



## **NORTHEAST 13<sup>TH</sup> STREET COMPLETE STREET PROJECT**

NE 13<sup>TH</sup> STREET: NE 4<sup>TH</sup> AVENUE TO NE 9<sup>TH</sup> AVENUE (PROJECT #12084)

### **WHAT IS THE PROJECT?**

The Commission approved the Central City Community Redevelopment Plan (CCCRP) on January 5, 2012 after the area was identified as blighted in 2010. The CCCRP identifies the redevelopment of the NE 13<sup>th</sup> Street Corridor Business District as an Economic Development Strategy to support business.

The major concerns identified in this corridor include decline of local businesses, high traffic speeds, lack of on-street parking, insufficient lighting and lack of bike lanes.

To advance this economic development strategy, the Community Redevelopment Program (CRA) applied to the Broward Redevelopment Program for a grant in 2013 to improve the right-of-way of NE 13<sup>th</sup> Street from NE 4<sup>th</sup> Avenue to NE 9<sup>th</sup> Avenue.

Within the existing 80-feet of right-of-way, the street will be reconfigured to provide on-street parking, bike lanes, and pedestrian amenities. This design will focus on enhancing the pedestrian environment through the potential incorporation of mid-block crossings, artistic features, enhanced lighting, and improved landscaping.

### **HOW IS THIS PROJECT BEING FUNDED?**

In June 2014, the CRA was awarded the grant by the Broward County Housing Finance and Community Development Division in the amount of \$1,500,000 for the reconstruction of NE 13<sup>th</sup> Street. In addition to the Broward Redevelopment Program grant, the City of Fort Lauderdale has provided a cash match of \$310,000 from the City Stormwater Funds and there is also \$60,000 in Business Community Investment Plan (BCIP) funds that were awarded to the Central City Alliance that will be included in the project. These funds will be utilized for the design and the construction of the project.

The grant awarded was for improvements within the public right-of-way along NE 13<sup>th</sup> Street between NE 4<sup>th</sup> Avenue and NE 9<sup>th</sup> Avenue to improve the streetscape by calming traffic speeds, adding on-street parking, adding multimodal enhancements including bike lanes and wider sidewalks, adding lighting improvements and adding landscaping.

## **HOW HAS THE PUBLIC BEEN INVITED TO PARTICIPATE?**

A public meeting was held on Saturday, February 1, 2014 to receive input from our neighbors, who identified the most important Complete Streets elements to be included in the future of NE 13<sup>th</sup> Street, shaping the direction of the design plans.

Approximately 40 people attended the meeting that generated numerous ideas for improvements along this corridor, but all groups identified the following five design priorities: on-street parking, bike lanes, lighting, crosswalks, and shade trees. Additional components identified by a majority of the group include: maintaining medians, wider sidewalks, roundabouts, curb extensions at intersections, and Americans with Disability Act upgrades.

The design phase for this project is just beginning. A public meeting to discuss the preliminary plans for this corridor will be held on September 16, 2015 at the Warsaw Coffee Company at 815 NE 13<sup>th</sup> Street at 5:30 pm.

## **WHAT WAS THE PURPOSE OF THE TEMPORARY LANE REDUCTION IN MAY 2015?**

Neighbors requested a demonstration of the proposed lane elimination during the time a public meeting was being held for the Old Dixie Highway reconstruction project in order to provide additional on-street parking for that meeting. The demonstration was completed on May 20 through May 26, 2015 between the FEC tracks and Old Dixie Highway.

Observations were made and feedback was gathered during this test. A wide range of individuals expressed praise for the reduction in lanes that provided traffic calming, improved the ability for pedestrian to cross, added an additional buffer for the protection for pedestrians walking along NE 13<sup>th</sup> Street, and added parking to support businesses. There were also concerns raised regarding the additional queuing of vehicles at Old Dixie Highway. limited gaps to turn north on Old Dixie Highway traveling eastbound, and impact of turning radius for larger vehicles servicing businesses on the streets adjacent to NE 13<sup>th</sup> Street. Also noted was the significant number of people biking, walking, and skateboarding in the protected lane, the vehicles stopped at the signal were cleared during one signal phase, and pedestrians were observed crossing mid-block.

## **HAS THE CITY STUDIED THE TRAFFIC VOLUMES?**

Current vehicular traffic volumes were collected in July 2015 within the project limits and adjusted for seasonal factors. NE 13<sup>th</sup> Street carries 13,750 vehicles per day (with 6,830 in the eastbound direction and 6,920 in the westbound direction) and the posted speed is 35 miles per hour. Further traffic analysis of the corridor is being completed in order to further understand traffic flow and any design constraints.

WHAT IS THE ESTIMATED PROJECT SCHEDULE?

# 13TH STREET - COMPLETE STREETS

## TIMELINE

