

Multimodal Corridor and Sub-Area Studies

Tindale Oliver's multimodal corridor and sub-area planning, design, and engineering efforts fall into a number of areas:

- **Safety** – Reducing crashes, injuries, and fatalities should be a primary goal for all transportation projects. Tindale Oliver serves as safety studies consultants for FDOT Districts 2, 4, and 7 and as technical experts for the Federal Highway Administration (FHWA). No one is more qualified to advance safety within the context of corridor/sub-area studies.
- **Balance** – Our corridor/sub-area project teams include traffic operations engineers and transit experts who ensure that study recommendations are based on solid technical analyses and modal trade-offs are clearly understood and communicated to our clients, elected leaders, and the public.
- **Land Use/Urban Form** – Transportation solutions must relate to and complement the surrounding built environment. Tindale Oliver's Community Planning and Urban Design practice is integrated into transportation studies to ensure that multimodal solutions advance land use and economic objectives.
- **Feasibility** – To implement projects quickly, they must be constructible, cost-feasible, and have minimal right-of-way, business, or environmental impacts. TOA has identified more than \$150 million in multimodal enhancements over the last three years and works with qualified, local roadway and environmental firms to vet projects for NEPA and constructability.

Recent examples include:

- **Fletcher Avenue (CR 582A) Complete Street Design** As a sub-consultant to a local roadway design firm, TOA developed mid-block crossing traffic control strategies, conducted technical analysis to justify reduced speed limits, managed business access issues, and provided traffic design services for one signalized and five unsignalized mid-block crosswalks along one of the worst bicycle/pedestrian crash corridors in the Tampa Bay area.



- **Hollywood/Pines Boulevard (SR 820) Congestion Management and Livability Study:** A key aspect of this project was refining and implementing the MPO’s “Mobility Hub” concept to plan for sites where multiple premium transit routes will exchange with other travel modes while fostering infill and redevelopment opportunities. The project included a multifaceted public engagement campaign to obtain input from residents, employees, and other users of the corridor, including a “one-stop” project website and resulted in \$80+ million of capital project recommendations, of which \$20+ million have been programmed in the MPO’s Transportation Improvement Program.



- **Las Olas Boulevard Mobility Study (TOA):** Tindale Oliver was retained by the City of Fort Lauderdale to provide recommendations to address traffic circulation, safety, multimodal mobility, and quality-of-life issues along Las Olas Boulevard and the Colee Hammock neighborhood. Project recommendations included short-term elements such as signal retiming and longer-term recommendations including implementing a “road diet” to convert portions of Las Olas Boulevard from a 4-lane undivided to a 2-lane divided typical section. In February 2014, the City Commission endorsed the study recommendations and voted to accelerate the road diet project using a “paint-only” option.

