POMPANO EDUCATION CORRIDOR TRANSIT STUDY - EXISTING CONDITIONS TECHNICAL MEMORANDUM #1

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DRAFT

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1.0 INTRODUCTION

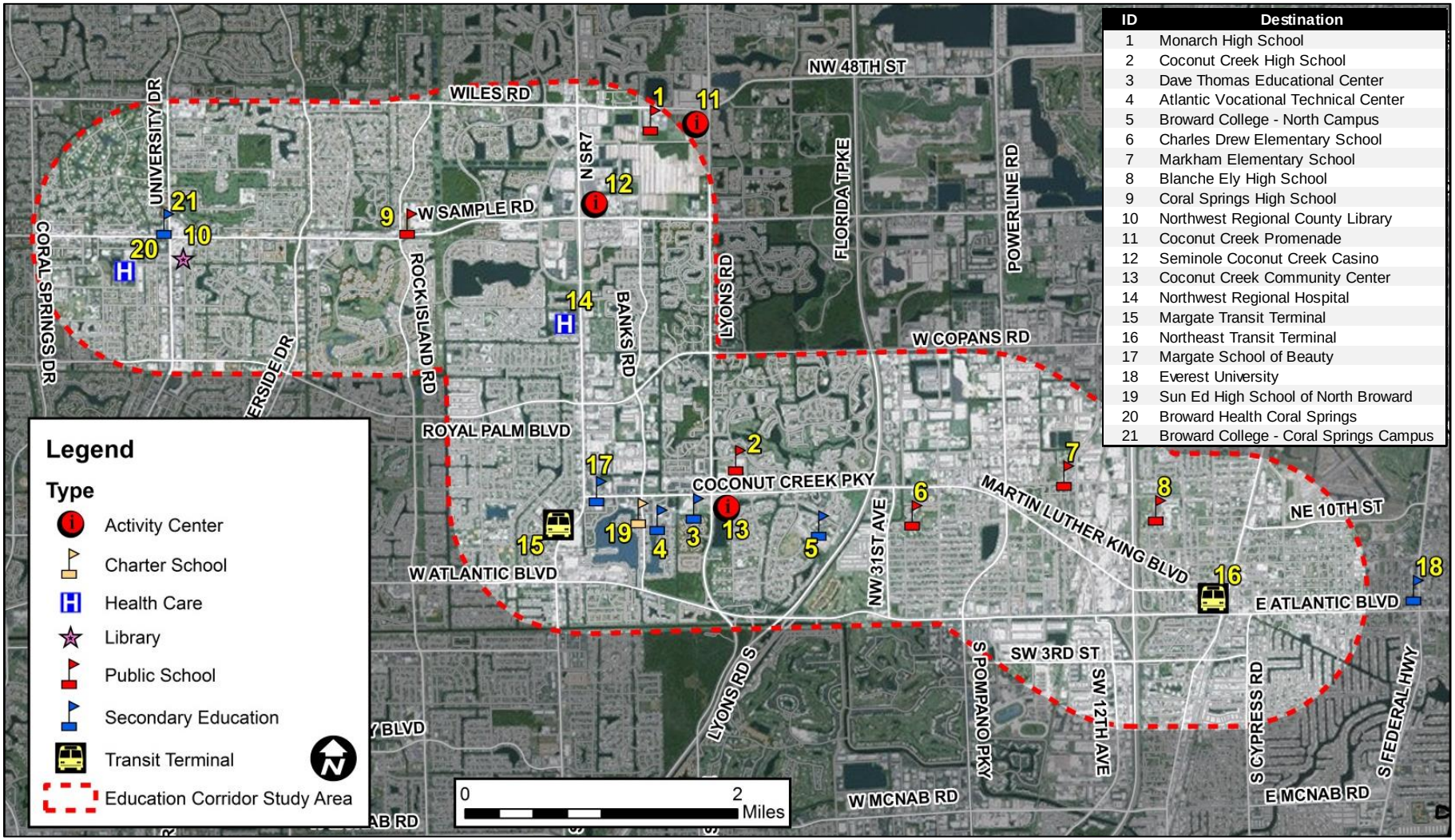
The Broward County Metropolitan Planning Organization (MPO) has retained HNTB to conduct a study to determine the feasibility of a transit shuttle or circulator to improve access to the educational facilities among four municipalities: Pompano Beach, Margate, Coconut Creek, and Coral Springs. There is existing community bus service in each of these cities with all cities separately contracting the operations and maintenance of their respective service to Limousines of South Florida (LSF), now currently owned by Transportation America.

The purpose of the community bus services as defined by the MPO is to strengthen communities, help move people, and create jobs. This unique service provides the vital first / last mile connection for residents, whether their destination is a shopping center, school, or a connection to a BCT route. If planned efficiently, the community bus service can complement regional BCT service with seamlessly coordinated transfers. This in turn would likely reduce travel times and minimize overall travel costs. The purpose of this study is to analyze existing community bus service as well as existing BCT service and devise transit options that would more effectively serve the study area's current and proposed activities / uses.

As a part of this technical memorandum, the data collected and compiled will be presented in order to establish a foundational understanding of the existing conditions. These data points will be used to analyze the existing transit and shuttle service so that an alternative service plan can be developed and ultimately recommended for implementation. The data include previous planning studies, existing transit characteristics, existing demographics and future projections, existing socio-economic indicators, and existing / future land uses. Also a part of this technical memorandum is a brief summary of the project management team interviews that were conducted in order to better understand the expectations each participating municipality has for this study.

The general corridor for this study extends from University Dr. in Coral Springs to the Northeast Transit Facility on MLK, Jr. Blvd. in Pompano Beach. A map of the study area with key destinations such as schools, community centers, and other public institutions is presented in Figure 1.

Figure 1 – Pompano Education Corridor Study Area



2.0 PRIOR PLANS AND STUDIES

Relevant transportation data and information as it pertains to the Pompano Education Corridor was compiled and summarized from the following plans and studies:

- Broward County Transit – Transit Development Plan (2014) and the Comprehensive Bus Operational Analysis (2010)
- Broward County 2035 and 2040 Long Range Transportation Plans
- Broward County Transportation Improvement Program (2014)
- Coral Springs Walkability Audit (2013)
- Coral Springs CRA Master Plan (2014)
- Coconut Creek Main Street Design Standards (2008)
- Northwest CRA Plan for the Pompano Beach CRA (2010)
- Margate CRA 2009 Community Redevelopment Plan (2009)
- University Drive Mobility Improvements Planning Study (2014)
- SFRTA Forward Plan: TDP (2014)
- Tri-Rail Coastal Link Station Area Opportunities (2013)

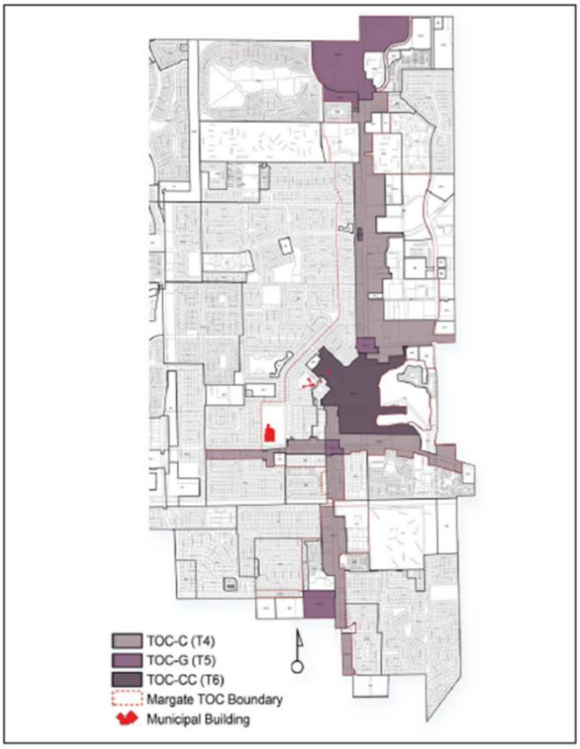
2.1 Local Plans

The common thread through all the CRA Master Plans, Redevelopment Plans, and Design Standards was the focus on solving local problems by taking innovative approaches to satisfy the basic needs of the community. Each municipality has its own character and vision for the future, while all of the cities have the desire to create a compact, vibrant, walkable downtown with mixed land uses made more accessible with a coordinated transit service.

The City of Margate and its CRA has recently designated the entire length of SR 7 through its city limits as a 'Transit-Oriented Corridor (TOC)', while also implementing other policies such as discouraging stand-alone automotive and big-box uses. This TOC land use designation assumes increased density, thus requiring a robust transportation network. Public transit and community buses play an integral role in supporting this network. One pillar of the Margate CRA is to encourage and facilitate the use of transit by providing safe and convenient access, improved connectivity, and enhanced amenities.

The Coral Springs CRA boundary is centered on the Sample Rd. / University Dr. intersection featuring many key destinations such as Broward College, the Broward Library North Regional

Figure 2 – Margate Transit-Oriented Corridor



Source: Transit Oriented Corridor District

Branch, and City Hall. The Broward MPO, in their 2035 plan, designated this intersection, and ultimately the CRA, a potential Gateway Hub as a part of its Mobility Hub Plan for the County. This mobility hub concept will be discussed in more detail in the next section.

Figure 3 – Coral Springs CRA Boundary

The Coral Springs CRA Master Plan identified key intersections along Sample Rd. where private and public investments should be focused: University Dr., SR 7, the Pompano Beach Tri-Rail Station, and Federal Highway. The plan developed objectives and action items to identify and take advantage of any opportunities to improve the economic, social, or aesthetic characteristics of the community. Specific objectives and action items for the downtown community bus are listed below:

- Connect to regional transportation and the Transit Gateway Hub
- Implement a service extension or a new route connecting the downtown core/ CRA area
- Provide an alternative means of transportation in and around the downtown for the less mobile population including the elderly and young families

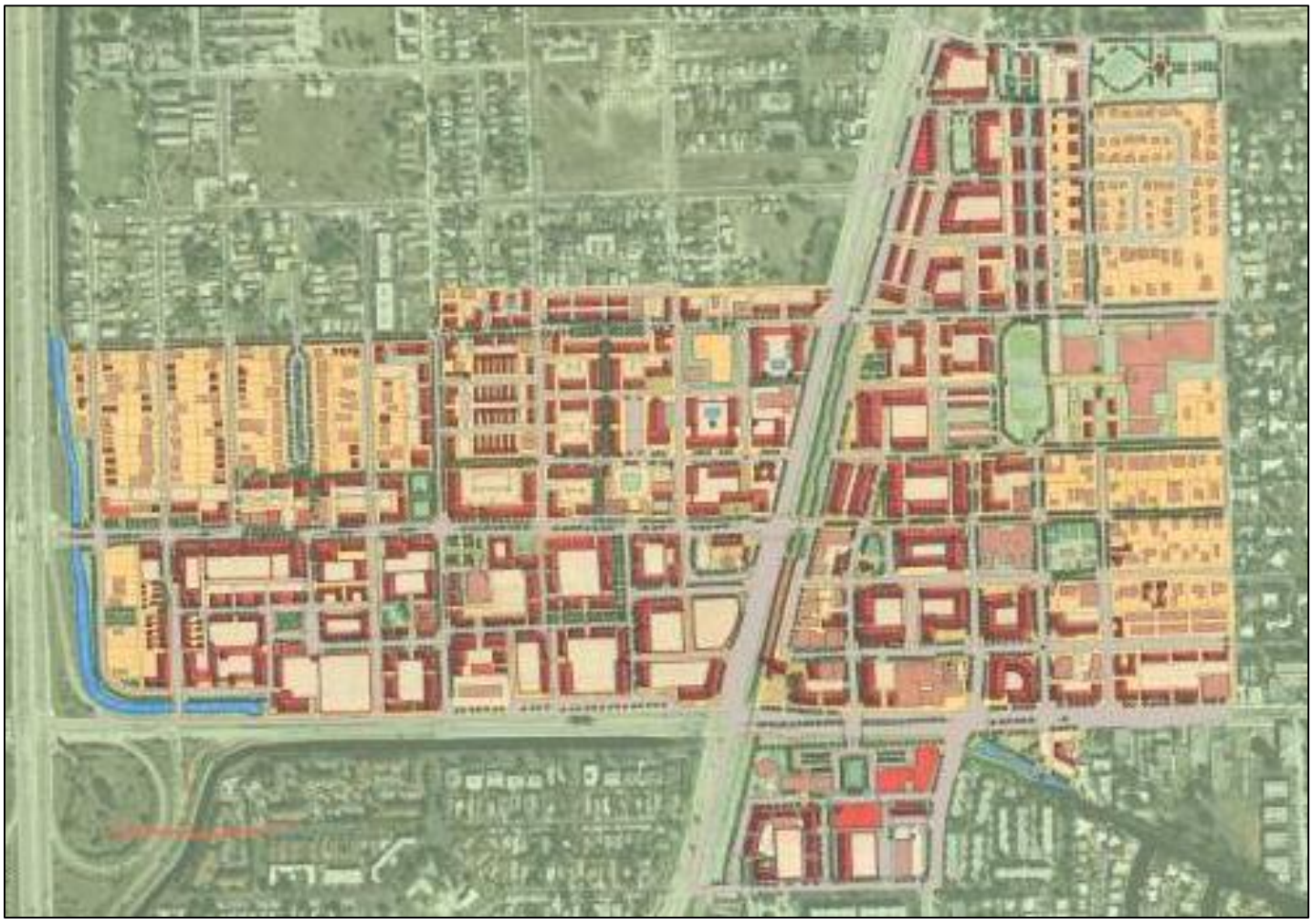
Coconut Creek has established Main Street Design Standards for their Main Street District with land uses as depicted in Figure 4 below. The document emphasizes the use of alternative transportation options, specifically referencing “greener” options like hybrid transit vehicles, serving the compact and diverse mix of land uses.

Figure 4 – Coconut Creek Main Street Conceptual Site Plan

Pompano Beach is also focusing on enhancing their downtown district centered at the intersection of Atlantic Boulevard and Dixie Highway. Although little remains of Pompano's historic downtown today, city leaders are pushing for its revitalization. Their plan envisions intense density and development focused near this intersection with supporting land uses radiating outward. A major component of this plan is the transit center at the intersection of MLK, Jr. Boulevard and Dixie Highway, which is just across the street from the preferred location of the future commuter rail station site. Currently, a number of BCT routes and all the Pompano Beach Community buses serve this transit center.

The Northwest Pompano CRA Plan established transportation program objectives that aim to promote alternative modes of transportation, improve mobility from the beach to the Sawgrass Expressway, and increase the market appeal of the downtown for visitors and new businesses alike, among others. The proposed master plan can be seen in Figure 5 below.

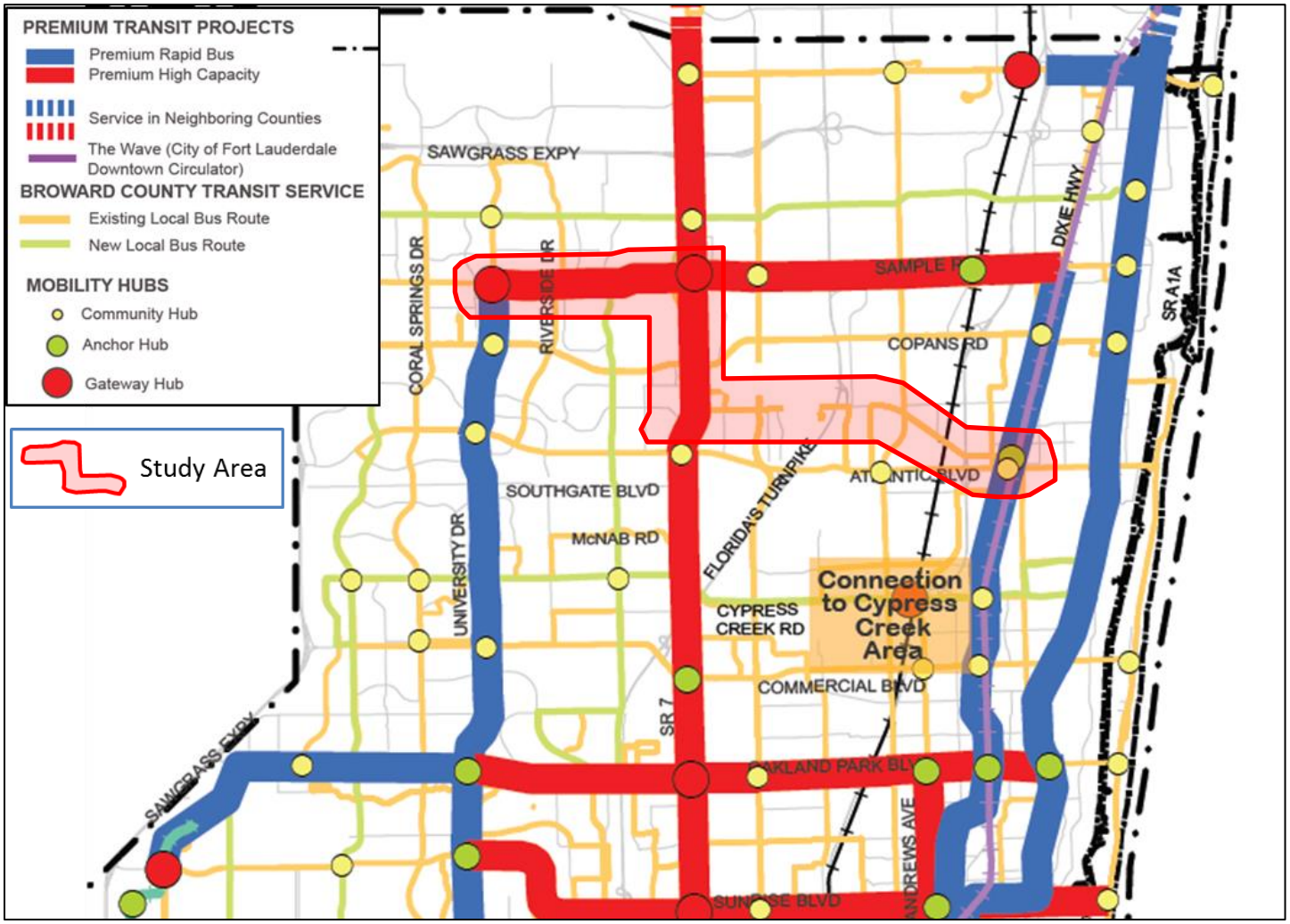
Figure 5 – Pompano Beach Downtown Master Plan



2.2 BCT and Broward County

As a part of the 2035 Long Range Transportation Plan (LRTP), the 'mobility hub' concept was created to identify future activity centers that would be served with frequent transit service. Three types of hubs were developed, each with its own design, scale, and feel: Gateway, Anchor, and Community. The premium transit projects that impact this study are the premium high capacity service along SR 7, the premium high capacity service along Sample Rd., and the potential mobility hubs along Sample Rd. Figure 6 illustrates these projects.

Figure 6 – 2035 LRTP: Premium Transit Projects

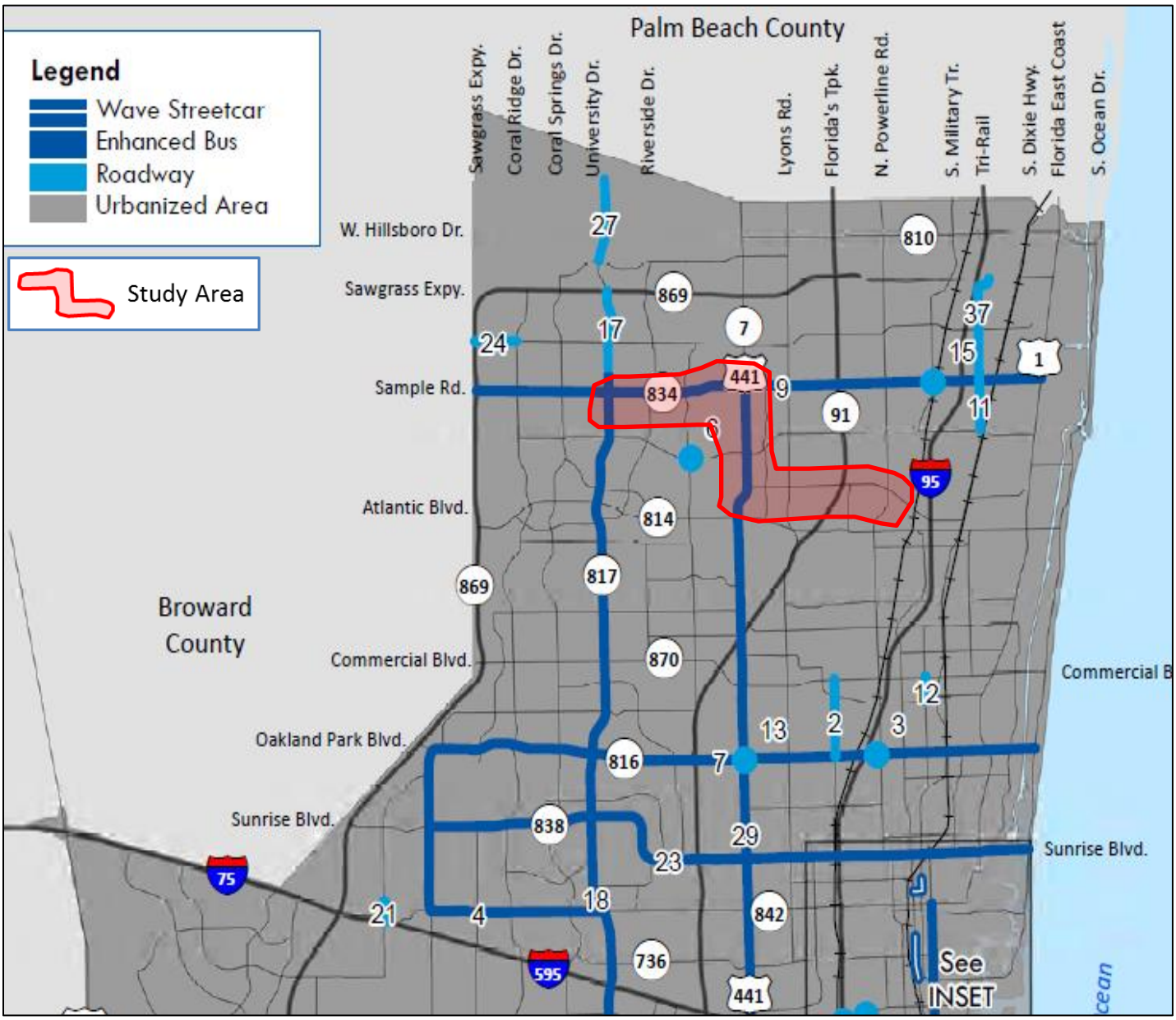


Source: 2035 Broward Long Range Transportation Plan

The 2040 LRTP has since updated the screening process for identifying these potential locations in an attempt to better leverage public investment. By moving people more efficiently, communities can be strengthened, thus creating jobs over the long term.

One main goal of the 2040 LRTP is to improve accessibility for all users and to maximize transit ridership. The 2040 LRTP mentions an Enhanced Bus Service along Sample Rd, SR 7, University Dr. and other corridors with "regionally significant affordable projects", which is illustrated in Figure 7 below.

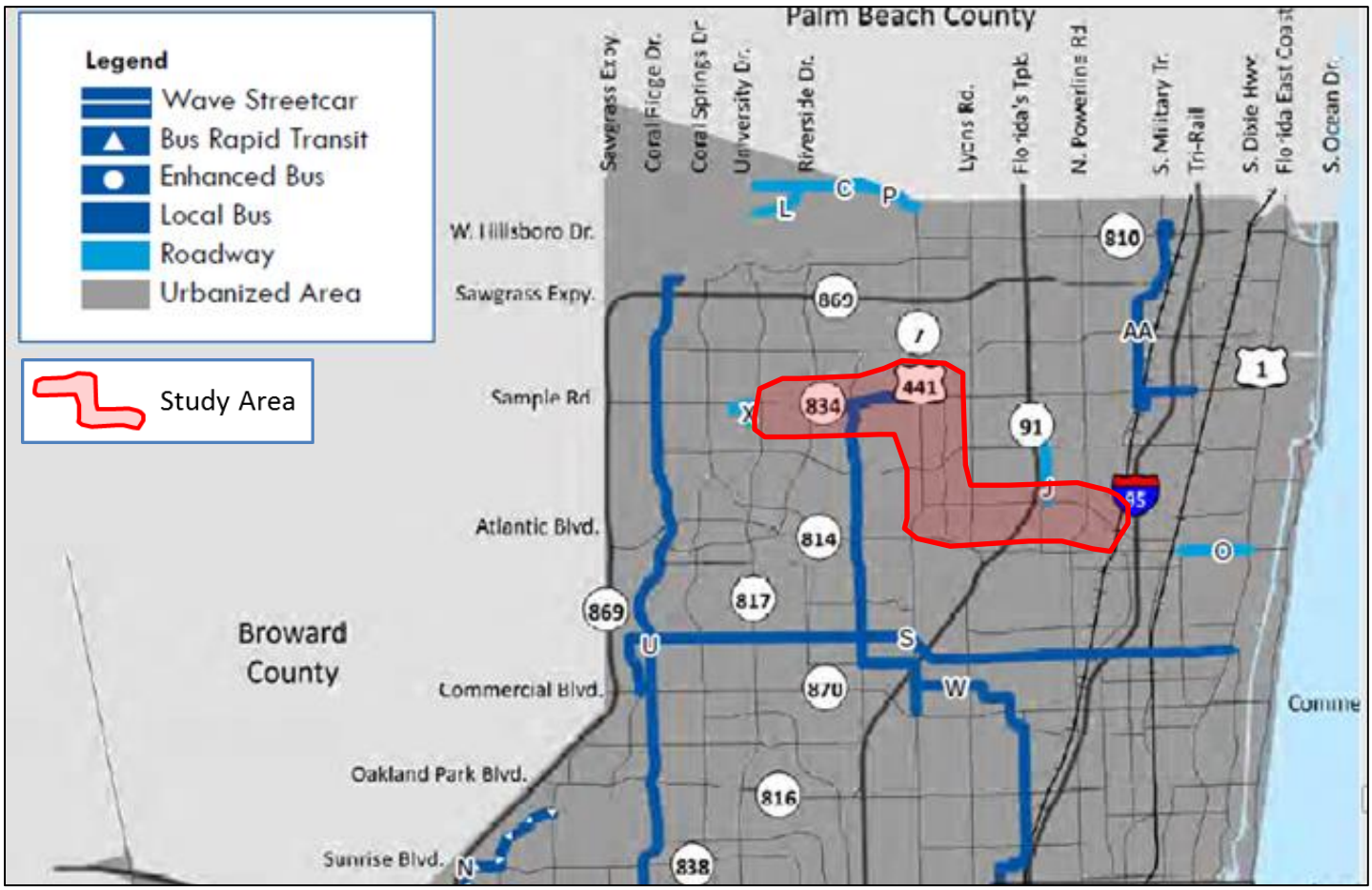
Figure 7 – 2040 LRTP Regionally Significant Affordable Projects



Source: 2040 Broward Long Range Transportation Plan

Also mentioned in the 2040 LRTP are the high-priority unfunded projects. Some projects that would impact the Pompano Education Corridor would be the service proposed along portions of Sample Rd and Rock Island Rd. The high-priority unfunded projects identified in the 2040 LRTP are highlighted in Figure 8.

Figure 8 – 2040 LRTP High-Priority Unfunded Projects



Source: 2040 Broward Long Range Transportation Plan

As referenced in their Transit Development Plan (TDP), Broward County Transit (BCT) realizes that any future system expansion may require developing additional intermodal transit centers at key transfer and trip-generating centers, as well as improving the connectivity and accessibility around transit stops. Ideally, these intermodal transit centers would be located at the various hubs identified as part of the MPO's Mobility Hub Concept.

The three 'regionally significant corridors' in the study area identified in the 2040 LRTP (Sample Rd, University Drive, SR 7) are also referenced in BCT's TDP. The TDP labels these three corridors and five others in the County as Enhanced Bus Corridors. The 2040 LRTP identifies these projects as "Affordable" or "Improvements we can afford". These corridors and their respective planned implementation year are detailed in the table below.

Figure 9 – BCT's TDP: Enhanced Bus Corridors

Primary Corridor	Terminus #1	Terminus #2	Planned Implementation Year
US 441	Sandalfoot Blvd. (Palm Beach Co.)	Golden Glades (Miami-Dade County)	2018
Oakland Park Boulevard	Sawgrass Mills Mall	State Road A1A	2019
Federal Highway (US 1)	Broward Terminal	Aventura Mall (Miami-Dade County)	2020
University Drive	Sample Rd.	Golden Glades (Miami-Dade County)	2021
Broward Boulevard	Sawgrass Mills Mall	Broward Terminal	2022
Hollywood/Pines Blvd.	Pembroke Lakes Mall	Young Circle	2022
Sunrise Boulevard	Sawgrass Mills Mall	SR A1A	2023
Sample Road	Coral Ridge Drive	Federal Highway (US 1)	2023

= within study area

The Broward MPO recently completed the University Drive Mobility Improvements Planning Study which explored a number of transportation solutions for the entire University Drive corridor throughout Broward County. The study focused on improving the convenience, safety, and comfort for transit service while encouraging walkable and transit-friendly development. Proposed improvements were developed in phases that plan to incrementally implement enhancements to the existing transit service, such as providing exclusive bus lanes, use of level boarding vehicles, a strategic branding strategy for the service, improved frequencies, and installation of intelligent transportation systems (Figure 10).

Figure 10 – Proposed Improvements along University Drive