

# PROJECT ELEMENTS

Project elements in the Hollywood/SR7 Mobility Hub planning area are prioritized for conceptual design, permitting and implementation based on the Planning Framework work session with stakeholders on June 29, 2017 and in subsequent meetings. Preliminary cost estimates were developed for all Mobility Hub elements potentially fundable by the Broward MPO, irrespective of the horizon year for ultimate implementation. Placemaking project elements were identified as City projects, with cost estimates to be developed by the City for those projects not directly related to the multimodal transportation and transit network.

The priority projects are comprised of a combination of Mobility, Safety, and Placemaking elements focused along SR7 extending north and south, and on Hollywood extending east, of the primary Mobility Hub intersection. Custom shelters are planned for the northbound bus bay on SR7 and a local bus stop, and locations are identified for and pedestrian-scale lighting, high-emphasis crosswalks and passenger amenities. These locations and treatments will be coordinated with other planned investments, including the installation of significant landscaping by FDOT in the Summer of 2018 at the linear park on the east side of SR7 north of Hollywood. The City intends to fund and install park features to include pedestrian bridges, site furniture, additional park-oriented lighting and other components to be coordinated in design with the Hub-oriented features.

The three plan view renderings in this section indicate both near- and long-term improvements at:

- the primary intersection of SR7 and Hollywood,
- the secondary intersection of SR7 and Fillmore to the north, and
- the secondary intersection of Hollywood and 58<sup>th</sup> Avenue to the east.

The two perspective view renderings in this section can be considered “prototypes” of custom bus stop treatments, indicating both near- and long-term improvements at:

- Regional/Transfer Stop northbound on SR7, adjacent to the linear park, and
- Local Bus Stop eastbound on Hollywood at 58<sup>th</sup> Avenue.

## Near-Term Project Elements

Specific near-term **Mobility and Safety** elements depicted in the renderings include:

**Custom Bus Shelters:** The custom shelter structures planned are semi-welded, then assembled at the site and bolted into place. The design provides a form that is related to the current umbrella-type bus stops provided by BCT, but also relates directly to the linear park plaza geometry and the theme of “rays” used in the pavement pattern. At the primary bus bay locations along SR7, two side-by-side custom shelters are planned. A minimum of two custom benches, with the possibility to expand to four in the future depending on need, could be accommodated at double-shelter locations. Wayfinding information panels on each shelter will provide the BCT logo, route and system information.

**Standard Bus Shelters:** At secondary bus stop locations with only a typical right-of-way depth available, standard “Kaleidoscope” model BCT bus shelters will to be accommodated along with a freestanding route identification signpost. Solar panels to provide night security lighting should be installed where feasible, along with a second side panel where space permits for additional shade protection and transit system information.

**Pedestrian-Scale Lighting:** Bus stop area lighting will provide for improved safety and security for waiting and approaching passengers, while also improving the visibility and aesthetic impact of the transit facilities after dark. At the custom bus bay location northbound on SR7 immediately adjacent to the linear park, five (5) light poles would be located at the plaza and five (5) light bollards would be located next to the bus shelters. At the custom bus bay location southbound on SR7, similar fixtures would be used but in

reduced quantities due to space constraints. At the secondary bus stop location eastbound on Hollywood that is deep enough to accommodate a custom shelter, two (2) light bollards would also be installed.

**Upgraded Pedestrian Crosswalks:** At the primary Hub intersection, and at each secondary intersection extending in all four directions, stamped and color-enhanced crosswalk treatments will be installed to aid in pedestrian mobility.

## Long-Term Project Elements

Other **Mobility and Safety** project elements are in review for beyond the near-term five-year implementation horizon, and are depicted on the plan view renderings for future consideration.

**Median Channelization Barriers:** FDOT District 4 will consider allowing installation of median channelization barriers in the H/SR7 Mobility Hub pending the outcome of a pilot project in Lauderhill where they are currently installed on Oakland Park Boulevard in Lauderhill. Evaluation of their effectiveness in preventing dangerous midblock crossing movements is being finalized by the FDOT for the pilot project in Lauderhill. The barriers offer a potential opportunity for additional deployment of the City logo, and a variety of potential finishes and design details to be determined.

**Painted and/or Protected Bike Lanes:** Painted or protected bike lanes in the Mobility Hub area at conflict points are in review pending further discussions with FDOT and in the context of a broader citywide strategy to enhance safety. FDOT implements protected bike lanes as an exception and they have developed a process for approvals and permitting of these features under context-sensitive case-by-case reviews. Protected bike lanes could employ flexible poles or raised buttons that highlight the lane delineations and warn drivers of lane encroachment.

**In-ground Crosswalk Lighting:** In-ground pedestrian-activated crosswalk lighting could be considered in the future at secondary intersections (and perhaps only at side street crossings rather than across SR7) to enhance the visibility and safety of pedestrians.

## Placemaking Elements

**Placemaking** elements depicted in the renderings, both near- and long-term, would be installed by the City in conjunction with the MPO-funded elements described above. Features under consideration are as follows:

**Plazas/Shaded Seating Areas:** The City will consider additional elements at one or more additional corners at the H/SR7 intersection as redevelopment opportunities arise in the Hub area. Creation of plazas accessible to and convenient for transit users would likely be realized through easements or use agreements negotiated in conjunction with a private redevelopment proposal.

**Community Identity Features:** The City will incorporate the recently adopted turtle-themed City logo in the linear park and streetscape elements throughout the Hub area as part of a City-wide branding and wayfinding initiative. The City logo could be incorporated on pole-mounted banners and trash receptacles, and eventually also on median channelization barriers if installed in the future.

**Bike Racks:** Provision for bicycle storage at the linear park may encourage multimodal activity in the area and could provide an additional opportunity for City branding, depending upon the style of rack selected.

**Utility Box Wraps:** Strategies to minimize the unsightliness of several prominently located utility boxes in the Mobility Hub area could include graphic wraps, or freestanding trellis or fence enclosures. This could also provide an opportunity for wayfinding information displays.

**Solar Trees:** The linear park in the Mobility Hub area and the linear park provides a high-profile location for “solar tree” lighting features. The City is considering cooperating with Florida Power & Light (FPL) to install in areas citywide, including SR7 frontage.

The preliminary cost estimate and schedule for the near-term Mobility and Safety element improvements, along with a discussion of implementation roles, responsibilities, and coordination needs is included in the **Implementation Strategy** section.

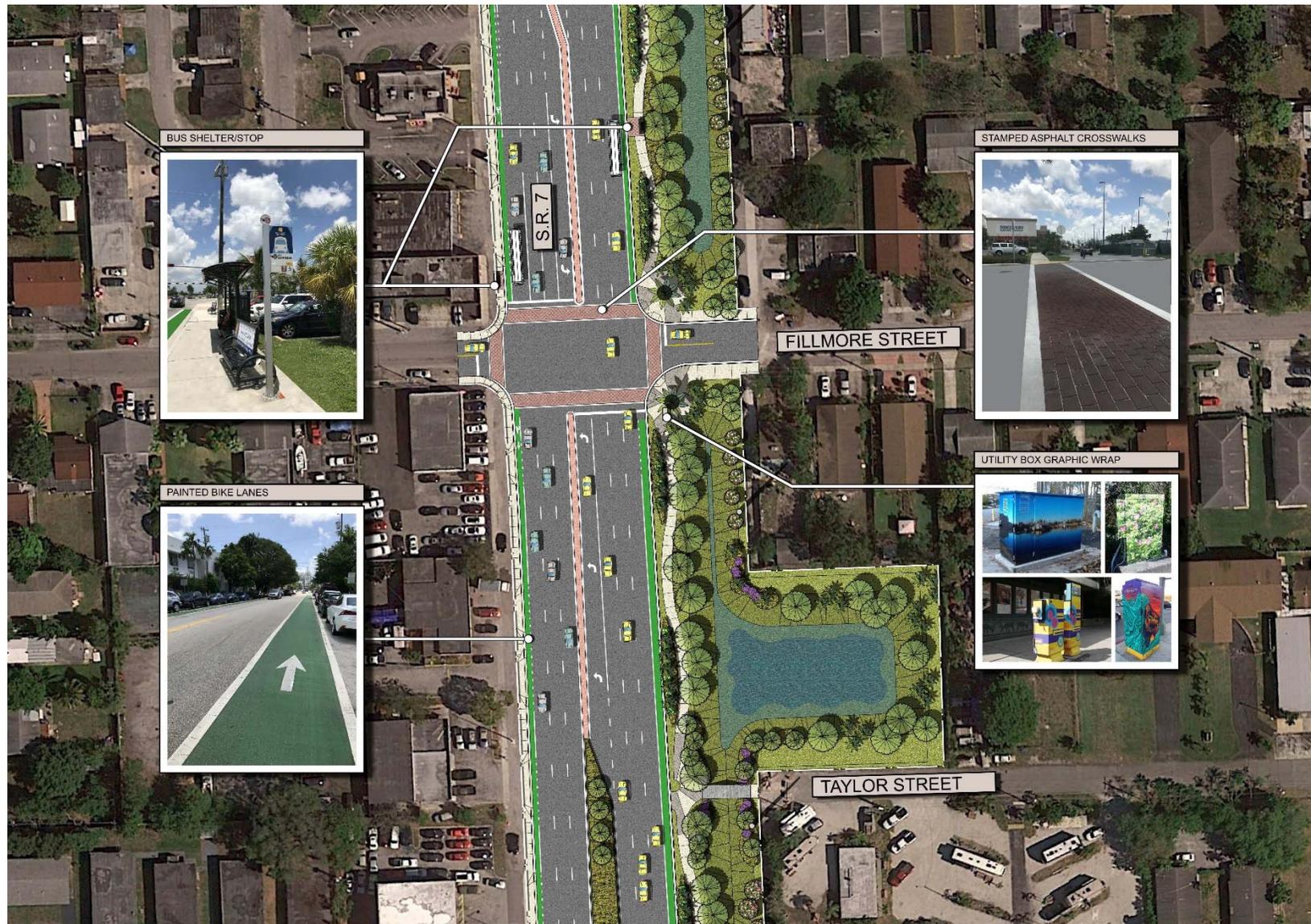
REGIONAL/TRANSFER BUS STOPS AT LINEAR PARK, SR7 AND HOLLYWOOD

Not to Scale. Sources: Bermello Ajamil & Partners, City of Hollywood



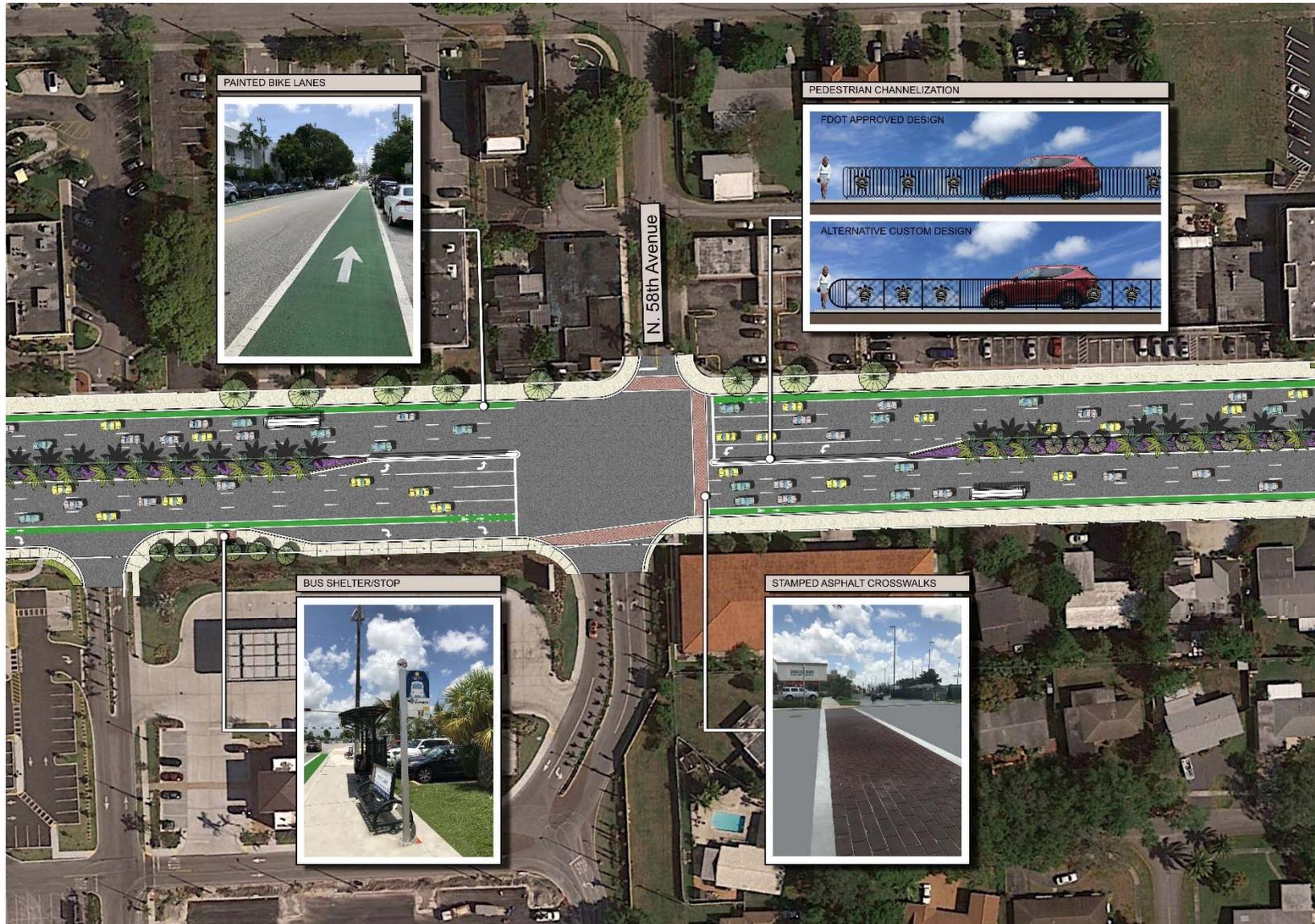
LOCAL BUS STOPS AT LINEAR PARK, SR7 AND FILLMORE

Not to Scale. Sources: Bermello Ajamil & Partners, City of Hollywood



LOCAL BUS STOPS AT COMMERCIAL DEVELOPMENT, HOLLYWOOD AND 58TH AVENUE

Not to Scale. Sources: Bermello Ajamil & Partners, City of Hollywood



REGIONAL/TRANSFER BUS STOP WITH CUSTOM SHELTERS, NORTHBOUND AT SR7

Not to Scale. Sources: Bermello Ajamil & Partners, City of Hollywood



LOCAL BUS STOP WITH STANDARD SHELTER, EASTBOUND ON HOLLYWOOD

Not to Scale. Sources: Bermello Ajamil & Partners, City of Hollywood

