**Update Meeting Summary**

Pompano Education Corridor Transit Study

***City of Pompano Beach - Bailey Contemporary Arts Building (BaCA), 41 NE 1st Street, 1st Floor Gallery***

**Thursday, February 26, 2015 @ 9:00 a.m.**

Attendees: Liz Aguiar (City of Coconut Creek), Sheila Rose (City of Coconut Creek), Ben Ziskal (City of Margate), Paul Carpenter (City of Coral Springs), Maggie Barszewski (City of Pompano Beach), James Cromar (BMPO), Paul Calvaresi (BMPO), John Dobies (HNTB), Odalys Delgado (HNTB), Matt Vinke (HNTB)

**PIP Comments/Discussion:**

* Final comments from the PMT will be due by Wednesday March 4th
* Ben reiterated from last meeting that when deciding locations for public meetings that a location within Margate/Coconut Creek be included due to the close ties between the two cities and their residents
* Paul Carpenter mentioned that he would reach out to Broward College Coral Springs Campus as a potential meeting location
* There was discussion of potentially reaching out to the ‘lunch-bunch’ – a group of local school principals
	+ A 10 minute, concise presentation perhaps in September would be most appropriate
* There were talks about creating a webpage or repository for existing plans, studies, and data related to this study that would be available for the cities and their residents. HNTB to work with MPO to establish

**Project Update:**

* Reviewed prior studies – which mainly focus on creating compact, walkable downtowns / mobility hubs
	+ Sheila emphasized that the focus of this study shouldn’t overlap or compound on the litany of recently completed and on-going studies
* Reviewed the various existing transit services and ridership activity in the study area
	+ The amount of existing service is more than was expected to some and begs the questions “why are we proposing more service? There is already a lot out there now…” which can be responded to by saying “our resources can be used more effectively”…
	+ Paul mentioned his attendance at the Community bus coalition meeting where it is evident that there are 18 people doing the same thing for 18 different routes when one person can be

targeted to do that task for all 18 routes. We need to look at the provision of transit from a multi-jurisdictional approach and then use this as a template for future delivery of transit services in the region

* + Paul mentioned that the current community bus system is not tied to stops.
	+ There was some discussion with respect to what is wrong with existing service. Community preference surveys (like the one Coconut Creek completed) may be able to shed some light on the perceptions and aspirations local residents have for the existing service. Coconut Creek said their riders were kids and elderly. Other cities to provide any info they may have on the characteristics of their existing riders.
	+ Overall consensus with respect to existing service was the lack of reliability, and the need to make multiple transfers.
	+ It was suggested that the “key intersections / bus stops” table aggregate multiple bus stops within a reasonable distance to better understand the real extent of ridership.
	+ Mobility hubs like the one at Sample / SR 7 are not at one distinct point – they can have multiple points within a local area
* Reviewed existing demographic data – Highlights included Coral Springs low % of people over 65, Pompano’s ‘large’ distribution of work trips by transit”, and the amount of anticipated growth for each municipality as projected by the LRTP
	+ It was suggested that other transit indicators be included such as income data, zero car household data, and minority concentrations
	+ There was a request to map the CDBG eligible census tracts within the study area to determine potential improvements that could be funded with CDBG
	+ Also to be included, which is still being collected, is employment data and student data as it relates to total numbers and travel patterns
	+ There was a discrepancy in various maps between data sources used – Census vs. TAZ data. Committee asked to use a consistent source for all maps, tables, and analysis
	+ It was recommended that the TAZs between Sample Rd / SR 7 and the Pompano Tri-Rail Station be included in the socio-economic informational maps as it contributes to the east west needs for transit being discussed.
	+ Sheila Rose mentioned that a potential Trafficways Plan amendment for Sample Road should be considered to address a more transit oriented future right-of-way.
* Key destinations were also reviewed. It was mentioned that the symbology for each type of destination be unique to better differentiate. Other destinations were requested to be added including Everest

University, Sun Ed High, Coral Springs Broward Healthcare Center, Broward College Coral Springs Campus, and others.

* + Maggie said she would provide HNTB with a list of the current and future development proposed in Pompano Beach
	+ There was a discussion as to what schools to include under key destinations. Committee requested both charter, private as well as public schools be included.
	+ Once the Tech Memo is distributed amongst the PMT, comments including additional key destinations will be entertained and addressed
	+ O-D survey data for various studies (University Dr, SR 7, others) were briefly mentioned, and will hopefully be collected and reviewed to supplement this effort
		- SR 7 service has recently split, thus helping to increase ridership, but BCT doesn’t quite know the impact on riders / who these riders are. More O-D data collection from BCT is likely needed for SR 7 corridor
* Discussion for ‘what’s wrong with the existing transit service’ was continued. Some points that were made include:
	+ Reliability is ‘suspect’ due to apparent scheduling issues
	+ BCT underfunded and the ‘financial folks’ seem to be in charge of the service planning. Need to find a dedicated funding source in order to channel improvement and innovation in transit service
	+ County Commission doesn’t prioritize transit enough
	+ BCT doesn’t seem to be concerned with the planned development efforts throughout each municipality
	+ Funding from BCT for community buses has been dwindling over time
	+ Ultimately, do the cities want to take charge of their own community bus service, or continue to work with BCT?
* Discussion of service was started by describing density thresholds for transit investments according to an ITE study – Toolbox for Alleviating Traffic Congestion
	+ Existing densities support an intermediate level of service just based on population densities.
		- Employment data will also be incorporated to this evaluation
		- Transit service objectives were reconfirmed. One area not listed was that committee does want short and mid-term improvement recommendations to support whatever new transit service is provided as part of this study effort. Interconnectivity of the downtown areas for each of the cities was also discussed.
	+ Any recommended transit improvement will include frequent service and an extended service span, but should factor in:
		- When is the ‘peak period’ of transit demand? Tends to be non-traditional in terms of time and levels of demand as well as types of users (students and seniors)
		- What is the purpose of the community bus service, and is that purpose being met?
	+ Types of service were also discussed. Dial-a-ride service is not reasonable for this area (high overhead costs and for lower densities) and neither is BRT (mostly because of runway considerations). Focus of transit enhancements will be on branding and service plan
		- Case studies for branding strategies will be explored – such as Aspen Colorado, etc.
		- Stop spacing was also referenced – specifically providing fewer stops to facilitate faster run times. Areas with fewer trip attractors / producers would naturally have fewer stops, e.g. between University Dr / Sample Rd and SR 7 / Sample Rd.
		- Technology enhancements were discussed. BCT working to join Tri-Rail on fare interoperability

**Next Steps and Next Meeting Date:**

* Will finish compiling student and employment data. Existing Conditions Tech Memo to project committee for review.
* Begin to develop possible transit and shuttle options
* Will reconvene with the PMT **March 26, 2015** to solidify the foundational existing conditions analysis as we work towards developing transit improvement concepts
	+ The meeting will be held in Coconut Creek. Liz will get back to us in regards to the meeting location