Agenda Overview

• **Update on Public Involvement**
  • Results from ongoing survey
  • Outreach to Broward College

• **Plan and Materials for September Public Meetings**

• **Multi-modal Land Use Analysis Approach**
  • Walk accessibility
  • Transit accessibility

• **Tech Memos 2 and 3 comments**

• Adjourn
Update on Public Involvement
Public Involvement Update - Survey Results

- 14 total responses (as of Thu 7/16)
- 50+ total responses (as of Tue 8/25)
  - All English responses
  - Mostly age 18 and under
  - Location data on where people live and where they work/visit

- 70% of respondents never ride the bus

- Broward College students live in:
  - North Lauderdale
  - Pompano Beach
  - Deerfield Beach
  - Margate
  - Coconut Creek
  - Coral Springs

I would take the bus more if...

...the bus came more frequently

...the bus stopped closer to where I live/where I need to go

...there are safety/security improvements on buses

...I don’t have to transfer to a second bus
Survey Results - Location data from August responses not yet entered
Public Involvement Update – Additional Outreach

Canvased Broward College First & Second Day of Class
- More than tripled the response rate
- Cleanliness and weather protection were mentioned frequently

September Public Meetings
- Wednesday September 30, 2015
- 6:00 to 7:00 PM
- Larkins Community Center, Pompano Beach
- 2nd location and date TBD
- One-on-one conversations with project team
- Open house format – boards, flipcharts, comment cards
- Showcase alternatives and evaluation criteria
- Ask public “What have we missed?”
- Which features of the alternatives do you like the best?
- Not asking participants to pick an alternative
Draft Plan and Materials for September Public Meeting(s)
Cities’ Transit Service Objectives

1. Improved Transit Access for Educational Institutions
   - Direct Service; inter-city service

2. Support for Planned Development
   - City Centers, Community Redevelopment Agencies (CRA)
   - Improved walkability, complete streets – revitalize SR 7
   - Enhanced Mobility Hubs

3. Continuous East – West Transit Service
   - Bus (that) makes a complete end-to-end connection from a western to an eastern terminus
   - Eliminate forced transfers at SR 7
Study Background

2012 – City of Pompano Beach awarded a Transportation, Community, and System Preservation (TCSP) Grant from the FHWA: $968,948

A portion of the grant is used to fund this transit study that will examine the long-range transit opportunities that could better link the four cities ($200,000)

- Link educational and employment opportunities within the corridor
- Analyze various transit alternatives
- Identify funding for future implementation
# Study Schedule

## Study Details

- **Study Title**: Pompano Education Corridor Transit Study
- **Organizations Involved**: Broward MPO, Coral Springs, Coconut Creek

## Study Objectives

- **Data Collection**
- **Analysis of Transit and Shuttle Options**
- **Service Plans, Capital and O&M Cost Estimates**
- **Recommend Transit Supportive Land Uses**
- **Evaluation of Transit and Shuttle Options**
- **Funding Opportunities and Organizational Strategies**
- **Implementation Plan and Final Report**
- **Public Involvement**
- **Project Management**

## Study Timeline

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*Note: The timeline is an approximate representation of the study phases and their expected completion months.*
Pompano Education Corridor Transit Study – Alternative #1

**Distinguishing Characteristics**
- Bus stops on main corridors.
- Longer walk distance from bus stop to front doors.
- Closer access to Winn-Dixie shopping center at Sample Rd and SR 7

**Roundtrip Travel Time**
- 1 hr 30 min

**Transfers**
- 0

**Weekday Service**
- Peak Hours - every 15 minutes;
- Off-peak hours - every 20 minutes;
- Evening hours - every 30 minutes

**Weekend Service**
- 8am to 9pm - every 20 minutes;
- 9pm to 11pm - every 30 minutes

**Annual Operating Cost**
- $1,690,000

**Legend**
- Alternative #1
- Key Destinations
  - Activity Center
  - Charter School
  - Health Care
  - Library
  - Public School
  - Secondary Education
  - Transit Terminal
  - Tri-Rail Stations
  - Tri-Rail Alignment
  - Education Corridor Study Area

**Service Coverage - area (sq.mi.)**
- 1/4 mile from bus stop: 6.472

**Service Coverage - population 1/4 mile from bus stop**
- 10,170

**Route Mileage (roundtrip)**
- 25.21

**# of Residents in adjacent TAZs (2010)**
- 101,979

**% of TAZ residents within 1/4 of route**
- 10.00%

**# of Residents in adjacent TAZs (2040)**
- 126,465

**# of Major Ridership Locations**
- 9

**# of Employees in adjacent TAZs (2010)**
- 55,999

**# of Employees in adjacent TAZs (2040)**
- 59,377

**Route Coverage (people per mile)**
- 403

**Total Households (2012)**
- 43,547

**% of Households w/ 0-1 cars**
- 46.60%

**% homes in poverty within 1/4 mile**
- 20.20%

**Travel Time**
- 92

**Capital Cost (# of buses)**
- 8

**Annual Operational Cost ($ million)**
- 1.69

**Annual Service Hours**
- 37,558
Distinguishing Characteristics

Serves Pompano Parkway and SW 3rd St in Pompano Beach.
Direct access to Broward College

Roundtrip Travel Time 2 hrs

Weekday Service
Peak Hours - every 15 minutes;
Off-peak hours - every 20 minutes;
Evening hours - every 30 minutes

9am to 9pm - every 20 minutes;
9pm to 11pm - every 30 minutes

Annual Operating Cost $2,190,000
Pompano Education Corridor Transit Study – Alternative #3

Service Coverage - area (sq.mi.) 1/4 mile from bus stop: 6.892
Service Coverage - population 1/4 mile from bus stop: 15,916
Route Mileage (roundtrip): 28.22
# of Residents in adjacent TAZs (2010): 107,764
% of TAZ residents within 1/4 of route: 12.10%
# of Residents in adjacent TAZs (2040): 131,863
# of Major Ridership Locations: 9
# of Employees in adjacent TAZs (2010): 55,636
# of Employees in adjacent TAZs (2040): 59,054
Route Coverage (people per mile): 564
Total Households (2012)**: 44,746
% of Households w/ 0-1 cars: 53.10%
% homes in poverty within 1/4 mile: 17.40%
Travel Time: 103
Capital Cost (# of buses): 9
Annual Operational Cost ($ million): 1.96
Annual Service Hours: 43,641

Proposed Alignment #3

Distinguishing Characteristics
Direct access to Atlantic Blvd in Pompano Beach. Closer access to Wal-Mart and surrounding stores near Turtle Creek Drive

Roundtrip Travel Time
Transfers: 0

Weekday Service
Peak Hours - every 15 minutes; Off-peak hours - every 20 minutes; Evening hours - every 30 minutes
8am to 9pm - every 20 minutes; 9pm to 11pm - every 30 minutes

Annual Operating Cost: $1,960,000

Alternative #3
Pompano Education Corridor Transit Study – Route Deviations in Pompano Beach

Legend
- Alternative 1
- Alternative 2
- Alternative 3

Source: ESRI, DigitalGlobe, GeoEye, Earthstar, USGS, AEX, Getmapping, Aerogrid, IGN, IGN, IGP, swisstopo, and the GIS User Community
Multi-modal Land Use Analysis Approach
Land Use Analysis - Multimodal Accessibility

- **Access to Education and Employment opportunities**
  - Study purpose: increase access to opportunities

- **Accessibility Analysis**
  - Identify ‘hot spots’ and ‘cool spots’ of accessibility
    - Areas lacking in destinations nearby
    - Areas lacking in network connectivity
  - Evaluate existing plans, policies, and land development regulations
  - Recommend changes to increase accessibility and support the future transit service

**ACCESSIBILITY =**

- **Destinations**
  - Key Destinations
    - Employment
    - Population
    - Individual job sectors
    - Socio-economic groups

- **Travel Time**
  - Transportation network
  - Travel mode
  - Distance Decay
Accessibility Score Calculation

Step 1: Find opportunities within reach

Step 2: Calculate “value” of each opportunity

- Accessibility score is the sum of all opportunities reachable in a period of time
- Accessibility score also includes a decay factor based on travel survey data showing that people value closer opportunities more highly

MEASURING ACCESSIBILITY
The Role of Distance Decay

- Accessibility in Richmond region — Without Decay

- Without distance decay, the highway network is a primary influencer of access to opportunities
The Role of Distance Decay

- With distance decay, places that have closer access to opportunity are emphasized.

- Distance decay quantifies the role of proximity.

MEASURING ACCESSIBILITY
Network score is much lower than Crow-Flies score.

Network score is very close to Crow-Flies score.
Land Use Accessibility Analysis

Next Steps

• Analyze transit accessibility
  • Existing service
  • With proposed new service
• Examine land development regulations and zoning codes
• Develop recommendations for ‘cool spots’
  • Increase density and diversity of opportunities
  • Require greater connectivity standards
Comments on Tech Memos 2 and 3
Next Steps

• Public Outreach Meeting(s)
  • Wednesday September 30, 2015 – 6pm to 7pm
  • Larkins Community Center, Pompano Beach
  • 2nd location and date TBD

• Complete Tech Memo 4 and Tech Memo 5

• Next project management team meeting – September 24