

SR 7 MULTIMODAL IMPROVEMENTS CORRIDOR STUDY

Project Advisory Committee Meeting



July 22, 2015

- Project Status Report/Schedule
- Review of Prior PAC Meeting Summary
- Performance Measures Discussion
- Confirm Hot Spots
- Data Review/Data Needs & Planned Data Collection
- Cell Phone Zone Map/Discussion
- Public Participation Update
- Housekeeping/Adjourn Meeting

Goals, Objectives, & Performance Measures

Goal 1: Enhance the Safety of All Road Users

Objectives	Performance Measures
<p>Objective 1.01: <i>Reduce the frequency and severity of pedestrian and bicycle crashes within the SR 7 corridor</i></p>	<p>Frequency of bicycle and pedestrian crashes; Frequency of incapacitating injury and fatal bicycle and pedestrian crashes</p>
<p>Objective 1.02: <i>Reduce the frequency and severity of automobile crashes within the SR 7 corridor</i></p>	<p>Frequency of crashes; Frequency of incapacitating injury and fatal crashes; Crashes/million vehicle miles travelled (MVMT) Incapacitating injury and fatal crashes/MVMT</p>

Goals, Objectives, & Performance Measures

Goal 2: Improve the Quality and Completeness of the Non-Motorized Network.

Objectives	Performance Measures
<p>Objective 2.01: Provide continuous, high-quality bicycle and pedestrian facilities along SR 7</p>	<p>Percent of SR 7 corridor with:</p> <ul style="list-style-type: none"> • standard sidewalks • enhanced sidewalks • minimum bike lanes • enhanced bike facilities
<p>Objective 2.02: <i>Provide a comprehensive network of bicycle and pedestrian facilities within the SR7</i></p>	<p>Percent of Arterial and Collector Streets with:</p> <ul style="list-style-type: none"> • standard sidewalks • enhanced sidewalks • minimum bike lanes • enhanced bike facilities

Goals, Objectives, & Performance Measures

Goal 2: Improve the Quality and Completeness of the Non-Motorized Network.

Objectives	Performance Measures
<p>Objective 2.03: <i>Provide for adequate opportunities for safe and convenient crossing of SR 7 and other major roadways within the corridor</i></p>	<p>Number of roadway segments greater 0.25 miles between controlled crossings (traffic signal or marked crosswalk) Average distance of transit riders from controlled crossing (marked crosswalk or signal) using stop-level ridership data</p>

Goals, Objectives, & Performance Measures

Goal 3: Continue to Improve Transit Service in the SR 7 Corridor.

Objectives	Performance Measures
<i>Objective 3.01: Continue to improve on-time performance and deliver acceptable bus load-factors</i>	On time performance Bus Load Factor
<i>Objective 3.02: Reduce bus running times through infrastructure design and operational strategies</i>	Estimated revenue hours per revenue mile of service

Goals, Objectives, & Performance Measures

Goal 3: Continue to Improve Transit Service in the SR 7 Corridor.

Objectives	Performance Measures
<p>Objective 3.03: <i>Improve transit passenger experience through Mobility Hub improvements</i></p>	<p>Number of hub improvements implemented Pre/post implementation customer satisfaction</p>
<p>Objective 3.04: <i>Improve the safety and convenience of accessing transit (cross-reference Objectives 1.01, 2.01, 2.02, and 2.03)</i></p>	<p>See related performance measures</p>

Goals, Objectives, & Performance Measures

Goal 4: Reduce Automobile Traffic Congestion without Adversely Impacting the Mobility and/or Safety of Cyclists, Pedestrians, and Transit Users.

Objectives	Performance Measures
<i>Objective 4.01: Identify and quantify opportunities to reduce congestion through geometric and/or operational improvements (i.e., new or extended turn lanes, modified signal timing)</i>	<p>Improvements to intersection level of service</p> <p>Elimination of queue spill-back into travel lanes</p>
<i>Objective 4.02: Assess the potential of ATMS solutions to reduce automobile traffic congestion along SR 7</i>	Peak period and off-peak average travel speeds and automobile travel time

Goals, Objectives, & Performance Measures

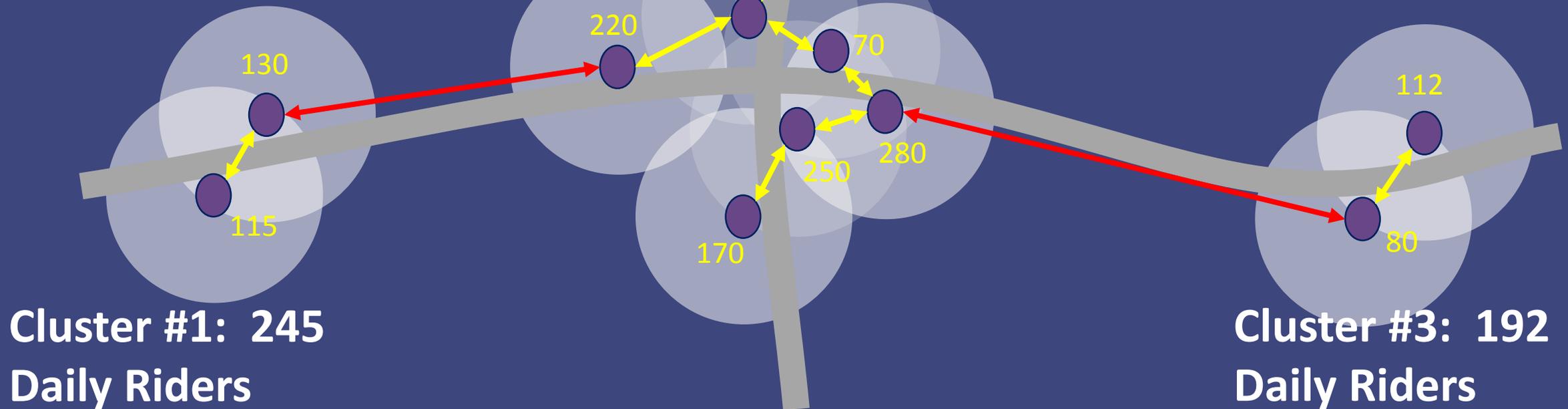
Goal 5: Encourage Land Use & Urban Form to Support Multimodal Options

Objectives	Performance Measures
<i>Objective 5.01: Incorporate existing and planned land use conditions when analyzing and planning for Mobility Hub infrastructure investments</i>	Consistency of Mobility Hub concepts with existing adopted and future land use plans and policies
<i>Objective 5.02: Identify opportunities to update zoning and land development code to implement TOC designation</i>	Percentage of land along the corridor with land development codes that address key multimodal planning factors related to connectivity, public realm, density/diversity of uses, and other parameters to be determined.

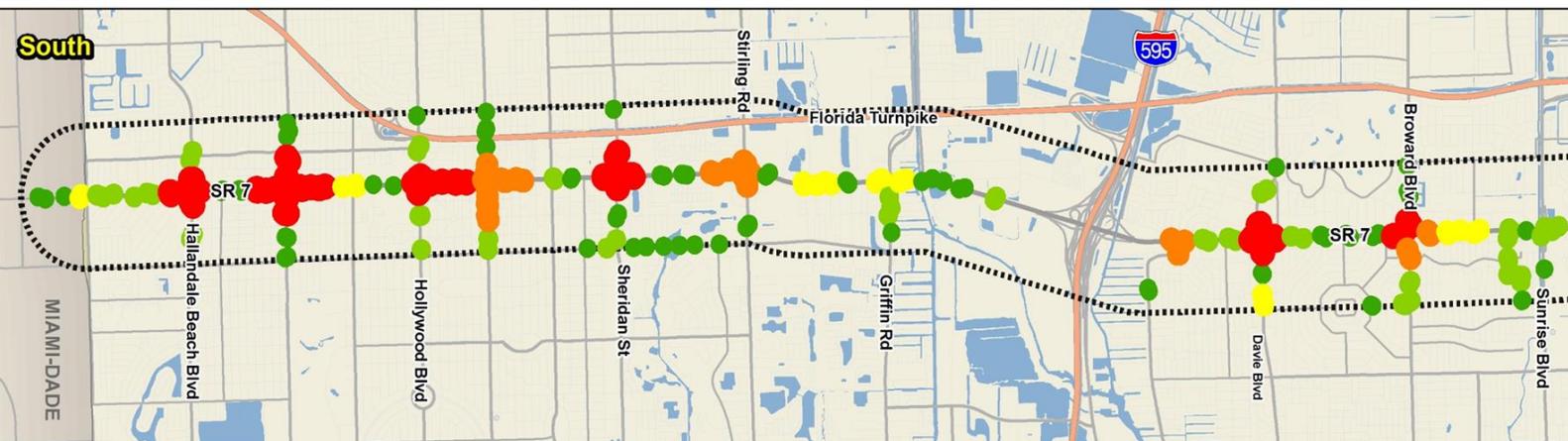
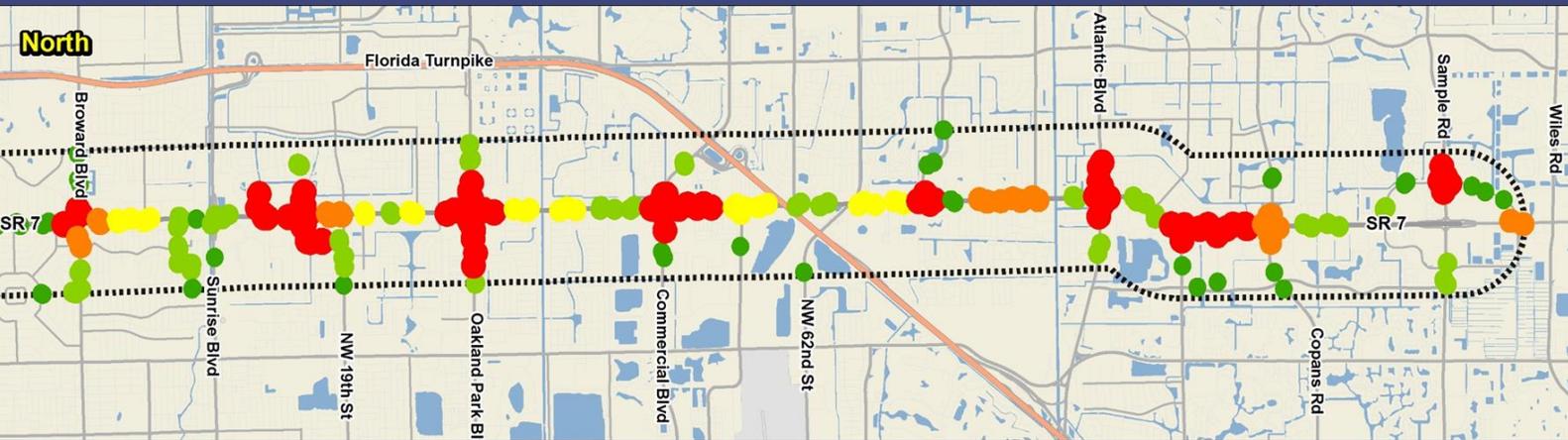
Hot Spot Analysis: Transit Ridership

**Cluster #2: 1,120
Daily Riders**

 Less than 300ft
 Greater than 300ft



Hot Spot Analysis: Transit Ridership

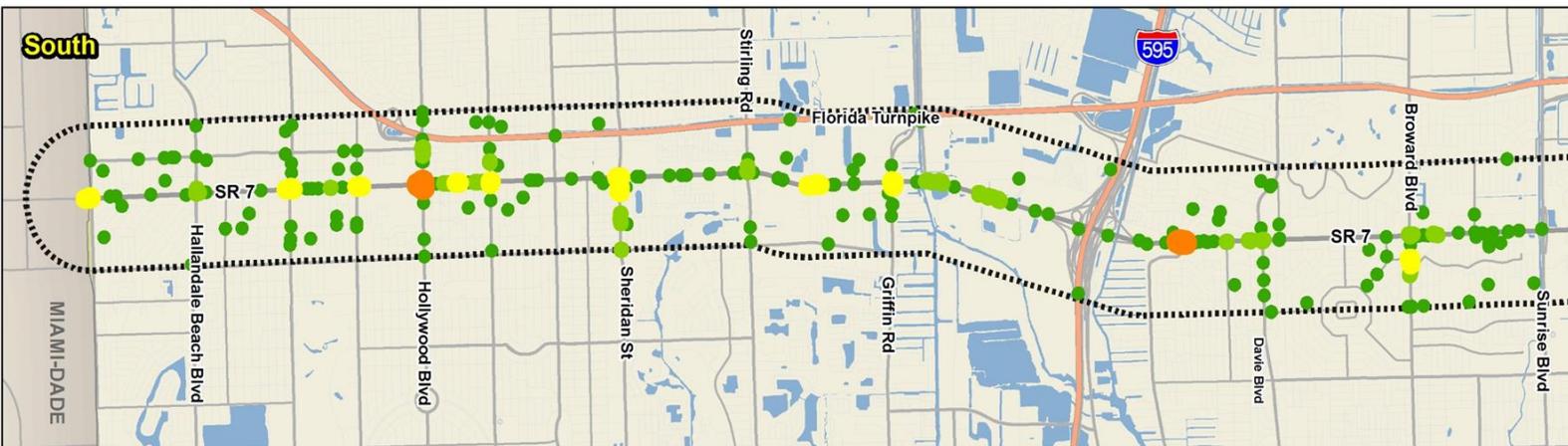
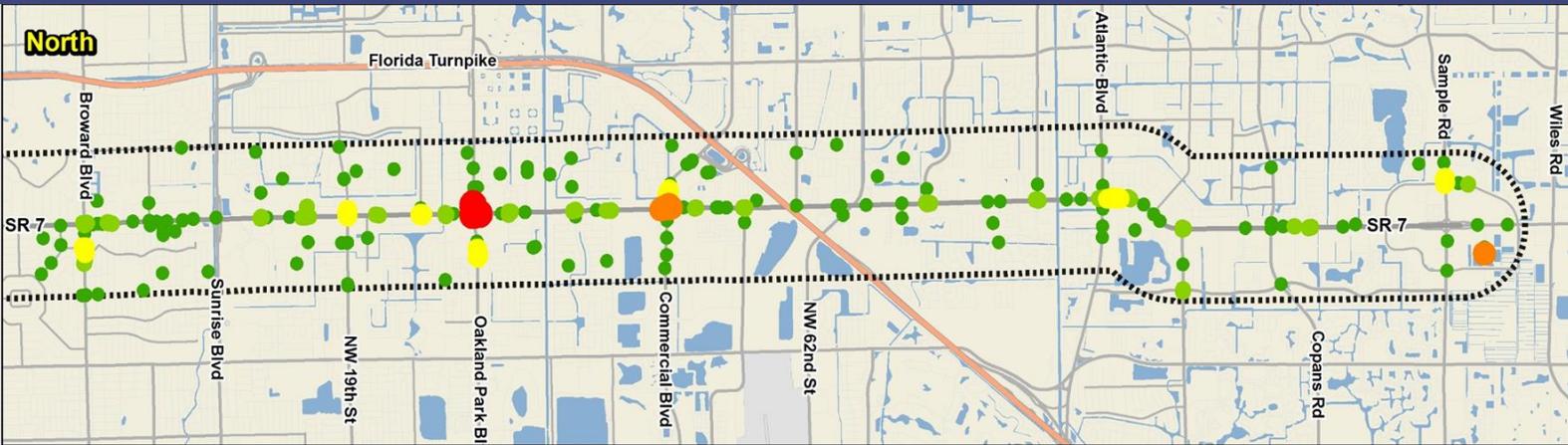


Bus Stop Ridership Area Tiers



- 13 Tier I clusters (1000+ Riders)
68.7% of the total ridership
- 23 Tier I and II clusters (500+ Riders)
81.3% of the total ridership
- The top 5 bus stop clusters = **45% of the total ridership**
 - SR 7 near the Lauderhill Mall
 - SR 7 near Oakland Park Blvd
 - SR 7 near Hallandale Bch Blvd
 - SR 7 near Hollywood Blvd
 - SR 7 near Commercial Blvd

Hot Spot Analysis: Bike/Ped Crashes



Pedestrian & Bicycle Crash Area Tiers



- 5 Tier I and II clusters (10+ crashes in 5 years) **11.8% of the total crashes**
- The Tier I and II pedestrian and bicycle crash areas are:
 - SR 7 near Oakland Park Blvd
 - SR 7 near Commercial Blvd
 - SR 7 near Hollywood Blvd
 - SR 7 near Riverland Rd
 - NW 54th Ave near NW 40th St (SR 7 at Sample Rd)

Hot Spot Analysis: Candidates

Top 15 Hot Spots

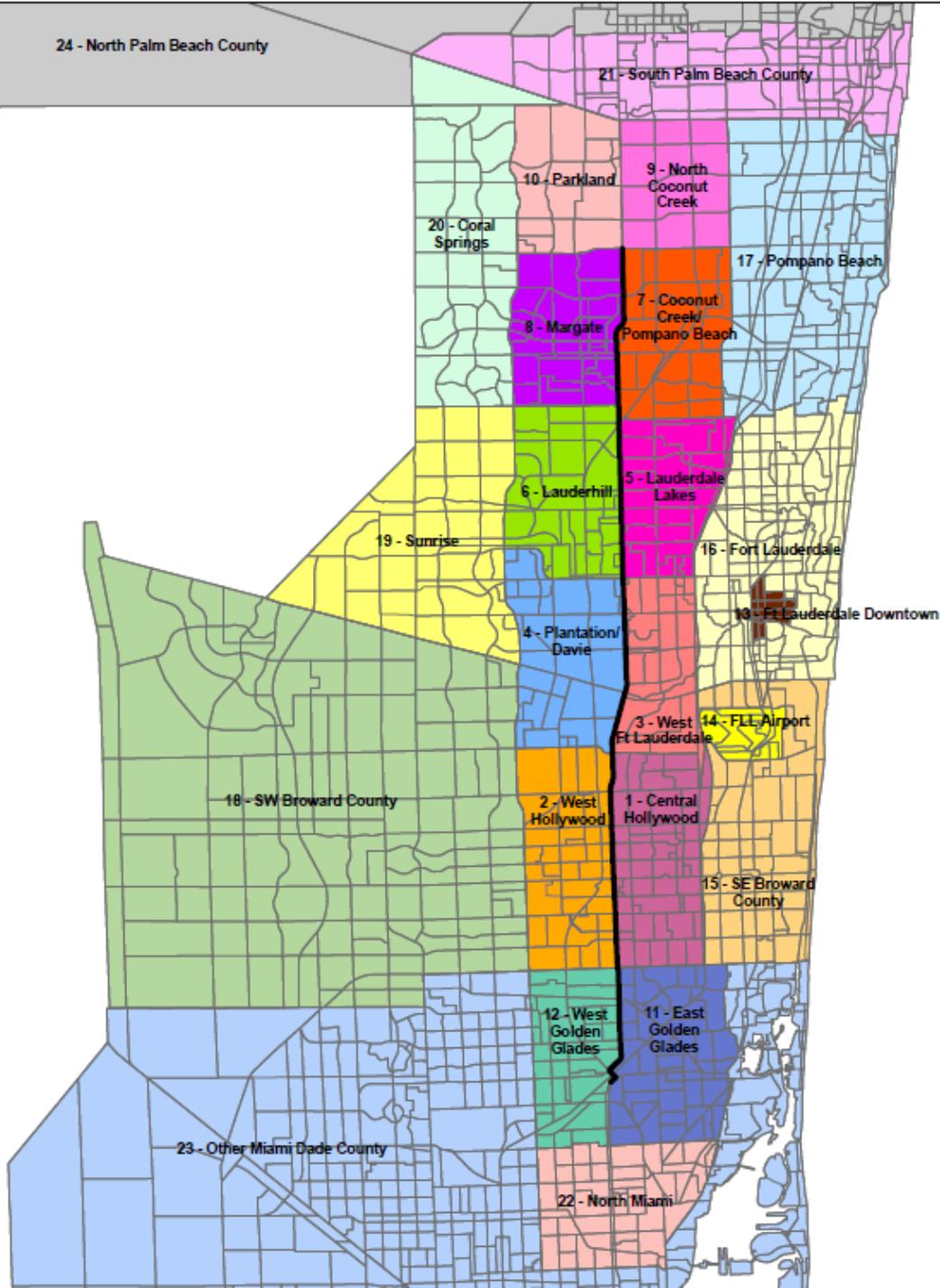
Combine

Promote

Initial Rank	Location	Total Bus Stop Ridership	Total Pedestrian & Bicycle Crashes	Composite Ranking Score
1	SR 7 at Oakland Park Blvd	6,160	40	3
2	SR 7 at Commercial Blvd	2,131	27	8
2	SR 7 at Hollywood Blvd	2,550	22	8
2	SR 7 at Broward Blvd	2,694	18	8
5	SR 7 at Atlantic Blvd	1,423	18	15
6	SR 7 at Sheridan St	1,268	20	16
7	Sample Rd at NW 62nd Ave/Turtle Creek Dr	1,672	14	17
8	SR 7 at Davie Blvd	1,456	12	19
9	SR 7 at NW 12th St (Lauderhill Mall)	9,444	6	20
10	SR 7 at Pembroke Rd	1,287	12	21
11	SR 7 at Hallandale Beach Blvd	2,655	6	23
12	SR 7 at Kimberly Blvd	2,104	7	24
13	SR 7 at Johnson St	677	17	26
13	SR 7 at Riverland Rd	749	15	26
15	SR 7 at NW 16th St	985	9	28
16	SR 7 at Stirling Rd	1,004	8	29
17	SR 7 at NW 19th St	776	9	31
18	SR 7 at Griffin Rd	587	11	32
19	SR 7 at Washington St	272	11	33
19	SR 7 at Copans Rd	807	7	33

Data Review/Data Collection

- Reports/Studies and Work Program information summarized in memorandum.
 - Interview with Melissa Ackert to clarify scope of ATMS projects
 - Some work needed to clarify work program details
 - Beginning to collect available plan sets for reference
- Hot spot pedestrian counts/qualitative assessments and intercept surveys programmed for 2nd half of August – to be completed by mid September.
- Developing major roadway network multimodal facilities inventory
- Crash analysis for high-crash locations underway.



Cell Phone O/D Data

- Recommended to use same zone structure as FDOT transit O/D study
 - 13 smaller zones along the corridor
 - 9 Regional Zones
 - 2 Activity Centers (Downtown Ft. Lauderdale & Airport)
- Budget allows for 4 additional zones.

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