



Downtown Development Authority

Fort Lauderdale DDA

RAC Subarea Mobility Study for Downtown Broward Funding Request

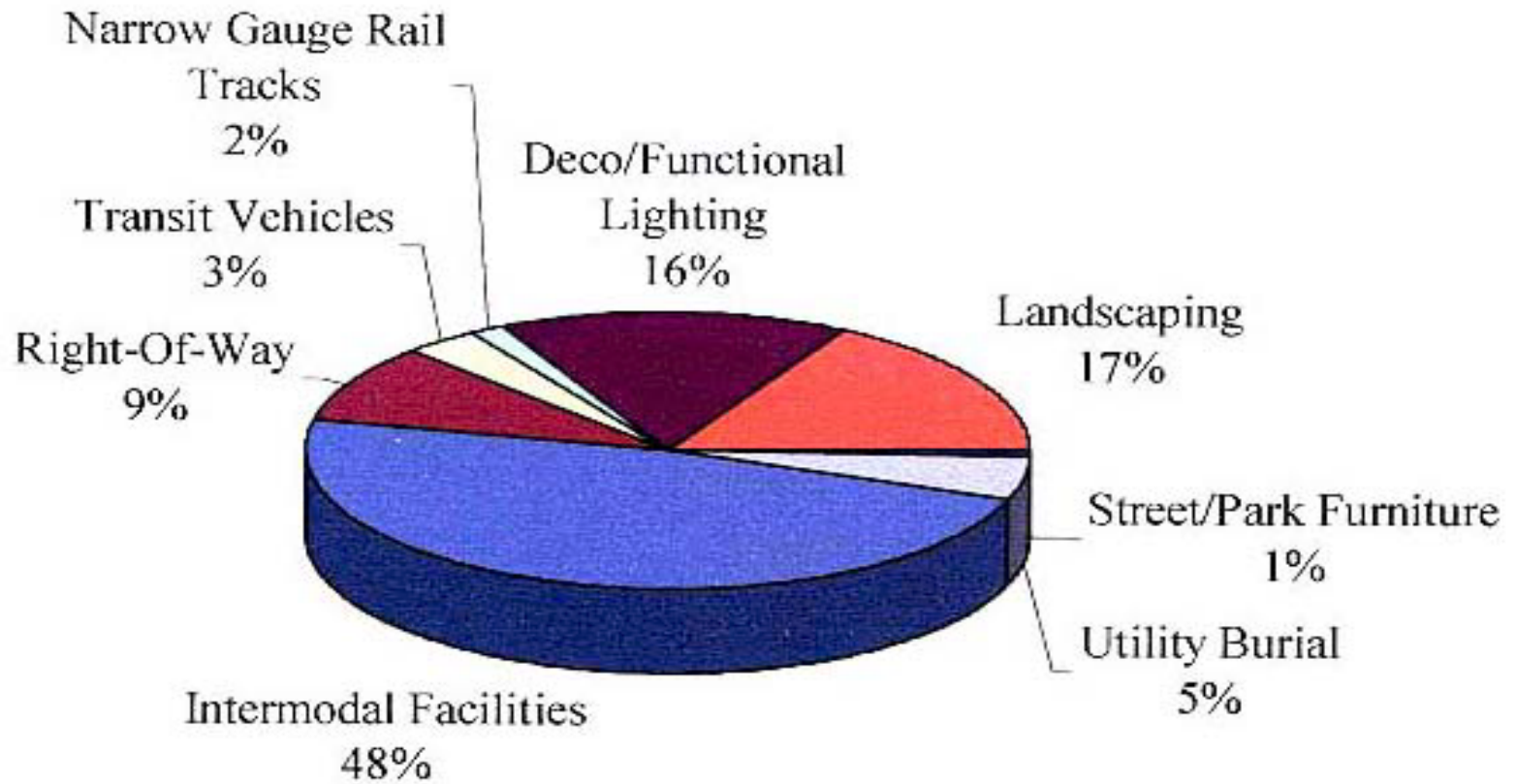
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Transit Greenways

“... creating high quality pedestrian space with perimeter mixed-use parking facilities and small transit vehicles running through or adjacent to the pedestrian-oriented corridors linking parking structures and all community destinations.”

Typical Construction Cost Estimates



Automotive vs. Pedestrian-Oriented Design

Automotive-oriented design	Pedestrian-oriented design
12' traffic lanes	10' traffic lanes
4 to 6 lanes of traffic	2 lanes or less
Left and right turn lanes	Roundabouts
Large transit in street traffic	Small transit arrayed w/ pedestrian and bicycle movement
30 to 40 mph traffic	20 mph or less
Separated buildings w/ side yards	Continuous building face w/ small or no side yards
6' sidewalks	20 to 30' pedestrian corridors w/ linear park features
Parking lots	Parking structures w/ mixed-use liner buildings
Buildings oriented to the car	Buildings oriented to the pedestrian
No or limited arcades, awnings, roof overhangs	Continuous arcades, awnings, roof overhangs
Landscaped to look good from passing car	Landscaped to provide comfort and to help pedestrian movement
No mid-block crossings at pedestrian grade	Mid-block crossings at pedestrian grade
Long blocks w/o mid-block walking malls	Short blocks and mid-block walking malls

Subarea Mobility Study Components

- Systemic analysis of future demand for transportation facilities and services leading to recommendations for addressing that demand, including:
 - Detailed analysis of transportation/land use relationships
 - Estimation, forecasting and assignment of travel demand
 - Mode split and multimodal traffic analysis
 - Impact analysis
 - Evaluation and decision making
 - Cost analysis and financial feasibility
 - Modal coordination and management

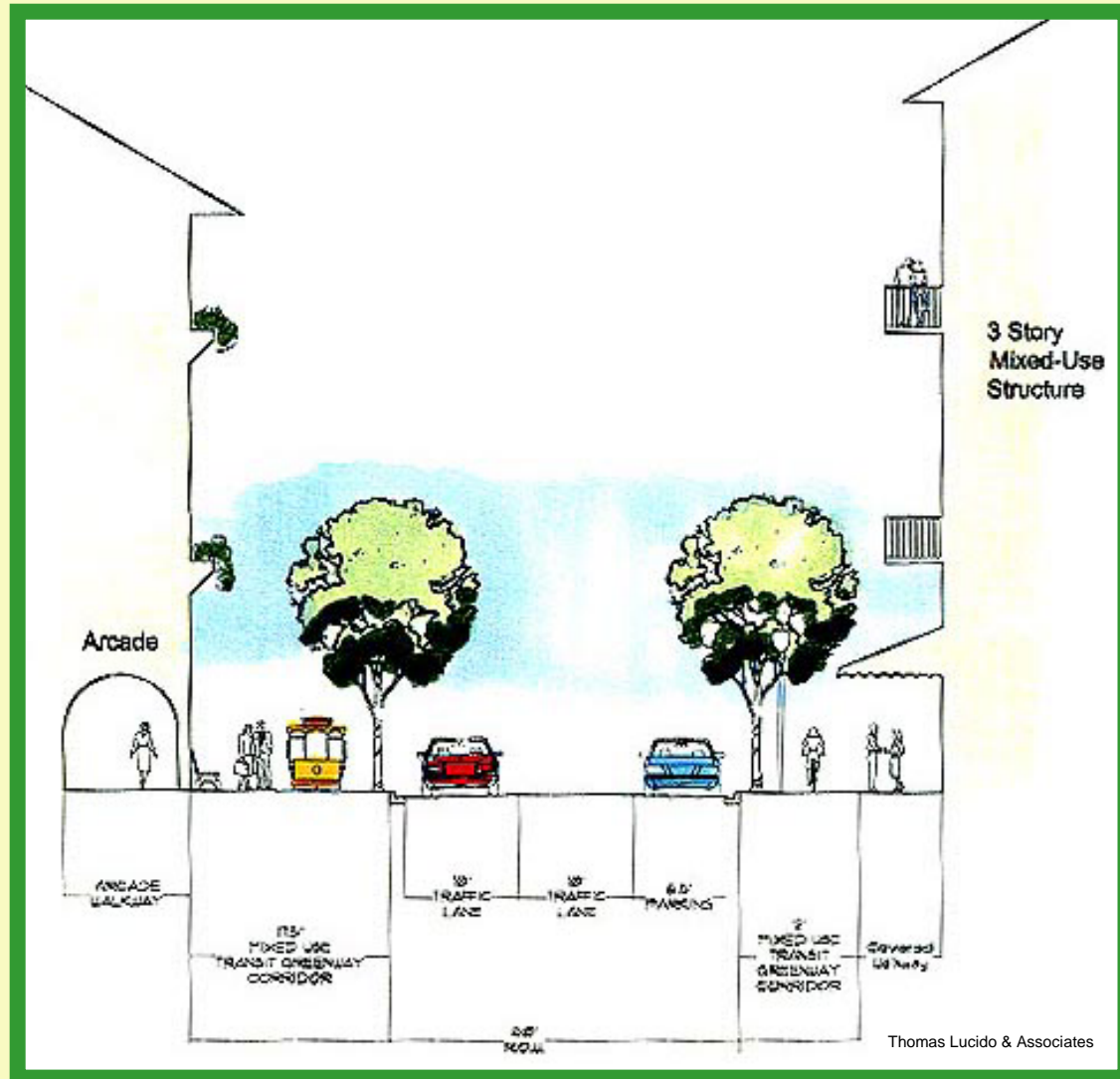
SAMS includes Transit Greenway Alternatives Analysis

- Impact of pedestrian-oriented corridor designs, mixed-use parking structures and small transit components to extend the pedestrian travelshed and improve access to bus and Tri-Rail stops.
- Large scale pedestrian movement related to small parcel development, parking facilities incorporating mixed-use liner buildings and pedestrian enclosure along walking corridors, all of which are built to reconfigure or establish a continuous building face.
- Use of small transit tracked or other conveyances (low floor/14" or less above grade, narrow width/4' to 7' wide, human height/7' to 9' tall) within or adjacent pedestrian space.
- Effect of revisions to zoning code or approval of an overlay zoning district to permit building design standards that support and encourage large scale pedestrian movement.
- Impact of intermodal and freight delivery facilities and designs to help preserve pedestrian and transit corridor space.
- Use of parking, underground utility corridors and at grade pedestrian-oriented corridor space to produce enhanced revenue beyond typical operating revenues or assessments on property owners or residents who benefit from transit greenway system enhancements as part of a fiscally self-sufficient system for local circulation and transit access.

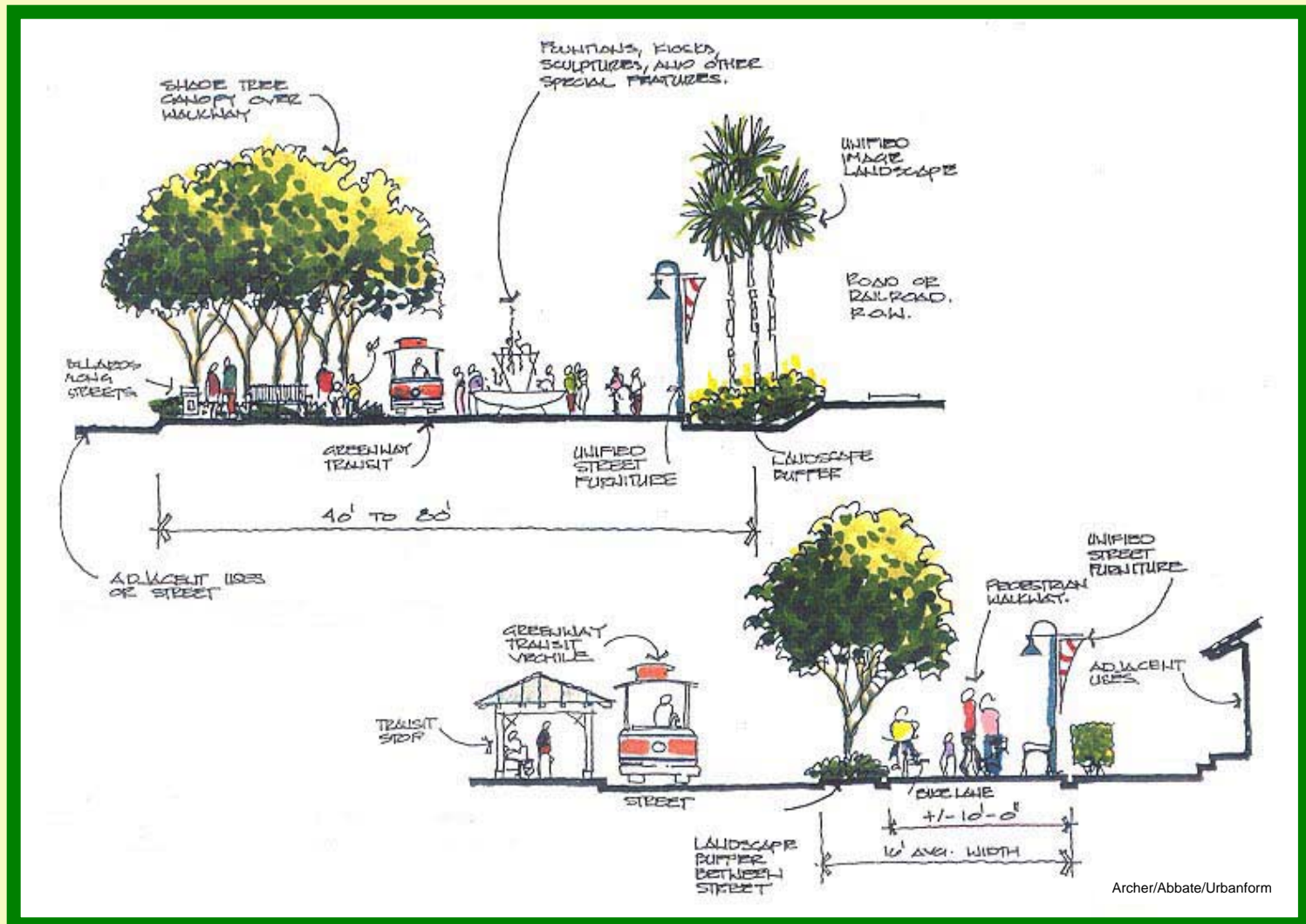
Transit Greenway Design Elements

1. Wide, Pedestrian Corridors
2. Pedestrian-Oriented Design Features
3. Mix of Uses
4. Greenway Transit Vehicles
5. Mixed-Use Parking Structures
6. Intermodal & Freight Facilities
7. Self-Sufficient Plan of Operation

Typical Cross Section for Pedestrian-Oriented Design



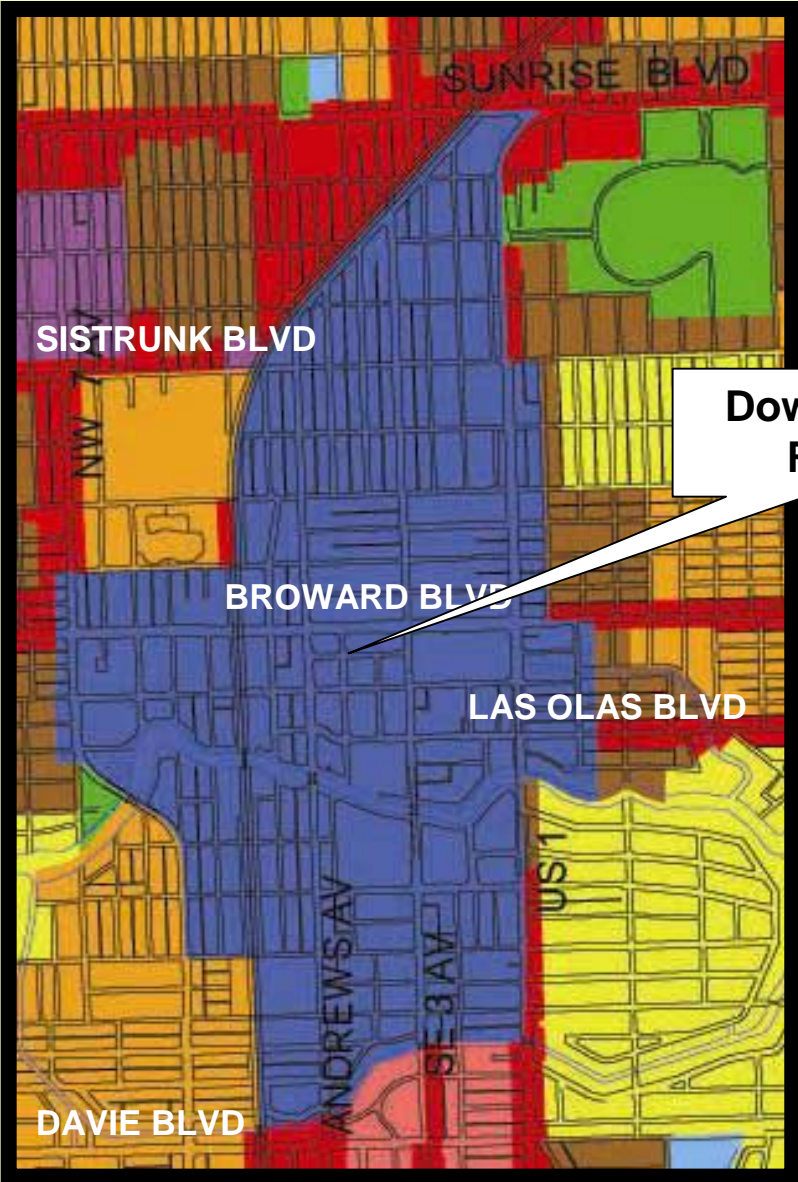
Greenway Transit Vehicle Within and Adjacent Pedestrian Areas



DDA Prototype Streets

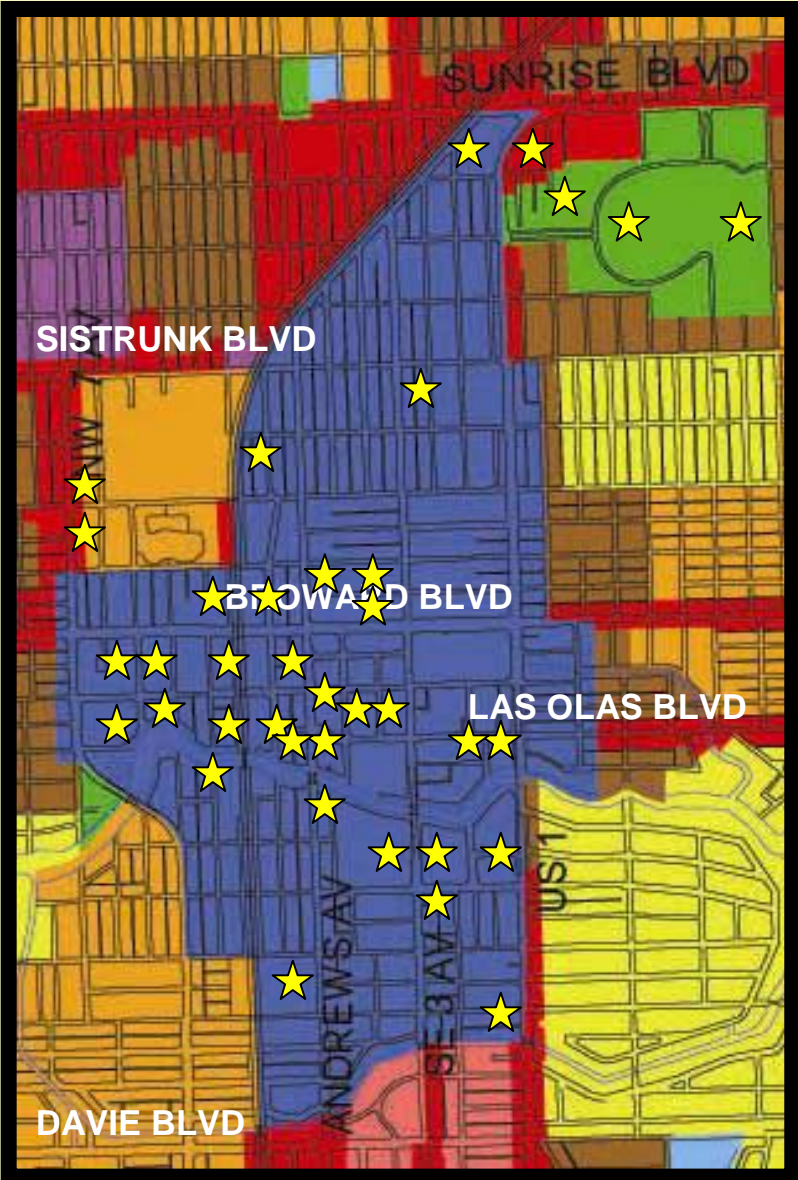


Downtown RAC Study Area



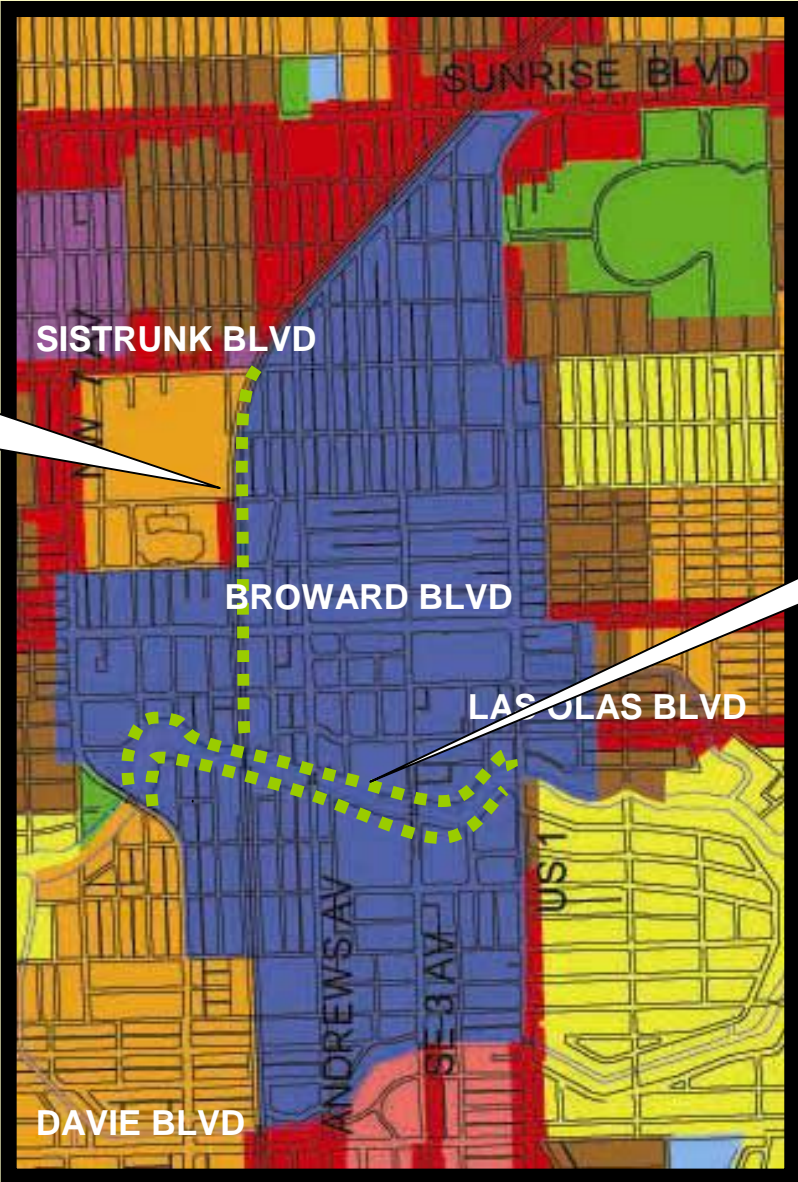
**Downtown
RAC**

Significant Destinations within and Adjacent Study Area



Existing & Proposed Pedestrian Corridors

Proposed
FEC
Greenway
Corridor

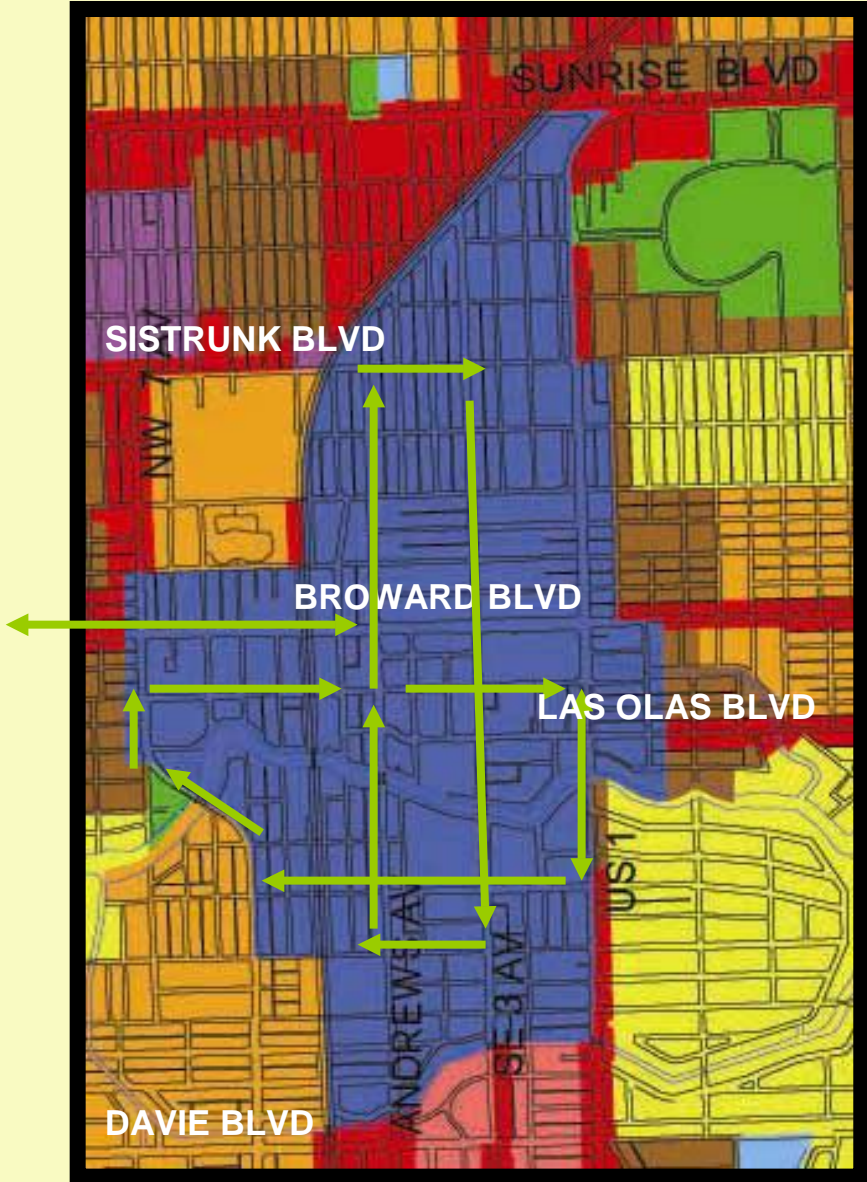


Riverwalk

DDA Prototype Streets w/ Pedestrian and Transit Extensions



RAC Transit Greenway System Arterials



SW 2nd Street West towards NW 7th Avenue



SW 2nd Street East towards Andrews Avenue



Montreal, Quebec

SW 6th Street Adjacent Courthouse



SE 6th Street East of Courthouse



Strasbourg, France



NW 1st Avenue looking South



NW 1st Avenue looking North



Funding Proposal to FDOT

- Estimated Study Costs per Scope of Work = \$400,000.00
- 50/50 Joint Participation Agreement (JPA) between FDOT District IV, DDA and other local government partners (City, County, MPO, etc.)
- Work to be completed within 12 months