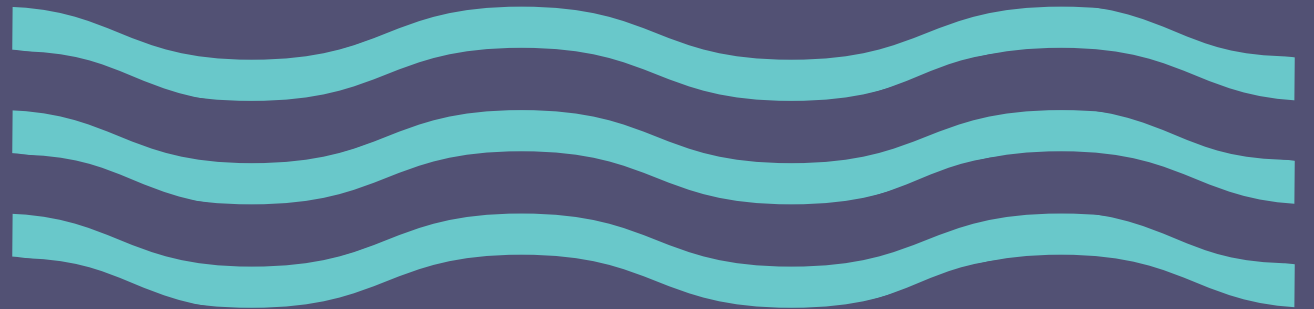


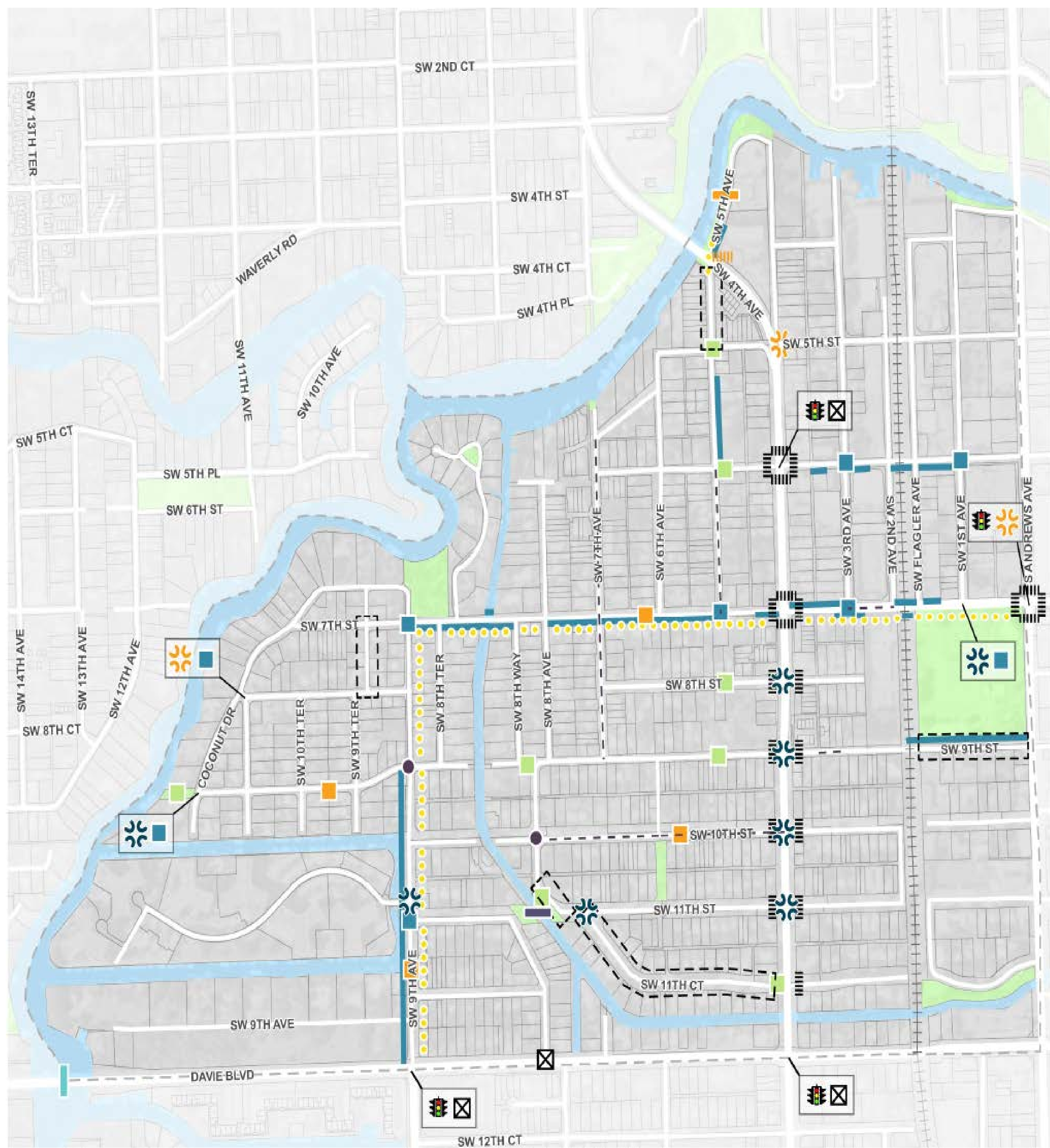
NEIGHBORHOOD
MOBILITY
MASTER PLAN

**TARPON
RIVER**



Tarpon River CSLIP Priority Projects

- Sidewalks**
 - SW 7th Street (SW 9th Ave to Hardy Park north side)
- Mini Round-about** (SW 9th Ave & SW 9th St)
- Pocket Park – Improved access to Riverwalk @ New River Bridge**
 - (lighting under bridge and access @ SW 5th St & SW 5th Ave)
- Raised intersection**
 - SW 7th St & SW 9th Ave



POCKET PARK WITH IMPROVED PED/BIKE CONNECTIVITY



There are a number of closed streets and small parks throughout Tarpon River that are underutilized. For example, many of the closed streets have been blocked off by narrow planters. With some small changes, they could be turned into enhanced pedestrian and bicycle connections that also serve to improve drainage through landscape design. The Sara Horn Greenway is a narrow park adjacent to a wide street. By narrowing the street, it can be expanded to become a greater asset to the community. These changes will provide valuable aesthetic, environmental, recreational, and traffic calming improvements for Tarpon River.

When asked which improvement would make residents satisfied with the master plan study, they answered:



RAISED INTERSECTION

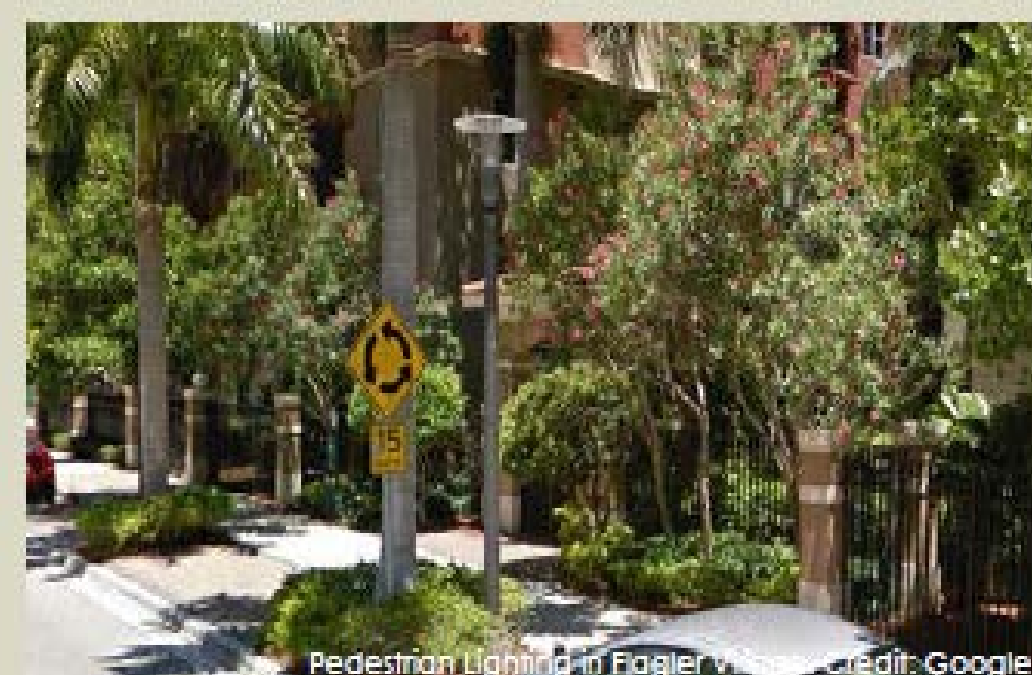
PEDESTRIAN LIGHTING

CONSTRUCT SIDEWALK

MINI ROUNDABOUT



The entire area of an intersection is raised above normal pavement surface level to reduce vehicle speed through the intersection and provide a better view of pedestrians and motorists in the intersection. These are recommended in areas where driveway or roadway width prevented the use of mini roundabouts.



Installing pedestrian-scale lighting, especially at locations that are not fronted by homes, will create a safer and more comfortable environment for walking. These lights can be solar powered or LED to save energy and promote sustainability.



Sidewalks provide a minimum level of comfort for pedestrians, absent of any other features. Sidewalks are desired on SW 9th Ave and SW 7th Street. A network of sidewalks will improve pedestrian comfort and accessibility. A 3' grass buffer will separate the sidewalk from the street.



A small circular island used in the middle of intersections to force vehicular traffic to slow and negotiate around it. They also increase vehicular safety. It may be landscaped and may have mountable curbs. Raised intersections may be used in place of mini roundabouts, if desired, but may not be as effective at traffic calming.

MASTER PLAN

Based on the analysis and community input conducted throughout the project, a number of context sensitive strategies were developed to calm traffic and enhance the pedestrian and bicycling environment in the neighborhood. Together, these strategies will enhance the accessibility, comfort, and overall livability within and around Tarpon River.

The overall master plan is split into two parts: the Neighborhood Streets Master Plan and the External Streets Master Plan. The Neighborhood Streets Master Plan generally focuses on internal streets located within Tarpon River. The External Streets Master Plan considers the two roadways that bound Tarpon River: Cypress Creek Road and NW 31st Avenue.

NEIGHBORHOOD MOBILITY MASTER PLAN

The Neighborhood Mobility Master Plan considers strategies to calm traffic and improve mobility within and around Tarpon River.

In order to achieve the neighborhood's goals, the Neighborhood Streets Master Plan recommends intersection, mid-block, and street focused traffic calming strategies as well as enhancements to the pedestrian and bicycling network. Figure 20 presents a comprehensive summary of the recommendations. The images and descriptions on the following pages provide various details and examples for each strategy.

A NOTE ON IMPLEMENTATION

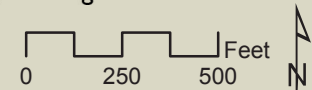
Many of the strategies in this plan will require further study prior to implementation. This will include coordination with the neighbors who live in close proximity to the improvement location and technical analysis to determine the most appropriate design, location, and signage for the strategy.

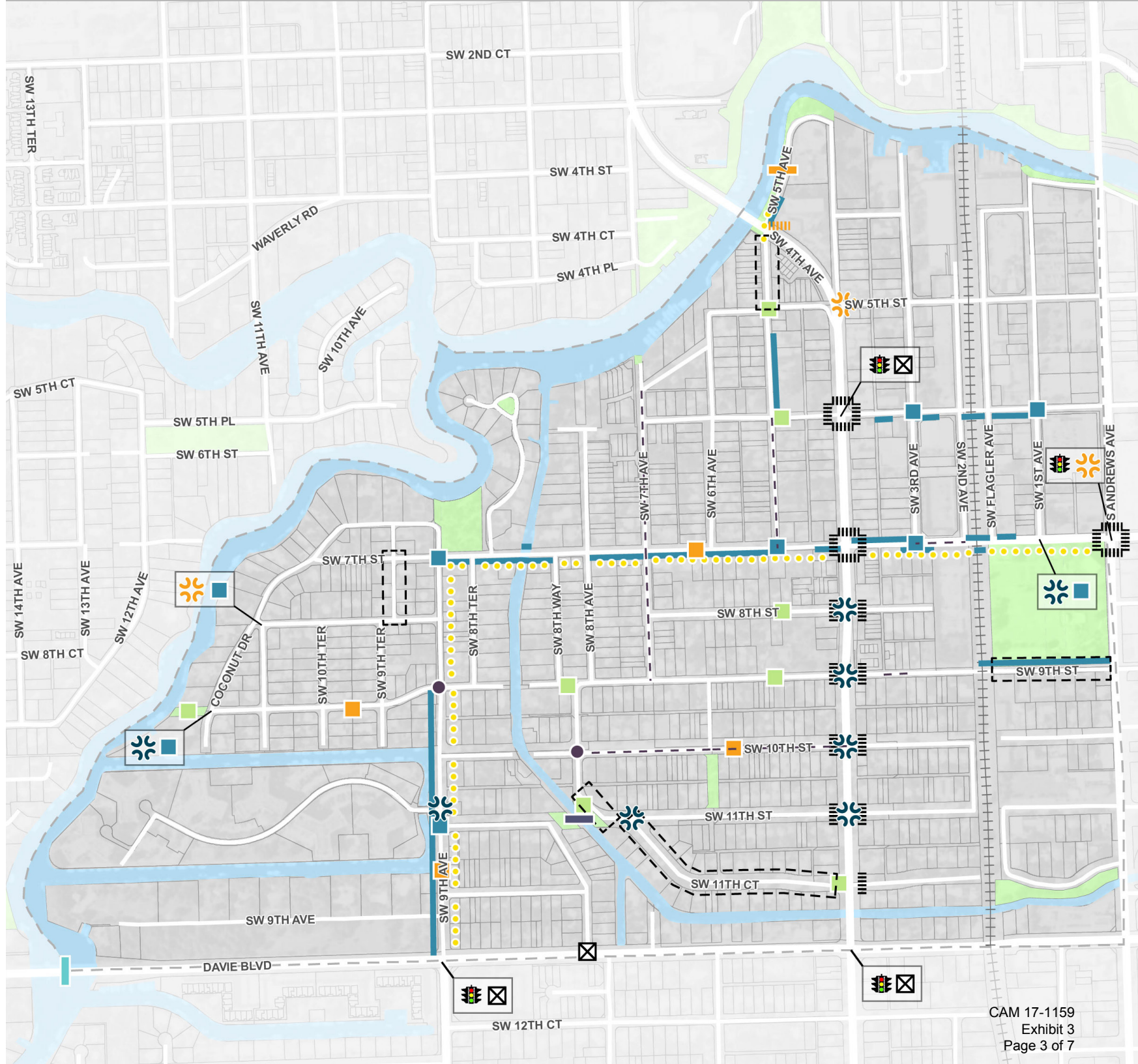
For example, it may be determined that a pinch point with two edge islands or a chicane with three alternating edge islands is preferable to a mini median islands to narrow the road based on the surrounding neighbor's desires. Another example would be the creation of a raised intersection in place of a mini roundabout based on available space and other considerations.

FIGURE 20
NEIGHBORHOOD MOBILITY MASTER PLAN

Master Plan

- • • Pedestrian Lighting
- Speed Signage Program
- ☒ Don't Block The Box
- Raised Intersection
- Pocket Park with Improved Ped/Bike Connectivity
- Mini Roundabout
- ☼ Change Geometry
- ☼ Tighten Turning Radii
- Modify Bridge Timing
- 🚦 Modify Signal Timing
- Pedestrian Bridge
- ||||| Improve Pedestrian Access
- Raised Crossing
- ||||| Paint Crosswalk
- Construct Sidewalk
- - - Mini Median Islands
- [- - -] Formalize/Study Parking





••• PEDESTRIAN LIGHTING



Pedestrian Lighting in Hagler Village. Credit: Google

Installing pedestrian-scale lighting, especially at locations that are not fronted by homes, will create a safer and more comfortable environment for walking. These lights can be solar powered to save energy and promote sustainability.

■ SPEED SIGNAGE PROGRAM



Riverside Park Chicane. Credit: Elvert Barnes

Electronic speed signs use radar detection to alert drivers of their speeds as they pass by. They are generally installed as a temporary measure, although they may be permanent. They can be placed in the marked locations for one month at a time to help alert drivers to slow down. Other neighborhoods around the country have found success with neighborhood led signage programs, such as "Isabella" cut outs and "Children at Play" signs that neighbors can put up on their own.



Child at Play Sign. Credit: yajajoff.com

☒ DON'T BLOCK THE BOX



Don't Block the Box Treatment. Credit: Google

Residents have identified locations where traffic backs up through intersections. "Don't Block the Box" signs coupled with painted intersections (like the one in the image above) can alert drivers not to block the intersection.

■ RAISED INTERSECTION



Miami Road Raised Intersection. Credit: Kittelson & Associates, Inc.

The entire area of an intersection is raised above normal pavement surface level to reduce vehicle speed through the intersection and provide a better view of pedestrians and motorists in the intersection. These are recommended in areas where driveway or roadway width prevented the use of mini roundabouts.

● MINI ROUNDABOUT



Tarpon River Mini Roundabout. Credit: Kittelson & Associates, Inc.

A small circular island used in the middle of intersections to force vehicular traffic to slow and negotiate around it. They also increase vehicular safety. It may be landscaped and may have mountable curbs. Raised intersections may be used in place of mini roundabouts, if desired, but may not be as effective at traffic calming.

POCKET PARK WITH IMPROVED PED/BIKE CONNECTIVITY



There are a number of closed streets and small parks throughout Tarpon River that are underutilized. For example, many of the closed streets have been blocked off by narrow planters. With some small changes, they could be turned in to enhanced pedestrian and bicycle connections that also serve to improve drainage through landscape design. The Sara Horn Greenway is a narrow park adjacent to a wide street. By narrowing the street, it can be expanded to become a greater asset to the community. These changes will provide valuable aesthetic, environmental, recreational, and traffic calming improvements for Tarpon River.

TIGHTEN TURNING RADII



Large turning radii facilitate faster vehicle turning movements and increase crossing distance for pedestrians. Reducing the curb radii will aid in slowing vehicles and improve pedestrian safety. It may also discourage truck cut-through traffic.

CHANGE GEOMETRY



Intersection geometry lends itself to higher vehicular speeds in some locations. This can cause issues for pedestrians crossing the street and can encourage people to run stop signs. Therefore, changes in intersection geometry are recommended at three locations. At SW 4th Avenue and SW 5th Street, the street can be skewed so that vehicles can no longer exit SW 4th Avenue at high speeds. The addition of a stop sign and a left turn will further calm traffic. At SW 8th Street and Coconut Drive, the intersection will also be brought to a 4 way stop, reducing the pavement that needs to be crossed and allowing drivers to better see each other. At SW 7th Street and Andrews Avenue, widening the westbound lane and narrowing the eastbound left turn lane could help to better facilitate turning movements.

MODIFY BRIDGE TIMING



Traffic backs up on Davie Blvd when the bridge opens. On weekdays, it only opens for emergencies and towing companies from 7:30-9 AM and 4:30-6 PM. However, it opens irregularly throughout the day, including from 9-10 AM when there is usually traffic on Davie Blvd. Adopting a regular schedule or further limiting use in peak hours could help ease traffic.

MODIFY SIGNAL TIMING



Signal timing was raised as an issue at a number of locations. A signal timing analysis revealed that an update to the signal timing could be beneficial on Davie Blvd at SW 9th Ave and at SW 4th Ave and on SW 7th Street at Andrews Ave. The issue on SW 9th Ave could also be related to the bridge openings, which should be further studied. The signal on SW 6th Street at SW 4th Ave flashes on the weekends, which causes delays for east-west traffic and difficulty crossing the street. It is recommended that the signal timing be updated to a full signal at all times. A full signal study should be completed to determine impacts to the system from any changes.

PEDESTRIAN BRIDGE



Neighbors noted a lack of opportunities for crossing Tarpon River. A new pedestrian/bicycle bridge on SW 11th Street will provide connectivity on a low speed and volume street that provides good connectivity to parks in and around the neighborhood.

IMPROVE PEDESTRIAN ACCESS



The bridge on SW 4th Avenue is a primary river crossing point for Tarpon River residents. However, the current access requires residents to walk up the ramp beginning at SW 7th Street. This is not convenient for those accessing the bridge from the Riverwalk. New stairs connecting the Riverwalk to the bridge could help improve access.

RAISED PED CROSSING



The pedestrian crossing is raised to give motorists and pedestrians a better view of the crossing area. Because of the elevation change, traffic is slowed. The raised crossing may also be accompanied by a pinch point to reduce the crossing distance for pedestrians and further calm traffic.

PAINT CROSSWALK



There are three locations where crosswalks are missing a signalized intersections. It is recommended that crosswalks are painted to allow for better pedestrian accessibility. Crosswalks should also be painted along driveways on SW 4th Ave to alert drivers of pedestrians.

— — MINI MEDIANS



Islands constructed between travel lanes can help narrow the lanes and slow down traffic. They may be landscaped, helping to beautify the neighborhood. Additionally, by locating at the northern entrance to the Village, a gateway feature will be created.

— CONSTRUCT SIDEWALK



Sidewalks provide a minimum level of comfort for pedestrians, absent of any other features. Sidewalks are desired on SW 9th Ave and SW 7th Street. A network of sidewalks will improve pedestrian comfort and accessibility. A 3' grass buffer will separate the sidewalk from the street.

▣▣▣ FORMALIZE/STUDY PARKING



Throughout Tarpon River, people park on the side of the street. In some locations, where the street is wide, on street parking can be formalized. This can have a secondary benefit of calming traffic. A parking study should be completed for the entire neighborhood to address the needs and opportunities.