
October 2014

Existing Bikeways
— Existing Bicycle Lane
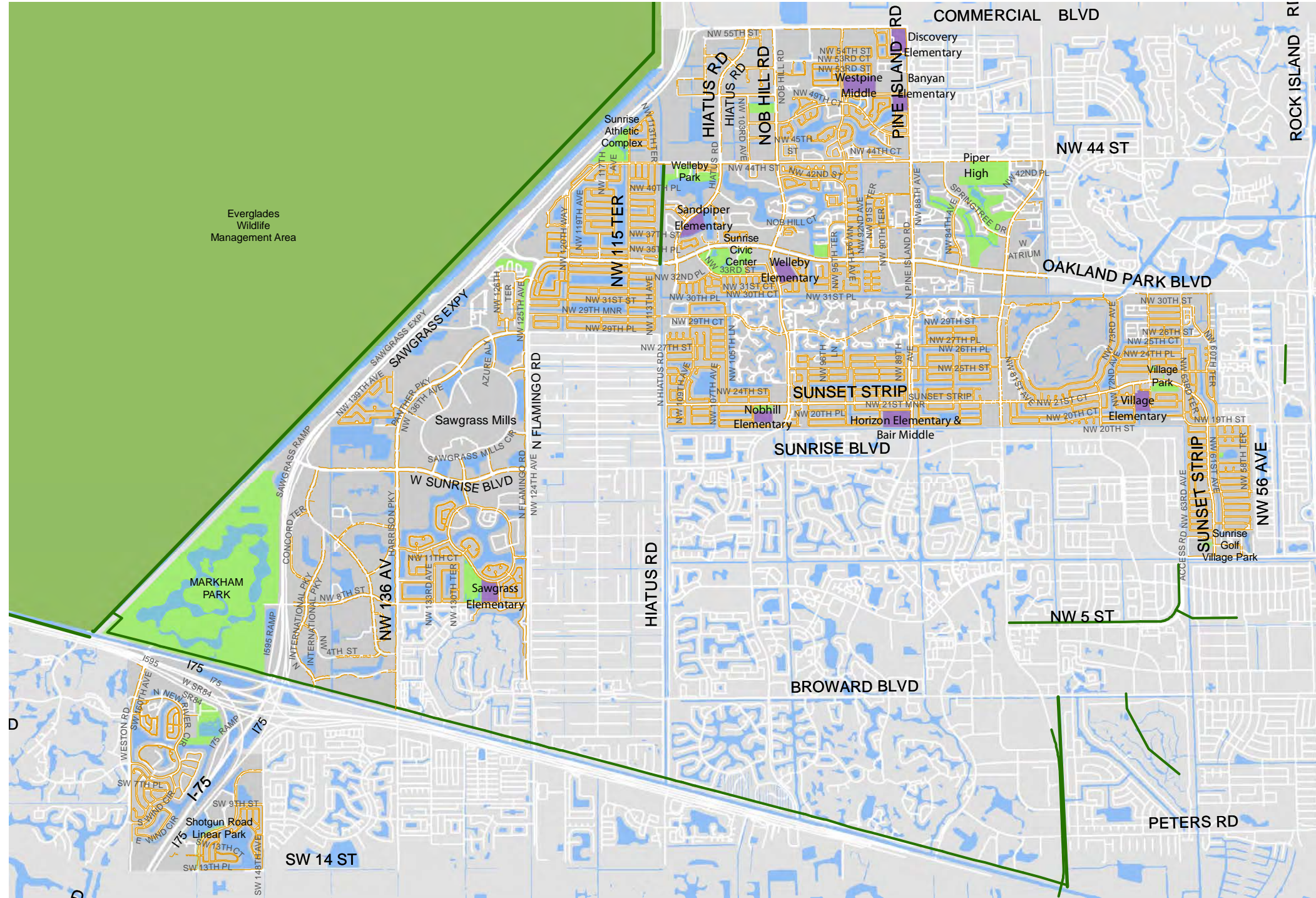— Existing Multi-Purpose Path

Schools
Parks
Water Features

Sunrise City Limits
Broward County Urban Limits

0   0.5   1
Miles

Exhibit 2.3 Existing Pedestrian Infrastructure Map

SIDEWALKS

The City of Sunrise has a fairly comprehensive network of sidewalks in the city. In total, Sunrise has 292 miles of sidewalks or 77.7% of all roadway miles.

Most of the neighborhoods and major roadways have sidewalks along one or both sides of the roadway. Gaps still remain along some major roadways, within and between certain neighborhoods, as well as connections to streets across swales.

Near-by paths and sidewalks in adjacent cities and along canals provide a fairly comprehensive network of pathways for pedestrians. For more on the regional network and connections to adjacent communities, please see the Connectivity Analysis with Adjacent Communities section of this chapter.
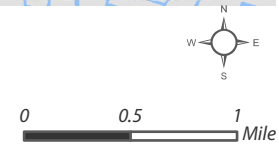
Existing Pedestrian Infrastructure
City of Sunrise Bicycle, Pedestrian, and Trails Master Plan
Data Sources: Broward MPO, Broward County, City of Sunrise
October 2014

Legend

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

0   0.5   1 Mile
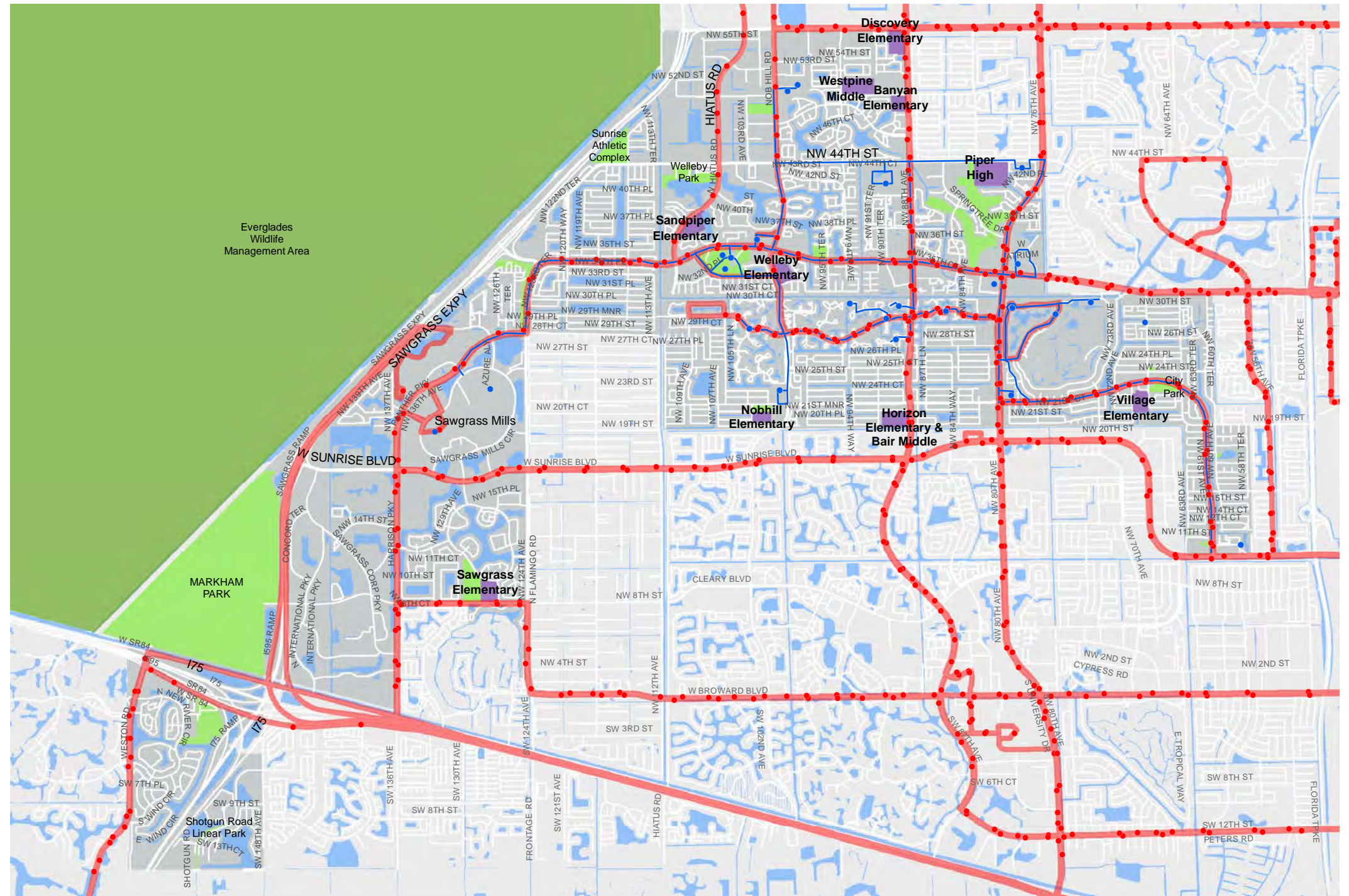
Exhibit 2.4

TRANSIT SERVICE

Transit service in Sunrise is provided by Broward County Transit (BCT) and the City of Sunrise Mini Bus System. Nine BCT local bus routes and one express bus route connect City of Sunrise residents, workers and visitors to destinations in the City and Broward County. Routes include 2, 22, 23, 36, 55, 56, 72, 81, 88, and 595 Express.

The City of Sunrise mini-bus service provides regular service as well as on-call service for City of Sunrise residents. Destinations include shopping centers and the Civic Center.

Bus stops in Sunrise are a significant source of pedestrian activity, as well as some bicycle activity. Buses are fitted with two-bike racks on the front of buses and help extend the travel distance of those combining biking and transit trips.

Most of the bus routes are along major roads. Bus service is concentrated in the eastern half of the City but does extend out to the area around Sawgrass Mills and areas south of I-595.

Transit Routes and Stops

City of Sunrise Bicycle, Pedestrian, and Trails Master Plan

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

October 2014

⬤ Broward County Transit Bus Routes	🟪 Schools
• Broward County Transit Bus Stops	🟩 Parks
— City of Sunrise Mini Bus Routes	🟦 Water Features
• City of Sunrise Mini Bus Stops	⬜ Sunrise City Limits
	⬜ Broward County Urban Limits

0   0.5   1
Miles
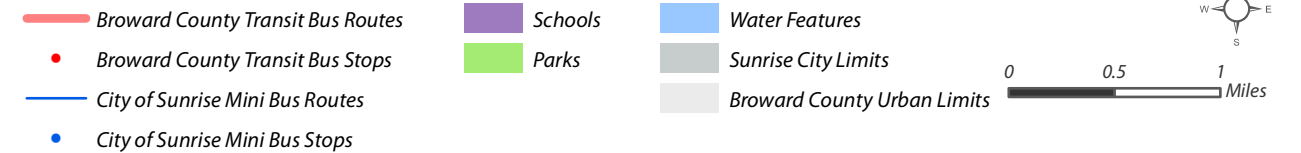
Number of Crashes Reported by Mode Type in Sunrise (January 2011 – June 25, 2014)

Year	All Modes	Motorized Only Crashes	Crashes with Non-Motorized	Crash Type		Involved Bicycle		Involved Pedestrian		Involved Bike+Ped	
				Bicycle	Pedestrian		% of All Modes		% of All Modes		% of All Modes
2011	1,021	945	76	22	48	24	2.4%	50	4.9%	74	7.2%
2012	2,145	2,070	75	18	37	23	1.1%	46	2.1%	69	3.2%
2013	3,081	2,996	85	20	43	22	0.7%	48	1.6%	70	2.3%
2014 (to-date)	1,528	1,476	52	22	19	22	1.4%	21	1.4%	43	2.8%
Total	7,775	7,487	288	82	147	91	1.2%	165	2.1%	256	3.3%

Table 2.5
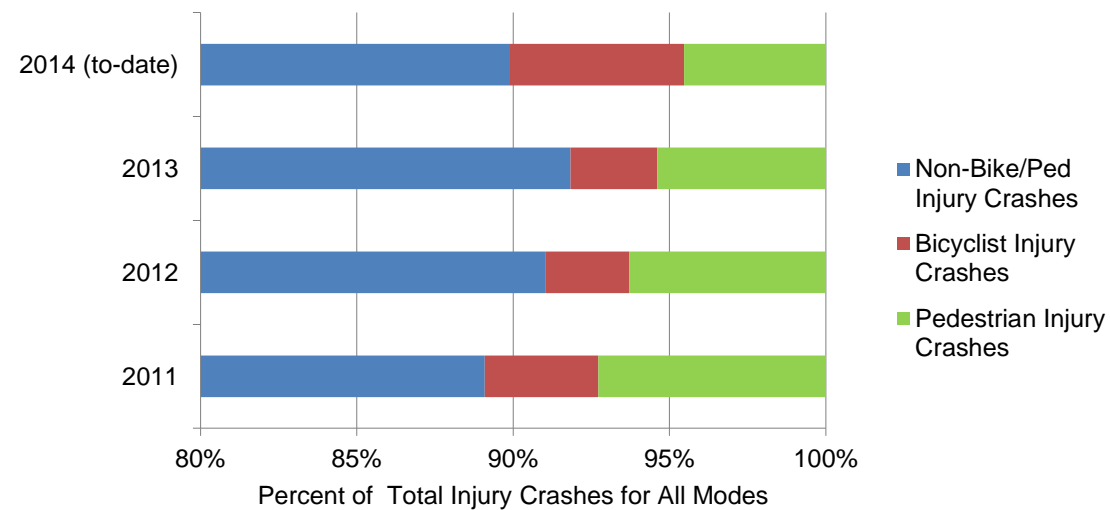
Sunrise Summary of Crashes by Mode

Figure 2.2

CRASH AND SAFETY ANALYSIS

Safety for pedestrians and bicyclists is a major concern for many citizens and a main priority in developing a successful bicycle and pedestrian master plan. Collision data was collected from Signal Four Analytics, which is a Florida Highway Patrol online database used to collect crash report data collected by Florida law enforcement departments. Data analyzed represents crash information from January 1, 2011, through June 25, 2014, to provide the needed insight into crashes in the Sunrise area. Table 4 presents the total bicycle and pedestrian crashes relative to all crashes in the Sunrise by mode for the data time period of January 1, 2011, through June 25, 2014.

As shown in Table 2.5, the majority of total collisions reported in Sunrise do not involve a bicycle or pedestrian. However, pedestrian and bicycle collisions are over represented compared to the share of total trips by these modes (based on census commute data). Historically, pedestrians have been involved with a greater share of non-motorized crashes. From 2011 to 2013, pedestrian crashes were roughly double the rate of bicycle crashes. However, so far in 2014, bicycle and pedestrian crash rates appear to be equal.

It should also be noted that the total number of bicycle and pedestrian crashes has been steadily decreasing from 2011 to 2013. However, so far in 2014, the number of bicycle crashes has already equaled the total number of bicycle crashes in 2013. Additionally, so far in 2014, the bicycle crash rate is double that of 2013. This fact could indicate an increase of bicycle crash rates for 2014 after three years of declining numbers. Figure 2.2 illustrates these trends over the past three and a half years.

# GEOGRAPHIC DISTRIBUTION OF BICYCLE AND PEDESTRIAN CRASHES

The geographic distribution of pedestrian and bicycle crashes in Sunrise is clustered along major roadways and at major intersections. The main clusters are along:

- **Oakland Park Boulevard,**
- **Sunset Strip/NW 61st Avenue,**
- **University Drive, Pine Island Road,**
- **Nob Hill Road, Sunrise Boulevard, and**
- **Commercial Boulevard.**

Additionally, there are several schools that have clusters of crashes near them:

- **Horizon Elementary/Bair Middle,**
- **Welleby Elementary, and**
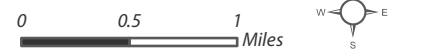- **Discover Elementary**
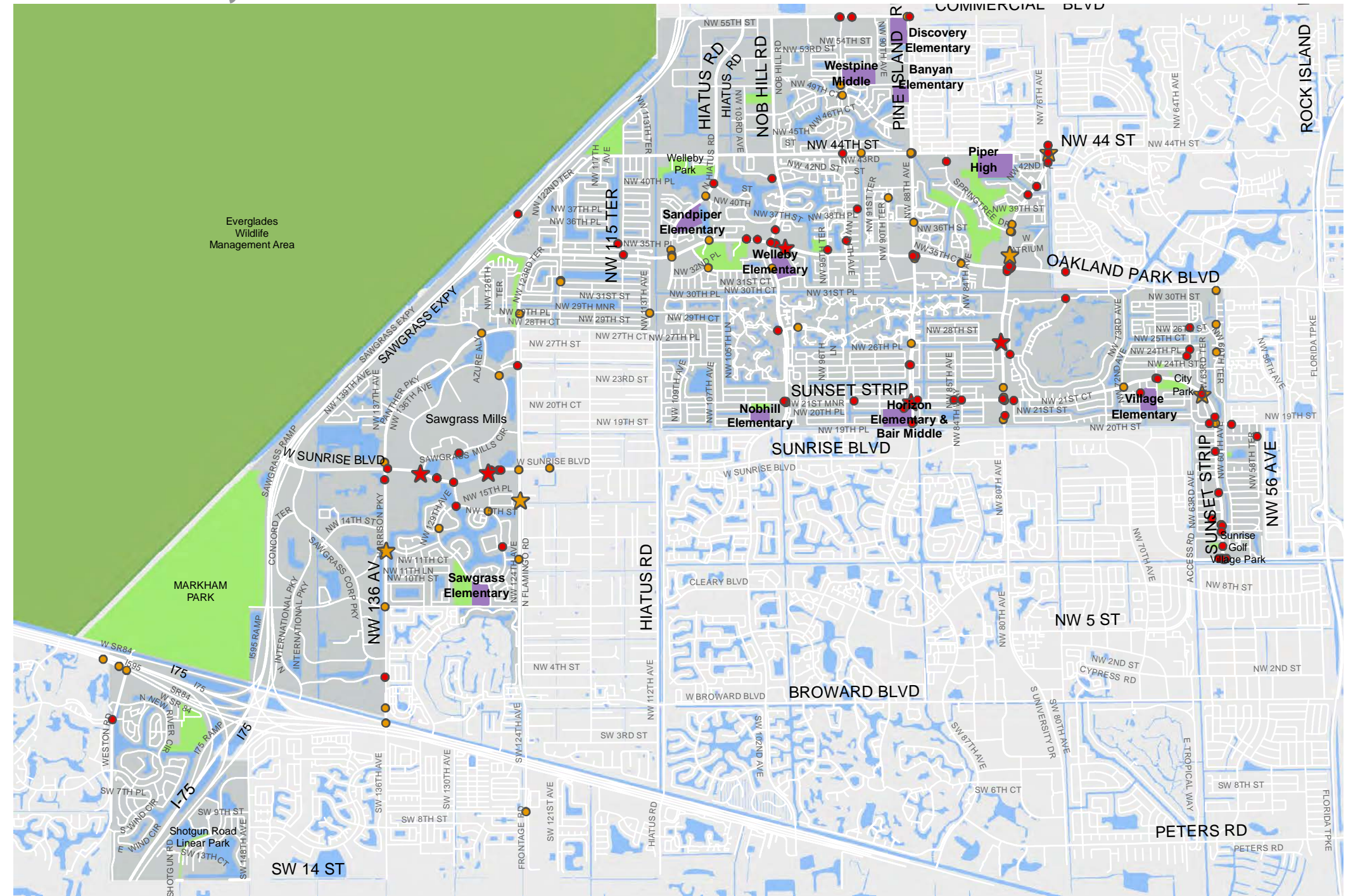
Pedestrian and Bicycle Crashes
City of Sunrise Bicycle, Pedestrian, and Trails Master Plan

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 2.6

Pedestrian Crash Densities

PEDESTRIAN CRASH DENSITIES

Pedestrian crash density is particularly high at several locations. There are places with three or more crashes at the same location. These locations include:

- **Sunrise Boulevard near entrances to Sawgrass Mills Mall**
- **Oakland Park Boulevard near the intersection at Nob Hill Road**
- **Commercial Boulevard near Discovery Elementary**
- **Intersection of University Drive and Oakland Park Boulevard**
- **University Drive corridor between Oakland Park Boulevard and 44th Street**
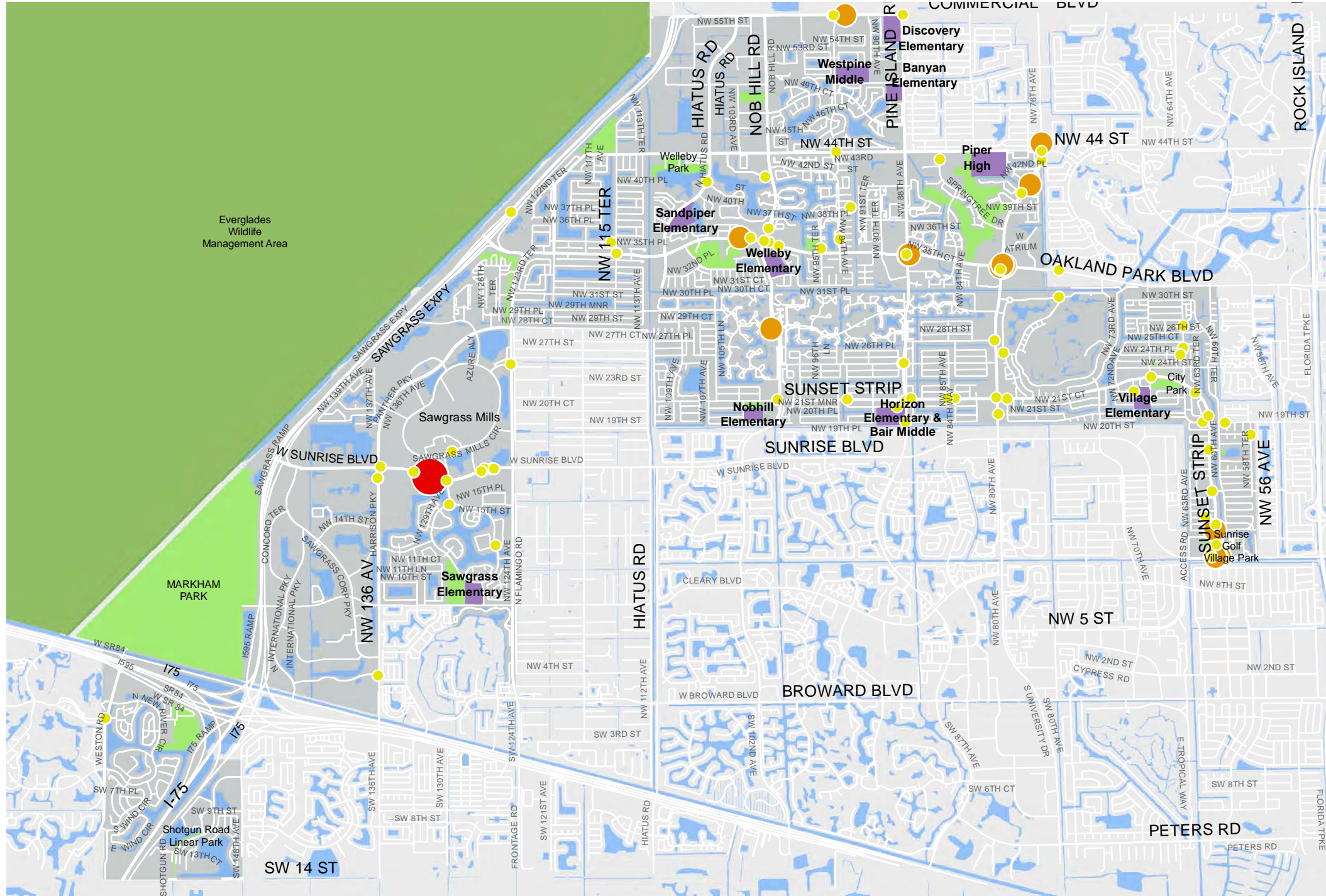
Pedestrian Crash Densities
City of Sunrise Bicycle, Pedestrian, and Trails Master Plan

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

October 2014

Pedestrian Crash Density
- 1
- 2 - 3
- 4 - 9

Schools
Parks

Water Features
Sunrise City Limits
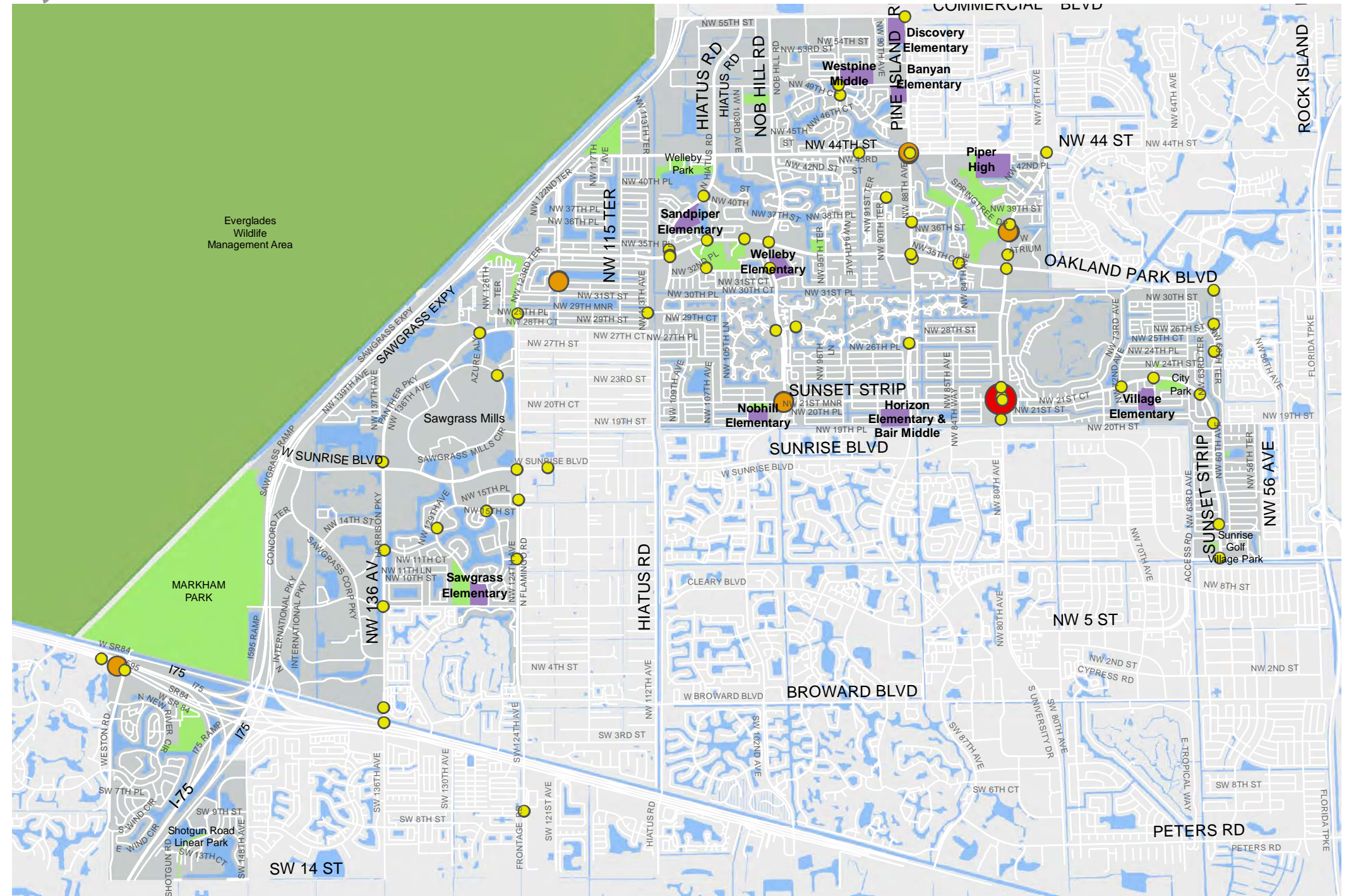Broward County Urban Limits

0   0.5   1
Miles

BICYCLE CRASH DENSITIES

Bicycle crashes are more evenly distributed along major roads compared to pedestrian crashes. However, there are a few locations that have had two or more crashes. These locations include:

- **University Drive at Sunset Strip**

- **University Drive at Springtree Drive**

- **Pine Island Road at NW 44th Street**

- **Nob Hill Road at Sunset Strip**

- **Weston Road at I-595 (near entrance to Markham Park)**

- **NW 120th Way at NW 30th Place**

Bicycle Crash Densities

City of Sunrise Bicycle, Pedestrian, and Trails Master Plan

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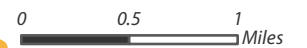October 2014

Bicycle Crash Density
● 1   ● 2   ● 3

Schools
Parks
Water Features
Sunrise City Limits
Broward County Urban Limits

0   0.5   1 Miles

CRASH INJURY AND FATALITY RATES

Sunrise Crash Injuries and Fatalities – All Modes (2011-2014)

Crash Type	Bicycle	Pedestrian	Vehicle	Total
Injuries	74	127	1,930	2,131
% of All Injuries	3%	6%	91%	100%
Fatalities	5	6	14	25
% of All Fatalities	20%	24%	56%	100%

Table 2.6

From 2011 to 2014, the rate of crashes that resulted in injuries for bicyclists or pedestrians is 3% and 6%, respectively. However, the rate of crashes that resulted in fatalities for bicyclists and pedestrians over the same period is 20% to 24%, respectively. These significant differences illustrate that when bicyclists and pedestrians are involved in crashes, the risk of death is much higher than for those driving. Table 2.6 and Figure 2.3 document and illustrate these trends.

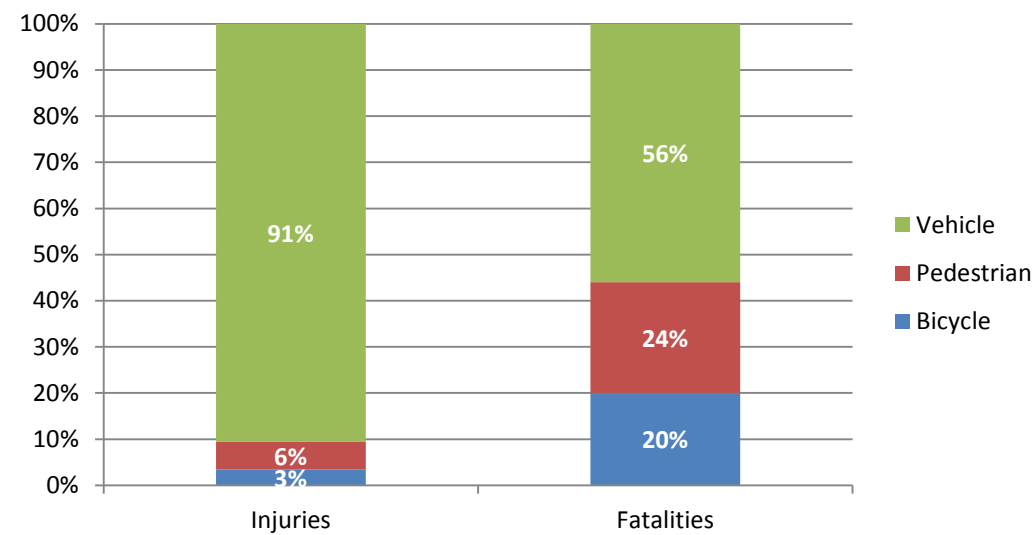**Sunrise Crash Injury and Fatality Rates – All Modes (2011-2014)**

Figure 2.3

COLLISION CHARACTERISTICS

A total of 92 crashes involving a bicycle and 173 involving a pedestrian were reported in Sunrise from January 1, 2011, through June 25, 2014. Table 2.7 presents the characteristics of these collisions, such as the road lighting conditions, weather conditions, surface conditions, and where the collision occurred.

As shown in Table 2.7, most crashes for bicyclists and pedestrians occurred on clear days (84.8% and 81.5%, respectively) and with dry road surface conditions (91.3% and 86.1%, respectively). The majority of bicycle and pedestrian crashes occurred in lighted conditions – only 8.7% of bicycle crashes occurred not during daylight or lighted evening conditions and 9.2% of pedestrian crashes. In addition, the majority of bicycle crashes occurred on the roadway (89.1%), and pedestrian crashes mostly occurred on the roadway (61.3%) but approximately one fourth (26.0%) occurred in a parking lane or zone.

Bicycle and Pedestrian Collision Characteristics (2011-2014)

Condition	Bicycle Crashes % of Total	Pedestrian Crashes % of Total
Lighting Conditions		
Daylight	73.9%	63.6%
Dawn/Dusk	4.3%	5.8%
Dark - Lighted	17.4%	27.2%
Dark - Unknown Lighting	1.1%	0.0%
Dark - Not Lighted	3.3%	2.9%
Unknown	0.0%	0.6%
Weather Conditions		
Clear	84.8%	81.5%
Cloudy	10.9%	14.5%
Rain	4.3%	4.0%
Road Surface Conditions		
Dry	91.3%	86.1%
Wet	8.7%	13.3%
Unknown	0.0%	0.6%
First Harmful Event Location		
On Roadway	89.1%	61.3%
Off Roadway	6.5%	8.1%
Roadside/Shoulder/Median	0.0%	4.0%
In Parking Lane or Zone	4.3%	26.0%
Unknown	0.0%	0.6%

Table 2.7

CONTRIBUTING FACTORS

Bicycle and Pedestrian Crash Contributing Factors (2011-2014)

	Bicycle Crashes	Pedesrian Crashes
Contributing Factor	% of Total	% of Total
Alcohol Related	0.0%	1.7%
Distracted	4.3%	6.4%
Drug Related	0.0%	0.6%
Total Crashes	100.0%	100.0%

Table 2.8

The available data also includes some minimal information about the circumstances of the reported collisions. Specifically, the data notes whether each crash was alcohol related, because of a distracted individual, and/or drug-related. The following table presents the percent of bicycle crashes and pedestrian crashes that involved one of the contributing factors out of all bicycle crashes and of all pedestrian crashes, respectively.

As shown, approximately 4.3% of bicycle crashes involve distraction, and approximately 6.4% of pedestrian crashes involve distraction. However, none of the bicycle crashes were alcohol or drug related, and a small percentage of pedestrian crashes were alcohol or drug related (1.7% and 0.6%, respectively). These numbers highlight the fact that the majority of crashes involving bicyclists, pedestrians and drivers occur when all involved are not impaired or distracted.

CRASHES BY TIME OF YEAR

Figure 2.4 presents the bicycle and pedestrian crashes per month from January 1, 2011, through December 31, 2013. The data offers some indication as to the time of year that people bicycle and walk in Sunrise.

As shown, there are crashes involving bicycles and pedestrians throughout the year, indicating that people in Sunrise continue to walk and bike during the hot months. July held the lowest number of bicycle and pedestrian crashes, which is likely due to seasonal decreases in population during warmer months and hotter temperatures. December had by far the most pedestrian crashes reported (25), with 1.5 times as many as the next highest month (February had a total of 16).

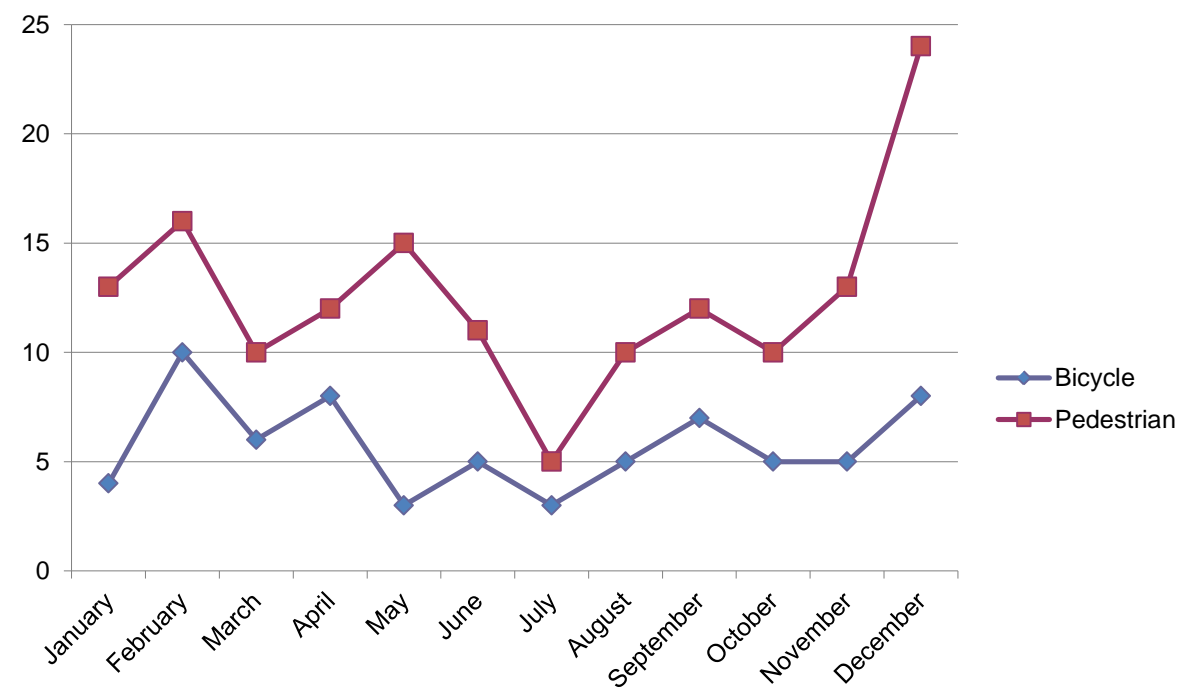**Bicycle and Pedestrian Crashes by Time of Year (2011-2013)**

Figure 2.4

CRASHES BY TIME OF DAY

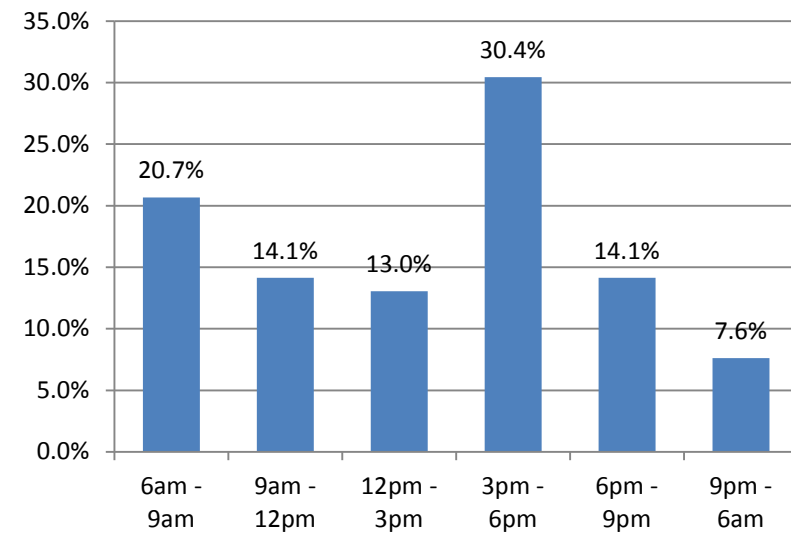**Bicycle Crashes by Time of Day (2011-2014)**

Figure 2.5

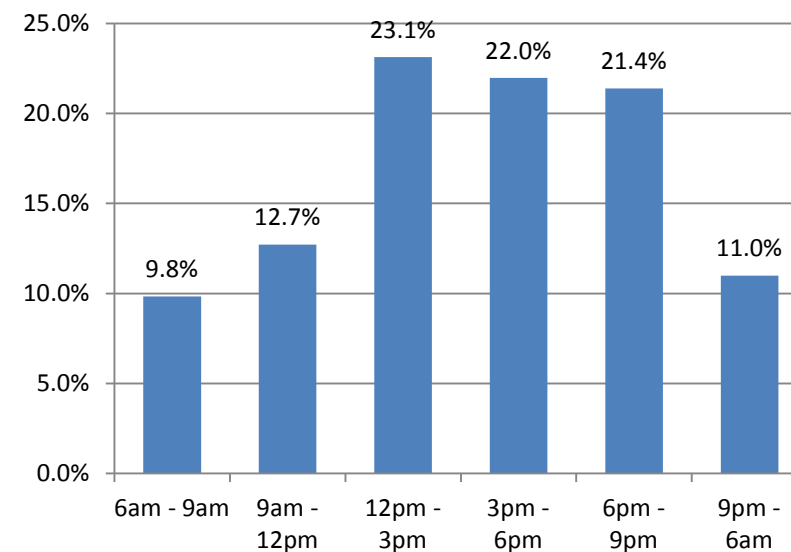**Pedestrian Crashes by Time of Day (2011-2014)**

Figure 2.6

The following two figures present the bicycle and pedestrian crashes by time of day from January 1, 2011, through June 25, 2014, respectively. The data offers some indication as to the hours that people bicycle and walk in Sunrise. Both bicycle and pedestrian collisions are concentrated in the daylight hours, especially during late afternoon. However, it should be noted that crashes occur at all times of day, although the majority occur during daylight hours (between 6 am and 9 pm).

As shown in Figure 2.5, almost one third of the bicycle crashes occur between 3 pm and 6 pm, followed by 20.7% between 6 am and 9 am. Bicycle crashes peak during traditional morning and afternoon commute times.

As shown in Figure 2.6, the majority of pedestrian collisions occur between 12 pm to 3pm. However unlike bicycle crashes, which peak during morning and afternoon commute times, pedestrian crashes are lower during morning hours and stay consistently high during afternoon hours.

Exhibit 2.8

CONNECTIVITY ANALYSIS WITH ADJACENT MUNICIPALITIES

Because of the nature of the city boundaries for Sunrise, it is important to align proposed projects with areas outside the city. Coordination with adjacent cities, Broward County, and Florida Department of Transportation will ensure residents, workers, and visitors can connect to, through, and out of Sunrise.

The City of Sunrise is situated in western Broward County and surrounded by the cities of Tamarac, Lauderdale Lakes, Lauderhill, Plantation, Weston and Town of Davie. Additionally, the Everglades and the Everglades Wildlife Management Area form the western boundary of Sunrise.

The proposed regional bikeway and walkway network will connect the people in Sunrise to these adjacent areas and connect people to Sunrise. The existing and proposed trails, on-street bikeways, and sidewalks help connect the community to recreation opportunities as well as meet transportation needs. To create a complete and connected walking and biking network, Sunrise will need to coordinate with the communities listed above as well as regional and state agencies. Doing so will ensure projects are coordinated and that they align with proposed projects that will be identified during the planning process for this project.

Regional Connectivity
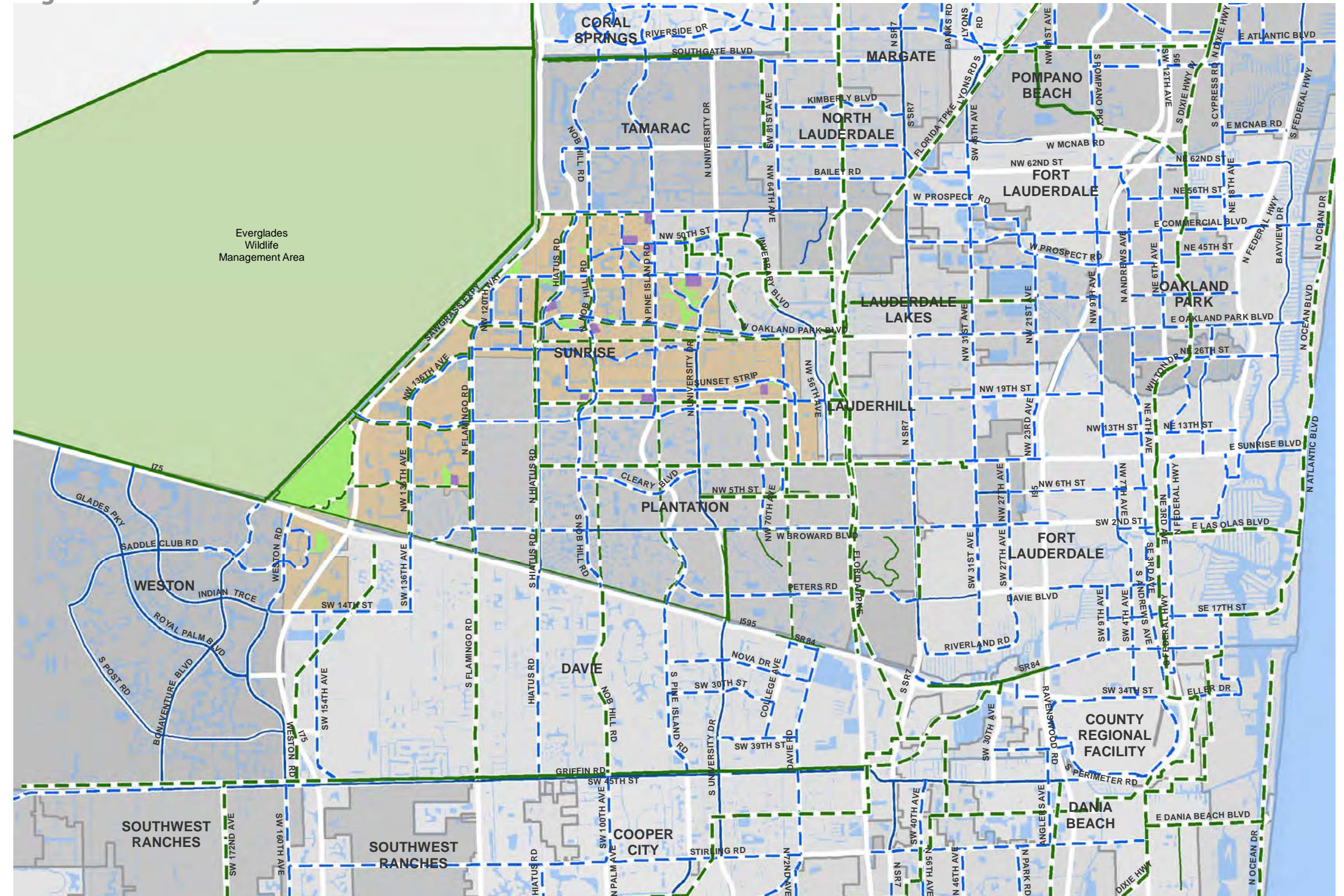
Regional Connectivity
City of Sunrise Bicycle, Pedestrian, and Trails Master Plan
Data Sources: Broward MPO, Broward County, City of Sunrise
October 2014

Proposed Bikeways
- - - Proposed On-Street Bikeway
- - - Proposed Multi-Purpose Path

Existing Bikeways
—— Exisiting On-Street Bikeway
—— Exisiting Multi-Purpose Path

Sunrise Schools
Sunrise Parks
Water Features
Sunrise City Limits

The "Five E's" of Pedestrian and Bicycle Planning

- Engineering
- Education
- Evaluation
- Enforcement
- Encouragement

BFC Infographic. Download the full version here: http://bikeleague.org/sites/default/files/BFC%20infographic.pdf

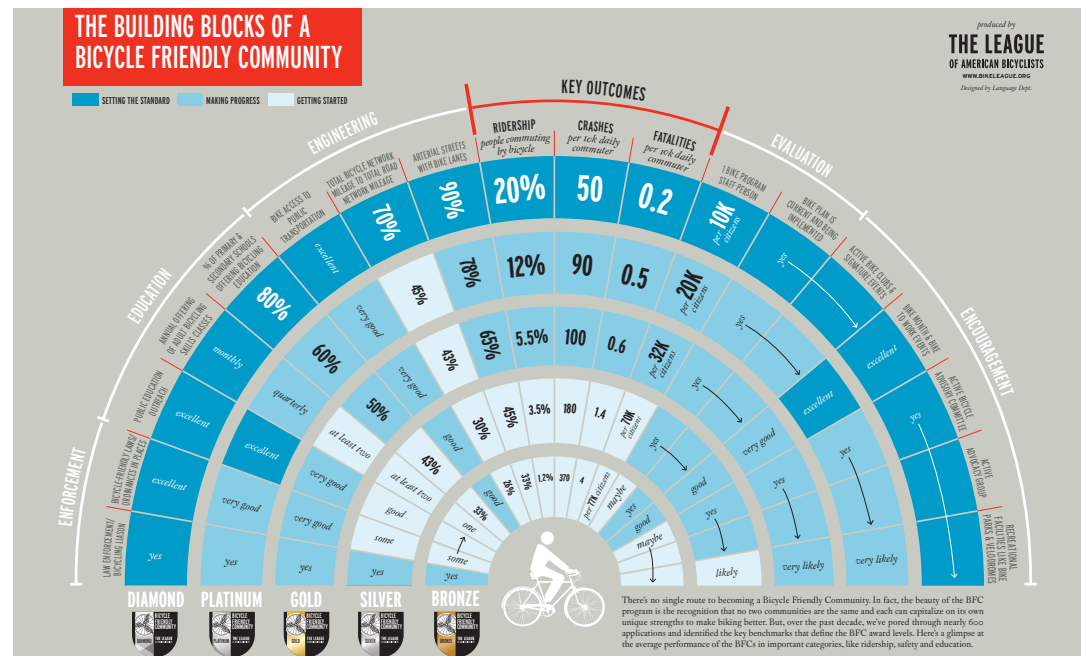# BICYCLE FRIENDLY AND WALK FRIENDLY COMMUNITY ASSESSMENT

The Walk Friendly Community (WFC) program is a national initiative, led by the Pedestrian and Bicycle Information Center (PBIC), intended to encourage communities to improve their local pedestrian environments. Similarly, the Bicycle Friendly Community (BFC) program, led by the League of American Bicyclists, is intended to help communities make bicycling a viable transportation and recreation option regardless of age.

Both programs incorporate assessments that are useful for discovering where a community stands with respect to pedestrian and bicycling facilities and activities. The WFC and BFC assessments recognize existing success in communities that already promote walking and biking as well as provide a framework for those areas trying to achieve higher walking and bicycling rates.

Both assessments address the "Five E's": engineering, education, evaluation, enforcement and encouragement. The engineering category refers to infrastructure-related elements (e.g.,bike lanes, sidewalks, ADA accommodations, etc.), while the other four E's refer to non-infrastructure efforts (such as safety campaigns, planning efforts, etc.). Comprehensive pedestrian and bicycle plans should address all five E's to effectively advance pedestrian and bicycling activities in a community. Communities seeking status as WFC and BFC must make relevant advances in each of the Five E's.

Several communities in Florida have achieved BFC and WFC status. Three communities have achieved a Silver-Level BFC designation and 11 have achieved Bronze-Level:

- **Broward County and neighboring city of Weston are two of the 11 Bronze-Level BFC communities designated.**
- **Broward County is also the only county in the state with the designation.**

Three communities in Florida have achieved WFC designation:

- **Gainesville (Bronze-Level)**
- **Tallahassee (Silver-Level)**
- **Lakeland (Bronze-Level).**

BICYCLE FRIENDLY COMMUNITY

Communities wishing to become a BFC must submit an application to the League of American Bicyclists that answers questions related to the Five E's and provides other relevant community information. After an application is submitted, a local review is conducted to obtain local feedback and followed with the review by a panel of national bicycle professionals. Communities designated as BFC will receive an award and two Bicycle Friendly Community road signs.

Table 2.9 provides a quick "scorecard" assessment of existing conditions in the City of Sunrise, based on key elements of the Bicycle Friendly Community designation criteria. The assessment of each of the Five E's for Sunrise is based on the field observations and research conducted by the consulting team and steering committee input.

Sunrise scored a 7 out of a possible 20 points. Points were counted in the Evaluation and Encouragement categories. Low points were recorded in the Education and the Evaluation categories, while no points were recorded in the Engineering Category. The score shows that Sunrise has some improvements to make before becoming a designated Bicycle Friendly Community. Several BFC elements are already in place for Sunrise, and in a relatively short time frame, Sunrise can make significant progress towards becoming a BFC by implementing the new comprehensive connected bicycle network in this master plan, along with promoting the safety/education recommendations in this document.

Sunrise, FL Bicycle Friendly Community (BFC) Quick Assessment — Table 2.09

Question	Yes	No	Notes
Engineering			
Does your community have a comprehensive, connected and well-maintained bicycling network?	0	1	
Is bike parking readily available throughout the community?	0	1	
Is there a complete streets ordinance or another policy that mandates the accommodation of cyclists on all road projects?	0	1	
Does your community require bike lanes to be constructed or upgraded with all (or the majority of) new private development?	0	1	
Engineering Score Total	0/4		
Education			
Is there a community-wide Safe Routes to School Program that includes bicycle education?	0	1	
Are there bicycling education courses available for adults In the community?	0	1	
Does your community educate motorists and cyclists on their rights and responsibilities as road users?	1	0	Road and city vehicle signage educating on shared road usage, print material distribution, yearly youth bicyclist educational event conducted
Education Score Total	1/3		
Evaluation			
Is there a specific plan or program to reduce cyclist/motor vehicle crashes?	0	1	
Does your community have a current comprehensive bicycle plan?	0	1	
Is there a bicycle advisory Board that meets regularly?	1	0	In 2014, the City created the Bicycle and Pedestrian Advisory Board to guide policy and decision-making for the City related to walking and biking
Does your community have a bicycle program manager?	0	1	
Has your community established a connectivity policy, bicycle-friendly block length standards and connectivity standards for new developments, or convenient bicycle access requirements?	0	1	
Evaluation Score Total	1/6		
Enforcement			
Do law enforcement officers receive training on the rights and responsibilities of all road users?	1	0	Grant Education
Does your community have law enforcement or other public safety officers on bikes?	1	0	Targeted use, 20 bicycles in unit.
Do local ordinances promote safety and accessibility for bicyclists?	0	1	
Enforcement Score Total	2/3		
Encouragement			
Does your community have an up-to-date bicycle map?	0	1	
Does the community celebrate bicycling during National Bike Month with community rides, Bike To Work Day, or media outreach?	1	0	Bicycle Rodeo held in March of each year. Bicycle safety helmets were distributed at no cost to over 225 youth in 2014.
Does the community host any major community cycling events or rides?	1	0	Mountain bike races are held regularly at Markham Park.
Is there an active bicycle advocacy group in the community?	1	0	In 2014, the City created the Bicycle and Pedestrian Advisory Board to guide policy and decision-making for the City related to walking and biking
Encouragement Score Total	3/4		
Bicycle Friendly Total	7/20		

Table 2.10 — Sunrise, FL Walk Friendly Community (WFC) Quick

Question	Yes	No	Notes
Engineering			
Does your community have a comprehensive, connected and well-maintained pedestrian network?	1	0	The City currently has 319 miles of sidewalks and 898 miles of roadways.
Is there a Complete Streets Ordinance or another policy that mandates the accommodation of pedestrians on all road projects?	0	1	
Has your community adopted an ADA Transition Plan for the public right of way?	0	1	
If yes, provide more info (e.g., what year was the plan adopted, provide a copy of the plan, what has been implemented, etc.)			
Does your community have a policy requiring sidewalks on both sides of arterial streets?	1	0	ARTICLE IX. Subdivision Improvements - Sec. 16-182-d Sidewalks requires sidewalks to be installed on both sides of public and private streets in new subdivisions.
Does your community have a policy requiring sidewalks on both sides of collector streets?	0	1	
Does your community require sidewalks to be constructed or upgraded with all (or the majority of) new private development?	0	1	
Engineering Score Total	2/6		
Education			
Is there a community-wide Safe Routes to School Program that includes pedestrian education?	0	1	
Are there pedestrian education courses available for adults In the community?	0	1	
Does your community educate motorists and pedestrians on their rights and responsibilities as road users?	0	1	
Education Score Total	0/3		
Evaluation			
Is there a specific plan or program to reduce pedestrian/motor vehicle crashes?	1	0	Grant program currently in place to promote pedestrian safety.
Does your community have a current comprehensive pedestrian plan or pedestrian safety action plan?	1	0	Action plan is in place for pedestrian safety
Is there a pedestrian advisory Board that meets regularly?	1	0	In 2014, the City created the Bicycle and Pedestrian Advisory Board to guide policy and decision-making for the City related to walking and biking
Does your community have a pedestrian program manager?	0	1	
Has your community established a connectivity policy, pedestrian-friendly block length standards and connectivity standards for new developments, or convenient pedestrian access requirements?	0	1	
Is your community served by public transit, and if so, what route planning/trip information is provided for transit passengers?	1	0	Provided by Broward County Transit
Evaluation Score Total	4/6		
Enforcement			
Do law enforcement officers receive training on the rights and responsibilities of all road users?	1	0	Grant Education
Does your community have law enforcement or other public safety officers on foot?	1	0	Foot patrol officers in select zones.
Do local ordinances promote safety and accessibility for pedestrians?	0	1	
Enforcement Score Total	2/3		
Encouragement			
Does the community celebrate pedestrians with special events or media outreach?	0	1	
Does the community host any major community pedestrian events?	0	1	
Is there an active pedestrian advocacy group in the community?	1	0	In 2014, the City created the Bicycle and Pedestrian Advisory Board to guide policy and decision-making for the City related to walking and biking
Encouragement Score Total	1/3		
Walk Friendly Total	9/21		

WALK FRIENDLY COMMUNITY

Communities wishing to become a WFC must apply to Walk Friendly Communities via the online application. The WFC Assessment Tool available from the website includes all of the questions related to the Five E's and other relevant community information needs contained within the application for communities to prepare. After an application is submitted, a multi-person review panel scores the applications, and then WFC award designations are announced.

Table 2.10 provides a "scorecard" assessment of existing conditions in the City of Sunrise, based on key elements of the WFC Assessment Tool. The assessment of each of the Five E's for Sunrise is based on the field observations and research conducted by the consulting team and steering committee input.

Sunrise scored a 9 out of a possible 21 points. Points were scored in the Engineering, Evaluation, Enforcement, and Encouragement categories. No points were recorded in the Education category. Sunrise can make improvements such as implementing the newly adopted complete streets guide, providing a recommended safe routes to school program and the integration of the connectivity shown in this masterplan to propel Sunrise toward becoming a Walk Friendly Community.