

CITY OF OAKLAND PARK
Culinary Arts District

TRANSPORTATION MOBILITY PLAN

February 2017



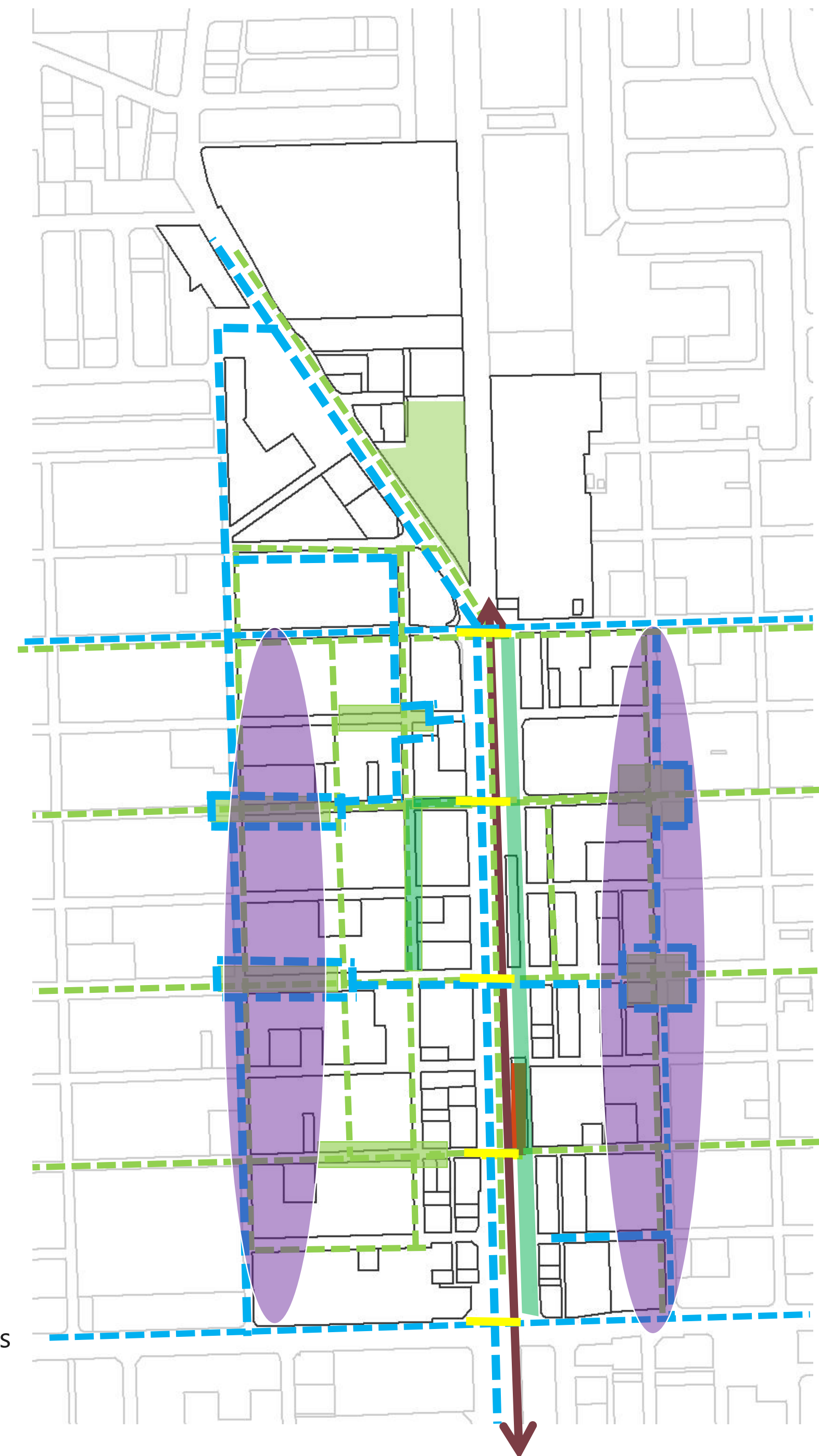
Today's Agenda

- Vision
- What is Mobility?
- Observations and Recommendations
 - Parking
 - Vehicular Circulation
 - Pedestrian
 - Bicycling
 - Transit

Vision

- Enhancing Mobility to Guide Economic Development
 - Fostering connections between the district and the surrounding neighborhoods
 - Connectivity between East and West sides of the Rail
 - Getting people out of the car to walk
 - Successful Integration of a new transit station

- Train Station
- - - Greenway Connections
- Open Space
- Potential Parking Areas
- Enhanced Bike/Ped Crossings
- - - Major Vehicular Paths



Oakland Park Future at a Glance



City Hall, City of Oakland Park, FL

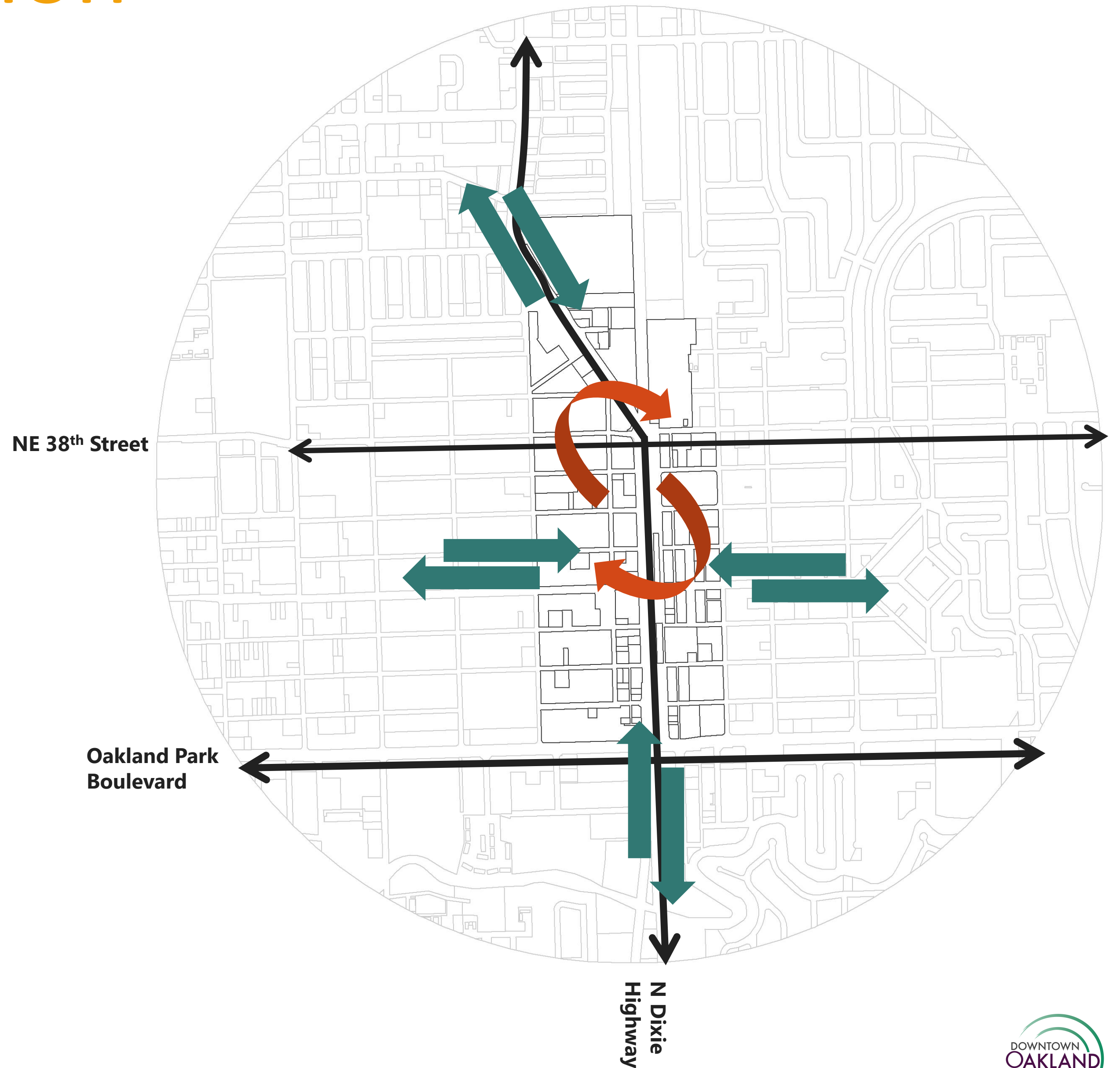


Las Ramblas, Barcelona



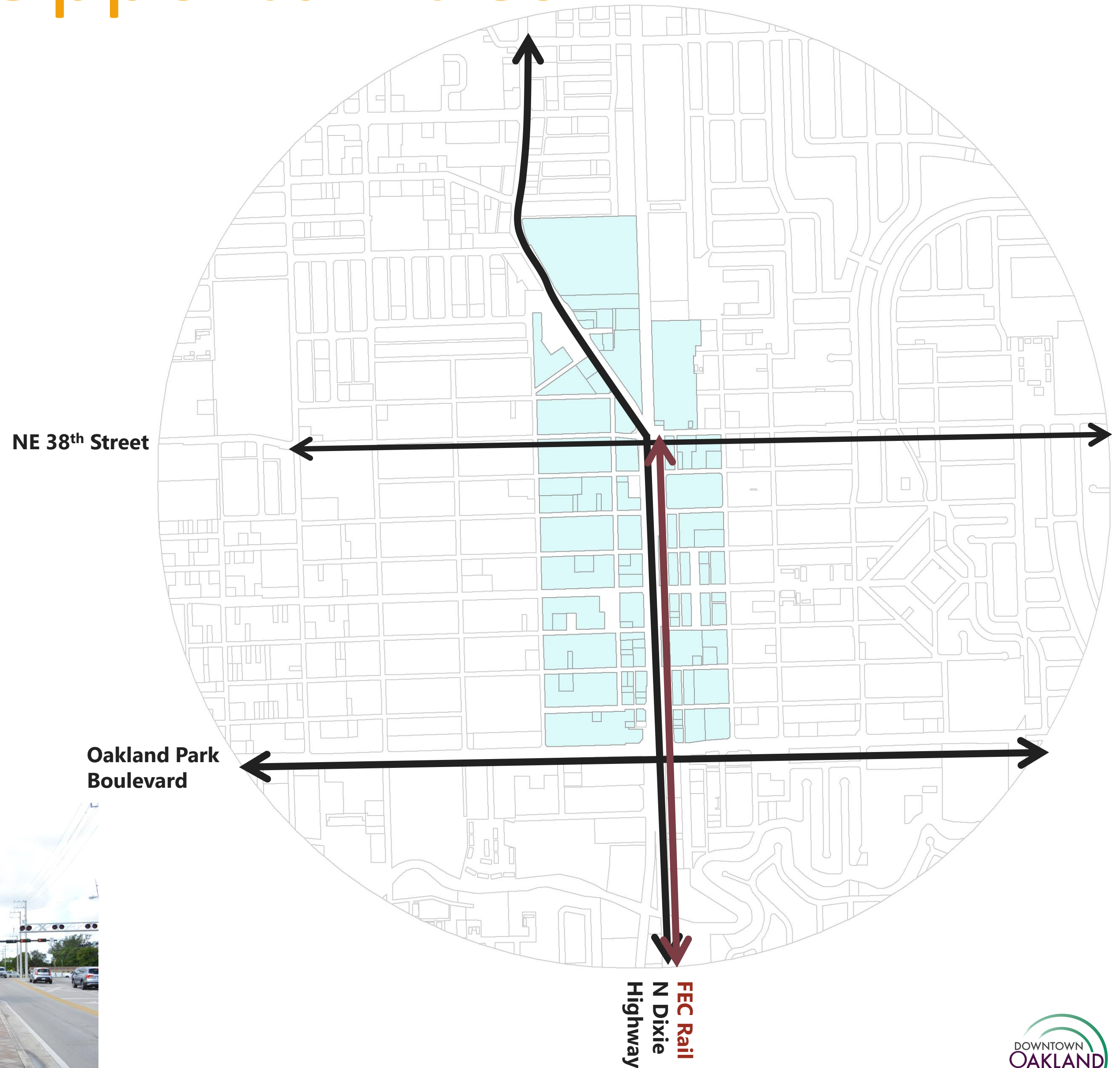
Multimodal Transportation

- What is Mobility?
 - Providing the ability to move in all modes, (Car, walk, bike or transit)
- Mobility Plan Goals
 - Get people to the District in an easy manner
 - Reduce reliance on personal automobile
 - Provide Infrastructure to support alternative modes
 - Encourage foot traffic once within the District to promote economic development



District Challenges and Opportunities

- East-West Divide – FEC Line
- District Qualities
 - Compact
 - Only 3 crossings
 - Roadways operating within acceptable Level of Service
 - Zoning and future land use aligned for TOD development
 - Good local support
 - Existing Infrastructure positives
 - Landscaping
 - Seating



Parking Needs

- Expected Needs
 - Divided Analysis by East and West side of US-1
 - Based on expected buildable space
 - Existing Parking (Public, Private): 1853
 - LAC (2009): 2430
 - Adjustments:
 - If you use space for parking, you're not using it for retail, etc.
 - FEC Tri-Rail Station planning accounts for 216 spaces additional spaces needed.
 - Less parking is ok within the district, for alternative mode purposes.
 - But this doesn't mean no parking.

May Want To Consider A Shift To A More Urban Code

The Current Code Allows:

East Total 3 Stories

Commercial Retail/Office with Residential **3,640**

Commercial Rest/Bar with Residential **12,353**

East Total 6 Stories

Commercial Retail/Office with Residential **7,628**

Commercial Rest/Bar with Residential **20,824**

West Total 3 Stories

Commercial Retail/Office with Residential **4,916**

Commercial Rest/Bar with Residential **13,457**

West Total 6 Stories

Commercial Retail/Office with Residential **9,251**

Commercial Rest/Bar with Residential **28,924**



Parking Needs

What is the recommended parking at 3 and 6 story buildout.

Assumptions:

1. Mixed-Use
2. Improved Transit options (BCT and Coastal Link)
3. Current 1.56 autos/HH
4. Mix of usage = mix of times for peak parking
5. TDM and Rideshare programs available
6. Assumes additional space is for increased Commercial SF

Potential Needs (Conservative estimate, move away from suburban style code for a Transit Oriented Development/Downtown area)

East Total 3 Stories

Commercial Retail/Office with Residential **2,726**
Commercial Rest/Bar with Residential **3,610**

East Total 6 Stories

Commercial Retail/Office with Residential **5,948**
Commercial Rest/Bar with Residential **8,246**

West Total 3 Stories

Commercial Retail/Office with Residential **3,598**
Commercial Rest/Bar with Residential **4,212**

West Total 6 Stories

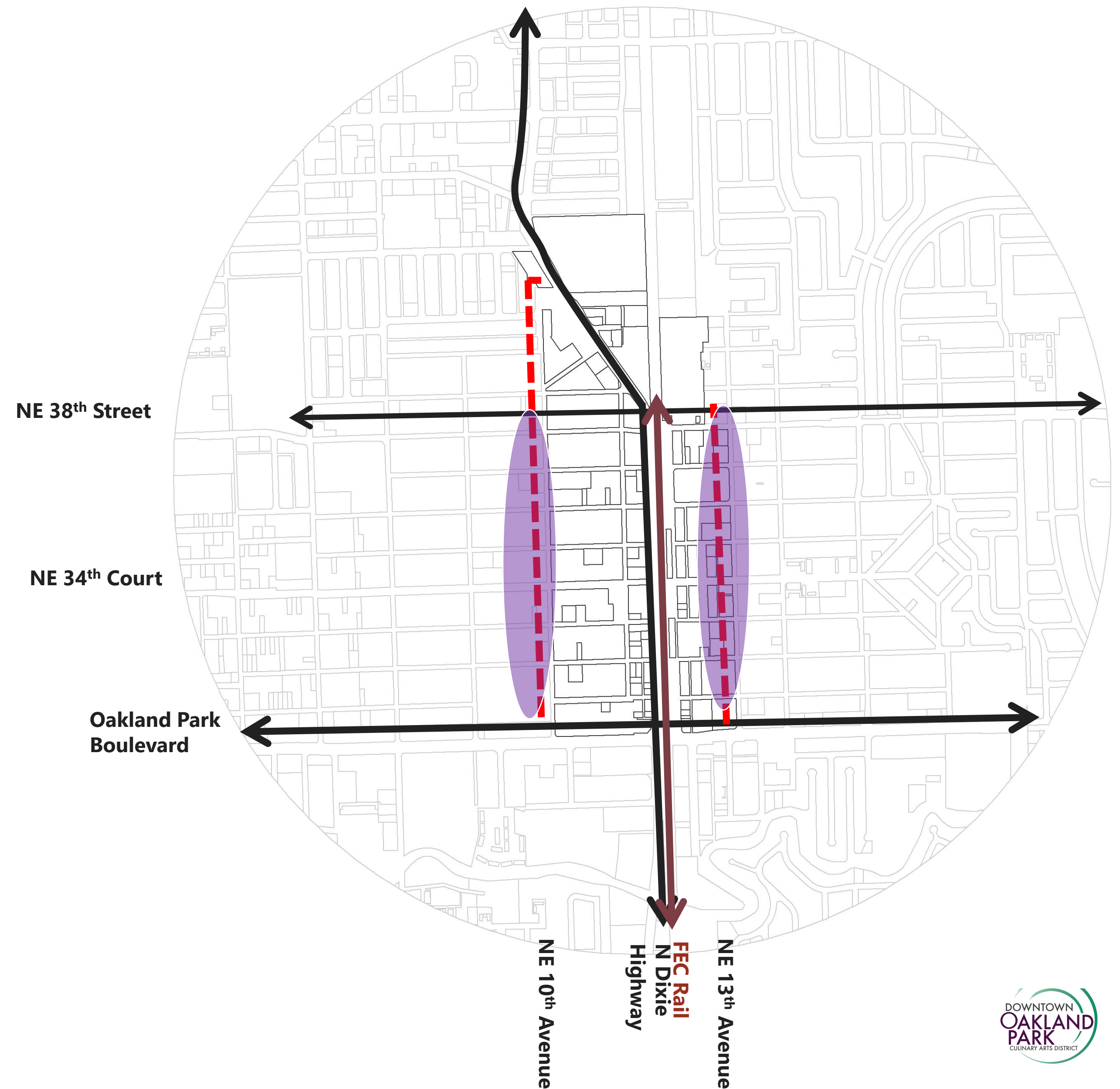
Commercial Retail/Office with Residential **7,101**
Commercial Rest/Bar with Residential **8,189**



Parking

Internal Connections

- **District-edge capture**
 - Where can we put parking?
 - How much is needed?
 - How do we phase it in?
 - How will it work for pricing?
 - How much traffic flows through the district? When?
 - Loading times should be set outside of normal business hours
 - Other vehicular traffic is really dependent on parking locations



Parking Event Traffic

- Parking Management
 - Appears to function well
- Golf Cart Shuttles
- Took an hour to begin to fill. Peaking at about 85% capacity during June 2016 Funky Buddha event
- No issues during Oktoberfest
- Used NE 12th Street and S. Dixie spots, lot parking
- May become an issue with increased regular activity
- Current parking for events overlaps with potential train station parking expectations; will have to adjust in the future



Parking

Needs and Recommendations

Guest Parking Standards - Consider amending parking ratio for guests to 1 space for each 5 units (Currently 1 space for each unit)

Parking In-Lieu Fee – *Gradually* raise to account for new parking structure needs - \$24,000 (Currently \$15,000)

Reduce Parking Required When:

Exemptions for developments/businesses less than 2,500 SF

Car Share on reserved spaces

Development includes at least 3 additional multi-modal options, which could include a “ride-share” designated curb front pick-up area (similar to the airport)

A 25% reduction for development located within .5 mile of future Tri-Rail station

Developers commitment to maintain a Transportation Management Plan that indicates certain activities and measures (approved by the City)

Short to Mid Term - Reduce On-Street Parking

(Short) *No Off-Street Parking Between the Front of Buildings and the Street*

Prohibit parking between the street front and the building

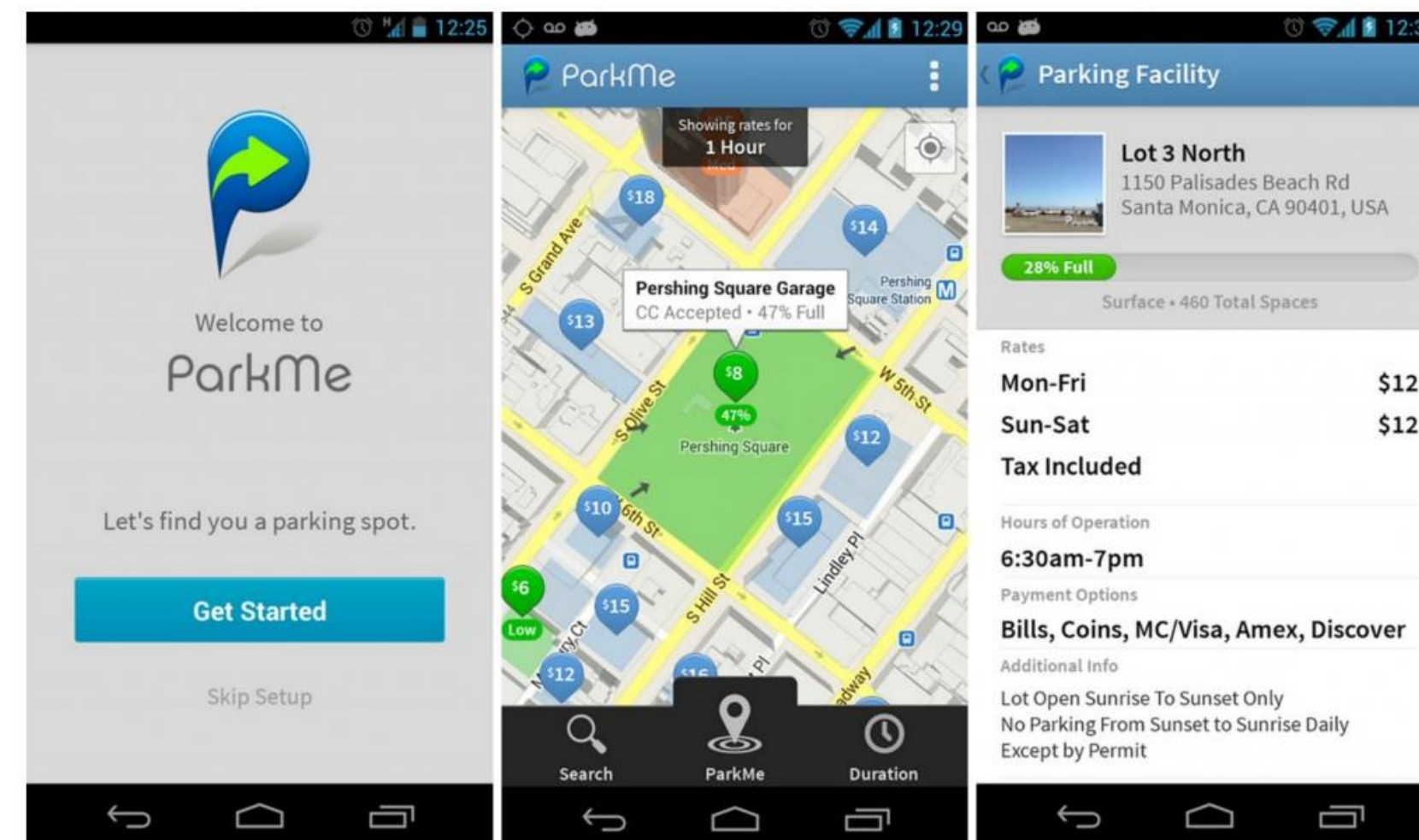
Businesses are accustomed to this and if it is not specifically prohibited, it will still occur

(Mid) *Encourage Off-Street Parking by Price Control*

Charge less for off-street parking in a garage, people give up the convenience to save money

Parking Needs

- Future Demand Management
 - Pay by Phone
 - Restaurant District
 - Need tracking
 - Ensure available parking and prevent circling
 - Should set a limit parking based on data to be collected
 - Have to balance between retail and residential needs
 - Carshare parking
 - Signage



Short Term

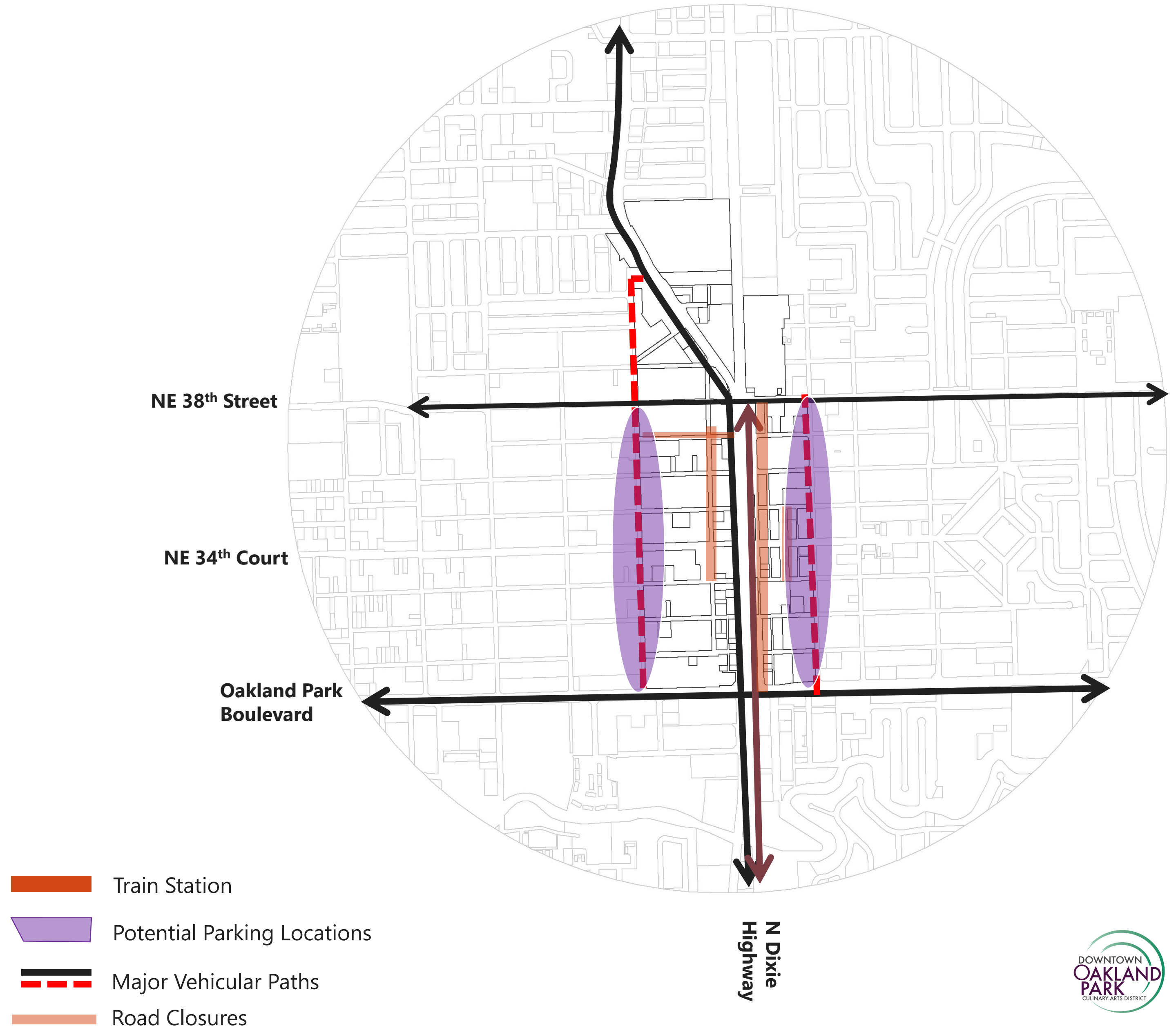
Surface Lots.
Land Acquisition.
On-Street Parking

Mid Term

New Structures.
Begin Shifting on
street parking to decks.

Long Term

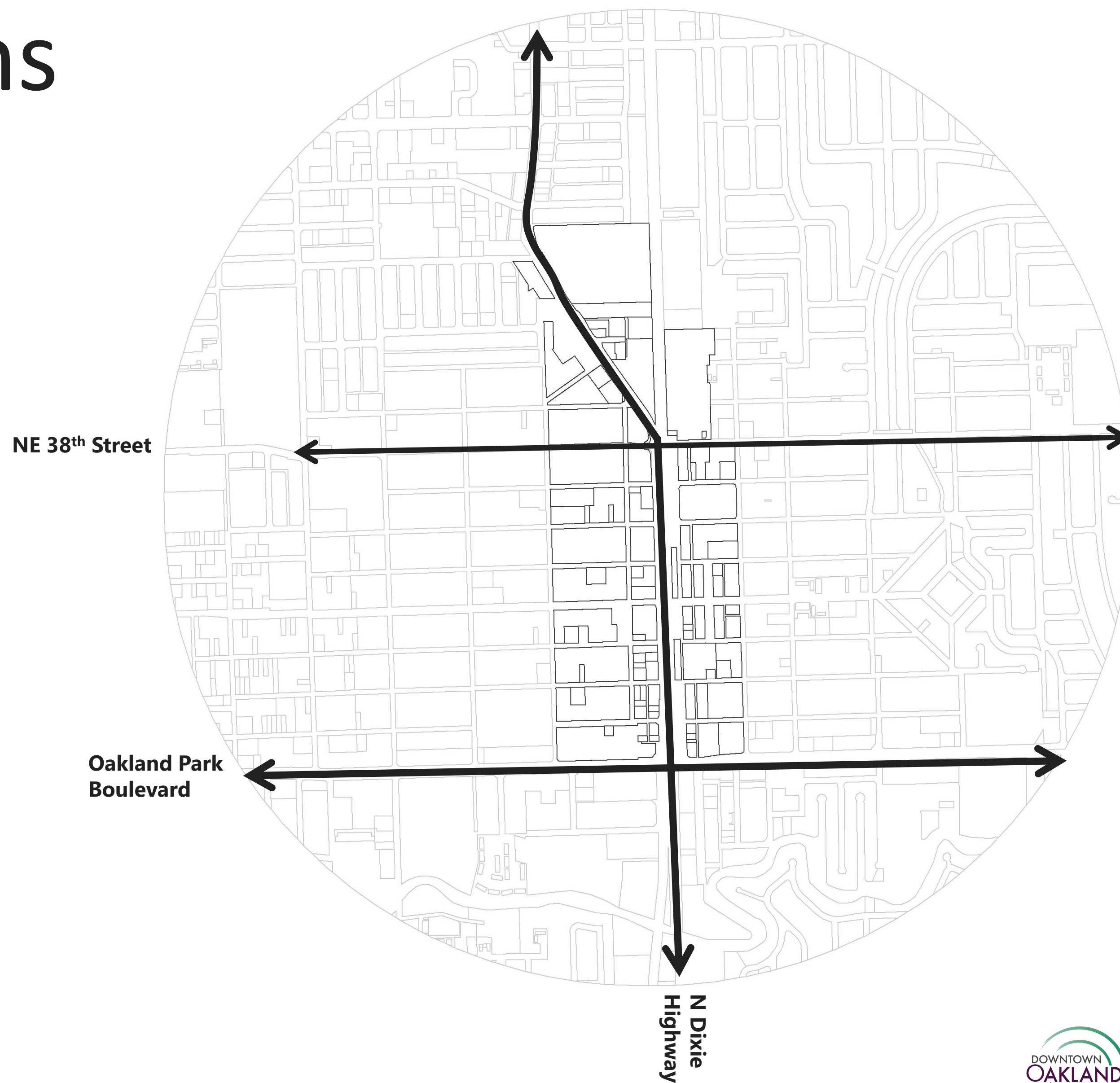
Ensure appropriate
amounts of
parking.
Account for
increase need due
to Development of
Mixed-Use
Structures.



Vehicular Circulation

External Connections

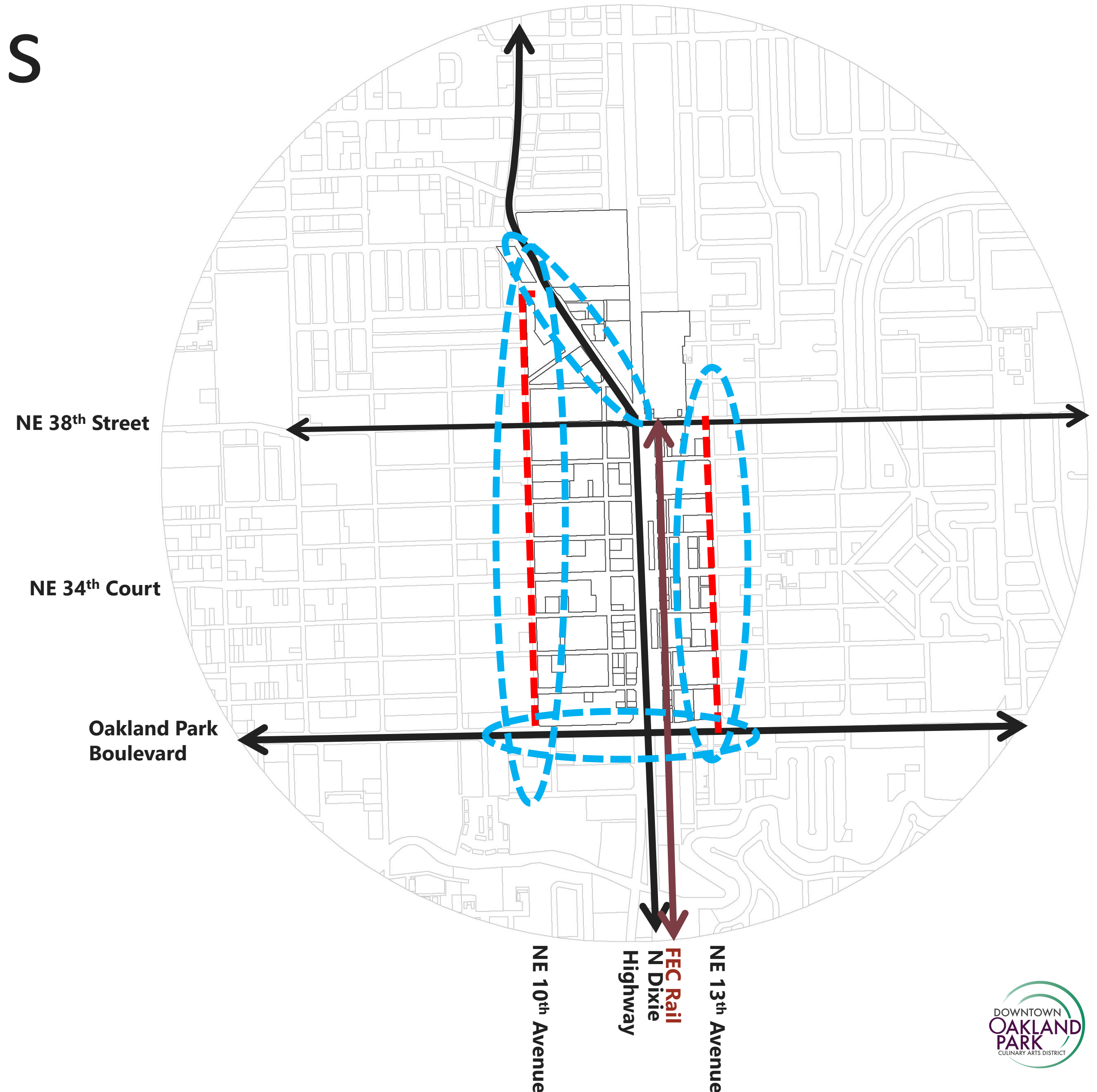
- Only three main roads matter to the district externally:
 - *N Dixie Highway*
 - *Oakland Park Boulevard*
 - *NE 38th Street*
- **Compact: District is small enough that internal circulation is not essential for general population to shop/partake in business in the District.**



Vehicular Circulation

Internal Connections

- **District-edge capture** works here because of the size of the district
 - Small
 - Narrow
 - Available locations for relocation of parking
 - Existing alleys can be retained for loading zone purposes
 - Will reduce district vehicular/ped/bike conflicts
 - Can retain some on street parking on designated streets, but charge at a premium.
 - **Encourages foot traffic.**

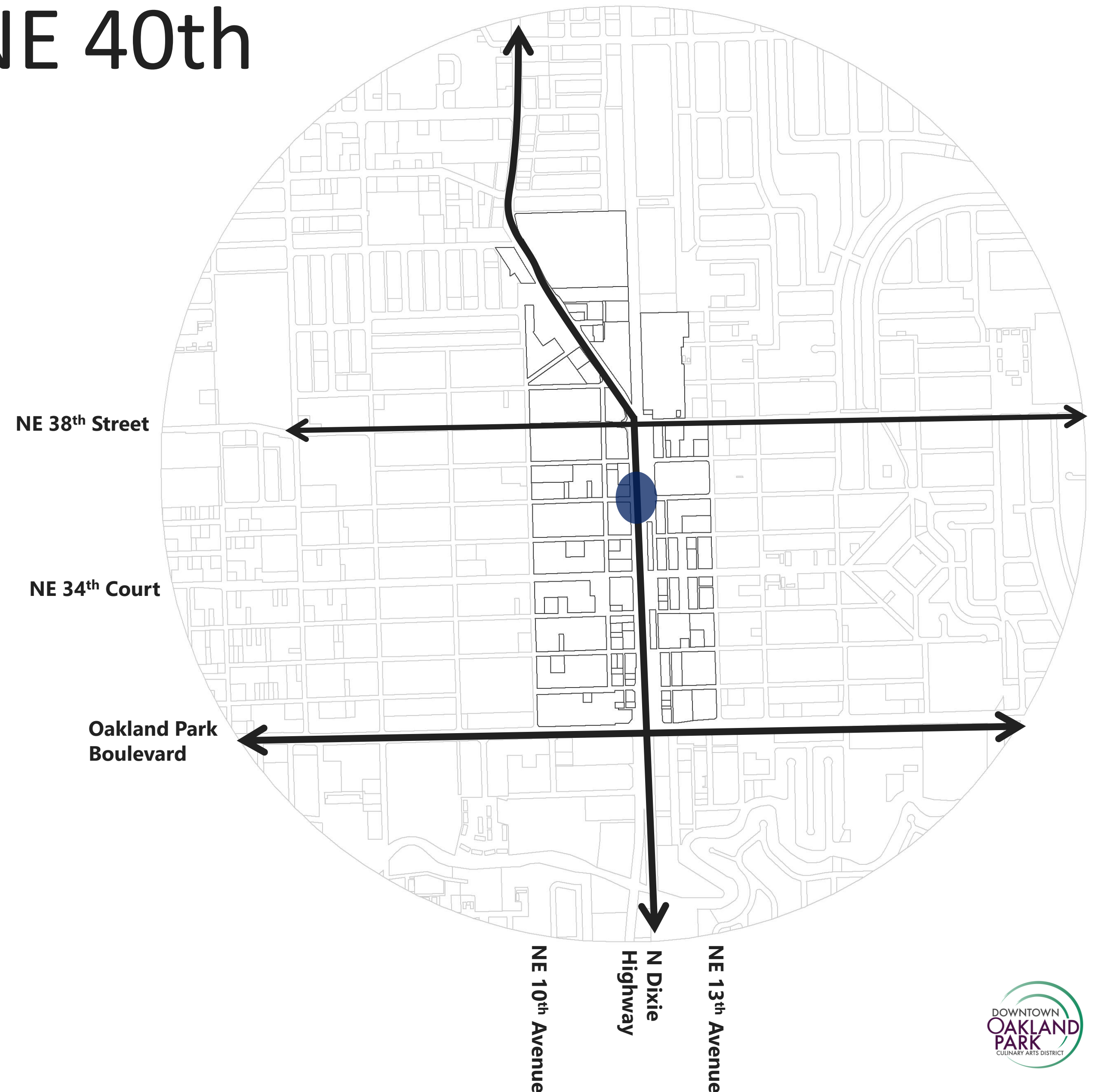


Vehicular Circulation

Roadways – NE 12th/NE 40th

Closure of RR crossing at NE 36th Street to vehicular traffic

- Minimal Impact
- Recommend closing to vehicular traffic, keeping open for Pedestrian, Bicycle traffic with a midblock crossing.
- Midblock crossing options:
 - Signalization
 - Mid-block Crosswalk



Vehicular Circulation

Vehicles NE 12th Ave

Phase I (Short-term): 2-way

- Current lane appx 16 ft.
- Need 10' feet for lane for each lane
 - Remove 19 parking spaces
- Remove intersection island at NE 12th Avenue/NE 34th Street
- Road can curve around fountain at 34th

Phase II (Mid Term): Partial Closure

- Signage additions, removals

Phase III (Long Term): **Full closure**

- Minimal impact on traffic
- Repurpose area as pedestrian mall, with programmatic space



Vehicular Circulation Station Access

West Palm Beach Tri-Rail Station,
WPB, FL



South Pasadena Gold Line
Station, South Pasadena, CA



Vehicular Circulation Station Access



3rd Street Promenade, Santa Monica, CA

1 block from Santa Monica Light Rail Station



South
Pasadena
Farmers
Market,
Thursdays,
4 to 8 pm

Vehicular Circulation

Short Term

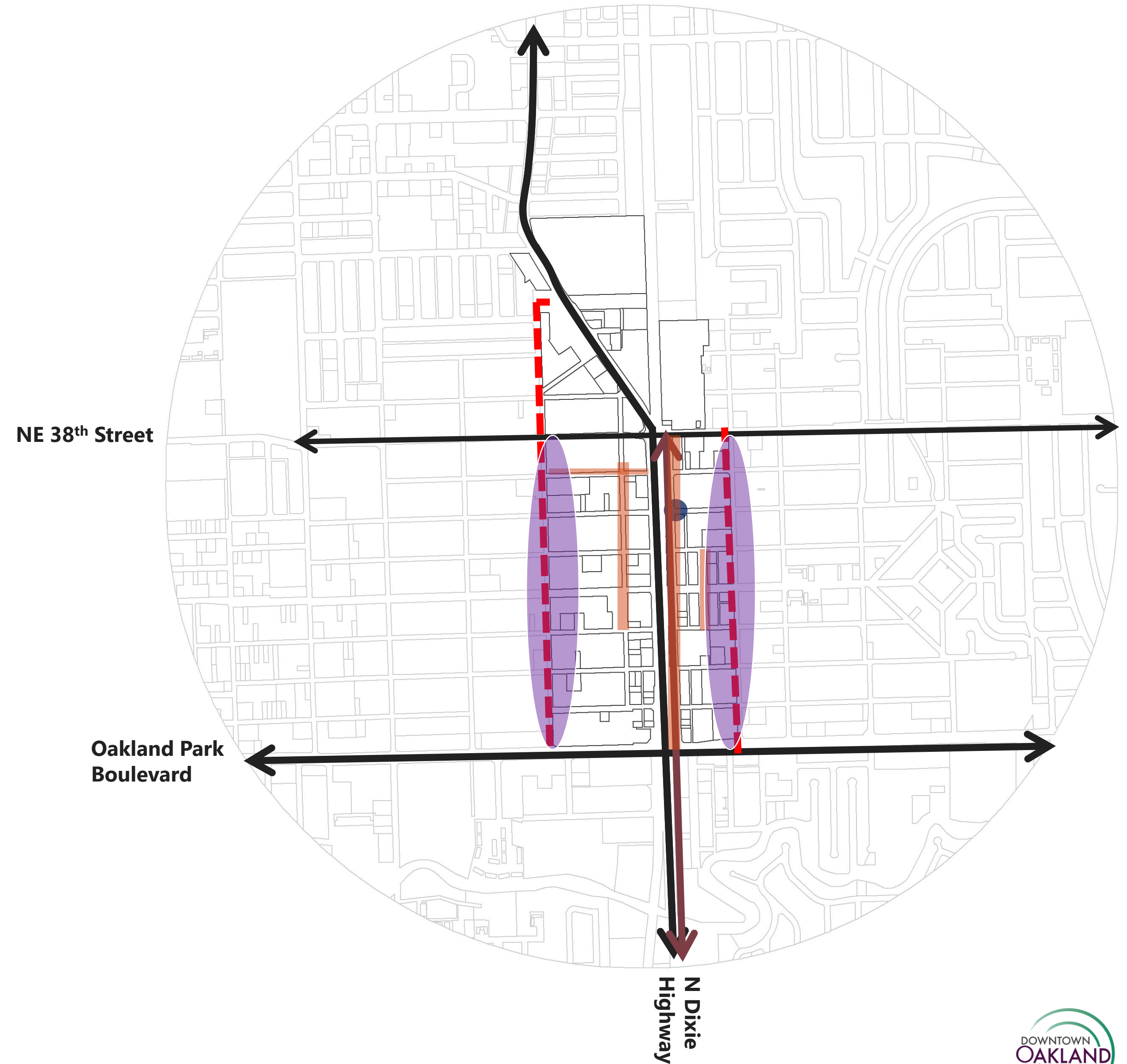
Close 36th Street Crossing
2-way Main Street

Mid Term

Align Roadways to Parking/Traffic
Calming as traffic increases
Shift more parking off the streets

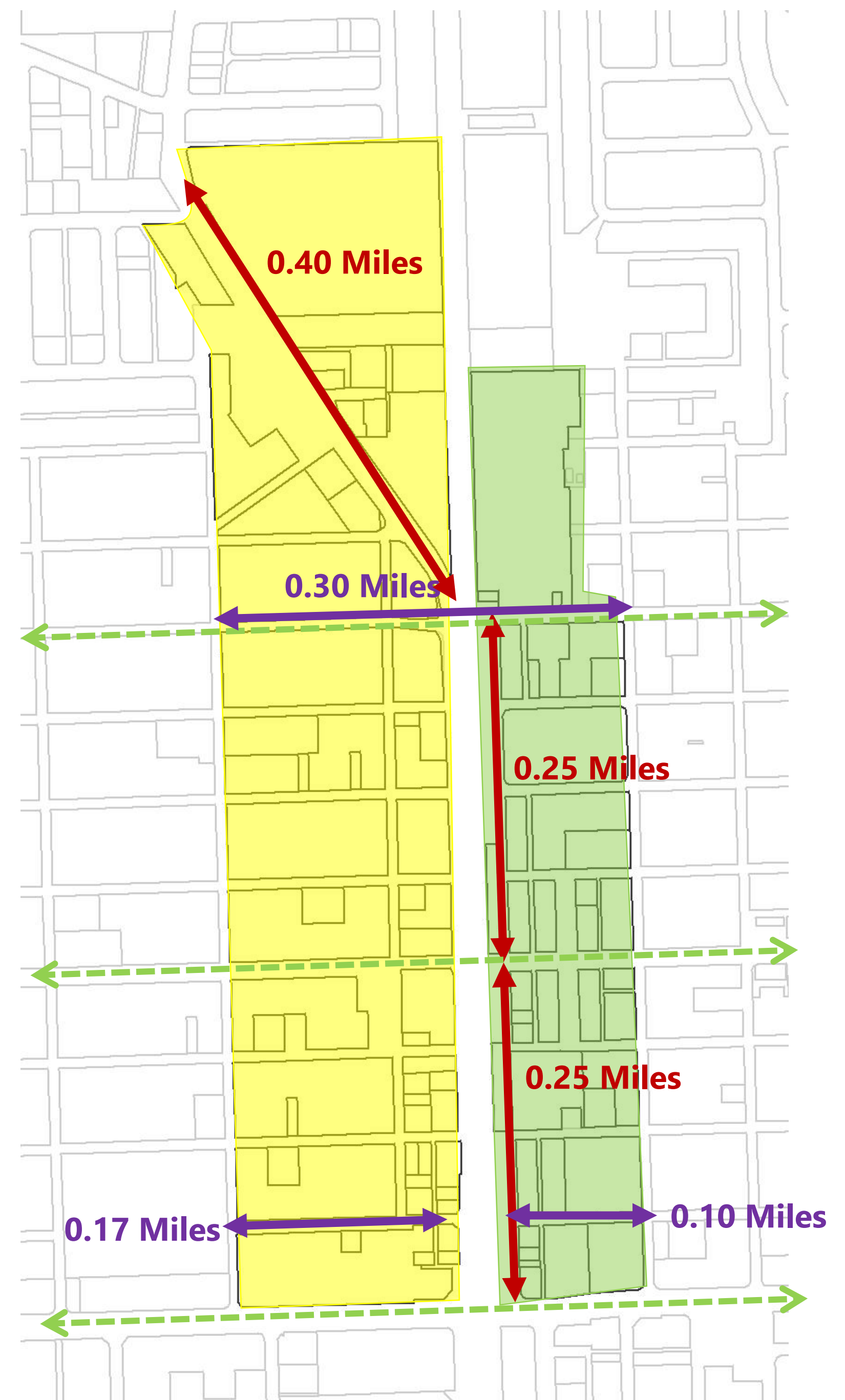
Long Term

Conversion of roads to Pedestrian Malls



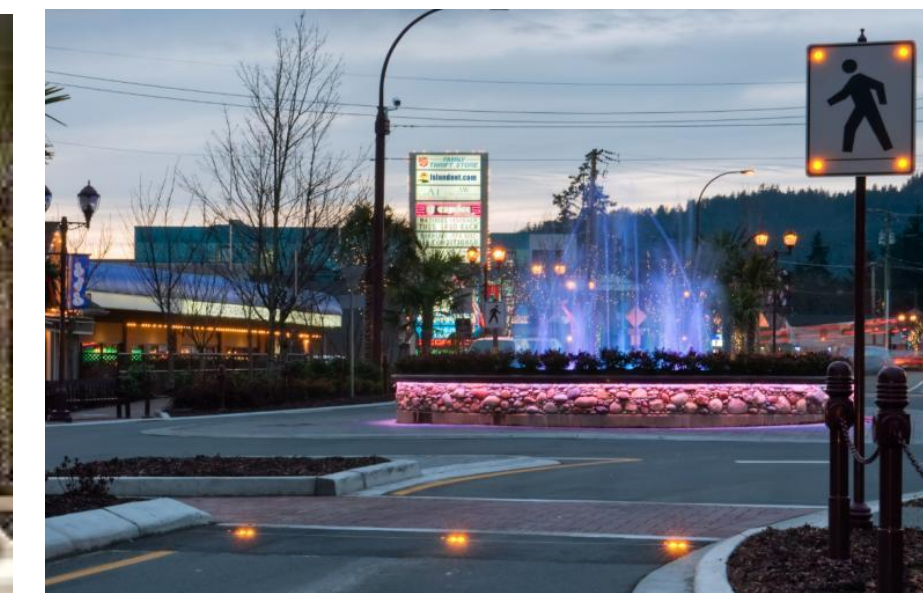
Pedestrian Internal Circulation

- Average person will walk 0.25 miles, upwards of 0.5 miles in optimal conditions
- Barrier between subdistricts
- All streets in District should have either a sidewalk or shared use path
- Minor side streets should have minimum of 6' of sidewalk
- For standards: Consider main street for shops, offices should have minimum 8', upwards of 10' for seating for restaurants, etc.



Pedestrian Amenities

- **Complete Network**
- **Shade:** Was lacking during field study, Additional shade via structures or plants necessary. Some areas are very well done. Other areas need improvement.
- **Lighting:** As a culinary arts district, expect more foot traffic at night. Need more lighting throughout, as well as considering crosswalk flashers on N Dixie Highway and Oakland Park Blvd.
- **Seating:** Seating along NE 12th Avenue is well done. However, the rest of the DMUD will also need seating as it develops.
- **Wayfinding:** Wayfinding may increase effectiveness of district branding as well as enhance the pedestrian realm.

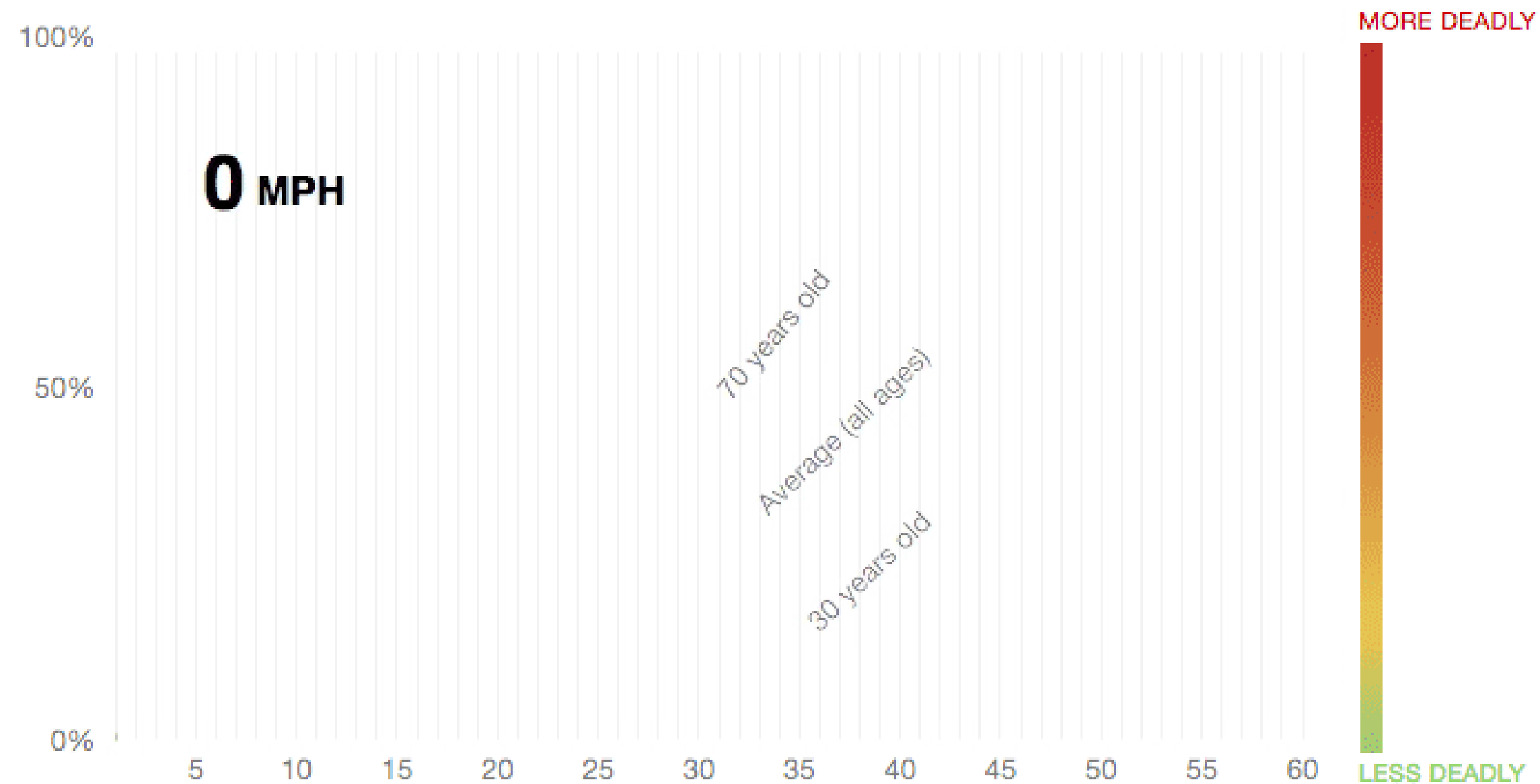


Pedestrian Amenities

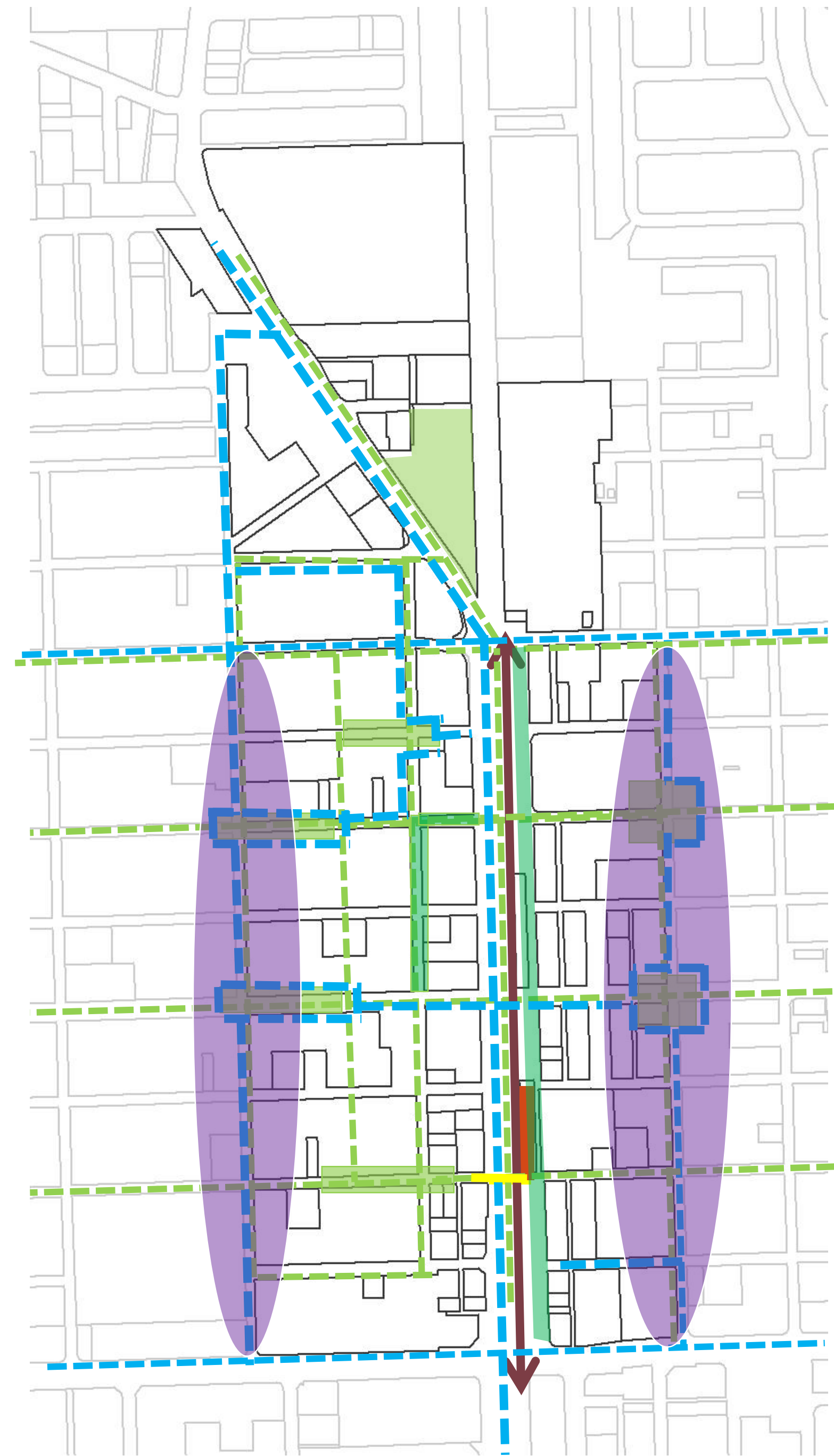
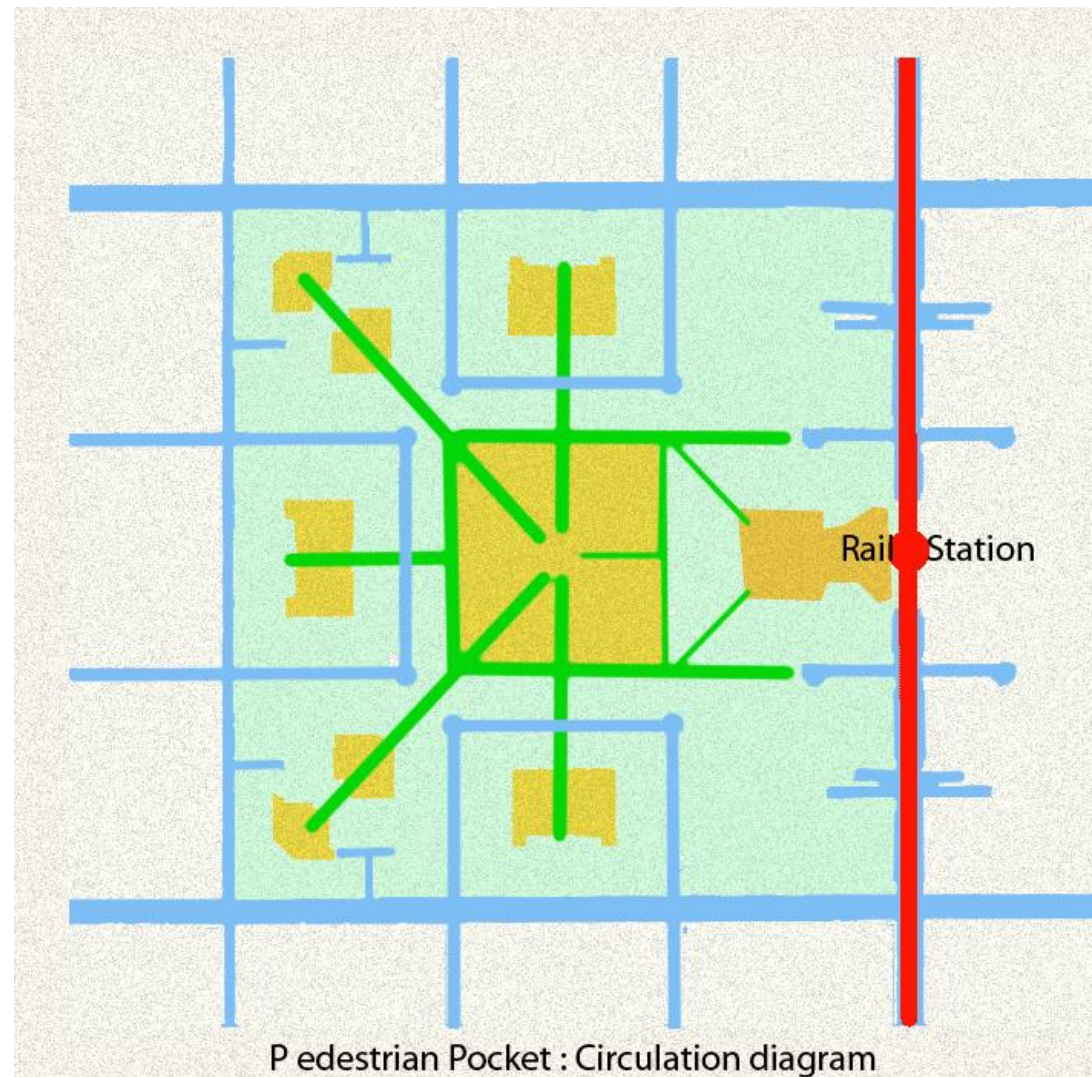
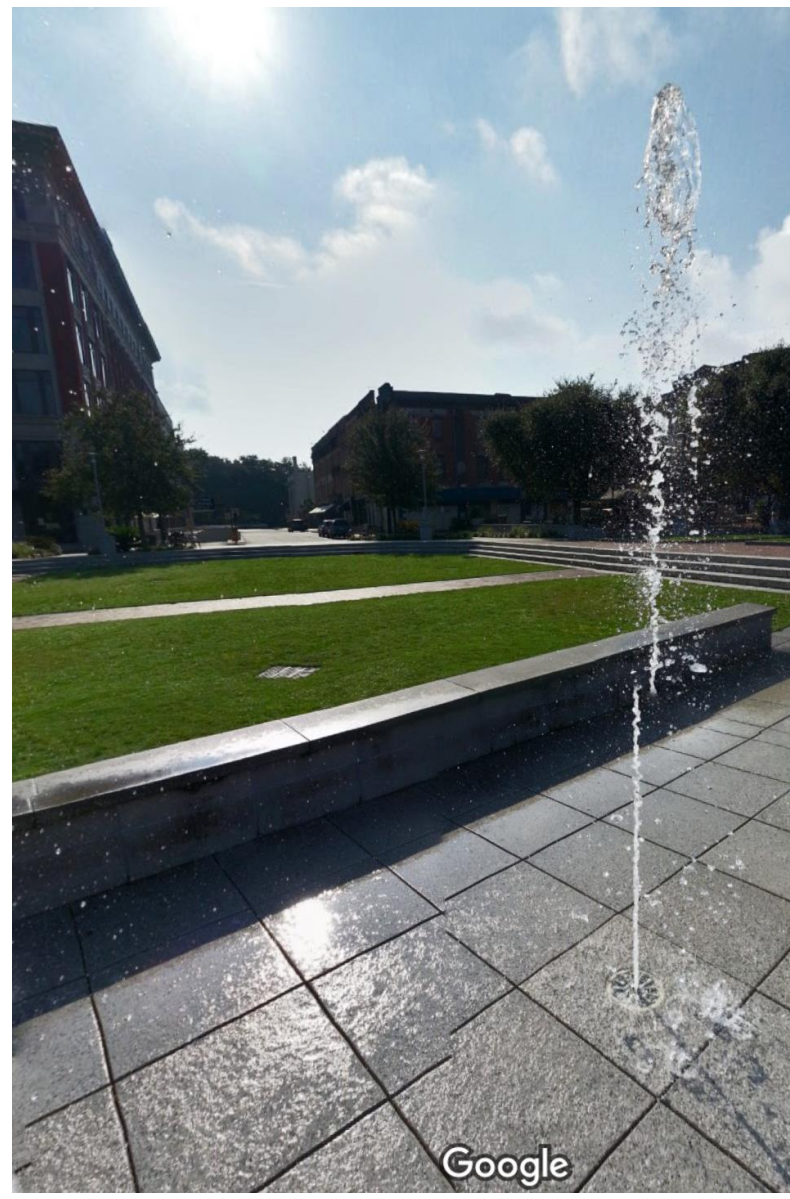
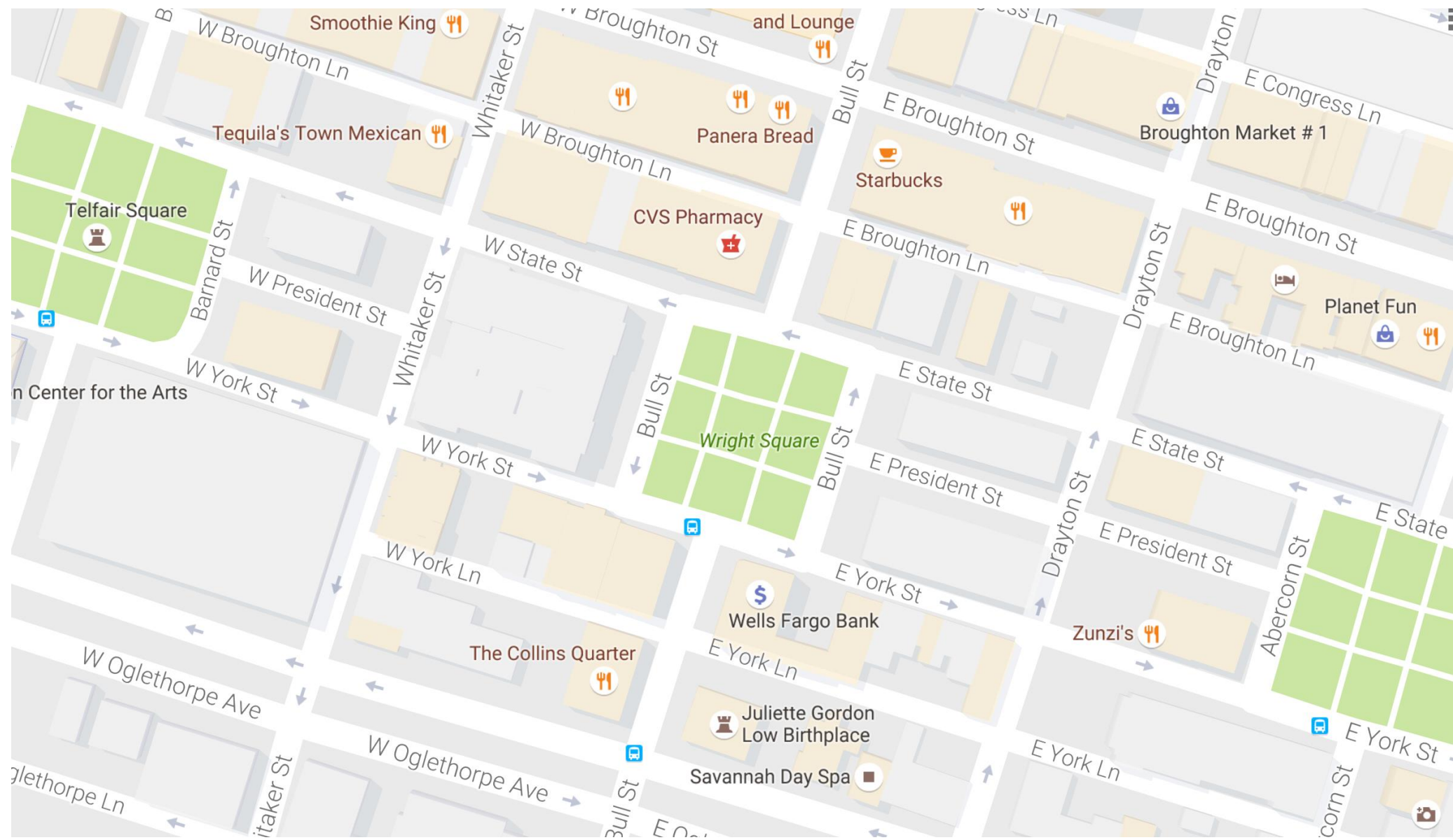
- **Pavement:** Markings and materials to reduce speed within district. You already see these at some intersections.
- **Speed:** Reduce local district speed to 15 mph or less.



A Pedestrian's Risk of Getting Killed by a Car Going:



Pedestrian Internal Connections



Pedestrian

Short Term

Land Acquisition
Complete Sidewalk Network

Mid Term

Mixed-Use Paths
Greenways
Enhanced Crossings

Long Term

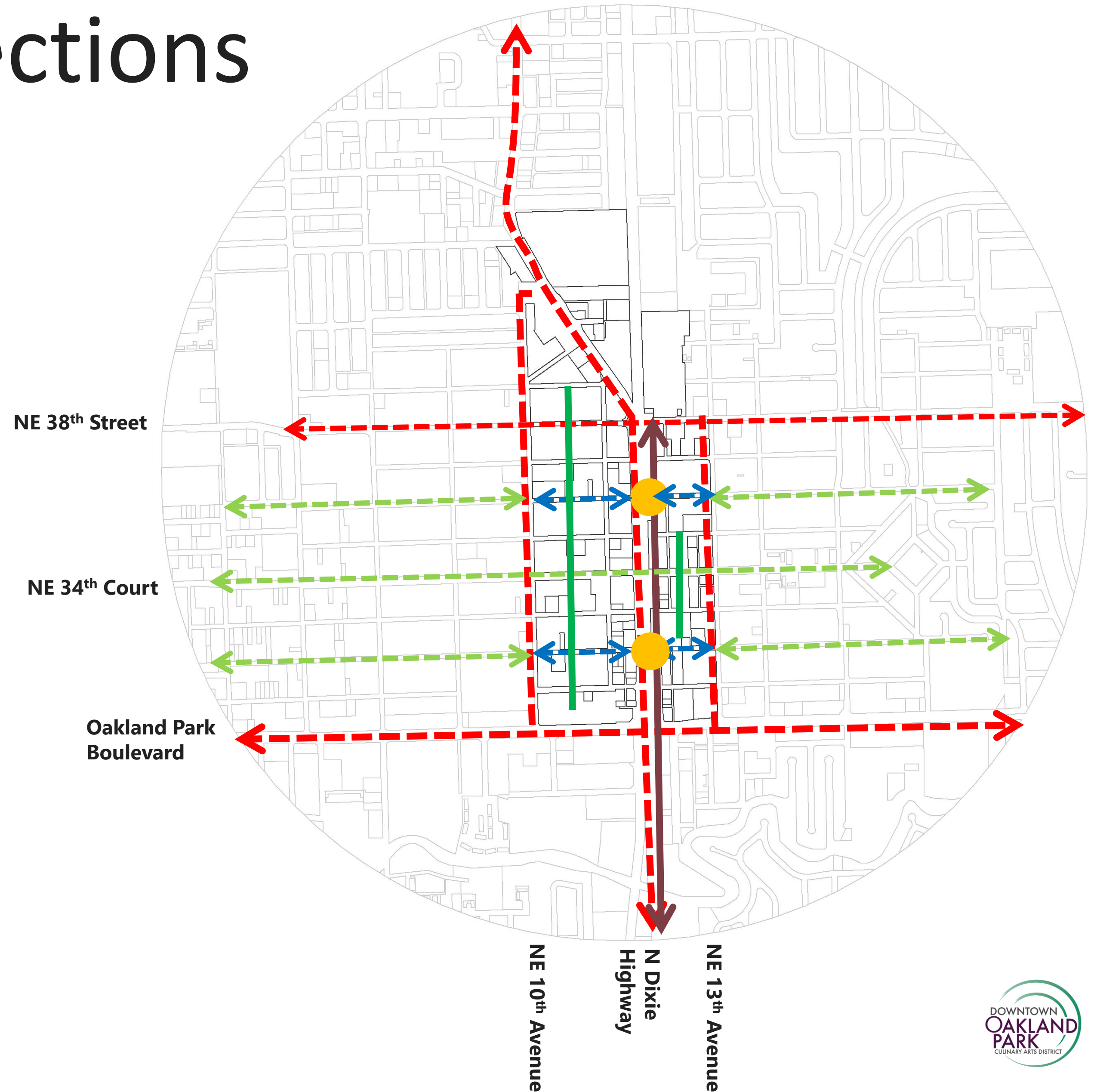
Pedestrian Malls
Greenways
provide safe routes
and programming
space connecting the
neighborhood



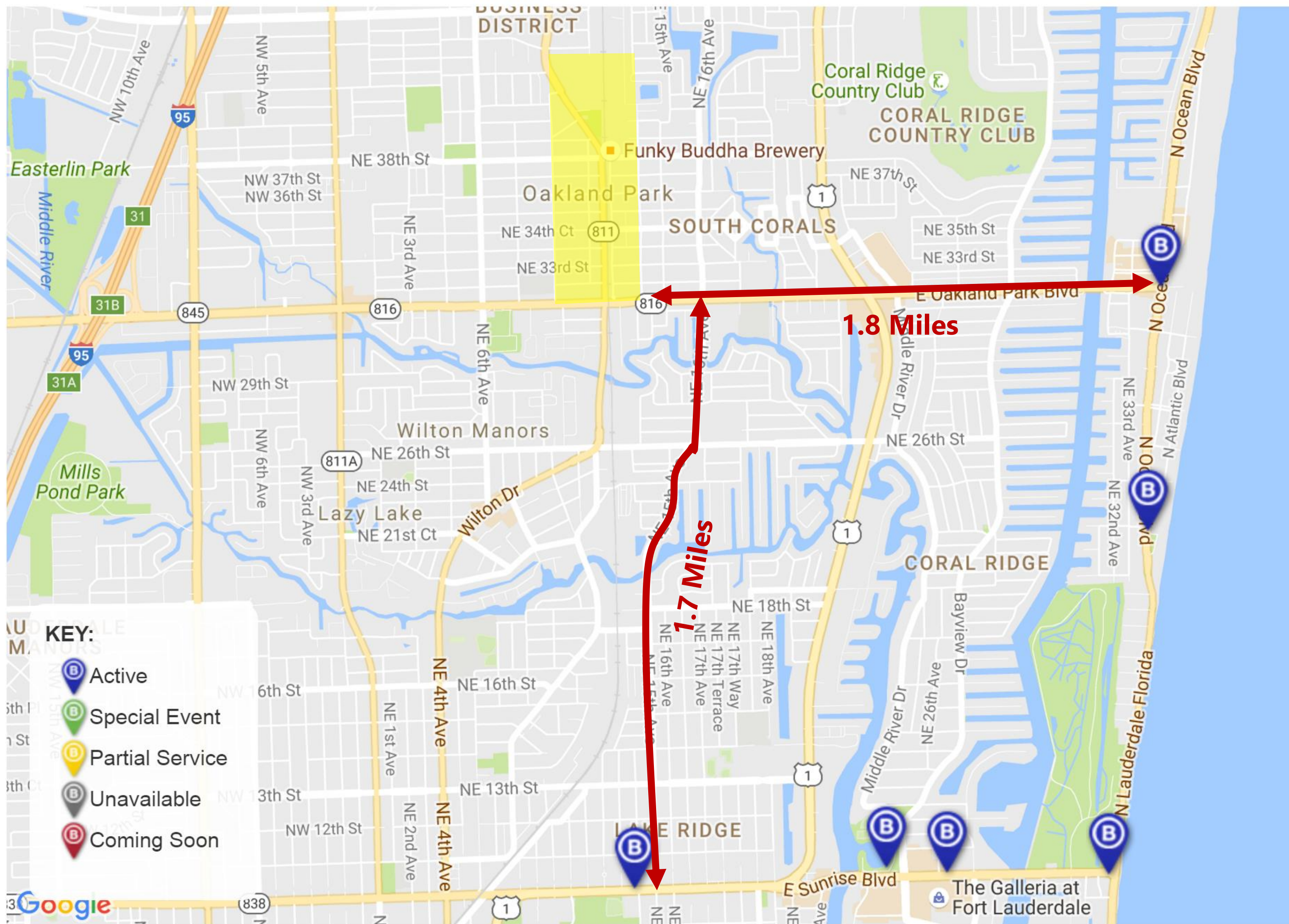
Bicycle Internal/External Connections

Vital Connections

- To and from the region
- To integrate the district and the neighborhoods
- To create ease in internal mobility
- To better connect east and west



Bicycle External Connections



- Bikeshare – B-cycle
 - Closest Station to east is Appx. 2 miles
 - Closest Station to south is appx. 2 miles
 - Threshold: 30 minute ride/5 miles
 - Inter-local cooperation will help provide intermediate stations
 - Enhanced crossing at NE 16th Avenue and Oakland Park Blvd will facilitate connection to Culinary Arts (DMUD) district

Bicycling

Short Term

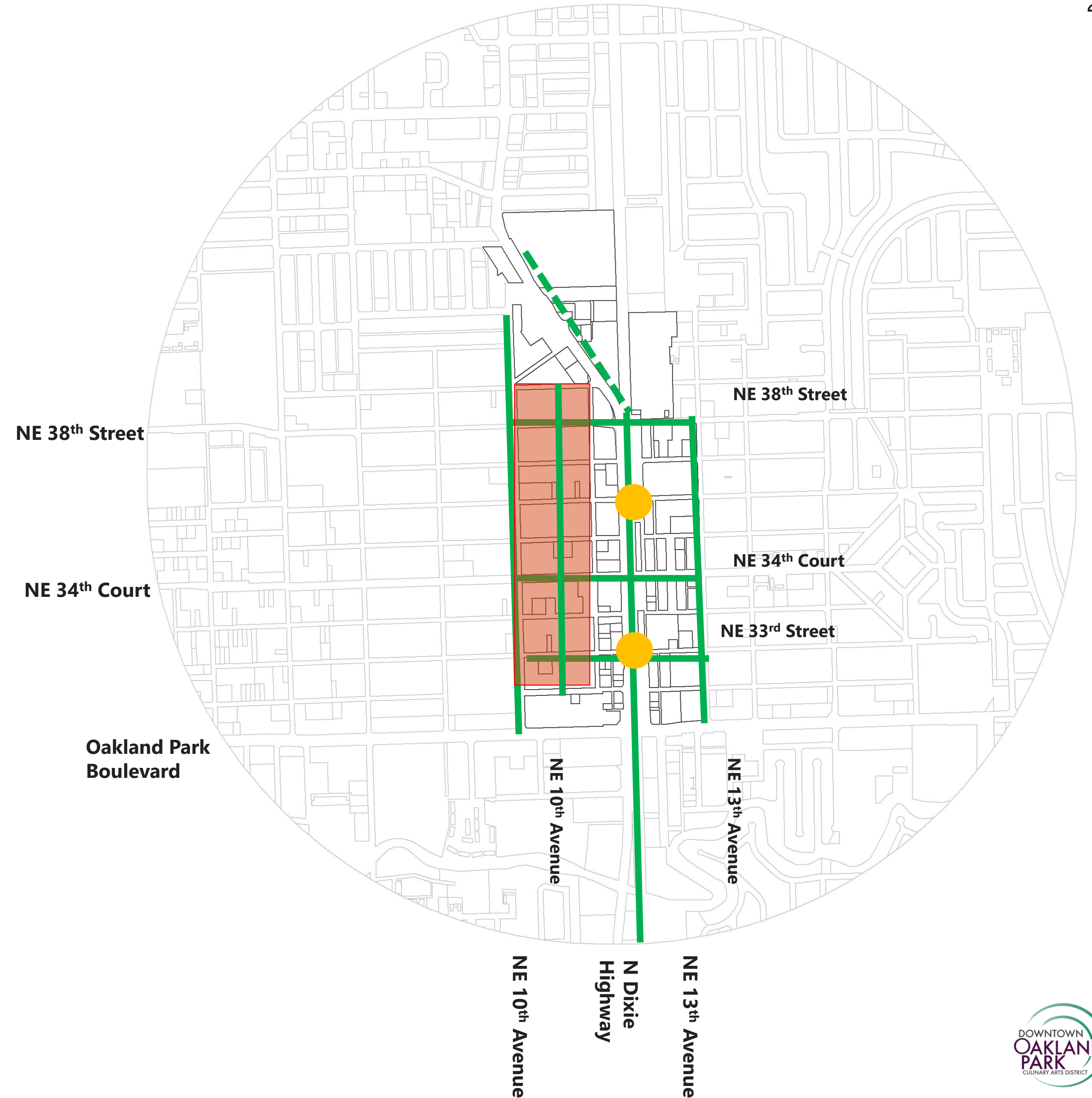
- Bicycle Facilities on main roadways
- More Bicycle Racks

Mid Term

- Break up larger blocks
- Bikeshare stations
- Begin Internal Greenways

Long Term

- Complete Network
- More bikeshare and bike racks as needed



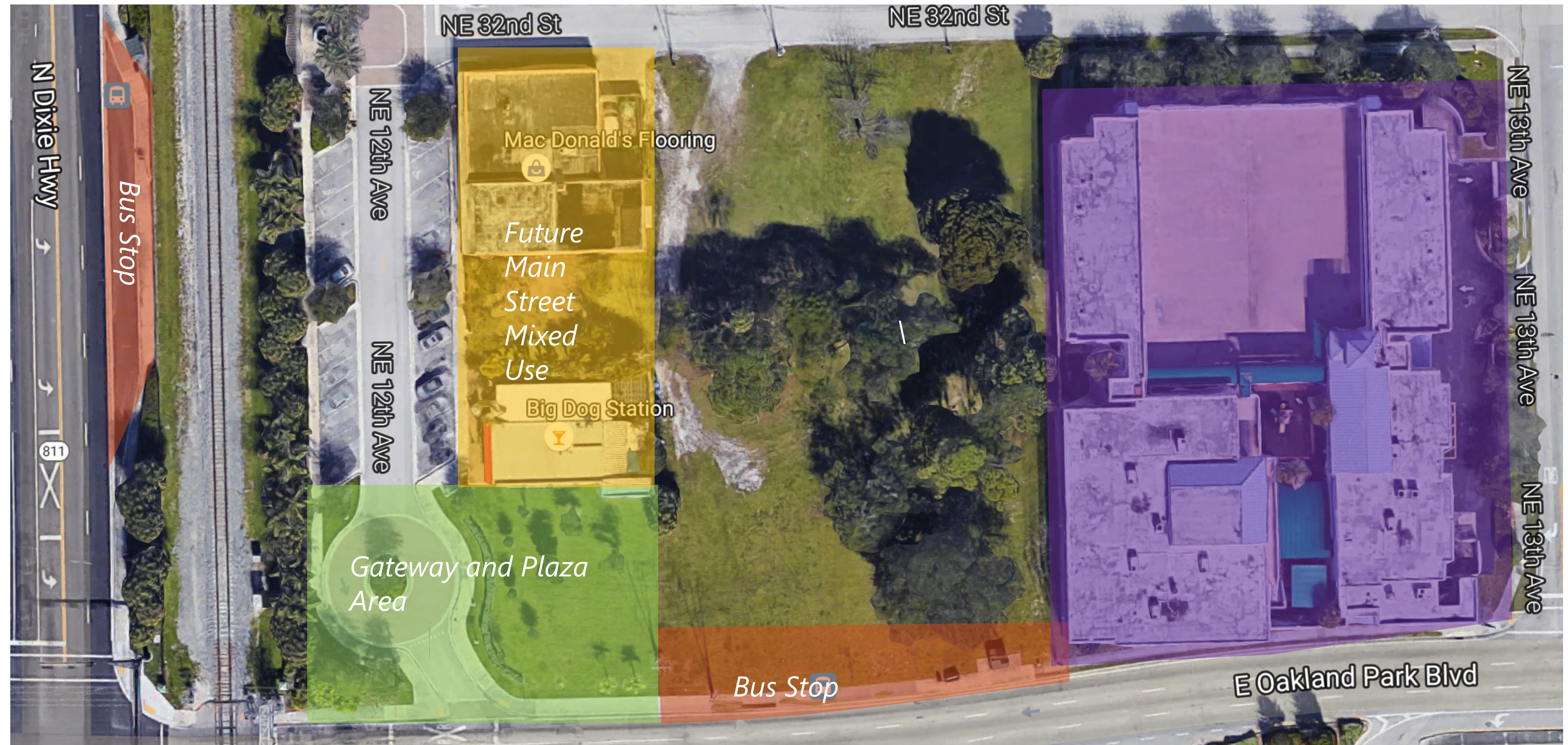
Transit

Moving People



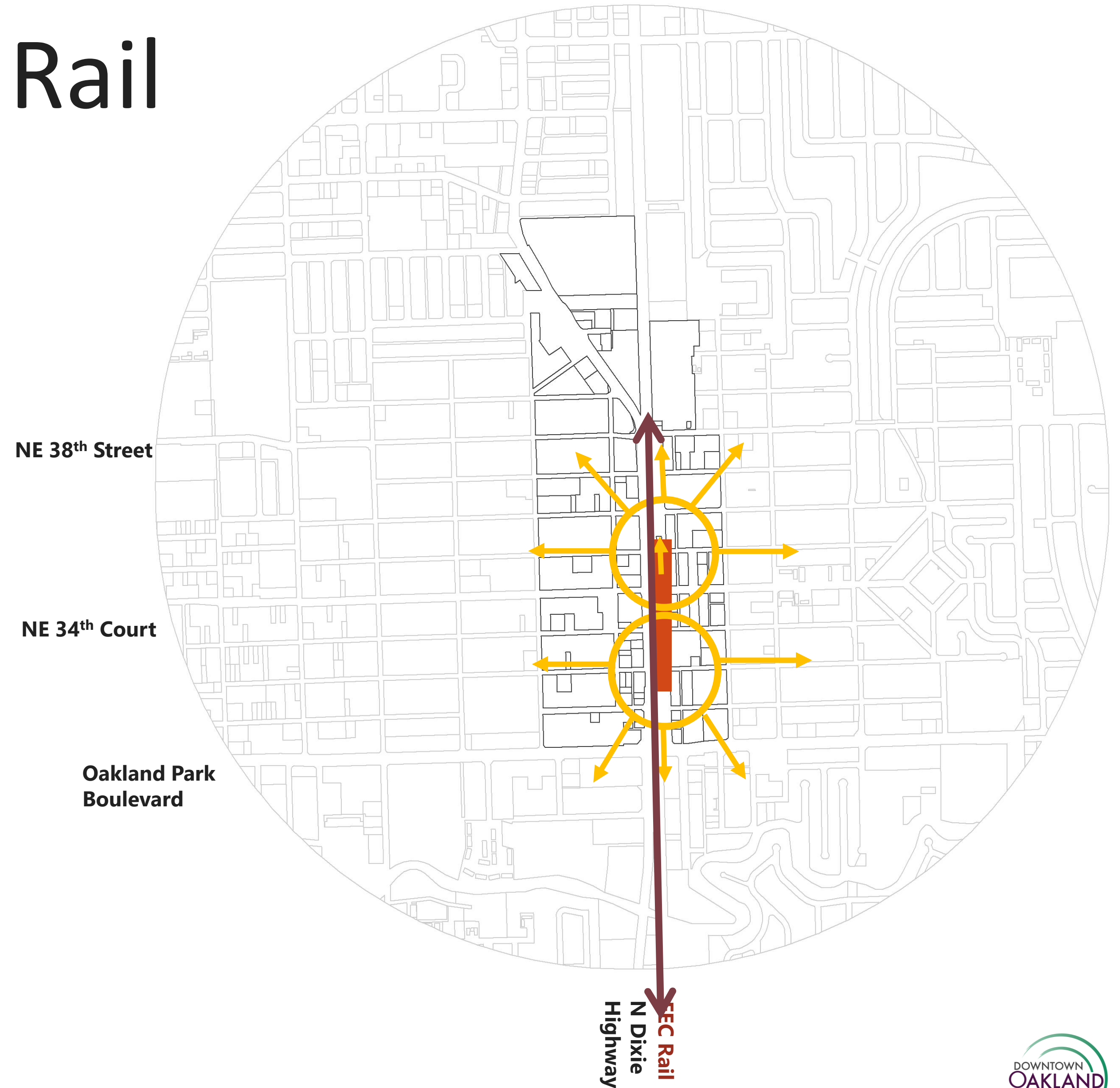
External Connections – BCT Buses

- Buses
 - Broward County Transit Routes 50 and 72
 - Existing pull-outs on N Dixie Highway
 - Consider setting aside space for a pull-out on Oakland Park Boulevard for future



External Connections - Rail

- Tri-Rail Coastal Link
 - Considerations for development
 - **Access**
 - **Walking**
 - **Bicycling**
 - **Vehicular**
 - **Parking**
 - **Transit Demand Management**
 - **Feeder Route Systems**
 - 2 Options for location



External Connections - Rail

Potential Needs:

2 ac. to 5 ac. (depending on various factors, but will be on lower end; this also includes the parking and buildings)
Appx. 0.15 mi to 0.20 mi platform length
Will not affect E-W roads with proper siting.

Station Area Platforms:

Parking Needs:

How many spaces?

Preliminary plans put at 215

Further Study needed

Other Tri-Rail Stations?

Range: 200 – 600

Occupancy generally 50-80%

Where?

Within an 1/8 mile.



External Connections - Rail

- Tri-Rail Coastal Link
 - **NE 34th Street**
 - Requires further discussion with FEC.
 - Parking spots removed: Appx. 50
 - At grade pedestrian crossing at station/NE 33rd Street to facilitate shorter block to crossing for Pedestrians, Bicyclists (Also provides a safer, more direct path to walk to Oakland Park Elementary School.)
 - Closer to BCT Route 72 (Oakland Park Boulevard); easier E-W transfer
 - Parking in Vicinity
 - **Recommended Location**



Summary of Recommendations

- Parking
 - Revise Current Code
 - Put in/retain exemption clauses
 - Acquire land and designate future parking locations
 - All Parking Structures should be mixed-use
 - Parking should be shifted from road to in the long term
- Vehicular
 - No immediate need for NE 12th/NE 40th
 - Close RR crossing at 36th
 - Align district destination travel to NE 13th Ave, NE 10th Ave (collectors)
 - Reduce traffic into district
 - Reduce on-street parking within district
 - Concentrate parking on district edge
 - Roadway and block realignment for vehicular travel
 - Increase parking in-lieu fees to standards
 - Set specific times for loading zones/freight to businesses

Summary of Recommendations

- Pedestrian
 - All roadways within district require sidewalks or mixed-use paths
 - Shade elements and lighting improvements necessary
 - Increased amount of seating
 - Pedestrian Bridge at 33rd Street/FEC-N Dixie with Station to increase cross district access
 - 36th Street – Mid-block Crossing at N Dixie Highway
 - Pedestrianize NE 12th Avenue
 - Consider pedestrian pocket and greenways system
 - Institute Enhanced Wayfinding system
- Bicycling
 - Bikeshare
 - Bike racks
 - Routes
 - Based on critical paths
 - Local roadways - Sharrows, reduce speed to 15 MPH or less.
 - Many of the recommendations follow pedestrian ones (Bridge at 33rd, greenways, etc.)
- Transit
 - External - Focus on Tri-Rail Station for 34th Street
 - Internal circulation – focus on smaller vehicle (cars) on set route



Thank you

THE CORRADINO GROUP