



CITY OF FORT LAUDERDALE

One-Way Pairs Study For Andrews Avenue & SE 3rd Avenue

Kimley»Horn



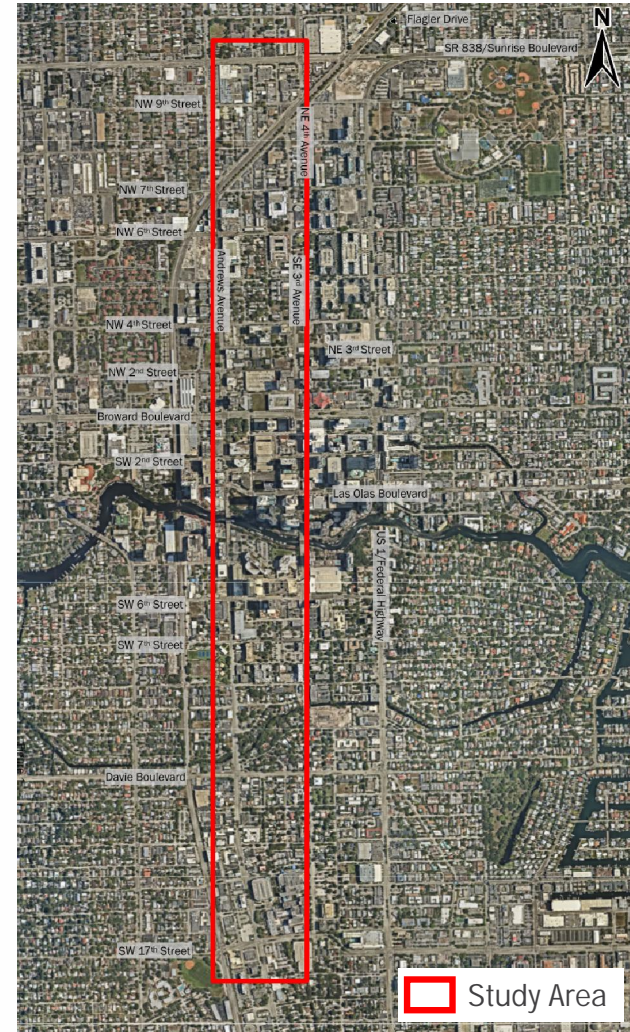
Agenda

- 1 PROJECT BACKGROUND/STATUS
- 2 INITIAL LANE CONFIGURATIONS
- 3 EVALUATION MATRICES
- 4 NEXT STEPS



Project Background

- **Project Study Roadways:**
 - Andrews Avenue
 - E 3rd Avenue
- **Project Limits:**
 - Sunrise Boulevard – North
 - SE 17th Street – South
- **Study Intersections: 31**
- **Project Purpose:** Evaluate conversion of Andrews Avenue and E 3rd Avenue to one-way roads in project limits, focus on:
 - Multimodal (pedestrian, transit, freight, and vehicular) level of service
 - Stakeholder Impact
 - Access and Circulation
 - Delays and Queues



Project Status/Next Steps

Task Number	Project Task	Status
1	Agency/Public Meetings	Ongoing
2	Confirmation of Study Area Network and Methodology	Completed
3	Data Collection	Completed
4	Baseline Conditions Analysis	Completed
5	Estimation of Future Year Travel Demand: Existing Two-Way Network	Completed
6	Feasibility Review: Planning Level Cost Estimates and Conceptual Plans	Detailed Analysis - Ongoing
7	Estimation of Future Year Travel Demand: One-Way Pair Scenarios	Completed – Under Review
8	Future Conditions Operational Analysis	Completed – Under Review
9	Technical Report and Recommendations	Ongoing



Project Website

<https://www.fortlauderdale.gov/government/departments-i-z/transportation-and-mobility/transportation-division/one-way-pairs>

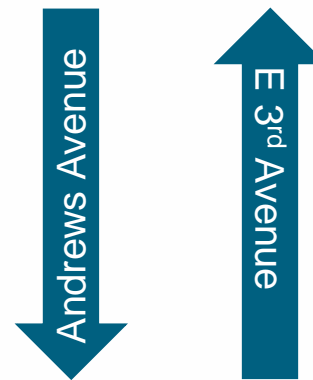


Initial Lane Configurations

- **Analysis Scenarios:**

- No-Build (Existing) Conditions
- Scenario 1 (Counterclockwise Flow):
 - Within the existing curb
 - With reconstruction of entire roadway including sidewalks
- Scenario 2 (Clockwise Flow):
 - Within the existing curb
 - With reconstruction of entire roadway including sidewalks
- Scenario 3 (Clockwise Flow):
 - With reconstruction of entire roadway including sidewalks
- Scenario 4 -TBD

Scenario 1
(Counterclockwise Flow)



Scenarios 2/3
(Clockwise Flow)

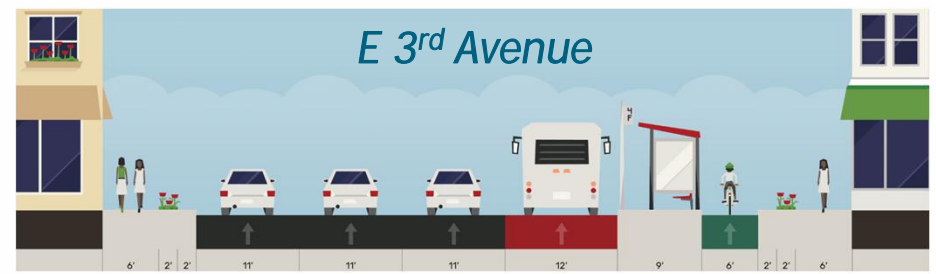
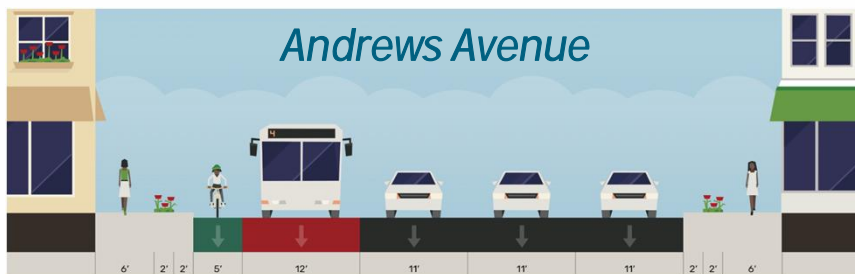


Initial Lane Configurations

General Existing Configuration:



General One-Way Configuration:



Typical Sections Prepared

- **Andrews Avenue**

- 70-foot section (Sunrise Blvd to SE 11th St)
- 100-foot section (SE 11th St to SE 17th St) transit shelter
- 100-foot section (SE 11th St to SE 17th St) no transit shelter

- **E 3rd Avenue**

- 80-foot section (Sunrise Blvd to Broward Blvd and from SE 7th St to SE 17th St) transit shelter
- 80-foot section (Sunrise Blvd to Broward Blvd and from SE 7th St to SE 17th St) no transit shelter
- 60-foot section (Broward Blvd to SE 7th St)

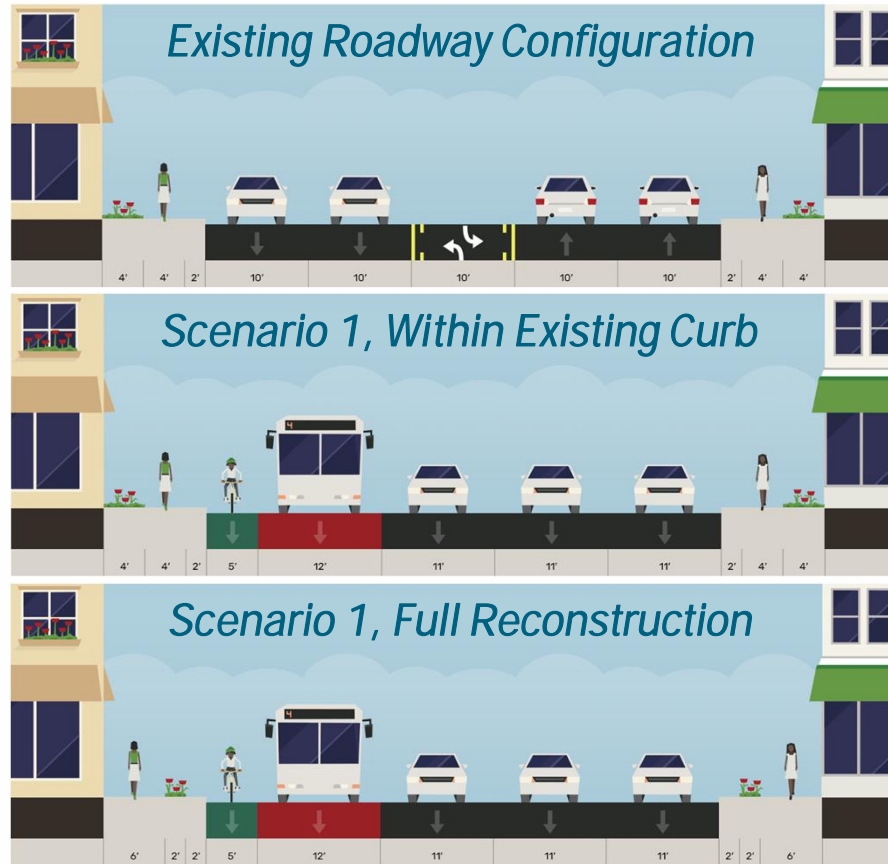
- **Flagler Drive**

- 65-foot section (from Sunrise Blvd to NE 3rd Ave)



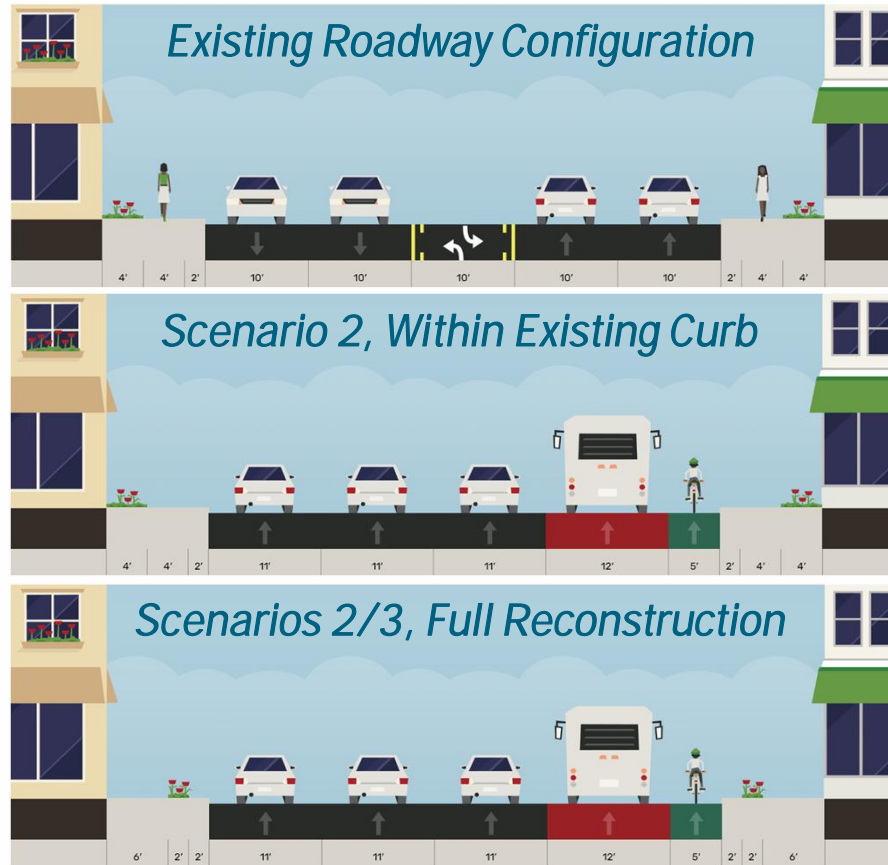
Typical Sections

Andrews Avenue 70-Foot Section



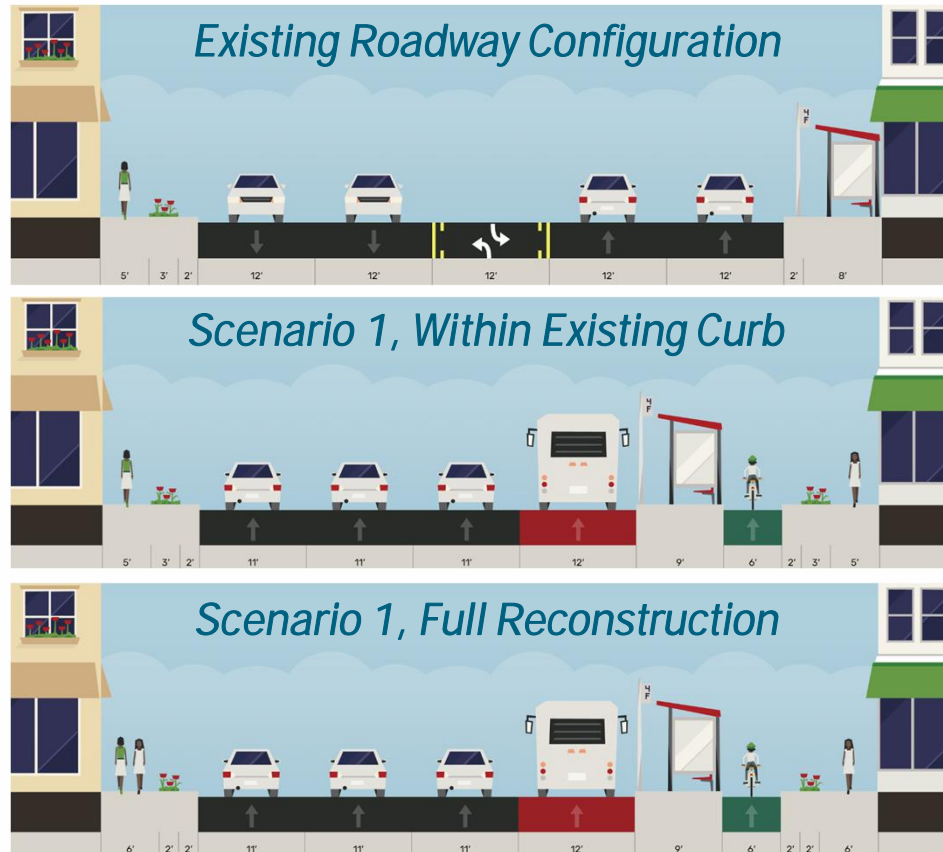
Typical Sections

Andrews Avenue 70-Foot Section



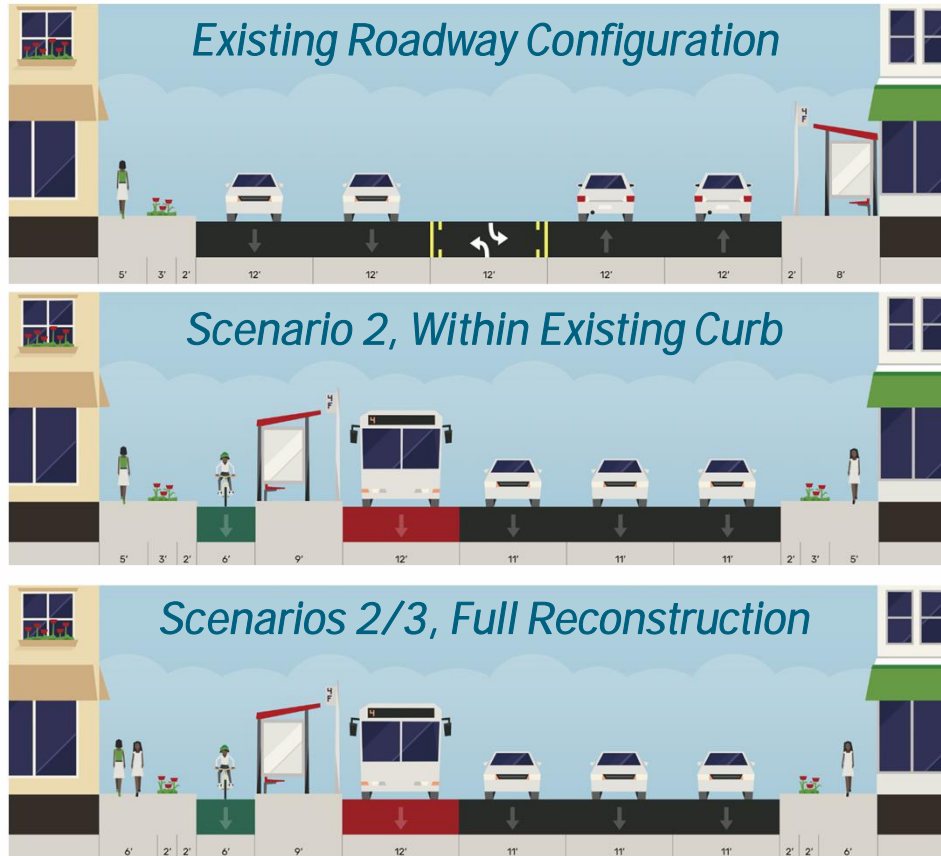
Typical Sections

E 3rd Avenue 80-Foot Section at Transit Shelter



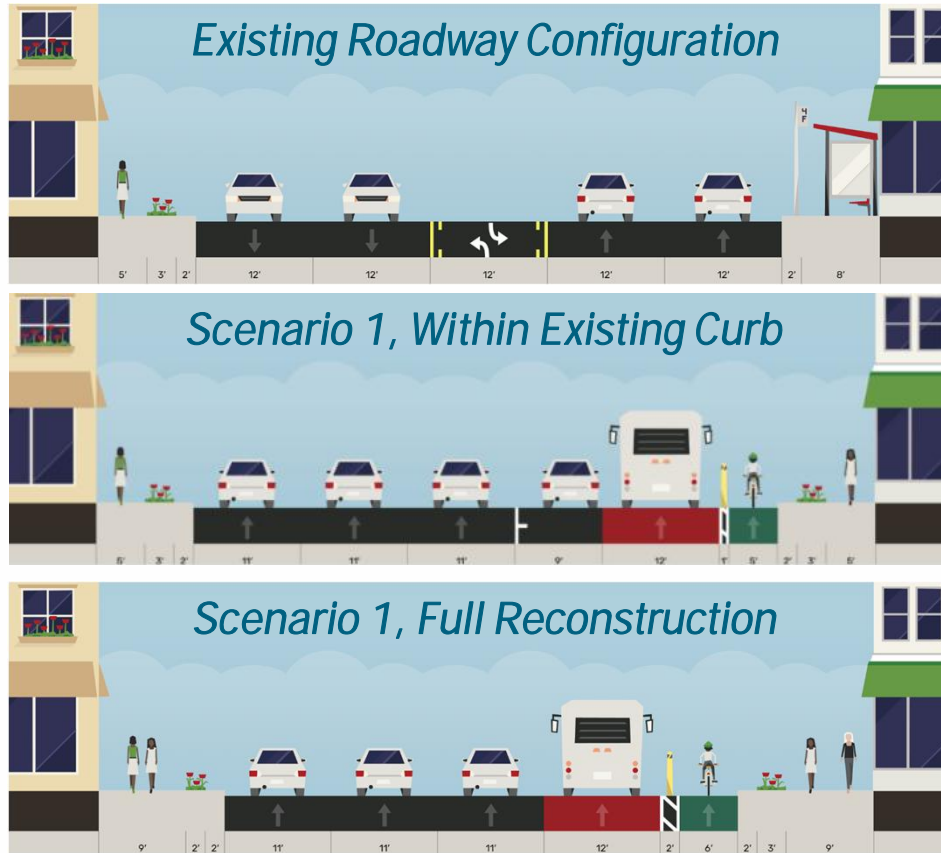
Typical Sections

E 3rd Avenue 80-Foot Section at Transit Shelter



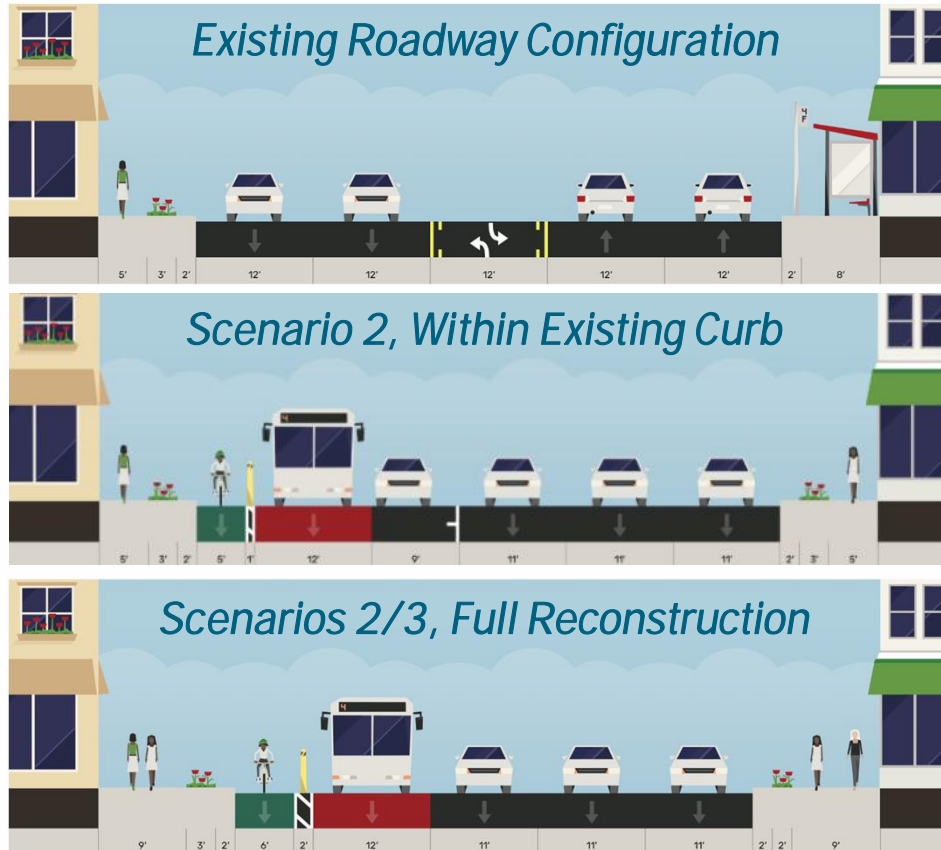
Typical Sections

E 3rd Avenue 80-Foot Section without Transit Shelter



Typical Sections

E 3rd Avenue 80-Foot Section without Transit Shelter

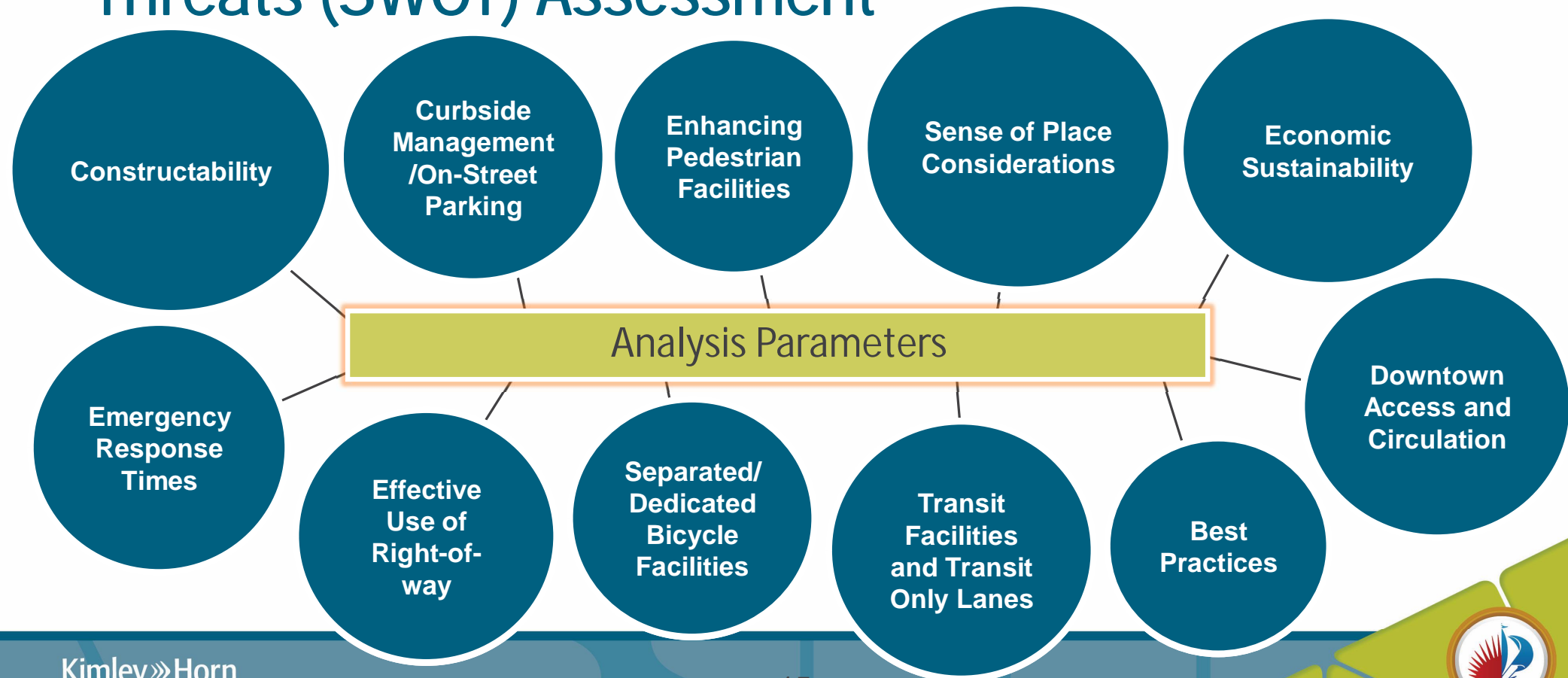


Initial Lane Configurations

- Roadway Segments with Atypical Sections
 - Causes in deviation from typical sections:
 - Right-of-way width differences along short segments of study roadways
 - Right-of-way dedications from adjacent developments
 - Andrews Avenue
 - NE 6th Street to NE 5th Street (80-foot section)
 - Las Olas Boulevard to SE 6th Street (60-foot section)
 - SE 11th Street to Davie Boulevard (80-foot section)
 - E 3rd Avenue
 - NE 9th Street to NE 8th Street (45-foot section)
 - North of NE 5th Street to north of NE 4th Street (80-foot section)
 - Courthouse Drive to SE 6th Street (100-foot section)



Strengths, Weaknesses, Opportunities, and Threats (SWOT) Assessment



Literature Review



Evaluation Matrices

Multimodal Factors

- Network-Wide Total Vehicle Control Delay and Queuing
- Planning Level Construction Cost
- Bicycle Level of Traffic Stress
- Pedestrian Level of Traffic Stress
- Transit Level of Service

Autocentric Factors

- 2024 Network-Wide Total Vehicle Control Delay
- 2045 Network-Wide Total Vehicle Control Delay
- 2024 Network-Wide Total Vehicle Queuing
- 2045 Network-Wide Total Vehicle Queuing
- Planning Level Construction Cost
- Average Multimodal Stress

Note: Weight scale can be modified once the consensus of the stakeholders is received.



Total Vehicle Delay Results

Scenario	2024 A.M. Total Vehicle Control Delay	2024 P.M. Total Vehicle Control Delay	2045 A.M. Total Vehicle Control Delay	2045 P.M. Total Vehicle Control Delay
No-Build	492 hr	649 hr	1,222 hr	1,280 hr
1: Within Existing Right-of-Way	-13%	16%	33%	77%
1: Full Reconstruction	-13%	16%	33%	77%
2: Within Existing Right-of-Way	12%	3%	39%	57%
2: Full Reconstruction	12%	3%	39%	57%
3: Full Reconstruction	35%	31%	54%	80%





Multimodal Evaluation Matrix

Andrews Avenue		E 3rd Avenue		Scenario	Network-Wide Total Vehicle Control Delay and Queuing	Planning Level of Construction Cost	Bicycle Level of Traffic Stress	Pedestrian Level of Traffic Stress	Transit Level of Service	Total	Ranking
↓	↑	No-Build		1	1	6	6	6	20	6	
		1: Within Existing Right-of-Way		2	3	1	4	1	11	2	
		1: Full Reconstruction		2	5	1	1	1	10	1	
↑	↓	2: Within Existing Right-of-Way		4	2	1	4	1	12	4	
		2: Full Reconstruction		4	4	1	1	1	11	2	
↑	↘	3: Full Reconstruction		6	6	1	1	1	15	5	

1 – Best Performance
6 – Worst Performance



Autocentric Evaluation Matrix

Andrews Avenue E 3rd Avenue		Scenario	2024 Total Vehicle Control Delay	2045 Total Vehicle Control Delay	2024 Total Vehicle Queuing	2045 Total Vehicle Queuing	Planning Level Construction Cost	Average Multimodal Stress	Total	Ranking
		 	No-Build	1	1	6	6	1	6	21
 	1: Within Existing Right-of-Way	2	4	1	3	3	4	17	4	
	1: Full Reconstruction	2	4	1	3	5	1	16	2	
 	2: Within Existing Right-of-Way	4	2	3	1	2	4	16	2	
	2: Full Reconstruction	4	2	3	1	4	1	15	1	
 	3: Full Reconstruction	6	6	5	5	6	1	29	6	

1 – Best Performance
6 – Worst Performance



Project Status/Next Steps

Next Steps

- Dynamic Matrix
- Stakeholder feedback
- Additional agency meetings
- Additional public meeting – Scenario 4
- Finalize feasibility analysis
- Develop concept plans for scenarios
- Technical Report/Recommendations

Project Website

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Open Discussion

