

Las Olas Conceptual Streetscape Design

Written description of each section:
As of December 9, 2020

General Improvements Common to all Sections:

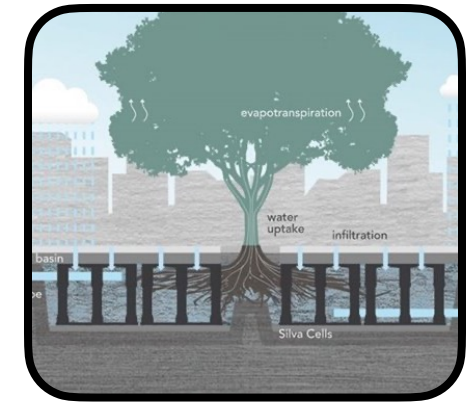
1. We are proposing increased numbers of shade trees and plant life, with plant species subject to approval by City's Urban Forester.
 - a. Shade trees and plant life will have to be implemented with biodiversity (including diversity to protect against plant blight) and salt tolerance in mind.
2. Where appropriate, we will be using Silva Cells underground.
3. Recommendations will call for any street furnishings/infrastructure, such as lightposts, benches, etc., developed in design phases, to be consistent in design throughout the entire corridor.
4. Crosswalks should be designed with in ground lighting and with pavement treatment to enhance visibility.

By Section:

1. Downtown:

Existing Cross section

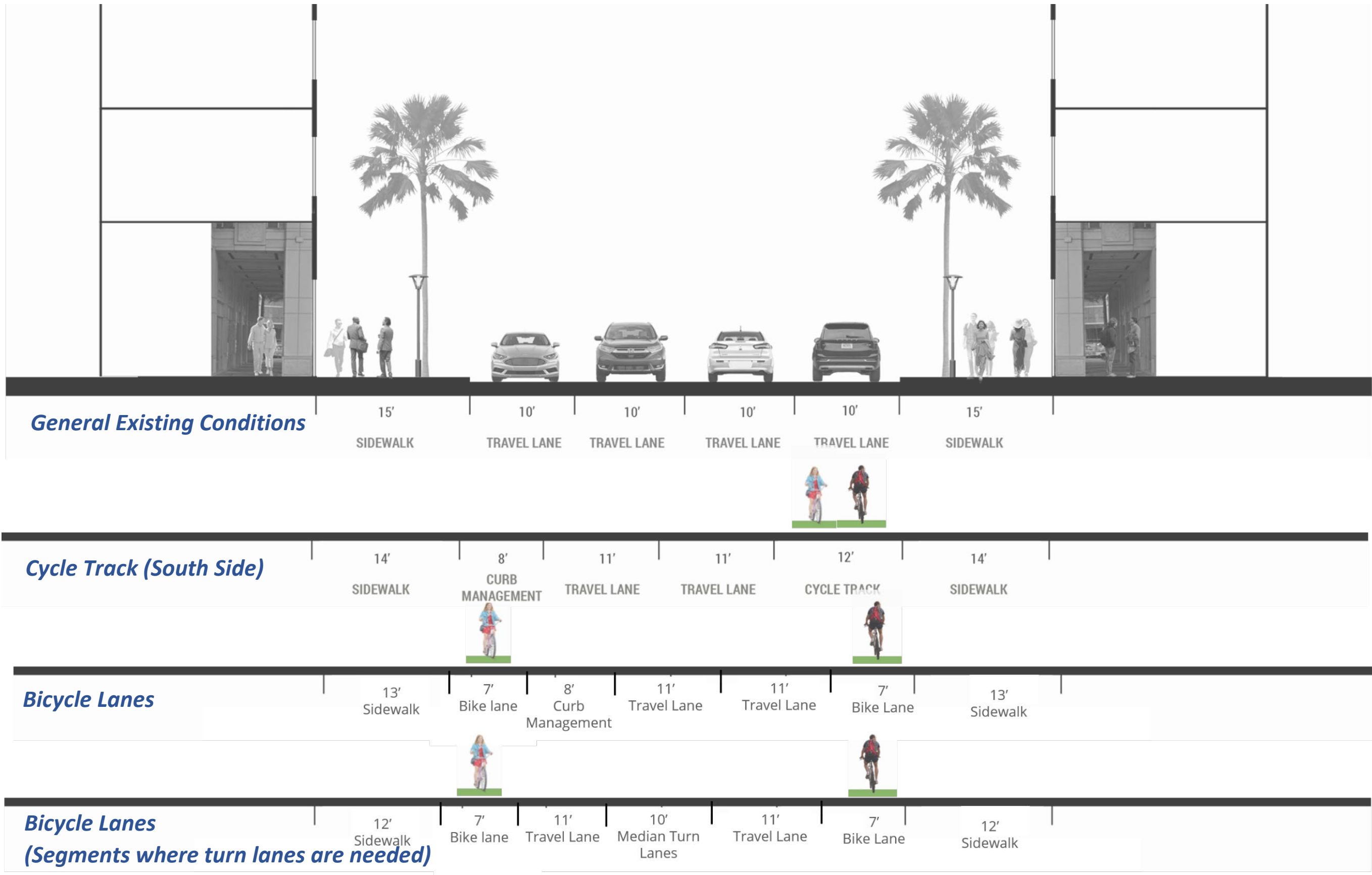
- a. Vehicular travel lanes: 11' in each direction. There will be 1 lane in each direction.
- b. Where needed such as at 3rd Avenue, turn lanes will be retained.
- c. Sidewalks: 12' – 15' on each side
- d. Bicycle: a minimum 4' bicycle lane on each side, with a 3' buffer. On the north side, the bicycle lane will be in between the sidewalk and the parking lane in order to reduce the likelihood of bicycle and car door collisions.
 - i. Previously, the proposed option provided was a cycle track on the South Side, as can be seen on the next page.
- e. Parking: Retained on the north side, along with rideshare pick up locations.
- f. 2nd Avenue/Las Olas: Recommendation to make the stop signs at this intersection permanent.
- g. New crosswalk at SE 5th Avenue and Las Olas



Example of Silva Cell



Cycle Track Option (Plan View)



2. **Historic Shoppes:**

- a. 60' – Existing right-of-way available. The current street is primarily configured like below:

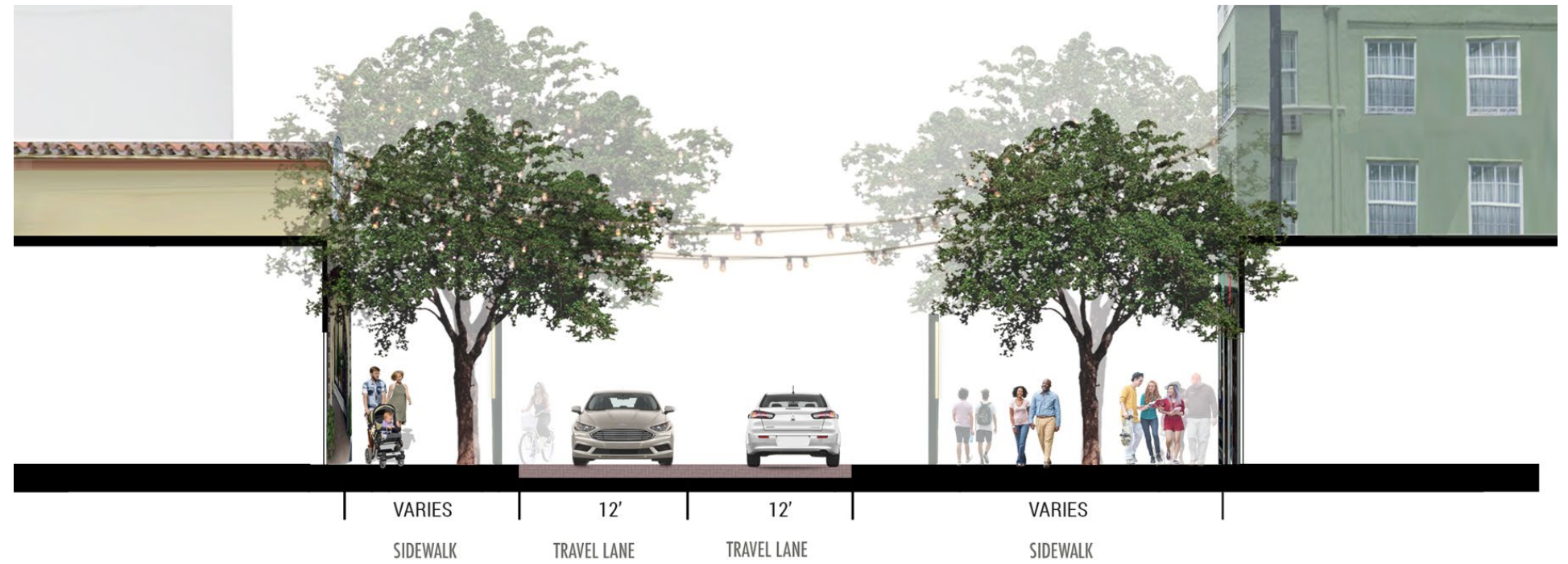


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b. 4 options proposed as alternative to what is existing is as follows:

Option 1

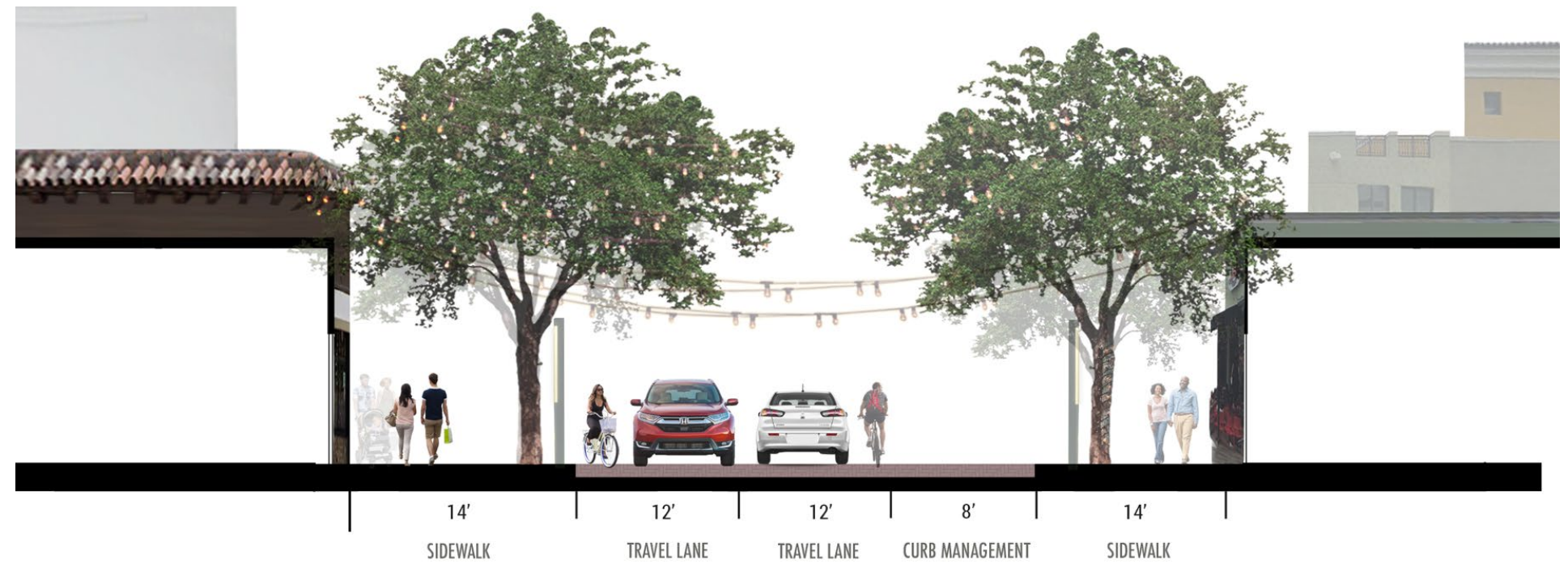
1. 1 travel lane in each direction, 12' lanes
2. Travel lane will have slight curves in the road from Tunneltop plaza to 11th.
3. Parking interspersed on both sides, in the wider portion of the segment
4. Sidewalk will range between 10-12' and 16-18' on the other side.
5. Alleys to parking lots will open up to wider sections
6. Bicyclists will share the road
7. Curbless



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Option 2

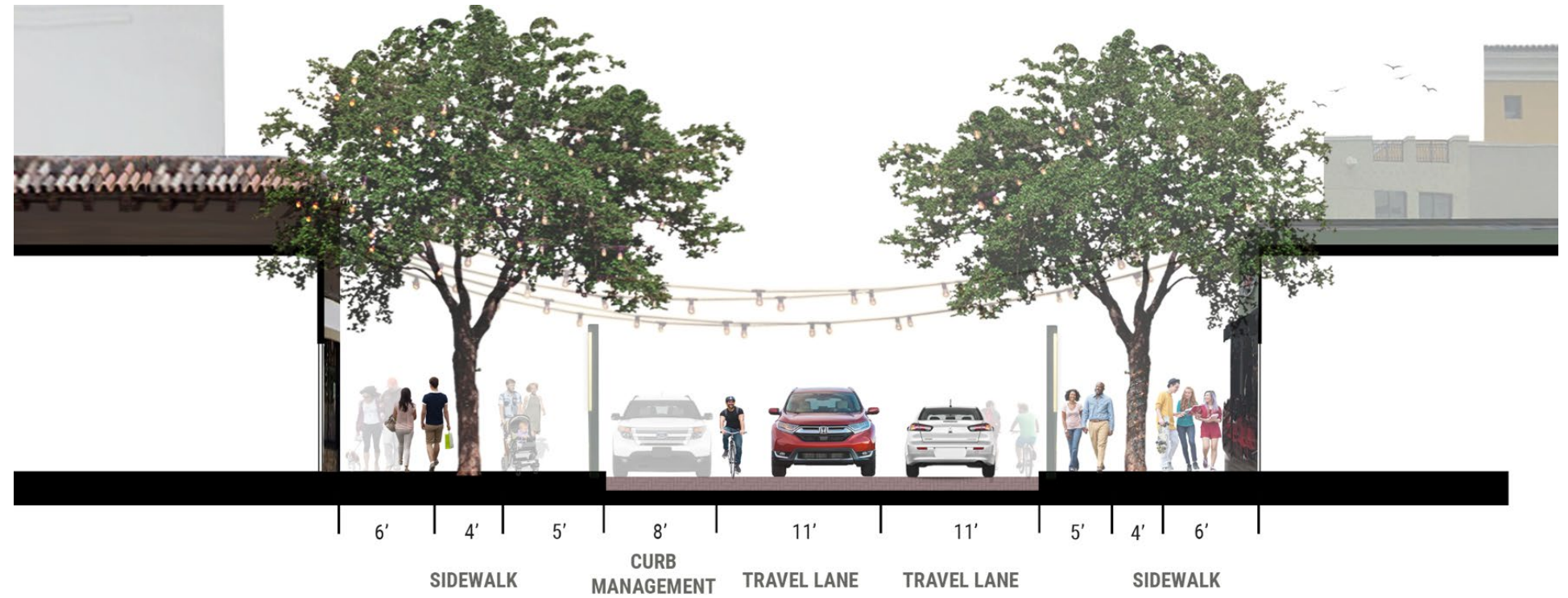
1. 1 travel lane in each direction, 12' lanes
2. Travel lanes are straight
3. Parking will be retained on the street on one side
4. Sidewalks are generally 14' on both sides
5. Bicyclist will share the roadway
6. Curbless



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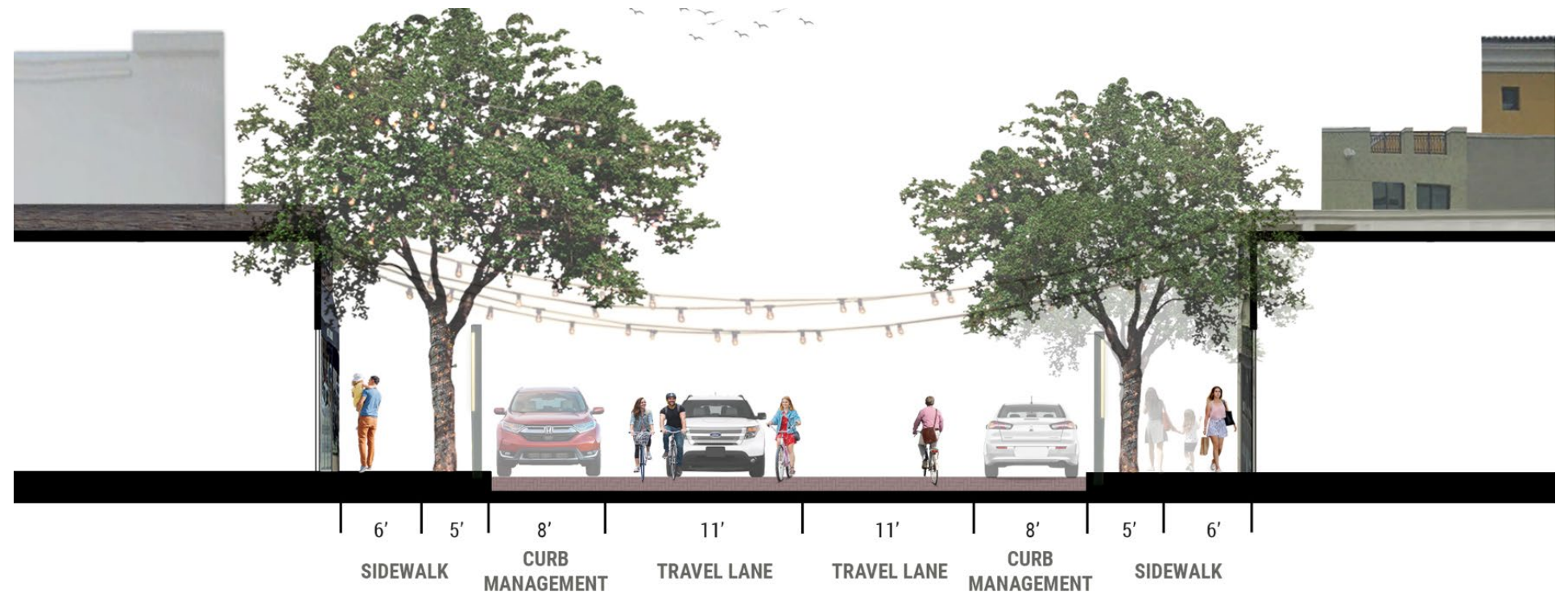
Option 3

1. 1 travel lane in each direction, 11' lanes
2. Travel lanes are straight
3. Parking retained on one side of the street; approximately
4. Sidewalks are generally 13' on both sides
5. Bicyclists will share the roadway
6. Curbed roadway



Option 4

1. 1 travel lane in each direction, 11' lanes
2. Travel lanes are straight
3. Parking retained on both sides of the street
4. Sidewalks are generally 9 – 9.5' on both sides
5. Bicyclists will share the roadway
6. Curbed roadway



3. Colee Hammock



West of 15th Avenue:

This area will retain current 1 lane in each direction, and 13th will remain right turn only onto Las Olas. As needed, turn lanes will be retained. Crosswalks in this area will be enhanced, and sidewalks will be widened. Protected bicycle lanes will be added.

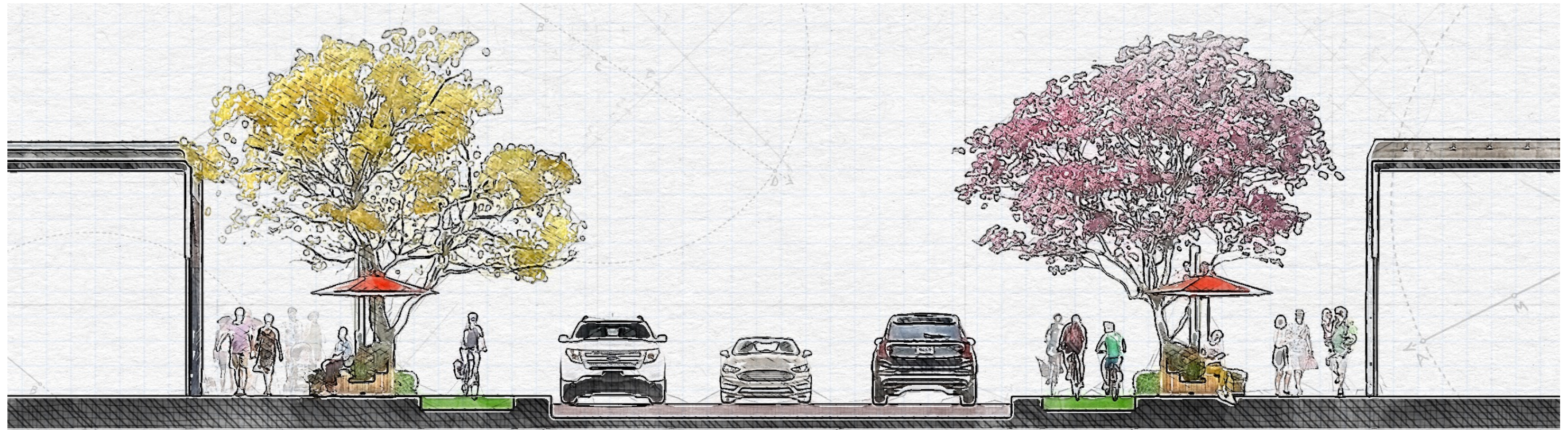
The intersection of Tarpon Drive is to be reconfigured to enhance safety.



East of 15th Avenue:

Final configuration here will be dependent on treatment of 15th Avenue. However, overall, this section will retain 2 lanes in each direction, and bicycle lanes. In addition, 17th is to be closed and 16th is to be converted to Southbound right turn only.

- a. Vehicular travel lanes:
 - i. East of 15th Avenue:
 - 1. 2 lanes in each direction.
 - 2. Inside lane is 10'. Outside lane is 11'
 - 3. Configuration is dependent on the configuration of 15th Avenue and therefore not pictured in this document.
 - ii. West of 15th Avenue:
 - 1. 1 lane in each direction.
 - 2. Vehicular lanes are 11'
 - 3. Please refer to cross section to the right.
 - iii. Retain parking on north and south side as space allows.
- b. Sidewalks:
 - i. West of 15th: 16' on both sides
 - iii. Sidewalk: At least 6' in each direction
- ii. East of 15th: generally 6' on both sides
- c. Crosswalk enhancements
- d. Bicycle Lanes:
 - i. West of 15th: 5' bicycle lane with a 2' curb separating from traffic.
 - ii. East of 15th: generally 4' bicycle lane
- e. Cut through traffic headed towards Victoria Park should be reduced and eliminated.
 - i. Optimize traffic onto 15th
 - ii. Convert 16th/Las Olas to southbound right turn only
 - iii. 17th/Las Olas – closure
- f. Himmarshee Canal Bridge:
 - i. Vehicular Travel Lanes: 1 travel lane in each direction: 11' lanes
 - ii. Bicycle: 5' bicycle lane with a 2' barrier



This typical cross section is of Las Olas between Himmarshee Canal and 15th.

- g. Tarpon Drive and Las Olas: Recommendation to change the intersection to a t-section in order to:
 - i. Reduce pedestrian crossing distance
 - ii. Provide for an easier and safer turn



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h. Las Olas/15th:

- i. Must be paired with coordinated improvements at 15th and Broward
- ii. Two options currently being explored: Traffic Circle (Left) and Dual Left (Right)
- iii. Further evaluation is needed at this time to ascertain full potential needs for property acquisition.
 - 1. It should be noted that while the Traffic Circle image notes acquisition on the Northwest corner of the intersection, this is existing sidewalk and is a matter of properly dedicating easement, as mentioned during Working Group and neighborhood meetings.
 - 2. The Dual Left image provides a current estimate – with the “impact area” noting a need to acquire property. Should further evaluation deem turning movement through the intersection to be too tight, or if an additional right turn lane is needed to maintain proper traffic flow, property in addition to what is already noted will need to be acquired.



4. The Isles

a. Alternative 5 was developed using the comments received from the neighbors known as Alternative 4. The following describes the alternative 5:

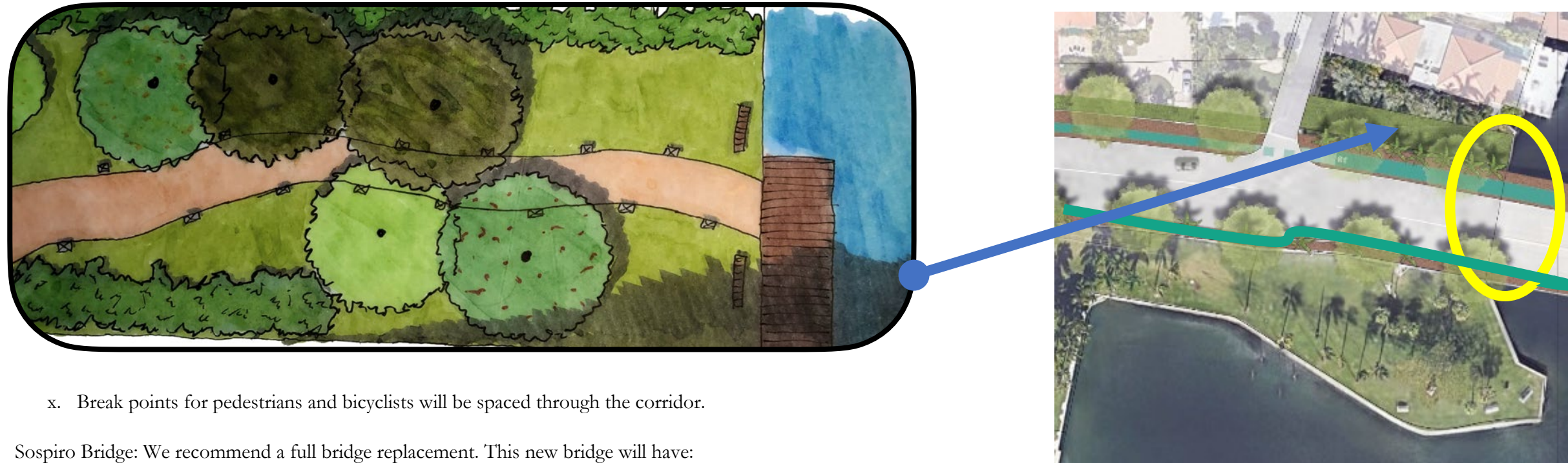
- i. Median: Retained at 12 feet with existing landscaping.
- ii. Travel Lanes: Two travel lanes will remain in each direction. The outside lane will be 11'; the inside lane will be 10'
- iii. Bicycle lanes will be on both sides of the roadway. These are proposed to be 7' with a 2 ft curb separating bicycles from vehicular traffic.
- iv. Sidewalks are to be at least 7' on both sides
- v. A landscaped buffer which will have shade trees, shrubs, and ground cover is proposed between the sidewalk and the bicycle path. This buffer is 8' but may be less wide in areas where right-of-way is constrained.



- vi. Visibility issues at each north-south bridge will be addressed by redesigning to provide for sight triangle extensions.
- vii. No infill into the water is proposed.
- viii. Multiple new pedestrian crossings are proposed. These will have to adhere to engineering rules regarding distance and appropriate signage, etc.

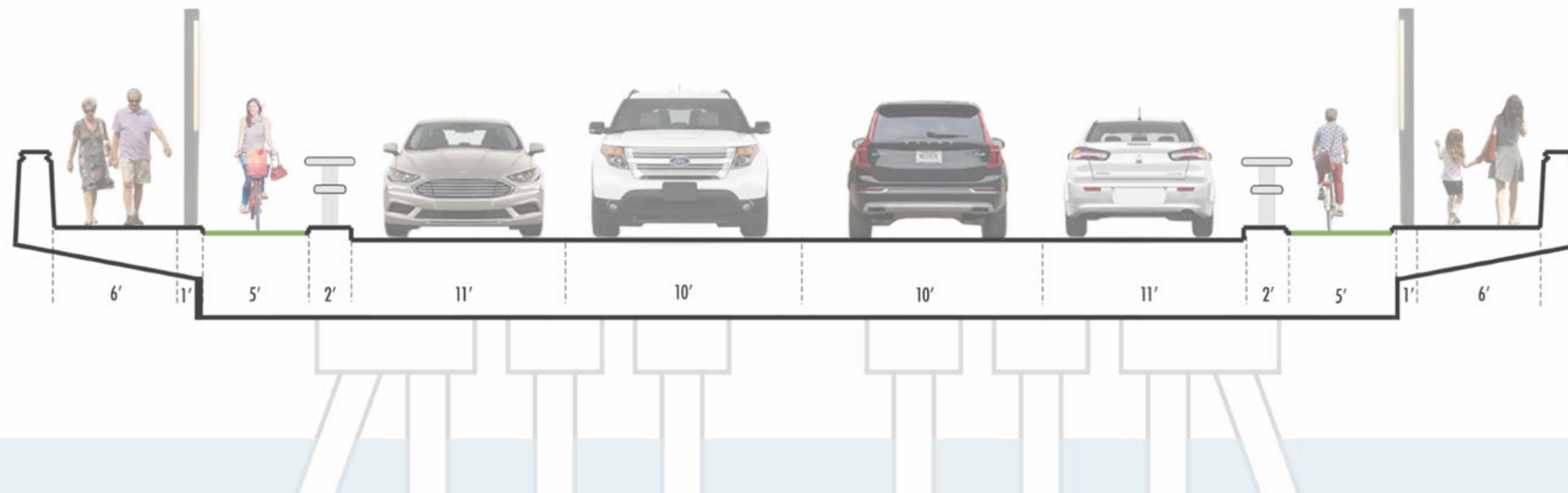


ix. A crossing under the Intracoastal bridge, with ADA compliant access via new sidewalk, is proposed to connect Fogg Park and the green space on the north side by the entrance to the bridge.



x. Break points for pedestrians and bicyclists will be spaced through the corridor.

b. Sospiro Bridge: We recommend a full bridge replacement. This new bridge will have:



- i. Separated bicycle lanes of at least 4' on each side. If possible, the bicycle lanes should be separated from traffic, either with a 3' marking buffer or a curb separation.
- ii. At least 6' of sidewalks on each side.
- iii. Vehicular travel lanes – the outside lane in each direction will be 11', the inside lane in each direction will be 10'. The vehicular travel lanes will be 2 lanes in each direction.

5. **The Beach**

- a. We are proposing that bridge over the Intracoastal Waterway have cantilever paths on both sides.
- b. We are proposing maintaining the median at Birch Road and Las Olas as configured; this restricts the left turn onto Birch Road and the left turn from Birch Road onto Las Olas Boulevard, as seen below (Image taken December 2020).

