



Downtown One-Way Transit Corridor

September 4, 2018

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BrowardMPO.org



The One-Way Pair

The following is a concept for a one-way pair to be considered in Downtown Fort Lauderdale. The two roads featured are:

- **Andrews Avenue** from North Flagler Drive to Southeast Seventeenth Street, and
- **Third Avenue** from North Flagler Drive to Southeast Seventeenth Street.

Andrews Avenue could function as the southbound corridor while Third Avenue serves the northbound traffic. Flagler Drive and Southeast Seventeenth Street would remain two-way streets

Subject to change based on study.

Possibilities



Traffic

- Increased Capacity
- Less Signal Phases
- On Street Parking



Transit

- Dedicated Transit Lane
- Intersection Queue Jump
- Level Boarding Stations



Bicycle

- Cycle Track
- Buffered Lanes

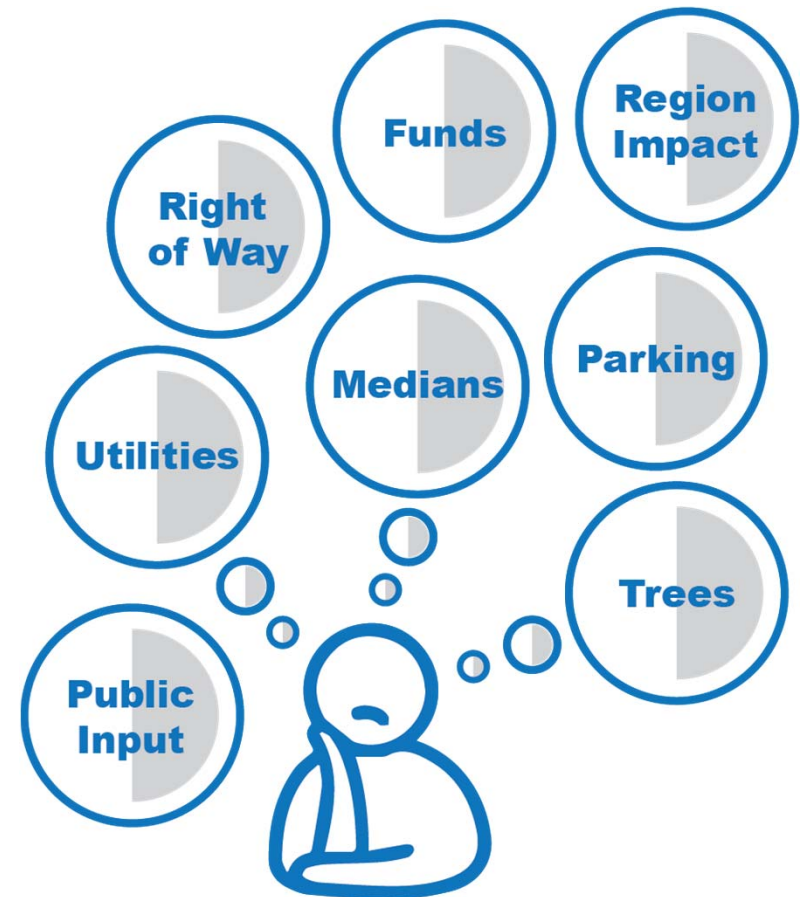


Pedestrian

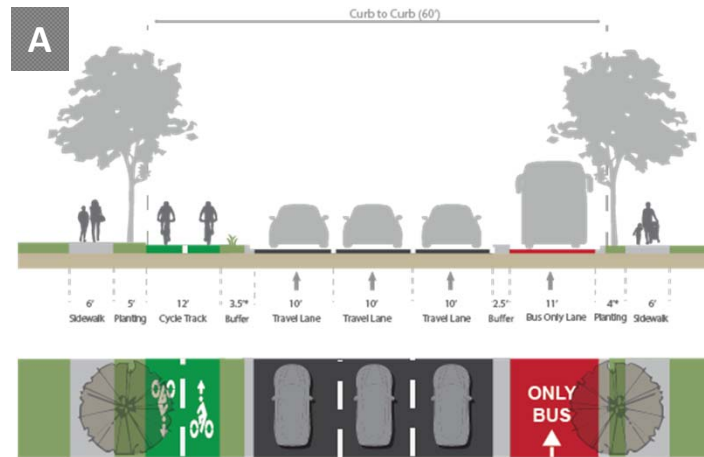
- Wider Sidewalks
- Urban Forestry

Things to Consider

- There is a lot to consider when proposing a more multimodal use to an existing roadway.
- These are just a couple of things to start with.



DRAFT Cross Sections

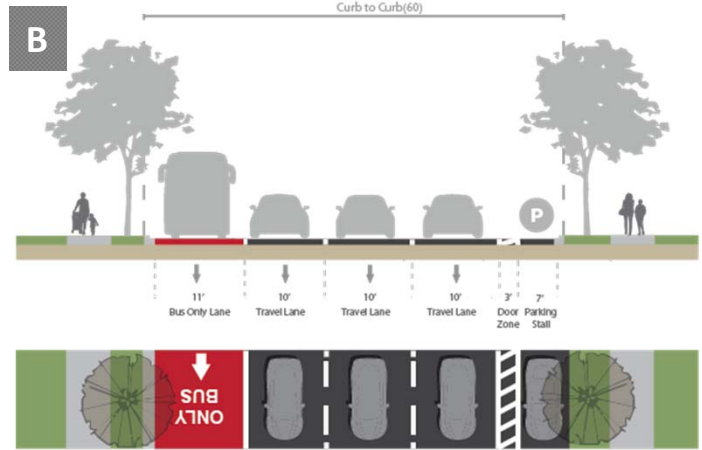
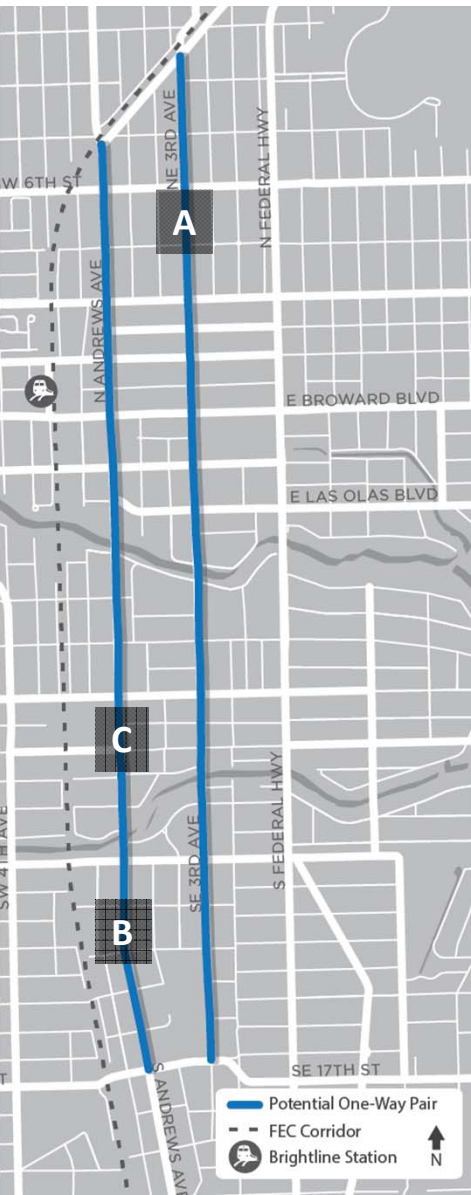


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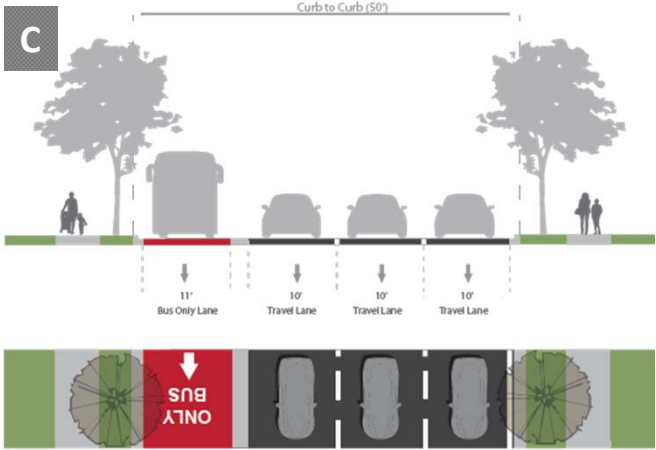


Example: One-Way Transit Corridor Concept from the neighborhood of Oakland, Pittsburgh, PA

DRAFT Cross Sections

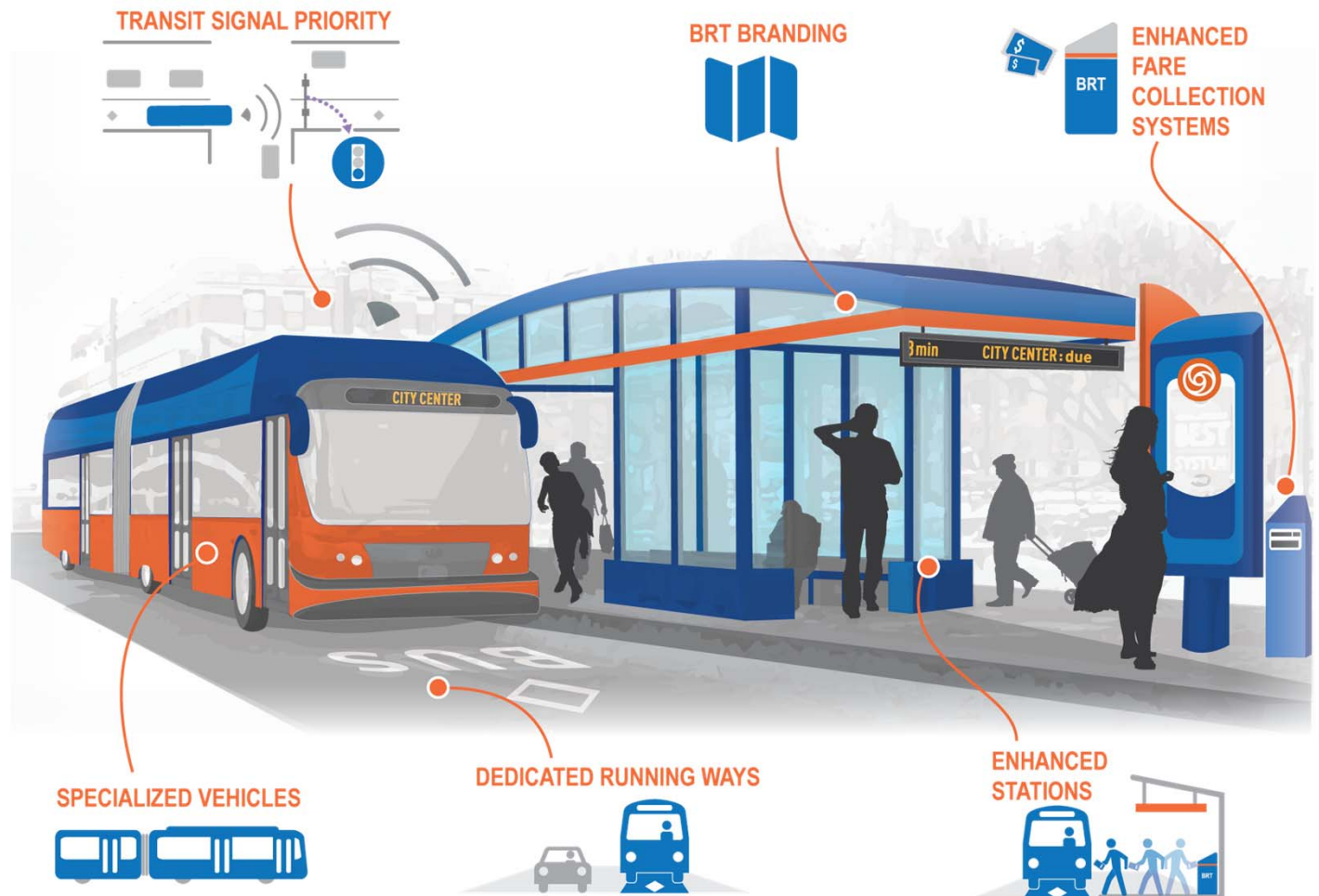


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Potential Stations



Example: Bus dedicated lane and station concept. Image from Nelson\Nygaard Consulting Associates



Enhancements Explained

Bus Only Lane

On downtown streets with heavy bus traffic, a red bus-only lane may be applied at curbside or offset. Bus-only lanes require significant enforcement and may be encroached upon by double parked cars and loading vehicles without proper enforcement. Combine bus-only lanes with bus bulbs, shelters, and transit signal priority to increase their effectiveness. (NACTO)

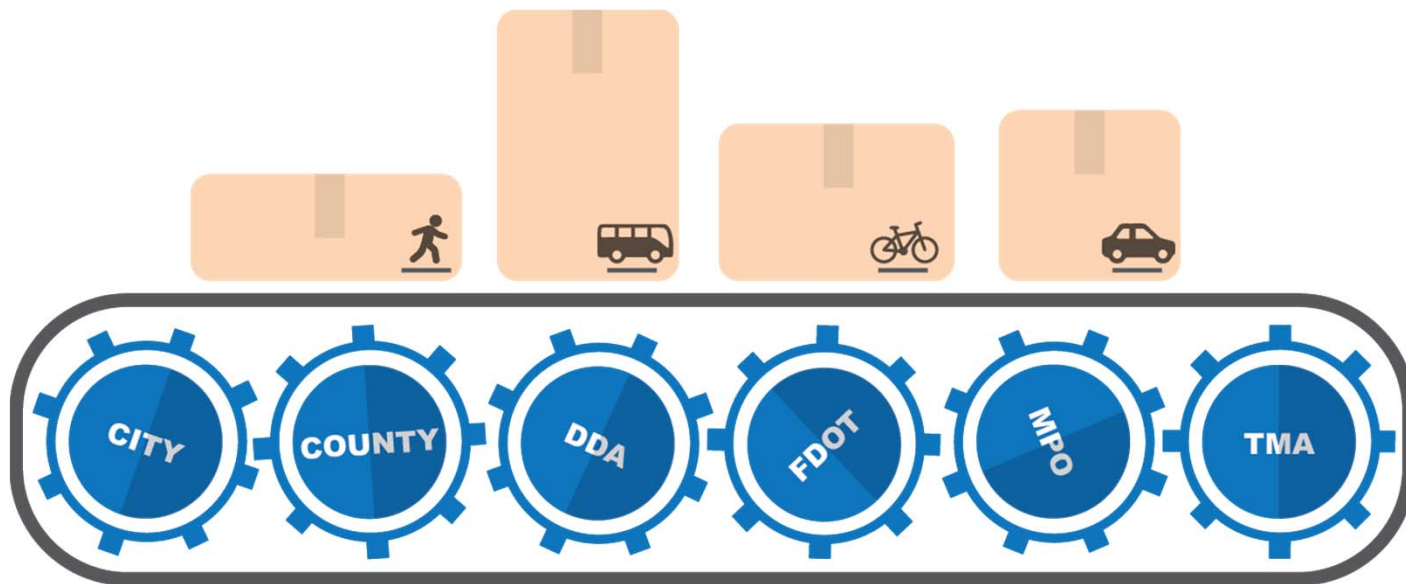
On Street Parking

Parking lane widths of 7-9 feet are generally recommended. Cities are encouraged to demarcate the parking lane to indicate to drivers how close they are to parked cars. (NACTO)

Cycle Track

A raised cycle track applied on the left side of a 1-way street, removes cyclists from potential conflicts with bus traffic and creates a pedestrian safety island that decreases exposure time for pedestrians. (NACTO)

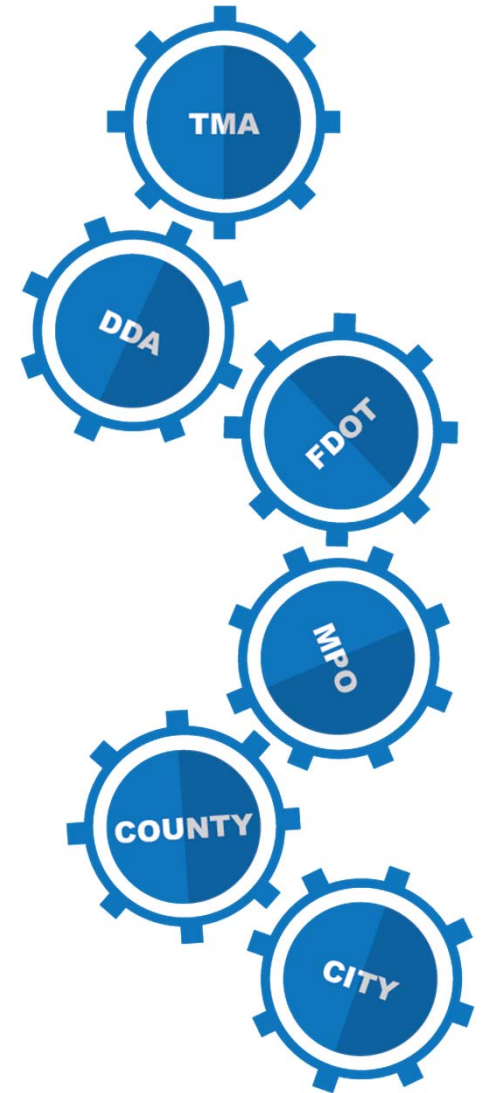
Partner Involvement



All partners need to work together to deliver results

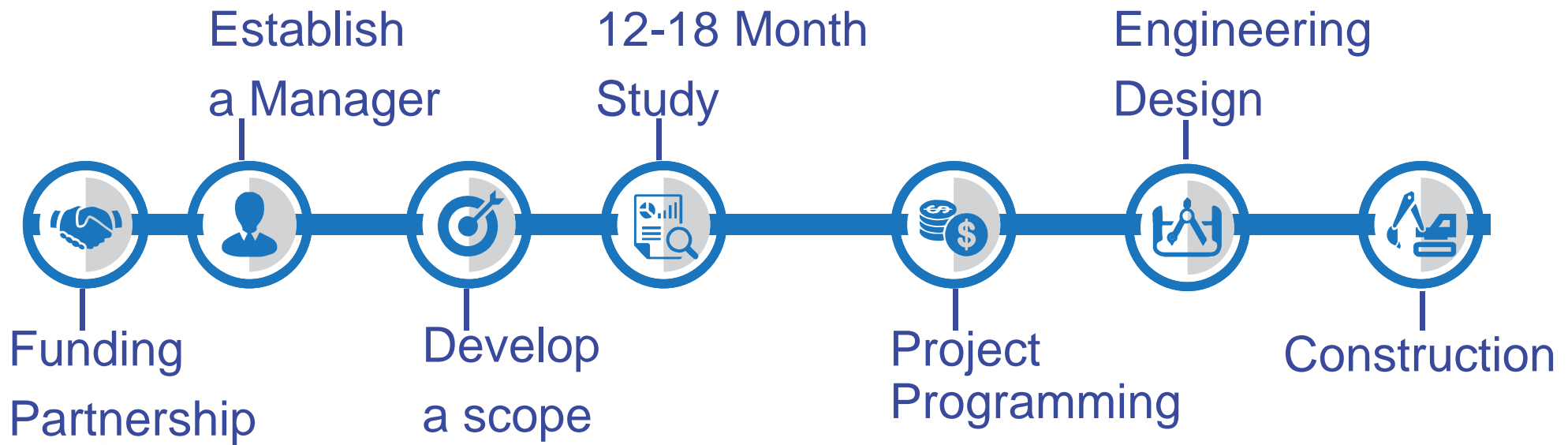
Partner Involvement

- Broward County
 - Traffic Engineering
 - Streets and Highways
 - Transit (BCT)
- Broward MPO
- City of Fort Lauderdale
 - Transportation and Mobility
- Downtown Development Authority
- Fort Lauderdale TMA
- FDOT



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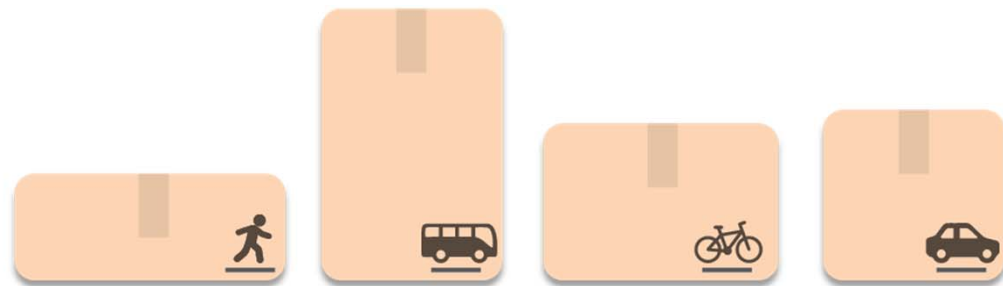
Timeline



What to Expect

A multimodal plan beginning with partners collaboratively working together to move **cars, pedestrians, bicyclists**, and **transit** riders more efficiently and safely.

- Public Outreach Plan
- Cross Sections
- Operational Analysis:
 - Traffic
 - Transit
- Cost Estimates





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