Project History

• Project started in May 2017
• 2 charrettes: developed a vision and drew an initial concept
• Now it’s known as the “Preferred Design Alternative”
Freeway-scale in heart of downtown
Marooned in sea of asphalt
Unsafe & Uncomfortable Place
Values

Accessibility
Cleanliness
Preserve-charm
Unique
Reduce-travel
Trees
Family-Friendly
Circle
Preserve-culture

Walkability
Historical
Preserve-aesthetics
Quaintness
Beautiful
Comfortable

Safety
Access-to-park
Natural-flow
Park
Dislike

Traffic

Angled-Parking
Clean-up
Mergers
Difficult-access
Not-safe
No-connectivity
Noisy
Traffic
Traffic
Narrow+sidewalk
No-seat
Signage
Dark-streets
Flooding
Homeless
Lack-of-parking
Delivery-trucks
Reduces Congestion by 77% during Peak Hours
Safer Speeds & Less Aggressive Driving Behavior
Easy Way-Finding
Transit Friendly
Pedestrian Friendly (all ages and ability levels)
Bicycle Friendly
Resilient & Flexible
Attractive & Comfortable
Creates a People-Oriented Unified Public Space
# FDOT District Four Young Circle Review and Approval Process

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FDOT District Four Young Circle Review and Approval Process

**Stage 1: Initial Assessment**
- Project Concepts
- Purpose and Need
- Existing Traffic Conditions
- Community Input
- Initial Assessment of Impacts
  - Traffic Simulation
  - Evacuation/Emergency Response
  - Coordinate on Methodology for Stage 2

**Stage 2: Concept Report**
- To-Scale Design for Street & Open Space
  - Establish Right of Way
  - Meet FDOT Standards
  - All Modes
  - Transit Routing & Stops
- Community Support
- Cost Estimates
- Capacity Safety & Operations Analysis
  - Traffic Projections
  - Roundabout Operations
  - Network Simulation
  - Multi-modal Assessment
  - Crash Analysis
- Environmental Impacts
- Funding and Implementation Plan

**Stage 3: Approval**
- Final Report, Formal Request from City Commission and FDOT Approval
Design

5 roundabouts
6 intersections
4,000+ feet of Street
23 Pedestrian Crossings
Separated Bicycle Facilities
• Determine R/W Lines
• Design Criteria and Rationale
• Design Vehicle Turning Radius
• Bus and EMS Turning Radii
• Geometric Design
• Lane Widths
• Apron Design
• Pavement Marking Design
• Typical Sections
• Bus Routing and Stops
• Bus Layover Facilities
Design (cont’d)

- Reduce the barrier effect of the street so that the Arts Park context extends throughout
- Provide additional opportunities for artistic expression
- Provide both hardscape and softscape areas around the edges to support the adjacent land-uses and provide pleasant experiences
Design (cont’d)

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- Provide additional opportunities for artistic expression
- Provide both hardscape and softscape areas around the edges to support the adjacent land-uses and provide pleasant experiences
- Ensure comfortable and legible interactions between all modes
Design (cont’d)

- Reduce the barrier effect of the street so that the Arts Park context extends throughout
- Provide additional opportunities for artistic expression
- Provide both hardscape and softscape areas around the edges to support the adjacent land-uses and provide pleasant experiences
- Ensure comfortable and legible interactions between all modes
- Initiate operation & management plan discussions
- Determine ROW changes
- Draw the design in CAD for FDOT submission
Project History

• Project started in May 2017
• 2 charrettes: developed a vision and drew an initial concept
• Now it’s known as the “Preferred Design Alternative”
Project History

• Project started in May 2017
• 2 charrettes: developed a vision and drew an initial concept
• Now it’s known as the “Preferred Design Alternative”
• Continued public meetings
• Existing traffic data collection and analysis
• Purpose and Need Report
• Traffic simulation modeling
• Coordination with FDOT to confirm Stage 1 approval and to agree to Stage 2 Methodology
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Project viability from a design, community, capacity, operations and safety perspective.

- To-scale design for street & open space
- Capacity safety & operations analysis
- Final report, formal request from city commission and FDOT approval
- Approval process
Operational Analysis

- Safety Analysis
- Traffic Projections (Year 2040)
- Diversion/Rerouting Analysis
- VISSIM – Visual Simulation Model
  - Pedestrians
  - Bicycles
  - Transit
  - Automobiles
  - Trucks
  - Parking
  - Multiple variations & fine tuning of proposals
- Complexity of developing the model
- Evacuation and Emergency Services

Sample: VISSIM Visualization
Implementation and Funding

Preliminary Cost Estimate - $15.5 Million

Potential Funding Partners
• Broward County Transit
• Broward County Traffic Engineering
• Broward Metropolitan Planning Organization
• Florida Department of Transportation
• Federal Highway Administration
• Federal Transit Administration