

Transportation Alternatives Program (TAP)
Applicant Presentation for
**LINTON BLVD PROTECTED BIKE LANES
FROM A1A TO FEDERAL**





Making the Connections

Current Delray Beach Bicycle Infrastructure Projects funded with grants

- 10th Street/ Lawson Blvd from Military Trail to 6th Ave including pre-fab bridges CST in FY20
- Brandt Bridge over C-15 Canal CST in FY21
- NE 2nd Ave from George Bush Blvd to NE 13th St
 - Construction starting in a couple of months
- NE 2nd Ave from NE 13th St to NE 22nd St
 - Construction in 2018 – in Design phase
- Seacrest Blvd from NE 22nd St to Gulfstream Blvd
 - Construction in 2019 – in Design phase
- Swinton from SW 10th St to NE 4th St (FDOT administering)
- Congress Avenue Complete Street from South of Atlantic to Canal City Limits
 - City is in discussions with County and FDOT – Funding not yet awarded



Why Linton Blvd?

1. MAKING THE CONNECTION

- Protected bicycle facilities across Linton will connect the heavily-used bicycle networks on A1A and Federal with an important and safe East-West connection.

2. COMPLETE STREETS

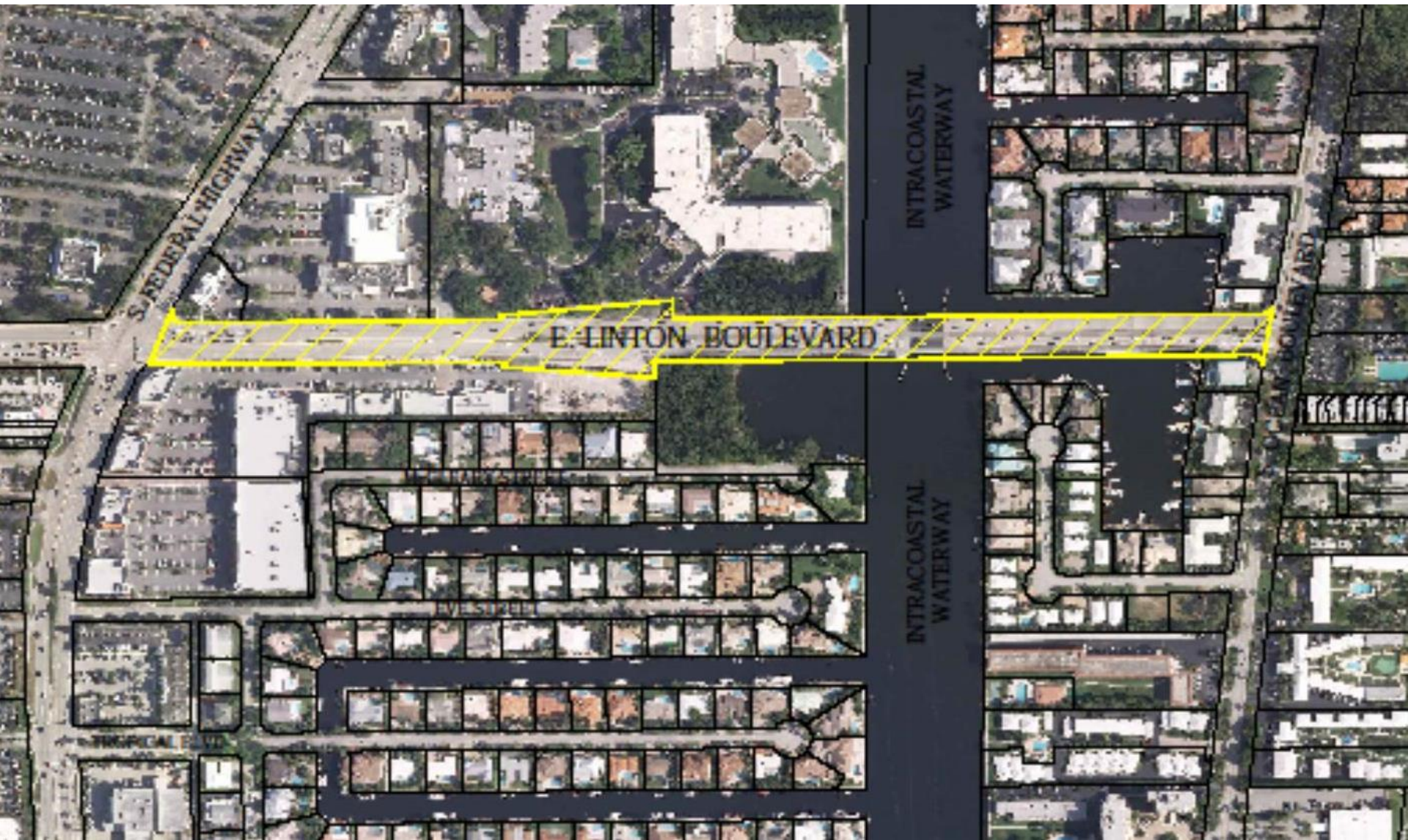
- Removing one lane of vehicle travel will lower speeds and make this corridor more friendly to bicycle riders and pedestrians. It also goes alongside the City's commitment to its Complete Streets Policy adopted November 2016.

3. COUNTY TO TRANSFER OWNERSHIP TO CITY

- The City hopes to begin negotiations to transfer ownership from the County to the City because the City considers this connection to be important enough to provide its residents and visitors with safe East-West routes for non-motorized transportation choices.



Location Map





Existing Conditions

6-LANE TO 5-LANE AUTO THOROUGHFARE

- Existing conditions on Linton do not provide any bicycle facilities and the road design encourages high speeds.
- Intersection of Linton and Federal has 7 lanes which is intimidating and dangerous for bicyclists and pedestrians.





Existing Conditions

JERSEY BARRIER

- The County installed a jersey barrier on the EB side of the ICWW bridge terminating at A1A and eliminated one travel lane because existing bridge railings are not to standard.
- County has plans in the works to expand sidewalks to 7' and build 6' buffered bike lanes on this section.





Proposed Design

PROTECTED AND SEPARATED BIKE LANES

- Also known as **cycletracks**, the City wants to install these physically separated bicycle facilities because they are **BEST PRACTICE** infrastructure that greatly enhance safety and accommodate bicyclists of all ages and physical abilities.
- City is expanding on the County's buffered bike lane project





Proposed Design

JERSEY BARRIERS AND LANE REMOVAL

- Jersey barrier would be moved on the EB side for a wider, true cycletrack and added to the WB side once a lane is removed.
- Landscaping would be added/maintained by the City.
- Bridge will continue to be maintained by the County.

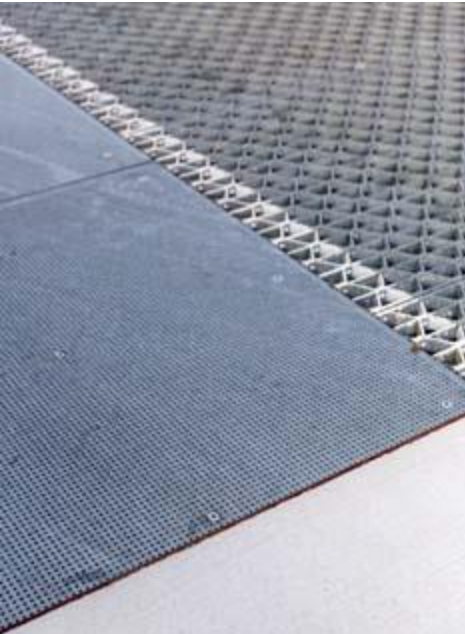




Proposed Design

ANTI-SLIP COVERS ON THE ICWW BRIDGE

- County determined adding these covers will not cause drainage issues. They are already in place around South Florida.
- Anti-slip covers prevent the “cheese-grater” injuries arising from bicycle tires slipping on the bridge grating in wet conditions.



Q & A

