

### Legend

- Proposed High Emphasis Crosswalk
- Existing Sidewalk
- Proposed Protected Bike Lanes
- Proposed Passenger Loading Zone
- Landscaping
- Proposed Bus Shelter
- Proposed Sidewalk Expansion
- Proposed Raised Intersection
- Proposed Flex Loading Zones
- Future Parking Garage
- Proposed Shared Use Path Widening
- Existing CitiBike Station (To Remain)
- Existing Shared Use Path

**PINE TREE DRIVE BUFFERED PROTECTED BIKE LANES**  
 There is potential to provide buffered bike lanes on Pine Tree Dr. north of 23<sup>rd</sup> Street, to create a complete bicycle network within the project area. This concept would still maintain the existing on-street parking on the east side of Pine Tree Dr. which is utilized by the residents in the area.

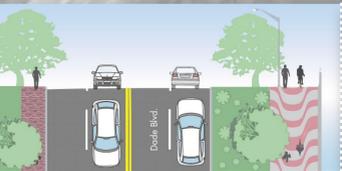
**NEW SIGNALIZED INTERSECTION** at 23<sup>rd</sup> Street and Park Ave. This new signal would be synchronized with the Dade Blvd. signal to eliminate / reduce existing vehicular queues on the bridge and beyond Park Ave.



**RAISED UNSIGNALIZED INTERSECTION** at the intersection of 23<sup>rd</sup> Street and Liberty Ave. Raised intersections are typically flush with the sidewalk to create a safe, slow-speed crossing and public space at minor intersections. Similar to speed humps and other vertical speed control elements, they reinforce slow speeds and encourage motorists to yield to pedestrians at the crosswalk.

**FLEXIBLE LOADING ZONES:** valet drop off/pick up is provided during evening hours to accommodate existing land use along 23<sup>rd</sup> Street and prevent vehicles stopping in a travel lane to pick up or drop off passengers. Freight loading is accommodated during daytime hours.

**TRANSIT ISLAND PLATFORM** with Separated Bike Lane Bend at Liberty Ave. as well as Dade Blvd. At the transit stop, a boarding island is provided; the buffered bike lane transitions to the right and is routed behind the bus stop, preventing conflicts between cyclists and stopped buses. Front end of platform needs 5 ft. x 8 ft. minimum clear space to accommodate ramp deployment.



**DADE BOULEVARD SHARED USE PATH**  
 As recommended in the City's Bicycle and Pedestrian Master Plan.

**DROP-OFF / PICK-UP** space provided for Vintro Hotel guest access.

**PARK AVENUE BUFFERED / PROTECTED BIKE LANES**  
 There is potential to repurpose existing on-street parking lanes on Park Ave. to provide buffered bike lanes to create a complete bicycle network within the project area of 23<sup>rd</sup> Street.

**LIBERTY AVENUE**  
 From 23<sup>rd</sup> Street to 23<sup>rd</sup> Street future configuration is dependent on the design of the proposed parking garage. It is expected that vehicular traffic will be prohibited on Liberty Ave. thus providing the potential for the street to be redesigned as a promenade.

The existing easement for the **PUBLIC BEACH ACCESS** is approximately 10 ft. wide. The 10 ft. width consists of a 7 ft. path/travel way and a 3 ft. landscape buffer with palm trees and hedges providing natural shading. The proposed improvements recommend to use the 3 ft. of the landscape buffer to widen the path to 10 ft. and to replace the shading from the landscaping with lightweight decorative canopies as shown in these examples.



| PROS  | CONS  |
|---|---|
| <ul style="list-style-type: none"> <li>Consistency and connectivity between directional bike lanes on all streets within the project area.</li> <li>Riding in the same direction as traffic.</li> <li>Turning at intersections is intuitive.</li> <li>Direct access to every adjacent destination along the path of each bike lane.</li> <li>Green bike box provides a visible way for cyclists to get ahead of queued traffic at signalized intersections.</li> <li>Green sharrow markings increase driver awareness of bicyclists on Collins Ave.</li> <li>Raised intersection promotes driver awareness of crossing pedestrians and calms traffic.</li> <li>Visible and wider beach access path provides more capacity for its non-motorized users.</li> <li>New signalized intersection on Park Ave. and 23<sup>rd</sup> Street allows for safe bike and pedestrian crossings.</li> </ul> | <ul style="list-style-type: none"> <li>Eastbound bike lane on 23<sup>rd</sup> Street diverts at transit stop to avoid conflict with stopped buses.</li> <li>Southbound bike lane on Park Ave. runs in front of Vintro Hotel's drop off/pick up and may present conflicts with vehicles.</li> <li>Limited right-of-way prevents the provision of buffered bike lanes on Collins Avenue.</li> </ul> |

**GREEN BIKE BOX AND SHARROWS**  
 To prioritize the movement of bicyclists through the intersection of Collins Ave. and 23<sup>rd</sup> Street. These improvements will provide bicyclists with a safe and visible way to get ahead of queued traffic during the red signal phase.



## Buffered Bi-Directional Bicycle Lanes

### PROPOSED TYPICAL SECTIONS

