

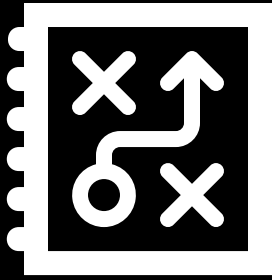


SE 17th Street Origin-Destination (O-D) Analysis

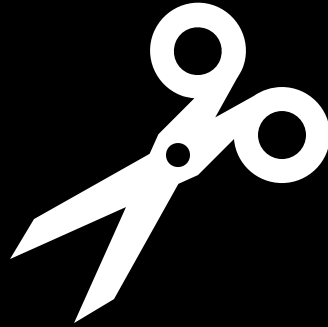
Kittelson & Associates, Inc. for the City of Fort Lauderdale
2018/08/20



Key Questions



Circulation

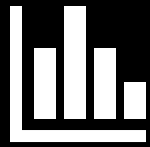


Cut-through



Regional
patterns

Data drill-down



Annual

Average (2017)



June-

August 2017



November-

December 2017

All Day (12-12 AM)

AM Peak (6-10 AM)

PM Peak (3-7 PM)

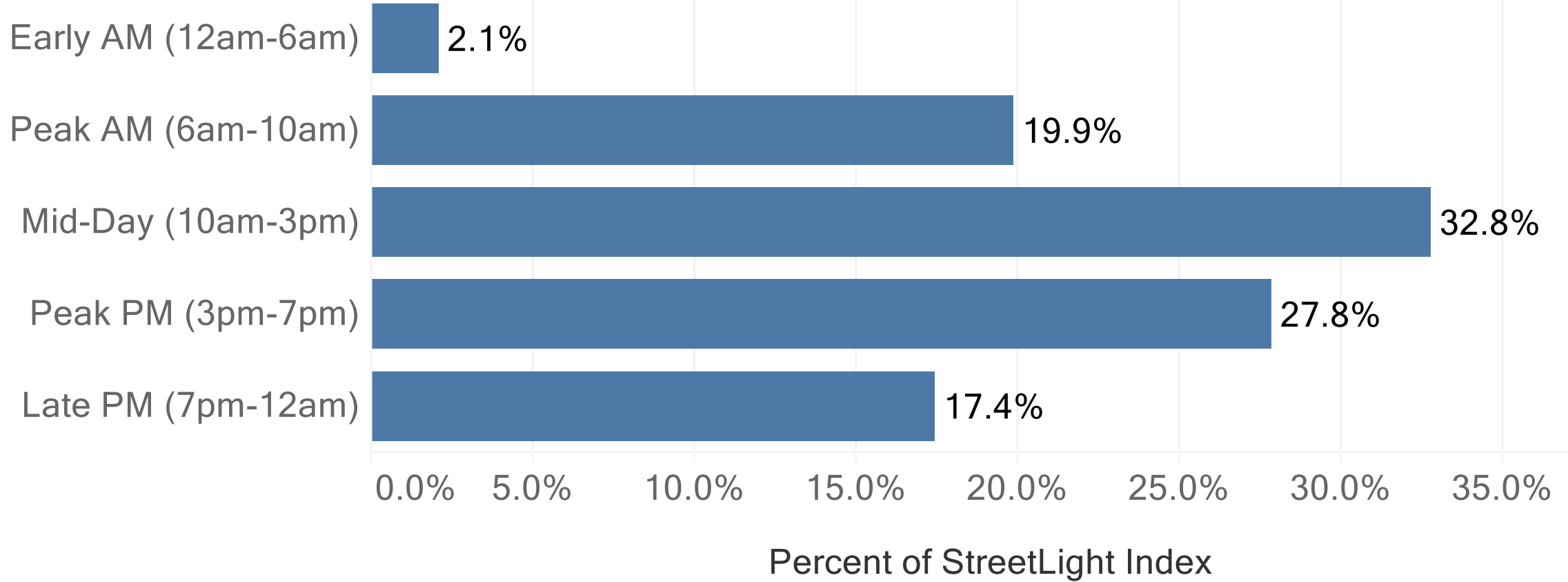


Simplified Circulation

Omitting all movements accounting for less than one percent of total traffic



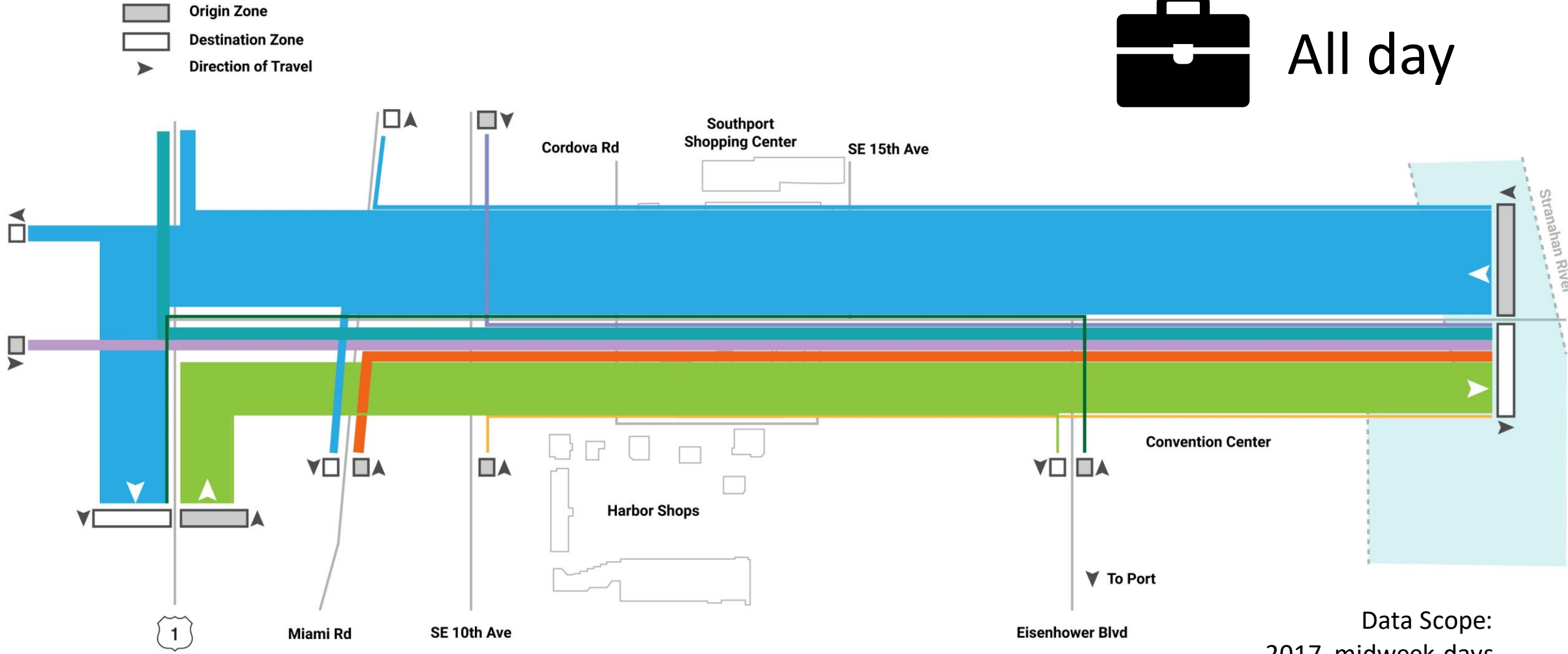
SE 17th Street



SE 17th Street

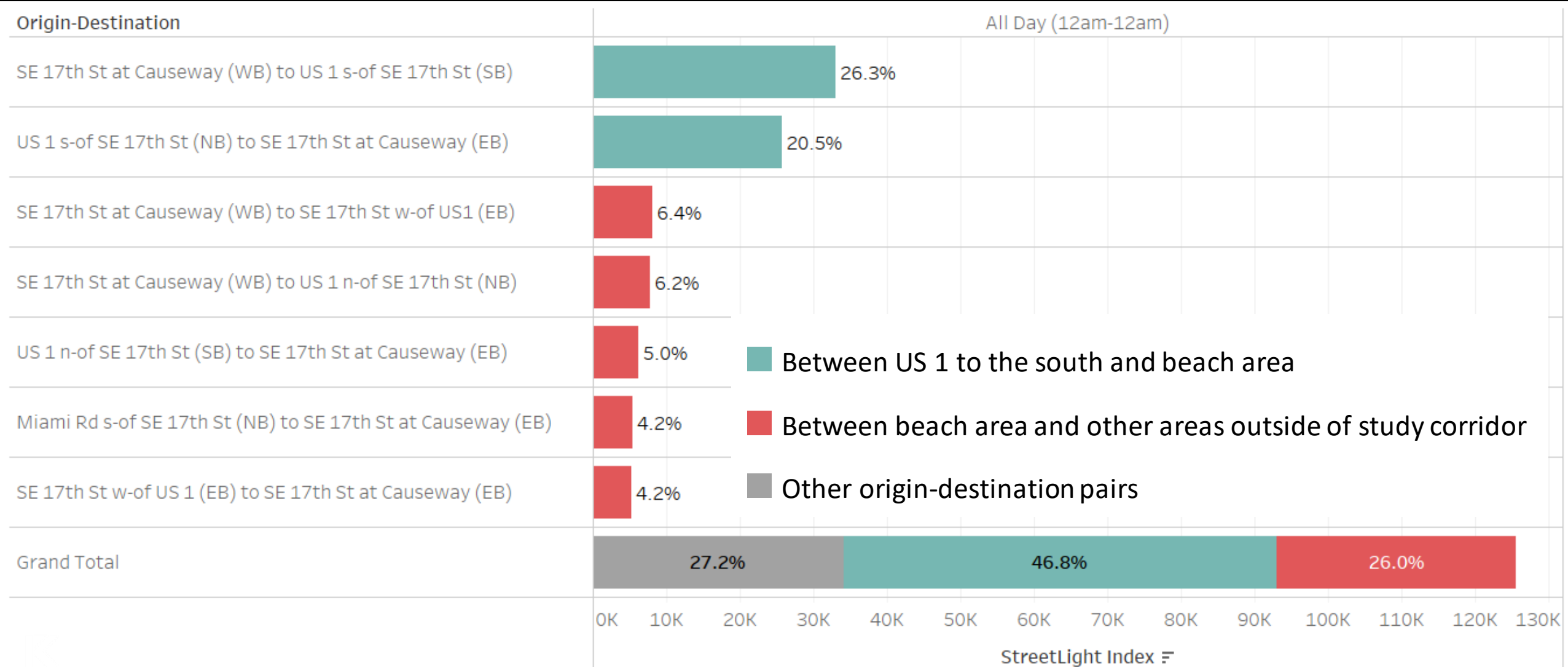


All day



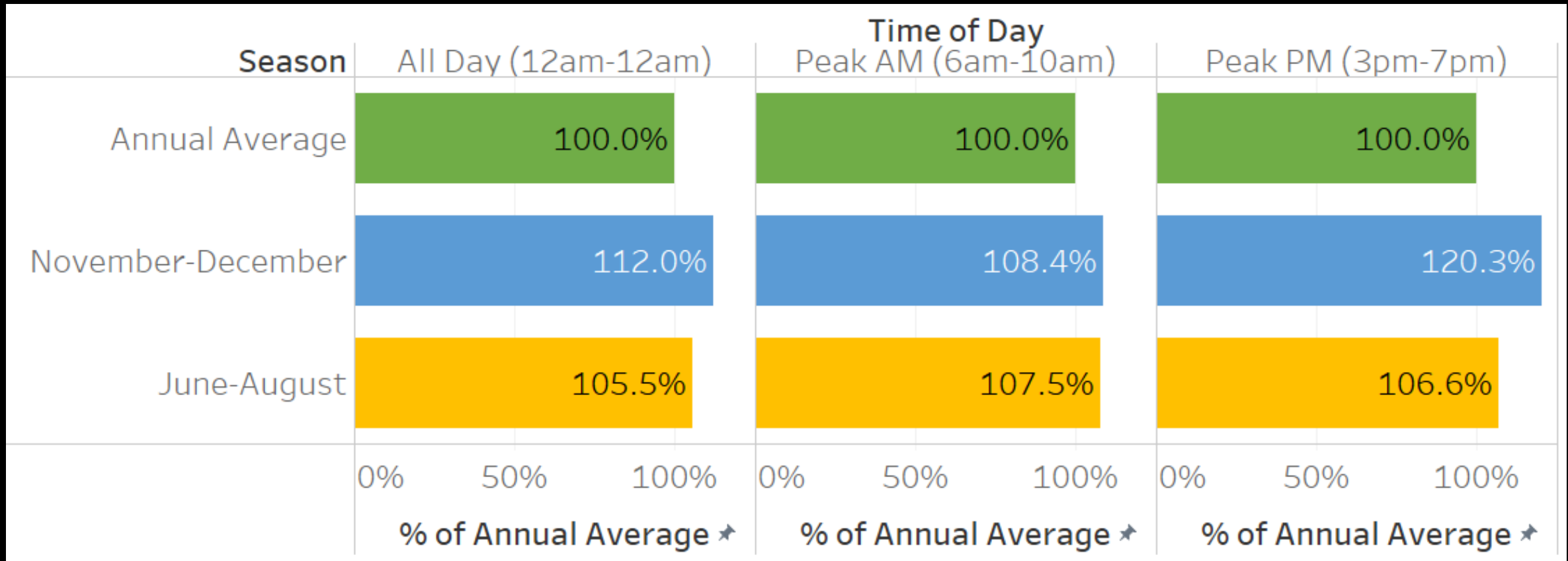
Data Scope:
2017, midweek days

SE 17th Street



SE 17th Street

■ Between US 1 to the south and beach area

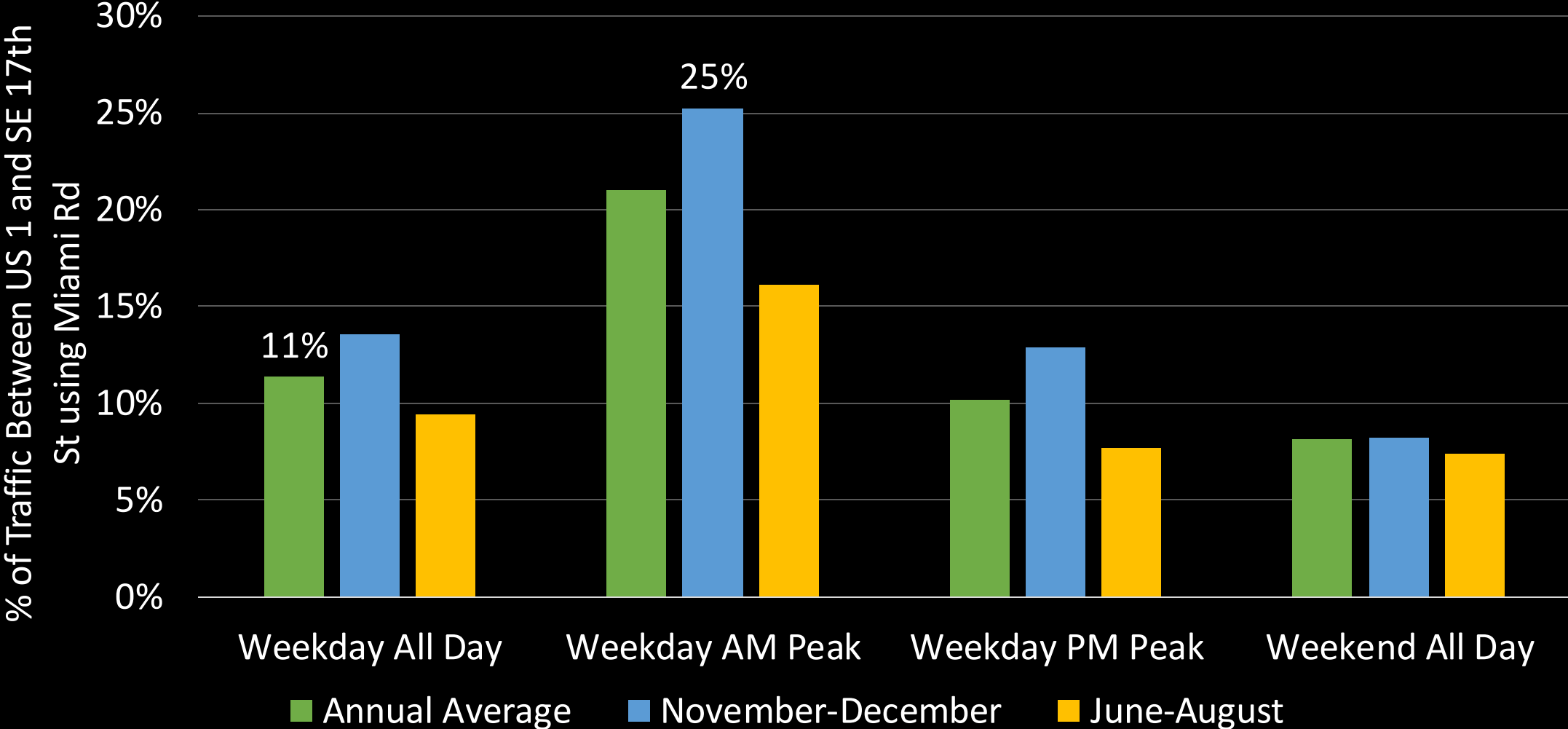


Cut-through Activity

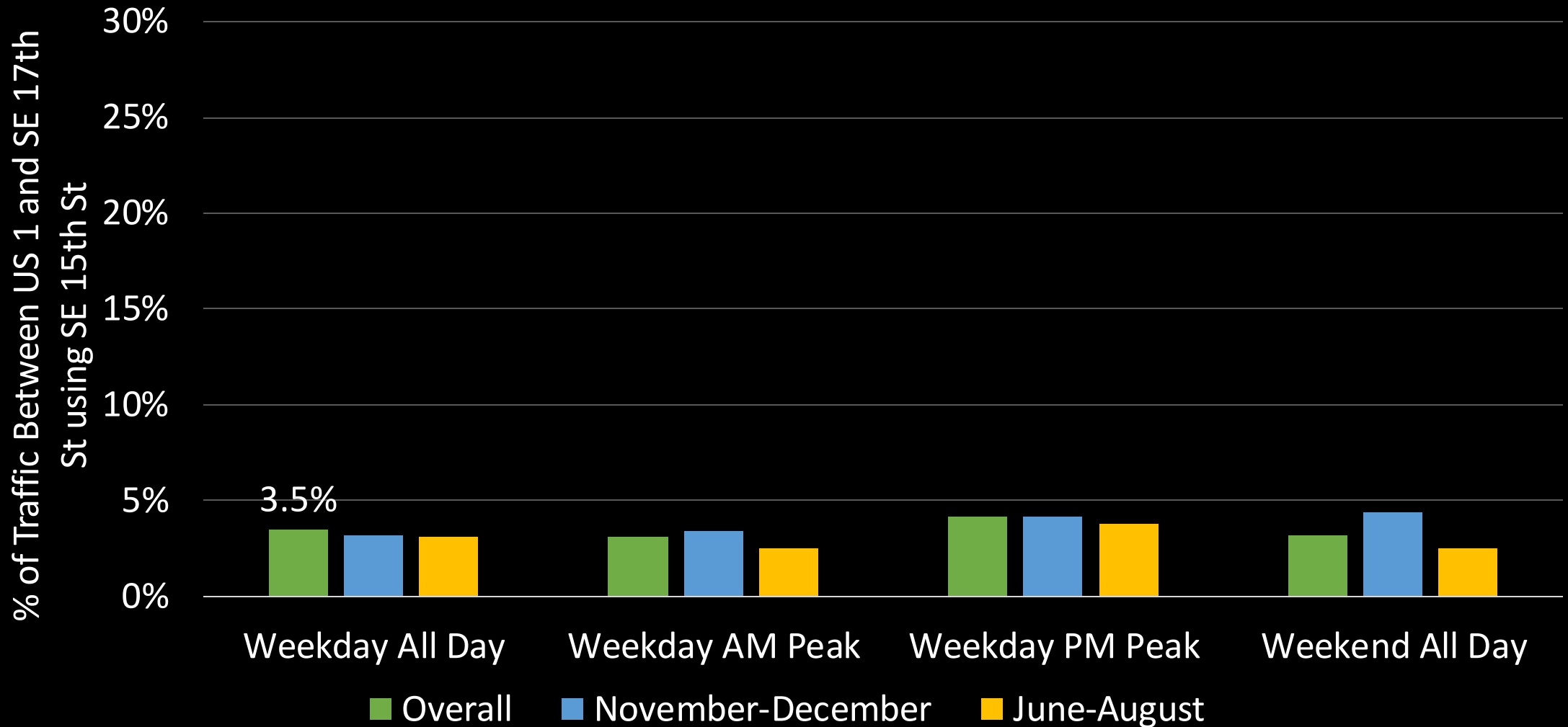
On Miami Road and SE 15th Street



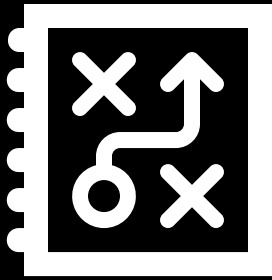
Miami Road



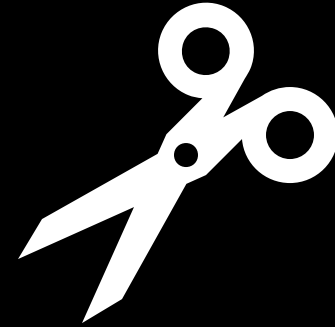
SE 15th Street



Key Answers



Circulation



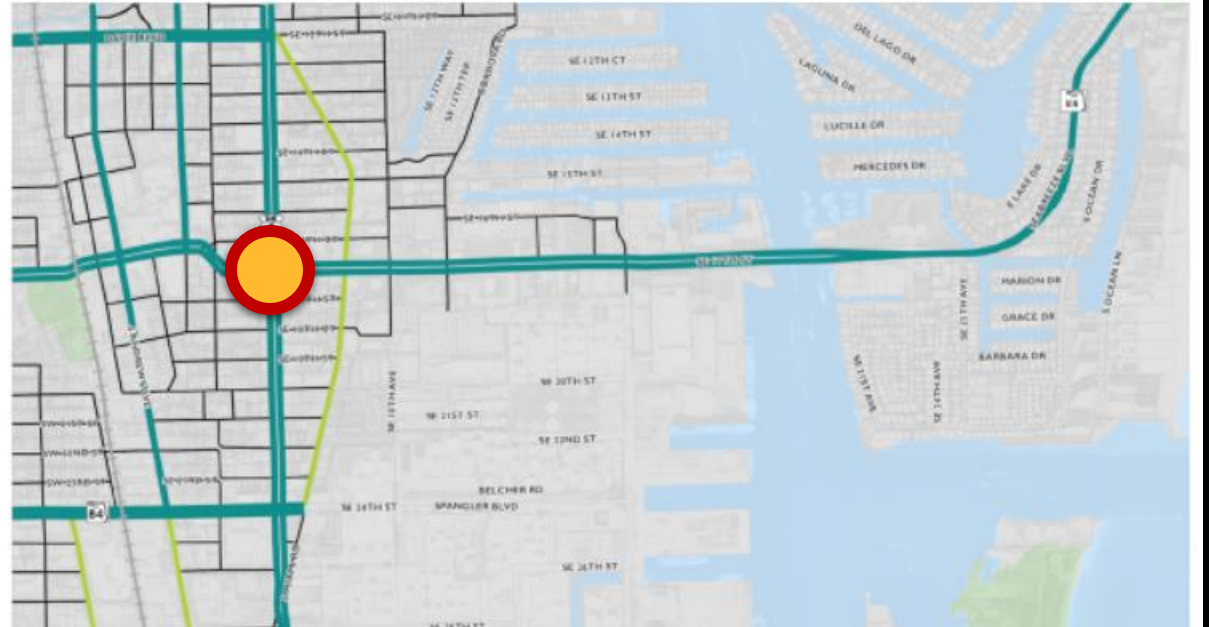
Cut-through

SE 17th Street


Figure 12 | Street Network and Role



Figure 13 | Effective Street Network



Opportunity

Create **additional network** to connect to SE 17th St hubs and/or distribute beach traffic beyond the US 1 pain point 

Legend

-  Highway
-  Arterial
-  Collector

From the Mobility Study

Key Recommendations to Move us Forward, Contin

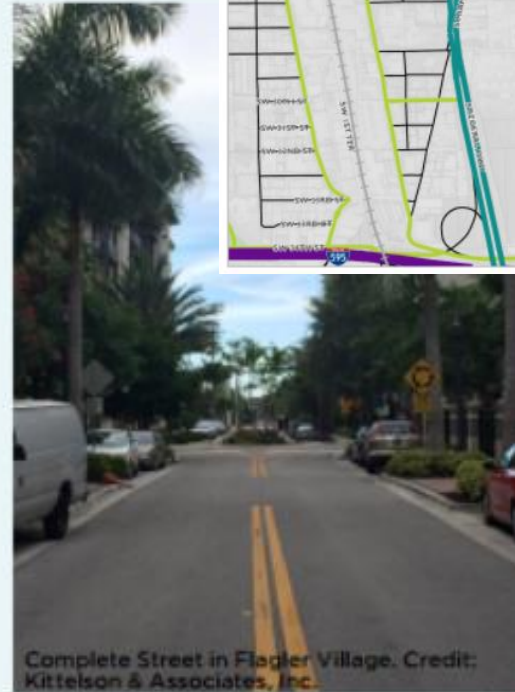
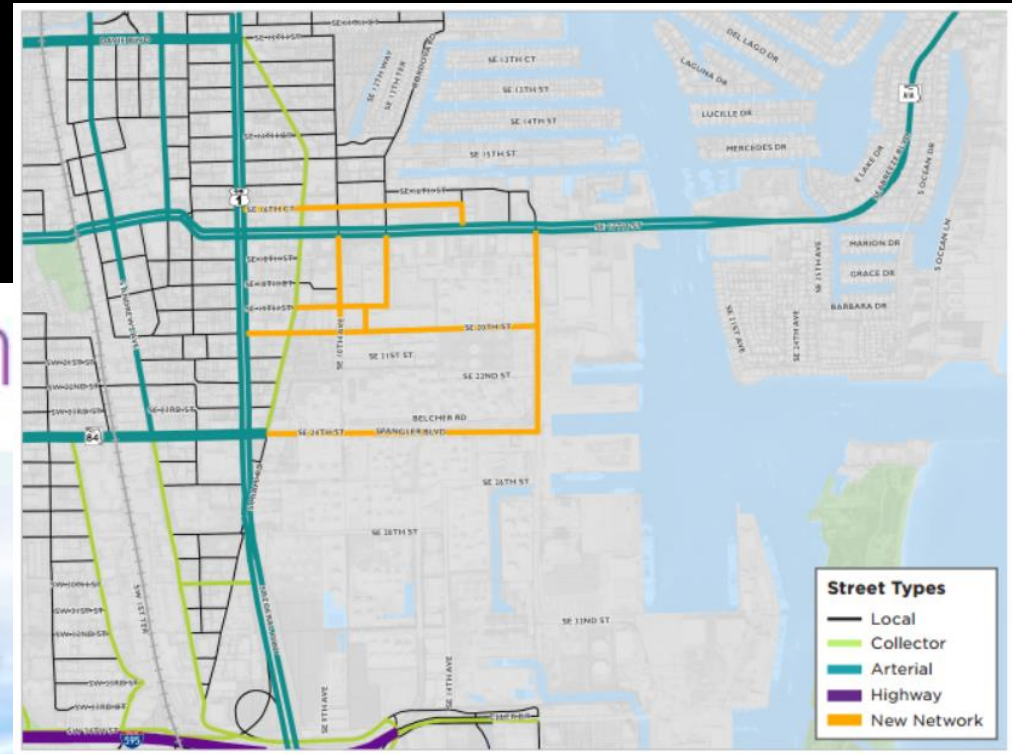
Local Connectivity Improvements

Key issues noted by neighbors & study team:

- Local traffic is forced to use SE 17th Street for most trips due to lack of street connectivity

Solution:

- Determine routes that can be used to improve local connectivity around the 17th Street area
- Design and construct complete street treatments on the identified routes
- Include traffic calming treatments to maintain low speeds and volumes on local streets



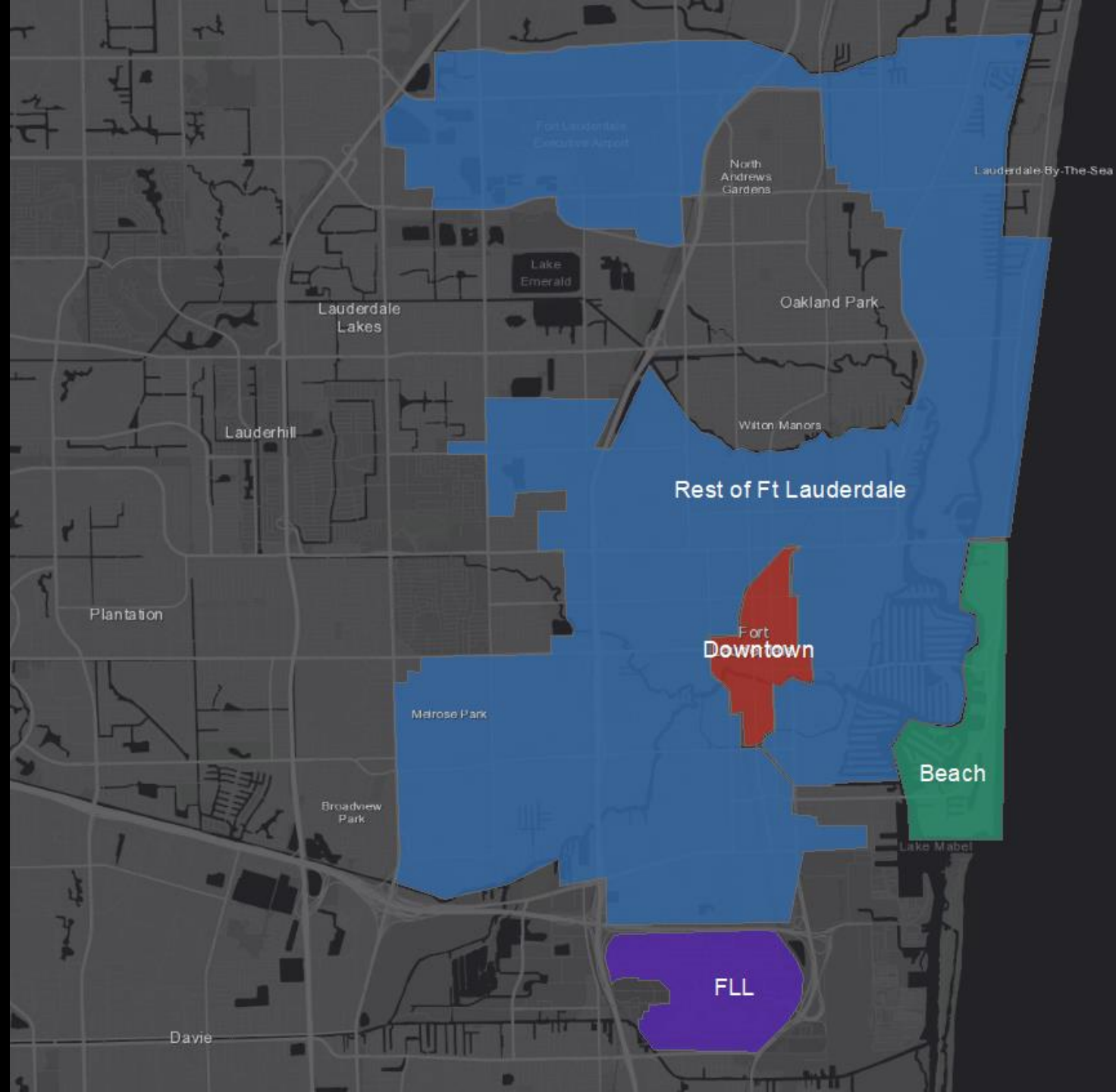
Regional Analysis

Contribution to traffic on SE 17th Street

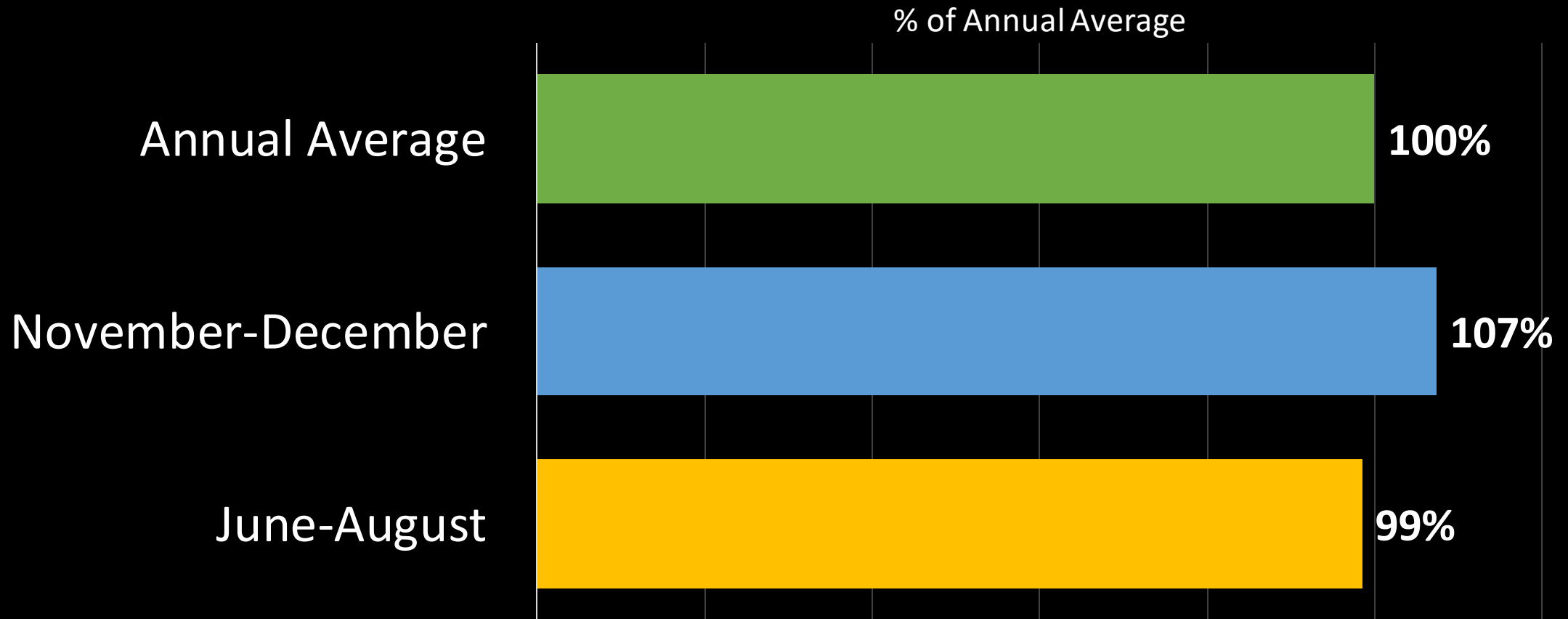


Regional Zones

- Downtown
- FLL Airport
- Beach Area
- Rest of Fort Lauderdale
- Rest of South Florida*



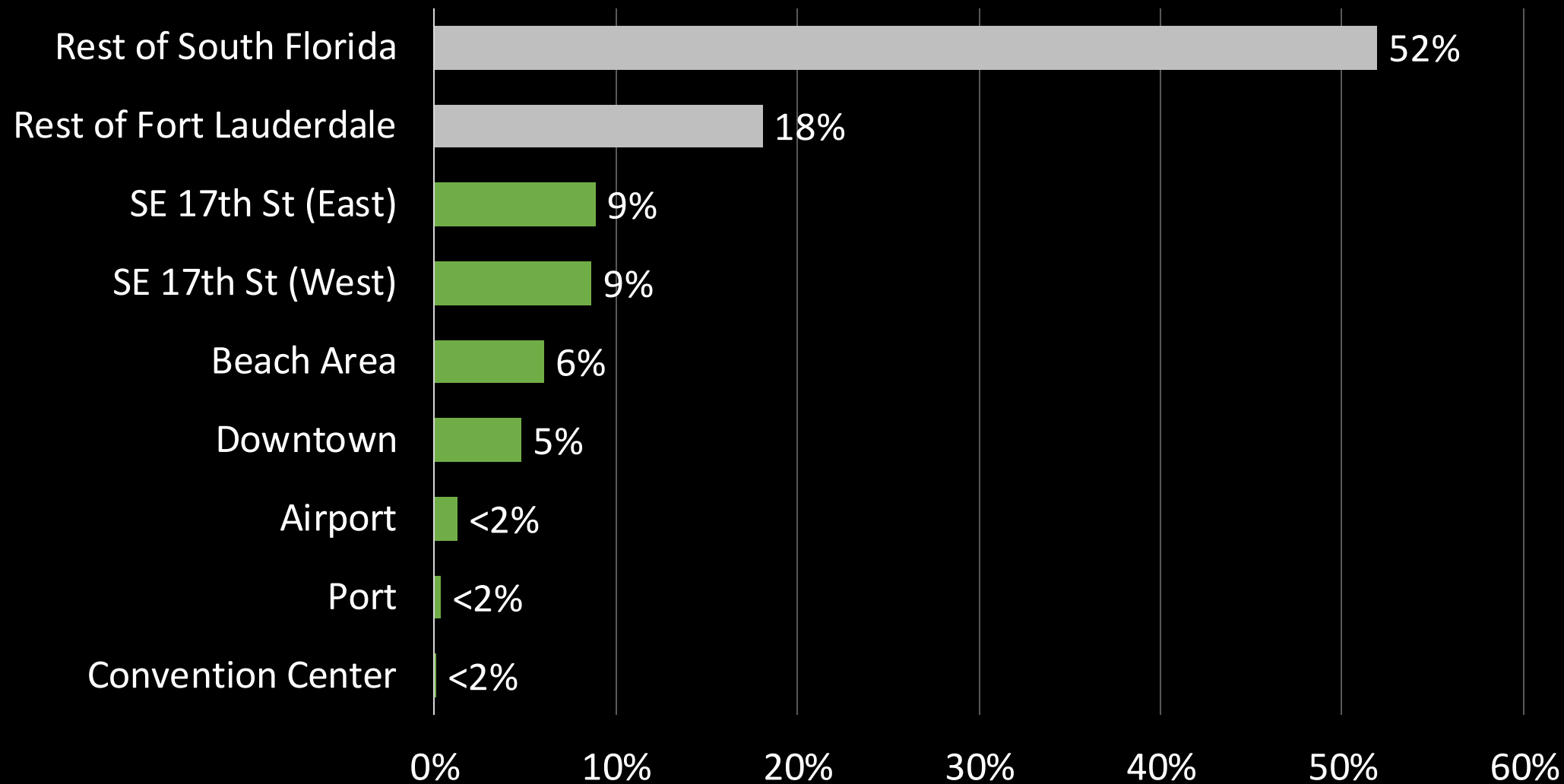
Relative Traffic on SE 17th Street





All day

% Trips on SE 17th Street



Data Scope: 2017, midweek days



% of Trips on SE 17th Street*



All day

Origin Zone \ Destination Zone	Convention Center	Downtown	Airport	Beach Area	Port	SE 17th St (East)	SE 17th St (West)
Convention Center							
Downtown				5%		11%	12%
Airport				4%		2%	1%
Beach Area		9%	3%				7%
Port							
SE 17th St (East)		15%	2%				6%
SE 17th St (West)		10%		5%		3%	

Data Scope: 2017, midweek days | *Excluding those from Rest of Fort Lauderdale and South Florida

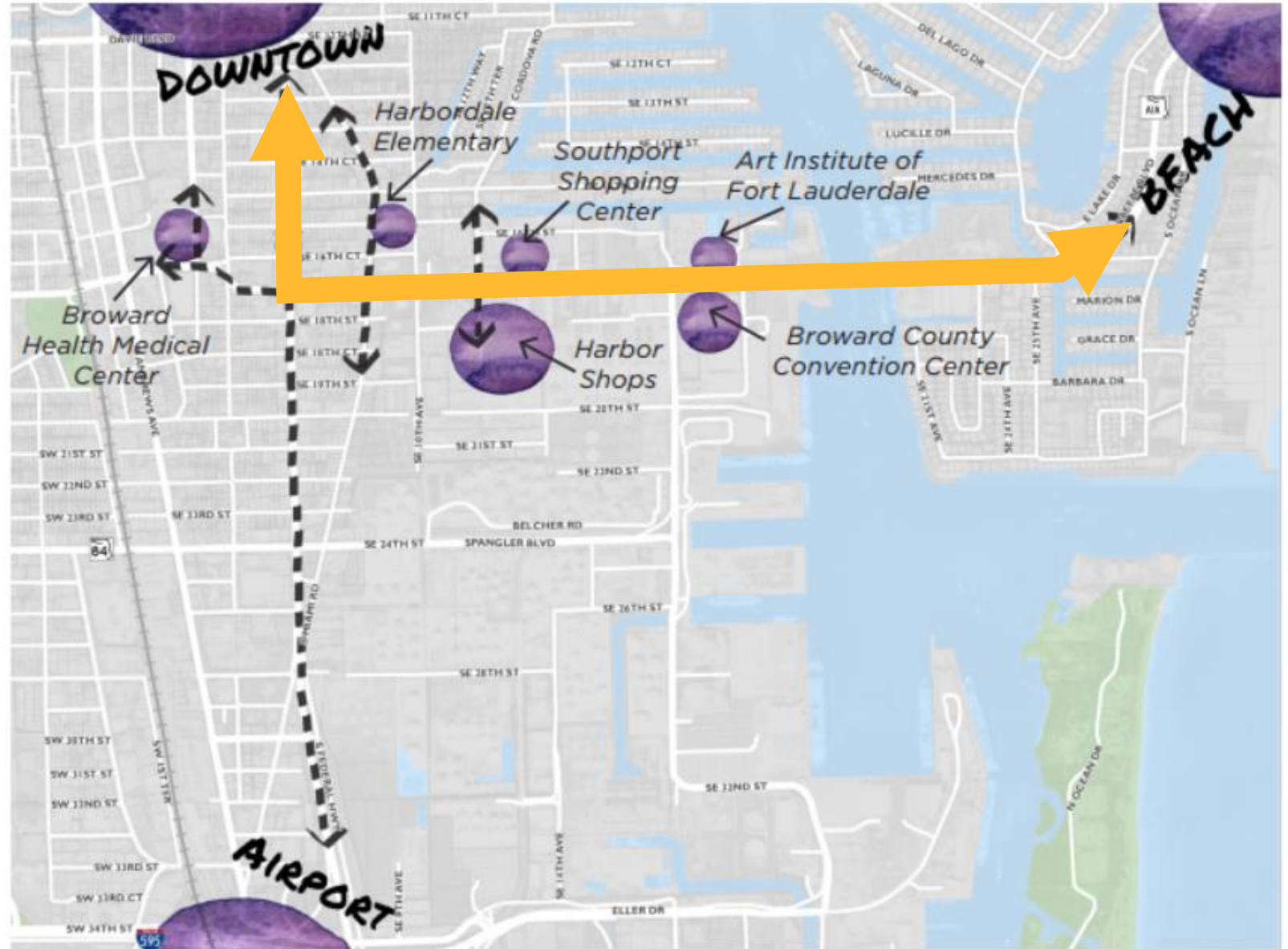




Opportunity

Connect downtown, SE 17th Street, and the beach area with fast, simple, **reliable transit**

Figure 5 | Study Area Destinations



% of Trips on SE 17th Street*



All day

Origin Zone \ Destination Zone	Convention Center	Downtown	Airport	Beach Area	Port	SE 17th St (East)	SE 17th St (West)
Convention Center							
Downtown				5%		11%	12%
Airport				4%		2%	1%
Beach Area		9%	3%				7%
Port							
SE 17th St (East)		15%	2%				6%
SE 17th St (West)		10%		5%		3%	

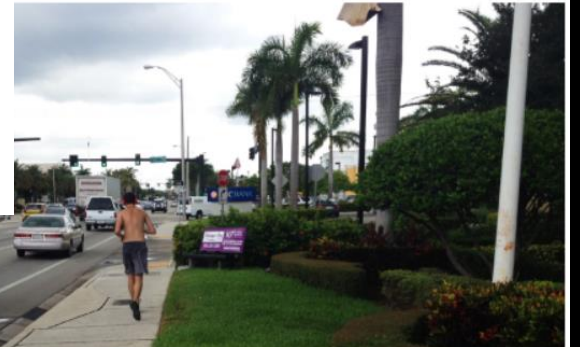
Data Scope: 2017, midweek days | *Excluding those from Rest of Fort Lauderdale and South Florida



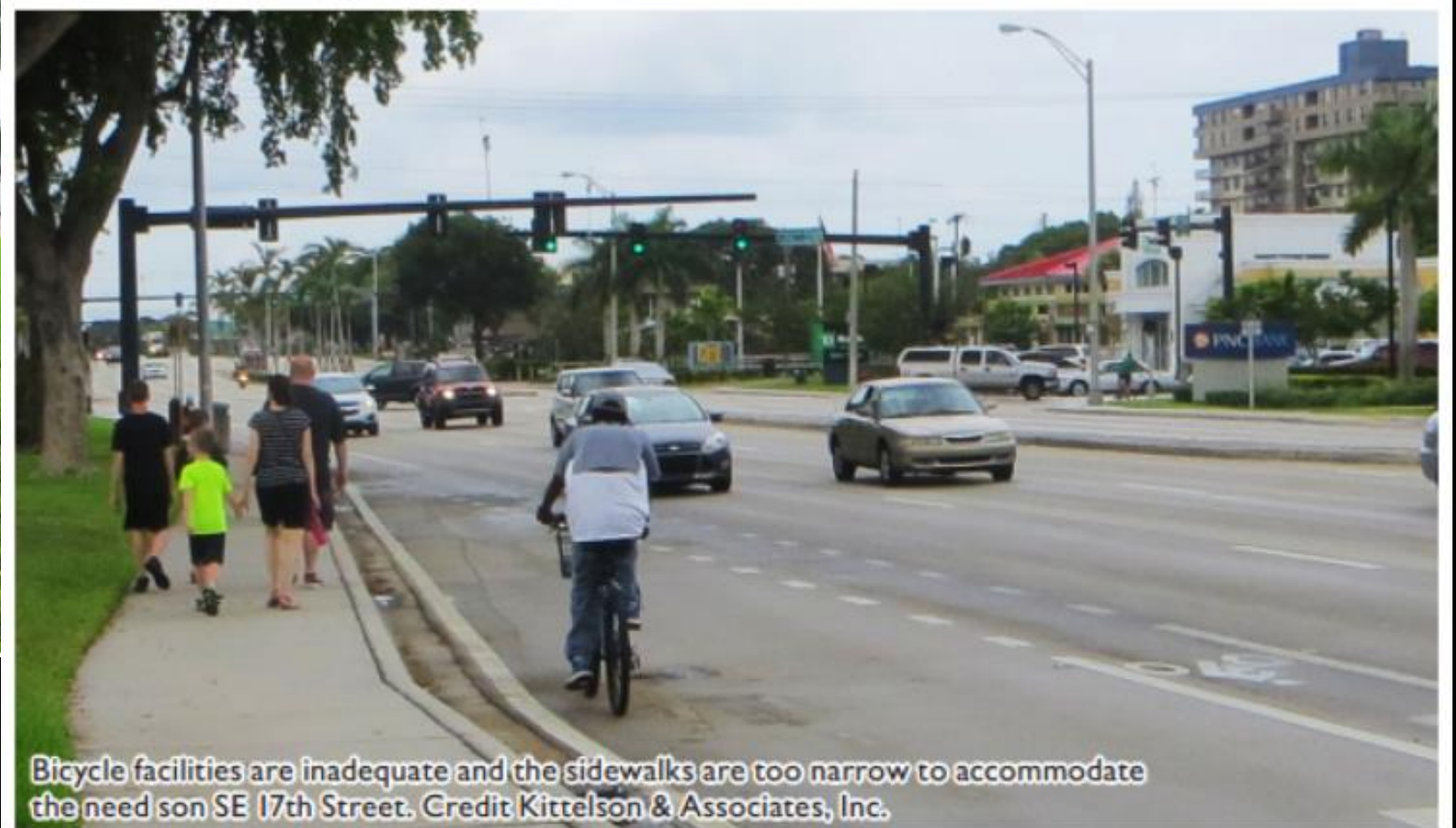


Opportunity

Better pedestrian and bicycling infrastructure can help shift short-distance trips on SE 17th St from auto to **active modes**



Narrow sidewalks do not accommodate families and other needs
Credit Kittelson & Associates, Inc.



Bicycle facilities are inadequate and the sidewalks are too narrow to accommodate the need on SE 17th Street. Credit Kittelson & Associates, Inc.

From the Mobility Study

Walking & Bicycling Path Along SE 17th Street

Key issues noted by neighbors & study team:

- Bicycling in the street is not safe
- Bicyclists & pedestrians do not fit on the sidewalk
- The sidewalk is not wide enough for the volume of pedestrians

Solution:

- Work with businesses to gain approval to create separate walking and bicycling paths with landscaping in existing 20' buffer
- May be completed through the Wave Streetcar Extension Project or other new development and projects

Before

Development set far from sidewalk

Lights focused ON streets

Lacks Shade

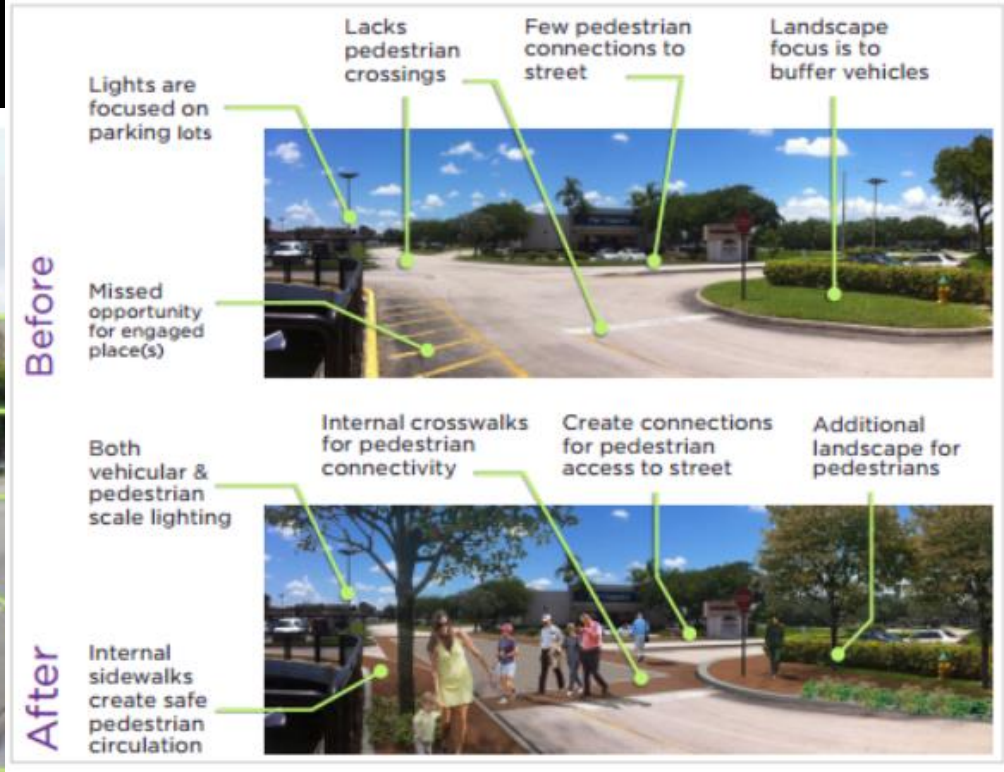
Bike lanes are narrow with no separation from traffic

No separation between sidewalk and street



Retrofitting Existing Destinations

These examples are representative of existing shopping centers along 17th Street and are intended to portray how they can be redesigned to better accommodate all modes.



17th Street Existing Sidewalk. Credit: Kallaber & Associates, Inc.

Summary of Opportunities Identified



Opportunity

Create **additional network** to connect to SE 17th St hubs and/or distribute beach traffic beyond the US 1 pain point



Opportunity

Connect downtown, SE 17th Street, and the beach area with fast, simple, **reliable transit**



Opportunity

Better pedestrian and bicycling infrastructure can help shift short-distance trips on SE 17th St from auto to **active modes**

Next Steps

- Submit report to Working Group for comments
- Revise and submit final report



Questions?

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