

cclassicalcolor

CONCEPTUAL DESIGN VISION

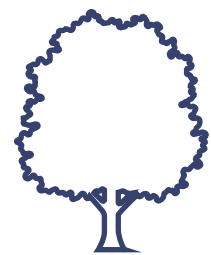
From the last meeting



Reviewed safety devices and traffic information regarding crosswalks



Met with various groups regarding bicycle pathways
Reviewed options for Downtown (we'll get to this in a minute)

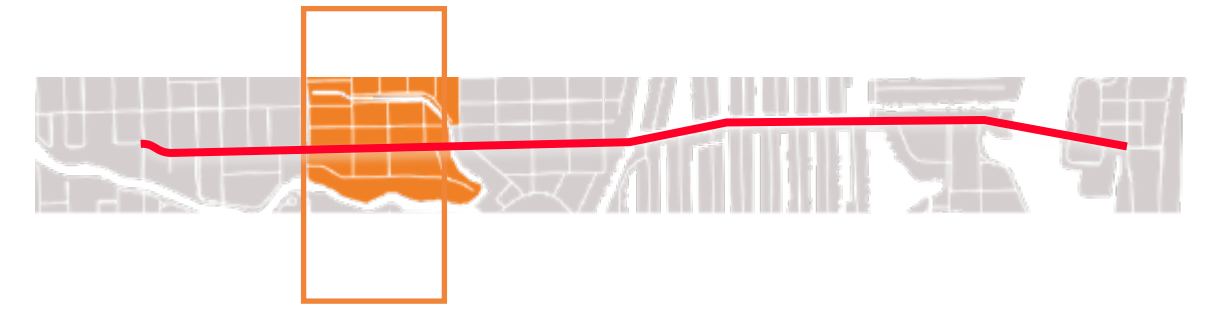


Continued to revise plant palette for review by City Forester



Directed urban design team to remove any items that may result in infill into the water

Bike Routes Summary



Bike Lane



Shared Roadway

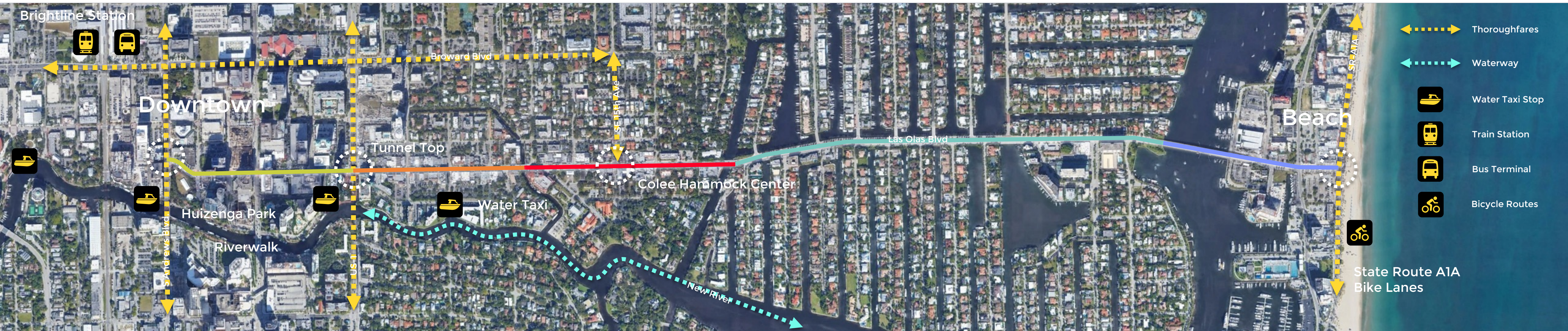


Traffic Calming Shared Streets

Main Decision Points/Follow-ups Today

1. Downtown: Where are the bikes going?
2. Shoppes area: Which alternative?
3. Colee Hammock:
Recommendations will aim towards reduction/elimination of cut through traffic heading to Victoria Park
15th/Las Olas
Recommend full bridge replacement for Sospiro Bridge.
4. Isles: Alternative 5, modified with no infill of water.
5. Beach area: Confirming cantilever on both sides of bridge.

The Corridor



2.1 miles long

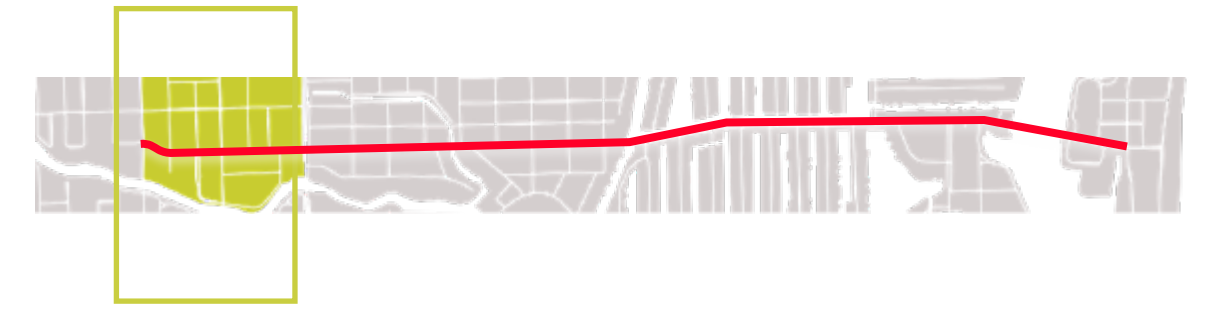
It would be one of the longest, continuously protected, multimodal corridors in South Florida

Connecting Regional Trails

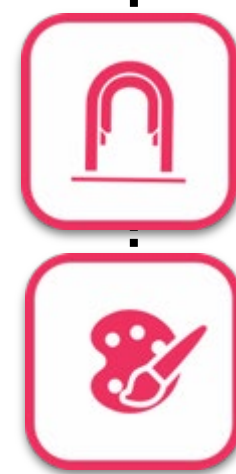
Safe connections will shorten the perceived distance between Downtown Fort Lauderdale and Las Olas Beach

Coordinating with Transit

Water taxis, Brightline, and bus transit should be coordinated.



Two-Way Cycle Track



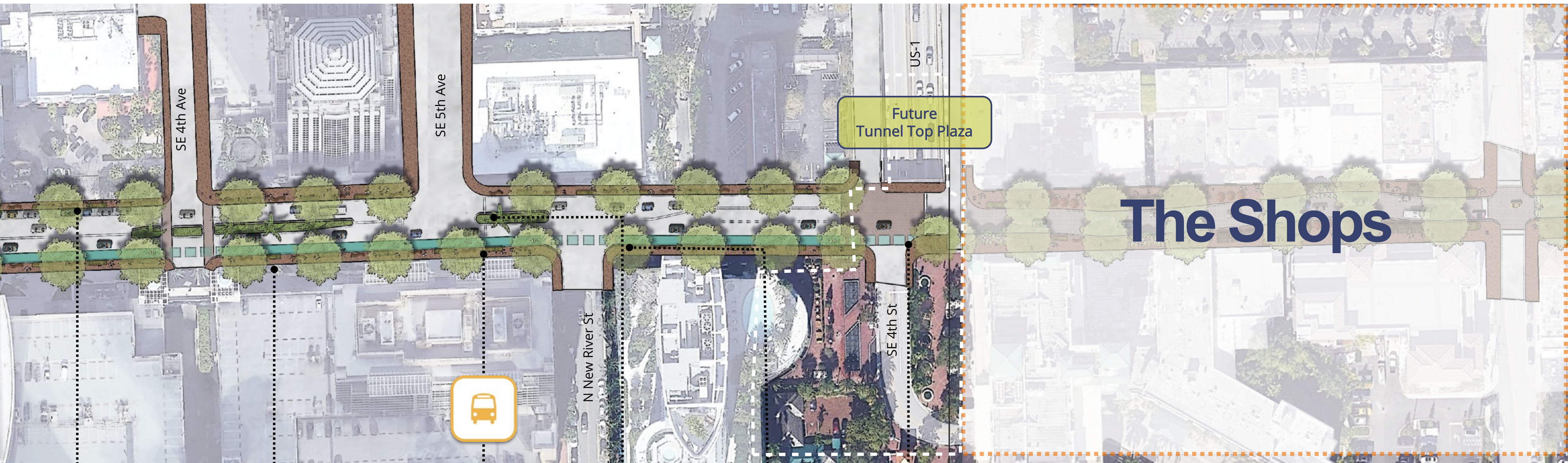
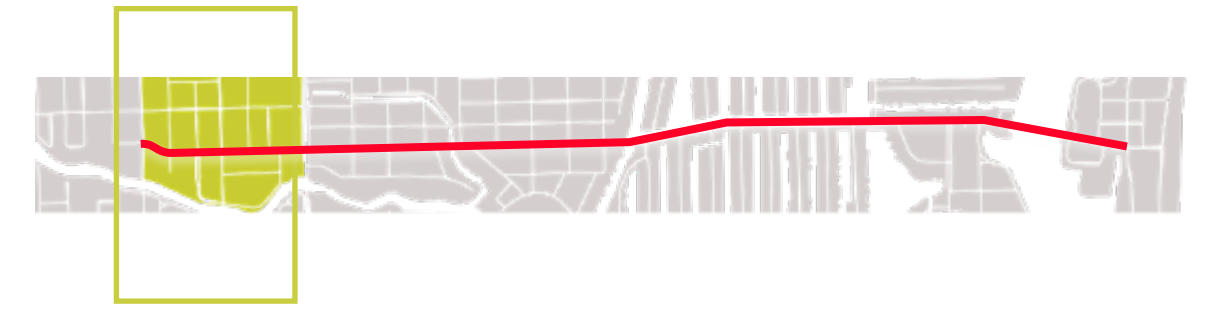
Gateway
Opportunity for Public Art



Two-way Cycle Track
Located on the South Side of Las Olas Blvd. to facilitate access to riverfront



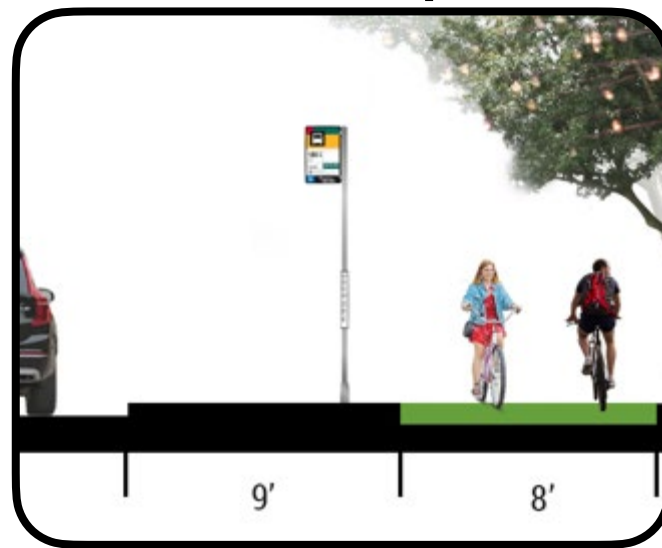
Enhanced Pedestrian Crossings
Multiple intersections



Curb Management



In-lane Boarding Island



New Crossing



Riverfront Connection

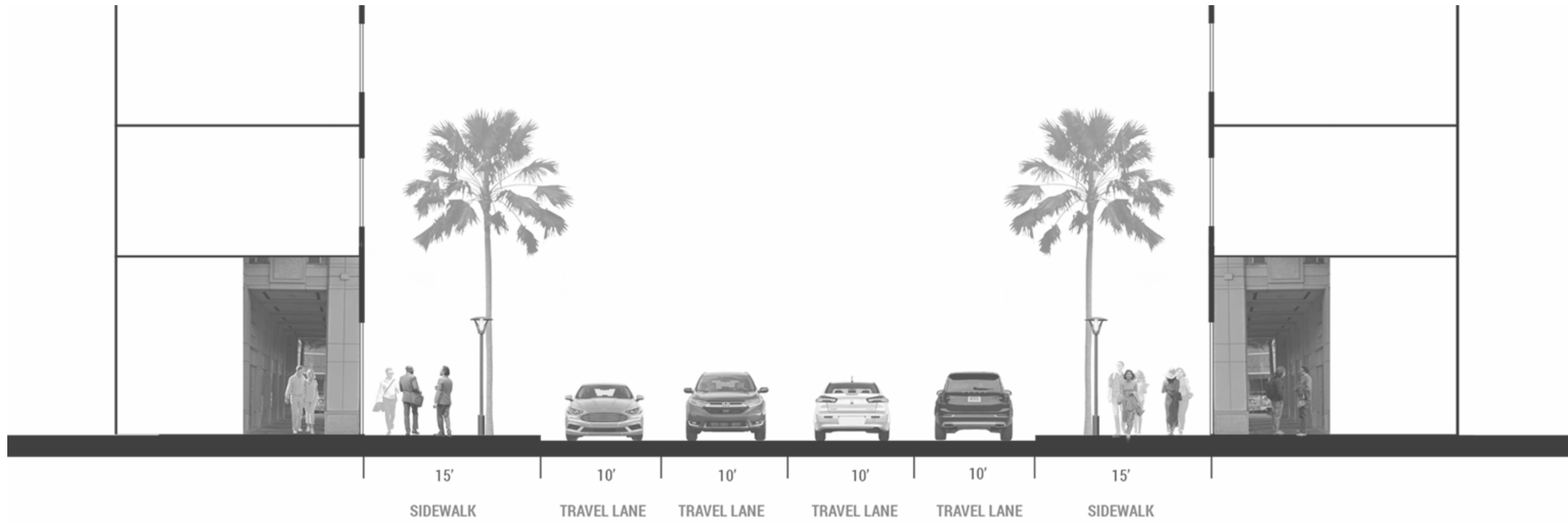


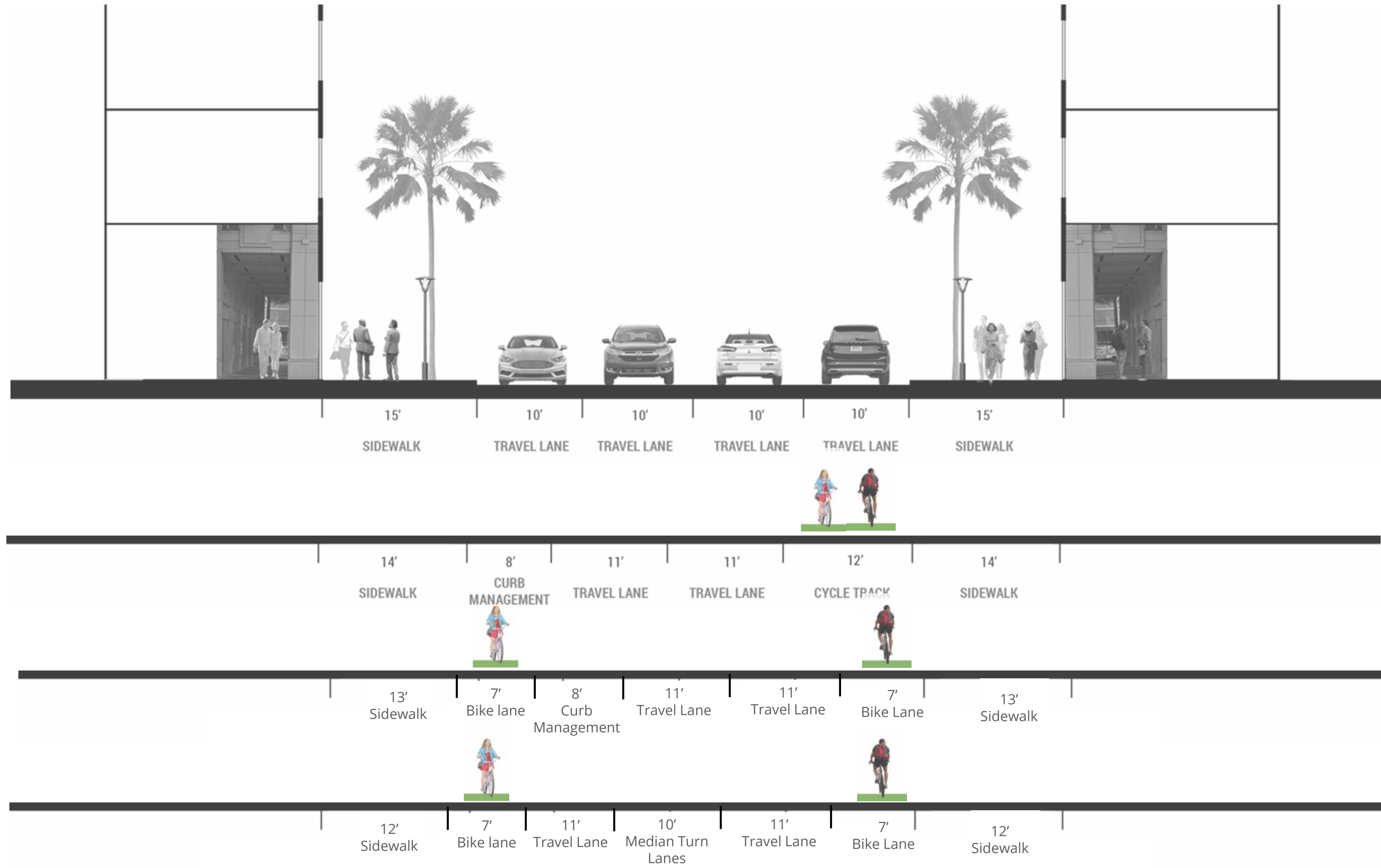
Raised Intersection (Proposed Tunnel Top Plaza)



Two-Way Cycle Track Dashed Intersection Markings

From prior discussions (refresher)





ROW –
APPX. 70’
Some
exceptions

*Curb Management
means Parking as
well as space for
ridesharing (i.e.
Uber, Lyft, etc.)

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What should the Downtown section have in terms of bicycle facilities?

ⓘ Start presenting to display the poll results on this slide.



The Shops

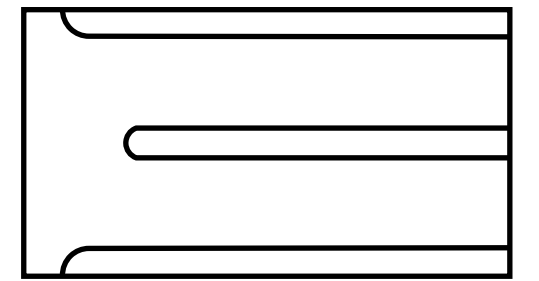


Section 1
US-1 — SE 9th Ave

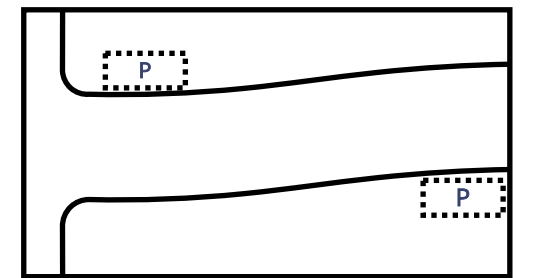


Section 2
SE 9th Ave — SE 12th Ave

Existing



Wavy Chicane Alternative



260%
Increase in walkable area

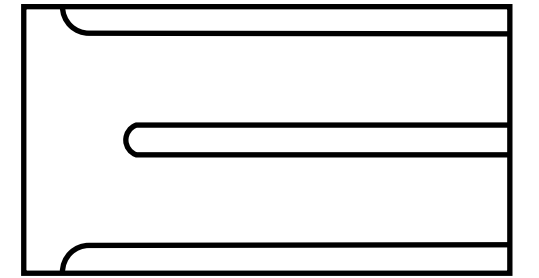
VARIES
SIDEWALK

12'
TRAVEL LANE

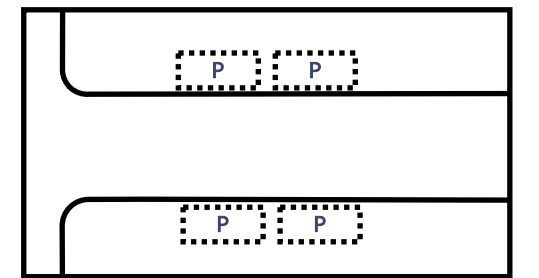
12'
TRAVEL LANE

VARIES
SIDEWALK

Existing



Curbless Alternative



14'
SIDEWALK

12'
TRAVEL LANE

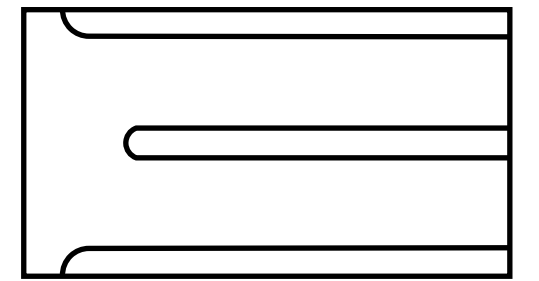
12'
TRAVEL LANE

8'
CURB MANAGEMENT

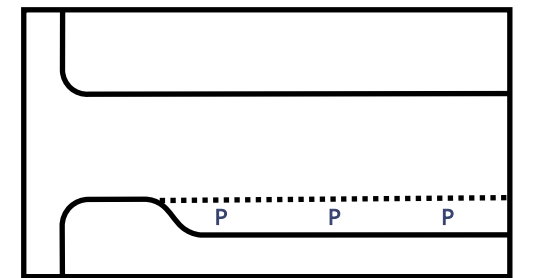
14'
SIDEWALK

200%
Increase in
walkable area

Existing



Conventional Alternative



200%

Increase in walkable area

6' | 4' | 5' | 8' | 11' | 11' | 5' | 4' | 6'

SIDEWALK

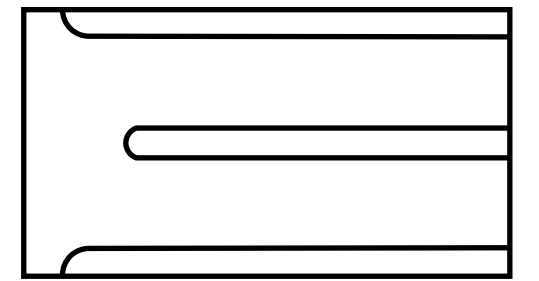
CURB MANAGEMENT

TRAVEL LANE

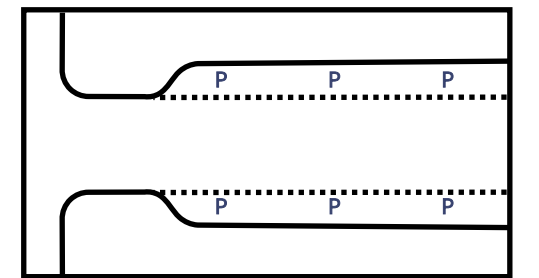
TRAVEL LANE

SIDEWALK

Existing



Median Elimination Alternative



20%
Increase in
walkable area

6' 5' 8' 11' 11' 8' 5' 6'
SIDEWALK CURB MANAGEMENT TRAVEL LANE TRAVEL LANE CURB MANAGEMENT SIDEWALK

Design Matrix

Score (Relative to other alternatives)

- ++ Good (achieves objectives)
- + Fair
- Poor
- Fails to meet / achieve objectives

Sidewalk Width

Bicycle Accommodation

Traffic Calming

ADA Accessibility

Taxi and Loading Zones

Bus Stop Comfort

Car and Bicycle Parking


Festival Street Capacity

Crossing Comfort

Alternative	Sidewalk Width	Bicycle Accommodation	Traffic Calming	ADA Accessibility	Taxi and Loading Zones	Bus Stop Comfort	Car and Bicycle Parking	Festival Street Capacity	Crossing Comfort
A: "Wavy" Chicane	++	++	++	++	++	++	++	++	++
B: Curbless	++	++	+	++	++	++	++	++	++
C: Conventional	+	+	-	+	++	-	++	-	+
D: Median Elimination	-	+	-	+	++	-	-	-	-
E: Do Nothing	--	-	--	--	--	--	-	--	--

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The streetscape for the Historic Shoppes area should be:

 Start presenting to display the poll results on this slide.

Thank You

Las Olas Boulevard

Fort Lauderdale's Portal to the Beach

