Where did we begin?

“Mobility Hubs are locations where people meet transit and are classified by the expected transit use and surrounding land use.”

2035 Transportation Transformation
Mobility Hubs

• 2035 Long Range Transportation Plan identified 103 Hubs

• Definition: Transit access point with
  • Frequent transit service
  • High development potential
  • Critical point for trip generation or transfers
3.1.1 Gateway Hubs
Characteristics that define Gateway Hubs are as follows:
- Exhibit high forecast boardings and alightings (greater than 2,200) within the future 2035 transit network;
- An area surrounded by higher density mixed use developments including downtown areas, transit oriented corridors (TOCs), and transit oriented developments (TODs) defined in the Broward County Future Land Use Plan, and
- Provide connections for two or more high capacity (BRT, Rail) lines.

Strategies for Gateway Hubs include:
- Enclosed shelters for travelers;
- Real-time passenger information systems;
- Unique architecture and signage;
- Surface or structured parking as appropriate;
- Integration with surrounding development;
- Pedestrian linkage improvements within a quarter-mile radius;
- Bicycle linkage improvements within a half-mile radius;
- Restrooms and community spaces as appropriate;
- Public art;
- Access to transit pedestrian and transit patrons over other modes;
- Secure and weather protected waiting areas;
- Accommodations for potential bikeمشروع transit programs;
- Pre-boarding options; and
- Taxi bays.

3.1.2 Anchor Hubs
Characteristics that define Anchor Hubs are as follows:
- Exhibit moderate to high forecast boardings and alightings (1,500 to 2,200) within the future 2035 overall transit network;
- An area served by at least one high capacity transit line (such as BRT or LRT); and
- Located near major institutions, employment centers, town centers, and regional shopping centers that are similar to the local activity centers (LACs) and/or regional activity centers (RACs). These are identified by various local jurisdictions in Broward County and have the potential to accommodate new transit and pedestrian oriented development.

Strategies for Anchor Hubs include:
- Enclosed or partially-enclosed shelters for travelers;
- Real-time passenger information systems;
- Unique architecture and signage;
- Surface or structured parking as appropriate;
- Integration with surrounding development;
- Pedestrian linkage improvements within a quarter-mile radius;
- Bicycle linkage improvements within a one-mile radius;
- Access priority to bike pedestrian and transit patrons over other modes;
- Lighted waiting areas;
- Accommodations for potential bike-share programs;
- P+R parking;
- Free phone for taxi services; and
- Rides-on-demand and taxi areas.

3.1.3 Community Hubs
Characteristics that define Community Hubs are as follows:
- Area served by rapid bus services, and
- Attract more regional trips than regional trips.

Strategies for Community Hubs include:
- Partially-enclosed shelters for travelers;
- Real-time passenger information systems (in locations where the infrastructure is readily available);
- Pedestrian linkage improvements within a quarter-mile radius;
- Bicycle linkage improvements within a one-mile radius;
- Lighted waiting areas; and
- Timed transfers for connecting to transit services.

3.2 Premium Transit Service
Two types of Premium Transit Service were defined during the 2035 LRTP process to prioritize investments based on exhibited future demand for service: Premium High Capacity and Premium Rapid Bus. Both would offer high frequencies, modern vehicles, streamlined ticketing, and passenger information services. Premium Transit Investments provide a balanced approach to more widespread and timely improvements to address different levels of mobility solutions, and to enhance the supporting local bus network. A description of each type follows.
MOBILITY HUBS

Gateway Hubs $8.2M

Anchor Hubs $1.9M

Community Hubs $57K

VISION

"Transform transportation in Broward County to achieve optimum mobility with emphasis on mass transit while promoting economic vitality, protecting the environment, and enhancing quality of life."

2035 TRANSIT COST FEASIBLE PLAN

High Capacity

Rapid Bus
Northern Broward County Livability Study

Recommendations for bicycle and pedestrian facilities seek to improve connectivity around transit corridors and Mobility Hubs. Source: Broward MPO
Northern Broward County Livability Study
Downtown Mobility Hub

Conducting Detailed Analyses of the Sites to Construct the WAVE Maintenance and Storage Facility with Mixed-Use Development

DOWNTOWN MOBILITY HUB JOINT DEVELOPMENT INITIATIVE

Study Area
Downtown Fort Lauderdale
Streetscape Example
Existing Conditions
Proposed Streetscape
Downtown Fort Lauderdale Hub
Oakland Park Boulevard Transit Study

Figure 13: University Drive Intersection - Mobility Hub Transit Routing Study

Legend:
- Eastbound Route F2
- Northbound Route 2
- Westbound Route F2
- Southbound Route 2
- Bus Stop
- Intersection (144m Buffer)
- Traffic Signal
- Pedestrian

Miles

UNIVERSITY DRIVE INTERSECTION
Near-Term Improvements:

Bus Islands - Bus Stop Relocation: At University Drive
Mobility Hub
Cypress Creek Mobility Hub

Planning and Design ($800K)

Implementation ($7M – FY 2018)
- Transit Infrastructure
- Pedestrian and Bicycle Improvements
- Joint Development
Hollywood / Pines Boulevard Corridor Study
LOCAL BUS STOPS AT LINEAR PARK, SR7 AND FILLMORE
Not to Scale. Sources: Berentis Ajami & Partners, City of Hollywood
REGIONAL TRANSFER BUS STOP WITH CUSTOM SHELTERS, NORTHBOUND AT SR7
Not to Scale. Source: Dennello Asarni & Partners, City of Hollywood
TOD: Can You O-D without the T?

Pedestrian and Bicycle Networks
Corridor Improvements
Complete Streets
Mobility Hubs
  • Integrating Ride-Hailing with Mobility Hubs
Pedestrian and Bicycle Networks

“... all pedestrian improvements located within one-half mile and all bicycle improvements located within three miles of a public transportation stop or station shall have a de facto physical and functional relationship to public transportation.”

Final Policy Statement on the Eligibility of Pedestrian and Bicycle Improvements Under Federal Transit Law

Pedestrian and Bicycle Networks

• Transit Corridors: 2035 Long Range Transportation Plan
Pedestrian and Bicycle Networks

• Prioritization of Bicycle Projects along Transit Corridors
The Broward MPO’s Mobility Projects

October 2018

Legend

- Programmed (3rd Year)
- In Design
- Under Construction
- Completed
The Broward MPO’s Mobility Projects

October 2018

Legend

- Green: Programmed (3rd Year)
- Blue: In Design
- Light Blue: Under Construction
- Gray: Completed
- Pink: Premium Transit Corridors
Corridor Improvements

• Make better use of existing rights-of-way
• Minimize the need for road widening
Corridor Improvements

Traffic Flow Improvements
- Traffic Signal Progression
- Intersection Improvements

Transit Service Improvements
- Bus Transit Signal Priority
- Bus Queue Jump Lanes
- Bus Islands
- Bus Stop Upgrades

Bike/Pedestrian Improvements
- Bike lane continuity
- Complete missing sidewalk links
Complete Streets

Broward Complete Streets Guidelines
Providing Guidance for Developing Safer and Healthier Streets Accommodating ALL Users

Broward Metropolitan Planning Organization

BrowardMPO.org
Hollywood Boulevard Complete Street
Hollywood Boulevard Complete Street
Hollywood Boulevard Complete Street
Evolution in Thinking about Mobility Hubs

• Mobility Hubs need to function as part of a system
• Organizing element of land use
• Living Planning Framework - Updates needed to synchronize with new plans/developments
• Call for funding applications – e.g. CSLIP
FDOT TOD Guidebook & Florida Design Manual

- Three station typologies in *Florida TOD Guidebook*
- Densities and intensities heighten in proximity to transit station
- Typologies similar to *Florida Design Manual* transects

FDOT Transit Oriented Development Guidebook, December 2012

Credit: Florida Design Guide, January 2018
Tri-Rail Coastal Link: Station Area Opportunities

• 5 station typologies
• Consistent with FDOT TOD Guidebook, function and size of each station should complement each other along the corridor
• Stations that don’t serve as retail or office destination may serve as origin stations with dense residential development
Recommended Mobility Hub Typology

**Transect**
- Urban Core
- Urban General
- Suburban Commercial
- Suburban Residential

**Future Land Use**
- Activity Center
- Commerce
- Transportation
- Residential
- Community
- Recreational

**Transit Activity**
- Rail
- Bus Transfer Center
- Streetside Transfer
- Park & Ride
MOBILITY HUB CANDIDATE LOCATIONS

- Does Not Meet Minimum Criteria

**Typology - Transect**
- Urban Core
- Urban General
- Suburban Commercial
- Suburban Residential
- Suburban Commercial/Residential Mix

**Typology - Transit Activity**
- Rail Station
- Bus Transfer Center
- Park & Ride
- Streetside Transfer
Mobility Hub Elements

- Bus Bays/Platforms
- Canopies/Shelters
- Enclosed Waiting Area
- Parking Solutions
- Transportation Network Companies
- Carshare/Bikeshare
- Wayfinding
- Pedestrian Safety – crosswalks/refuge islands
- Electric Charging
- Signal Upgrades
- Integrated Fare Platforms
Integrating Ride-Hailing with Mobility Hubs

Recommendations

• Establish Ride-Hailing Pick Up Locations at Mobility Hubs
• Explore Marketing Partnerships with Emerging Mobility Providers
• Further Evaluate Potential Ride-Hailing Subsidy Programs
• Integrate Emerging Mobility Services in Trip Planning Apps
Conclusions

Ride-Hailing

Automated Vehicle
Contact Us

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