Oakland Park Boulevard

Linking Land Use and Transportation in Our Region

Blake Drury | AECOM Buildings + Places

April 3, 2013
Oakland Park Boulevard
Mobility Hub Design Case Study
### Our Design Process

<table>
<thead>
<tr>
<th>DISCOVERY</th>
<th>INTERPRETATION</th>
<th>IDEATION</th>
<th>EVOLUTION</th>
<th>IMPLEMENTATION</th>
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<tbody>
<tr>
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- **Insights and Opportunities**
- **Multiple ways to address the Opportunities:** How might we...
- **Testing**
  - Discouring
  - Refining
- **Recommendations**
  - Projects
  - Programs

---

**Oakland Park Boulevard**

**Mobility Hub Design Case Study**
Incorporate Mobility Hubs into the design of Oakland Park Boulevard transit project as places where people interact with the transportation system, with a better way of linking the transportation system to the surrounding land uses through direct connections to more significant concentrations of activities and facilitated access to and between transit lines and other travel modes.
Wrong Way
Go Back
<table>
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<tbody>
<tr>
<td>[Image]</td>
<td>Insights and Opportunities</td>
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<td>Recommendations Projects Programs</td>
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## Exhibit 19—Mobility Hub Features

<table>
<thead>
<tr>
<th>Feature</th>
<th>Gateway</th>
<th>Anchor</th>
<th>Community</th>
</tr>
</thead>
<tbody>
<tr>
<td>Waiting Area*</td>
<td>Building*</td>
<td>Shelter*</td>
<td>Bus Stop</td>
</tr>
<tr>
<td>Community Plaza with Landscape/Public Art</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Carshare Facility</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Restrooms</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Ticket Vending Machines</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Wi-fi Facility</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>ITS Equipment for Downtown Central Facility</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Bus Pull-in Bays*</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Taxi Bays and Kiss-n-ride Pull-in</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Surface Parking</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Bikeshare Facility</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Closed Circuit TV Cameras</td>
<td>4</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>Real-time Passenger Information</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Transit Maps and Schedules</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Emergency Phone Service</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Allowance for drainage, utilities, landscaping</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
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*Cost for platforms, canopy, ticket vending machines, and bus bays are included in the cost for transit corridors.
General Location | Mobility Hub Type | Transit Dependents | Redevelopment Potential | Private Sector Market Demand
--- | --- | --- | --- | ---
Hiatus Road | Community | Low | Medium | Low
University Drive | Anchor | High | High | Low
SR 7 | Gateway | High | High | Low
NW 31st Avenue | Community | High | High | Low
Andrews Avenue | Anchor | Medium | Medium | Medium
Dixie Highway | Anchor | Medium | Medium | Medium
US 1 | Anchor | Low | Medium | High
SR A1A | Community | Low | Medium | Low
Oakland Park Boulevard
Mobility Hub Design Case Study

Legend
- Bus Stop
- Traffic Signal
- Intersection (1/4mi Buffer)
- Parcels

Map with various annotations:
- Eliminate Stop
- Move Stop into turn lane with Queue Jumper Signal
- Move Stop into turn lane with Queue Jumper Signal
- Mobility Hub

Discovery
Oakland Park Boulevard
Mobility Hub Design Case Study

Option: Move Stop into turn lane with Queue Jumper Signal

Move Stop into turn lane with Queue Jumper Signal

Mobility Hub

Legend
- Bus Stop
- Intersection (1/4 mi Buffer)
- Traffic Signal
- Parcels
Oakland Park Boulevard
Mobility Hub Design Case Study

Our Design Process

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**Insights and Opportunities**

- Multiple ways to address the Opportunities:
  - Testing
  - Discussing
  - Refining

**Recommendations**
- Projects
- Programs
Must improve pedestrian safety (patrons crossing streets while making transfers and reaching destinations)

Need to keep premium transit premium (fast/efficient)

Placemaking within the environment is needed and important

Be mindful of right-of-way impacts

Have an approach that can be tweaked based on surrounding development conditions

Design to drive positive development impacts
Oakland Park Boulevard
Mobility Hub Design Case Study

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<td>Testing, Discussing, Refining</td>
<td>Recommendations, Projects, Programs</td>
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...
Oakland Park Boulevard Mobility Hub Design Case Study

Corner configuration

Short connections + island platforms
Ideation

Oakland Park Boulevard
Mobility Hub Design Case Study

Corner configuration
Short connections + island platforms
Public space as organizing element

TRANSIT PLAZA
Station Improvements:
Elements that can occur in On or Off-Corridor Locations:
- Enclosed shelters for travelers
- Real-time passenger information systems
- Unique architecture and signage
- Access priority to bike/pedestrian and transit patrons over other modes
- Integration with surrounding development
- Pre-board ticketing options
- Public art

Elements that must/should occur Off-Corridor in TRANSIT PLAZAS:
- Secure and weather protected waiting areas
- Accommodations for potential bikeshare/carshare programs
- Restrooms and community spaces as appropriate
- Surface or structured parking as appropriate
- Taxi bays

Areawide Access Improvements:
- Pedestrian linkage improvements within a half-mile radius
- Bicycle linkage improvements within a two-mile radius
Ideation

Mobility Hub Design Case Study

Oakland Park Boulevard

Corner configuration
Short connections + island platforms
Public space as organizing element
Street and block organization

TRANSIT PLAZA
Ideation

- Corner configuration
- Short connections + island platforms
- Public space as organizing element
- Street and block organization
- Design for development

Oakland Park Boulevard
Mobility Hub Design Case Study

TRANSIT PLAZA
DEVELOPMENT BLOCK
DEVELOPMENT BLOCK
### Our Design Process

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**Oakland Park Boulevard**

**Mobility Hub Design Case Study**
Evolution
Oakland Park Boulevard
Mobility Hub Design Case Study

DRAFT for TEAM DISCUSSION

EXAMPLE GATEWAY HUB 1
TRANSIT ELEMENTS + RETAIL + PARKING STRUCTURE

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<td>1: Waiting Area*</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>2: Community Places with Landscape/Public Art</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>3: Greenway Facility</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>4: Restrooms</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>5: Vehicular Loading Machines</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>6: Wi-Fi Facility</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>7: &quot;A&quot; Equipment for Downtown Central Facility</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>8: Bus Platform Stops*</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>9: &quot;Taxi&quot; Bays and Kiosk ride-Pull-ins</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>10: Surface Parking</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>11: Streetcar Facility</td>
<td>Yes</td>
<td>Yes</td>
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<td>12: Closed Circuit TV Cameras</td>
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<td>13: Real-Time Passenger Information</td>
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<td>14: Transit Maps and Schedules</td>
<td>Yes</td>
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<tr>
<td>15: Emergency Phone Service</td>
<td>Yes</td>
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<td>16: Allowance for drainage, utilities, landscaping</td>
<td>Yes</td>
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*Cost for platforms, canopy, sheltered boarding, and bus bays are included in the cost for transit conditions.

NOTE: [13] [14] [15] also assumed at each stop/platform location
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