

ETDM Conference

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Broward County's Multimodal 2035 Long Range Transportation Plan

BROWARD METROPOLITAN
MPO
PLANNING ORGANIZATION



BROWARD METROPOLITAN PLANNING ORGANIZATION

----- Transportation Solutions For The 21st Century -----

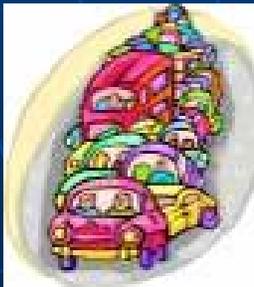
Presentation outline

- **Background**
- The challenge
- The solution
- The Methodology



Old Plans

- LRTP developed in the 70's were almost exclusively dedicated for highway improvements and the movement of automobile.



New Plans

- In the last decade, the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 marked the beginning of a new era in transportation.



New Plans

- The traditional focus on the Highway System development was brought to a close.
- In its place, ISTEA redirected transportation policy toward system integration and intermodalism



New Plans

- In 1998, the Transportation Equity Act of the 21st Century (TEA-21) was adopted to replace ISTEA.
- In 2005, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was adopted to replace TEA-21.
- All these legislations strongly support intermodal transportation system as a practical solution to today's travel needs.

New Plans

Another departure from past policy includes

- An increased flexibility for state and metropolitan area governments to allocate funds between highway and transit.



Presentation outline

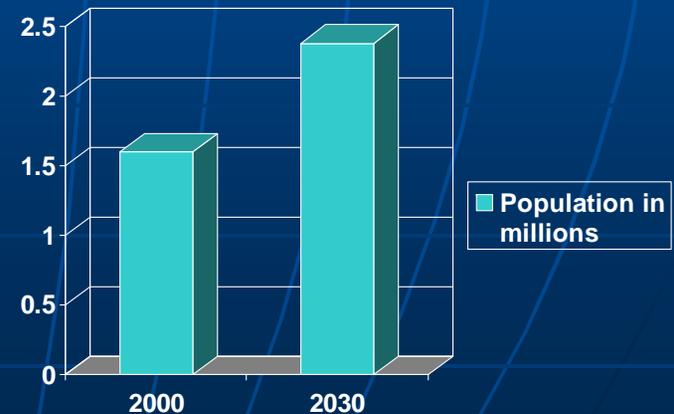
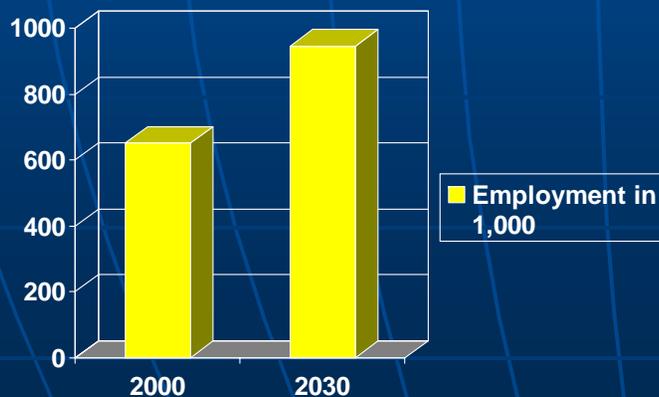
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Area on the move

The moderate climate, close proximity to Europe and South America made Broward County an attractive destination to visit and live

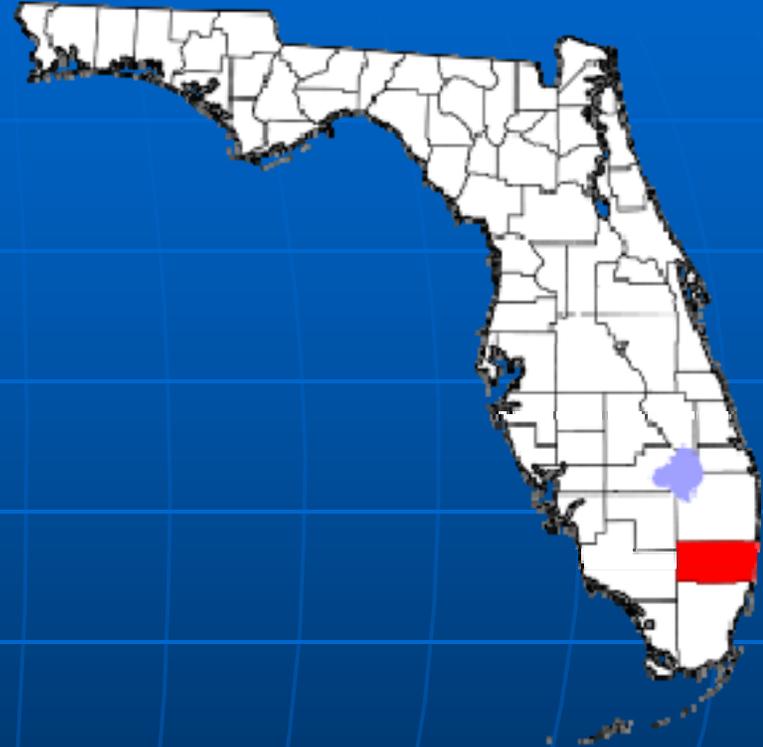
between Years 2005 and 2035

- Population is expected to grow by 32%
- Employment is expected to grow by 31%



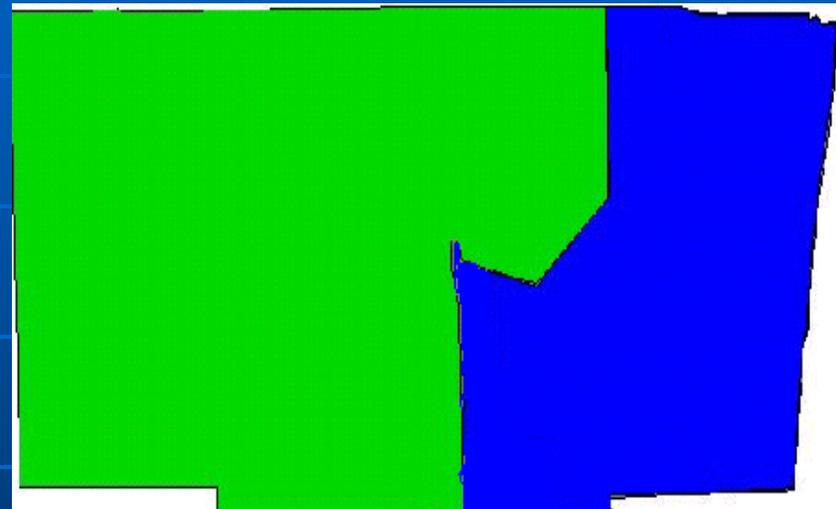
Limited land

- Broward County is about 1,200 square miles located in southeast Florida.



Limited land

Only one third of the county or 412 square miles is developable and the rest is conservation area or everglades



Conservation Area



Developed Area

Limited roadway network

- In 2005, Broward County's roadway network moved about 4.8 million vehicle trips per day
- To move these trips, the county has 5,000 miles of roadways
- However, 20% of these roads (or only 950 miles) move 80% of the trips



Transportation challenges

The growth and land limitation created the following challenges

- Capacity constraints roadways.
- Continued safety concerns.
- Balance between transportation and community livability.
- Rising costs of transportation.
- Insufficient funding.

What elected officials and people want?

Input from public meetings and elected officials

- No eight lanes on the arterial system (maximum 6 lanes)
- Maximum 10 lanes on the freeway system
- No additional grade separation nor flyover at major intersections.
- More investment in transit improvements.



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Transit Emphasis

To accommodate potential growth in the limited land, the plan is to invest more in transit improvements and transit supportive land uses.

Vision

Transform transportation in Broward County to achieve optimum mobility with emphasis on transit while promoting economic vitality, protecting the environment, and enhancing quality of life.

Mission Statement

The Broward County 2035 Long Range Transportation Plan (LRTP) promotes the safe, secure and efficient movement of people and goods by providing balanced transportation choices that support superior mobility through improvements in all modes with a focus on transit and transit-supportive land use in key corridors and mobility hubs.

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The Methodology

- Public Input
- Coordination
- Needs Assessment
- Financial Resources
- Cost Feasible Plan

Public input, understanding community values

During plan development, the MPO staff and the consulting team conducted

- 40 meetings with the MPO and its committees
- 10 public workshops with citizens and elected officials
- 10 local meetings with
 - civic associations,
 - Community Leaders,
 - traditionally under represented groups



Coordination

- Broward County Transit Agency
- South Florida Regional Planning Council
- Regional Transit Authority
- The two neighboring counties (Miami-Dade and Palm Beach)
- FDOT District 4 and 6
- 31 Local municipalities

Needs Assessment

Not a plan but an identification of future needs to accommodate travel demand at an acceptable level of service.

- Mobility Hubs
- Transit Network
- Highway Network
- ITS
- Freight
- Pedestrian
- Greenways
- Bikeways

Mobility Hubs

Community



Anchor



Gateway



Gateway Hubs



- High boarding
- Higher density area
- 2+ high capacity lines
- Improves ½ mile walk radius
- Improves 2 mile bike radius



Anchor Hubs



- Moderate boarding & transfers
- 1+ high capacity line
- Near major activity centers
- Improves $\frac{1}{4}$ mile walk radius
- Improves 1 mile bike radius



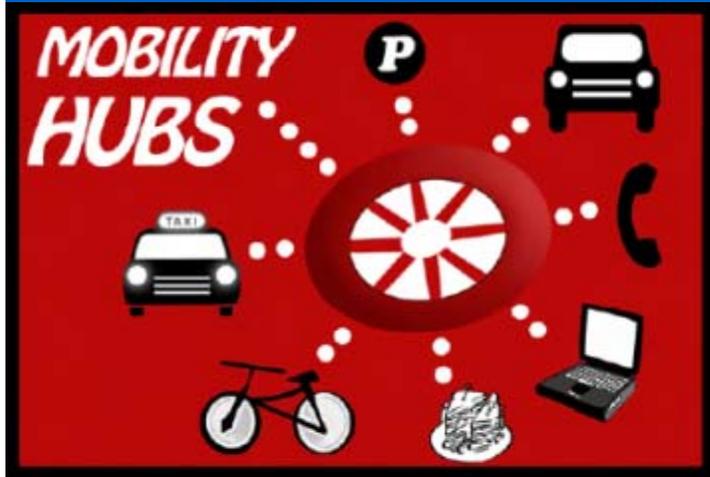
Community Hubs



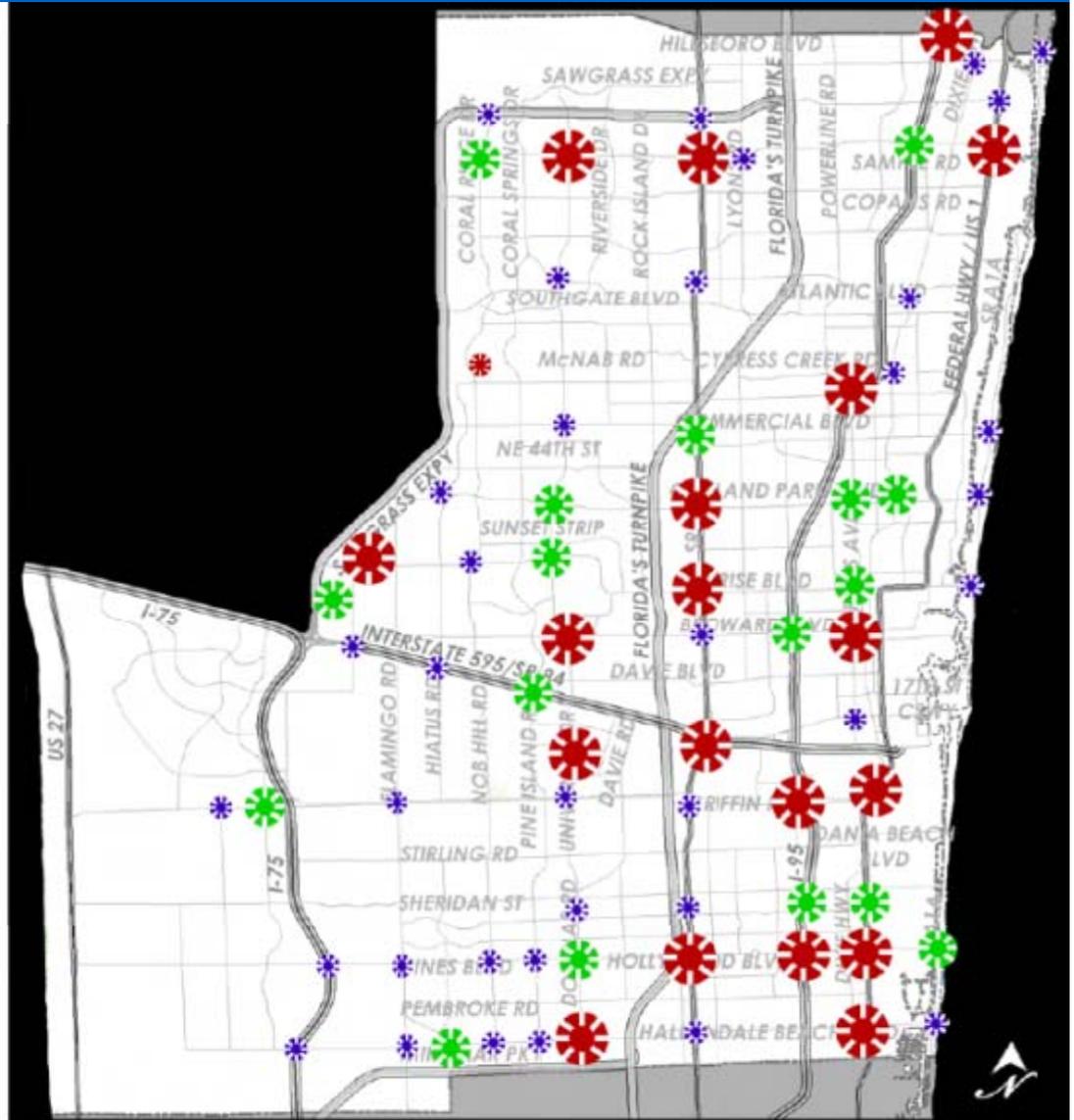
- Rapid bus service and/or Breeze
- Local trips
- Improves 2-block walk & bike radius



Mobility Hubs Locations



-  Gateway Hub
-  Anchor Hub
-  Community Hub



Transit

- In addition, to the traditional local bus improvements, the transit needs list also includes a mix of state-of-the-art solutions such as light rail transit (LRT), bus rapid transit (BRT), downtown streetcars, and an airport/seaport people mover

RAIL

2035 Needs Assessment



-  **FEC Corridor**
-  **University Dr. LRT**
-  **SR7 LRT**
-  **Oakland Park Blvd. LRT**
-  **Sunrise Blvd. LRT**



BUS RAPID TRANSIT

2035 Needs Assessment



-  Andrews Ave. BRT
-  Dixie Highway BRT
-  US1 BRT
-  SR A1A BRT
-  Sample Road BRT
-  Cypress Road BRT
-  Center Broward Transit
-  Pines Blvd. BRT
-  Miramar Pkwy BRT
-  I-75 BRT



BREEZE AND/OR RAPID BUS

2035 Needs Assessment



-  Nob Hill Road Rapid Bus
-  Powerline Road Rapid Bus
-  Commercial Blvd. Rapid Bus
-  Griffin Road Rapid Bus
-  Central Broward Loop
-  Lauderdale-Fort Lauderdale Rapid Bus
-  Hollywood Beach-FLL Airport Rapid Bus
-  Broward Blvd Breeze and/or Rapid Bus



LOCAL BUS

2035 Needs Assessment



-  Local Buses
-  Rock Island Road Oakland Park Blvd/Sample Road
-  Wiles Rd - Heron Bay Plaza US1
-  McNab Rd US1/Commercial Blvd
-  Flamingo Rd Sawgrass Mall/Miramar Transit Center
-  Palm Ave West Terminal/Miramar Transit Center
-  Nob Hill Rd - West Terminal Heron Bay Plaza
-  Douglas Rd - NW 207th St/ West Terminal
-  Griffin Rd- I-75/US 1



Highways

The highway projects are limited to projects needed for safety and connectivity, improvements that support transit, capacity enhancements at critical facilities, and access improvements for airport, seaport and freight movement.



ROADWAY NEEDS IN SUPPORT OF TRANSIT

2035 Needs Assessment



-  Major Intersection Improvement
-  Signal Progression
-  New Roadway Links
-  Managed Lanes (2-4)
-  Roadway Improvements Related to BRT

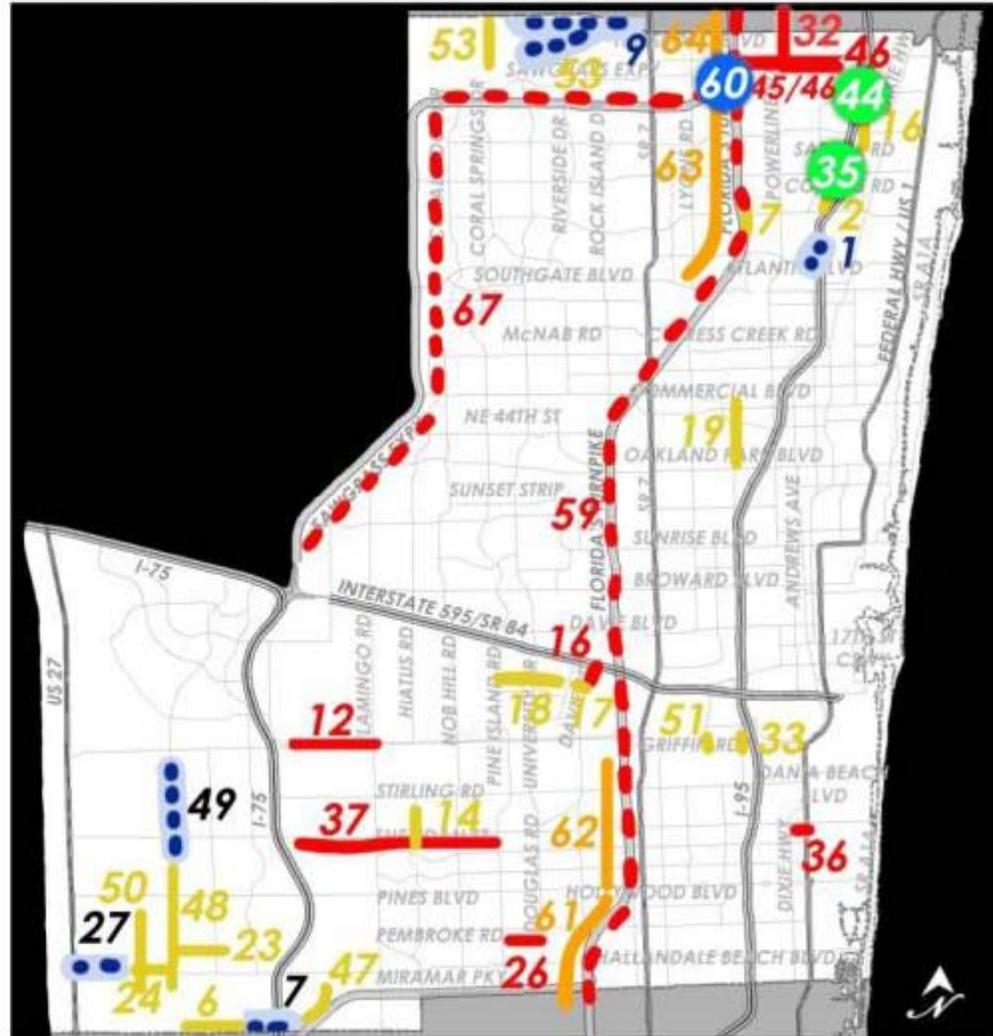


ROADWAY PROJECTS (OTHER)

2035 Needs Assessment



- Intersection Improvement
- Interchange Modification
- New Roadway Links
- 2 - 4 Lanes
- 4 - 6 Lanes
- - - ITS Improvements
- 6 - 8 Lanes



Intelligent Transportation System (ITS)

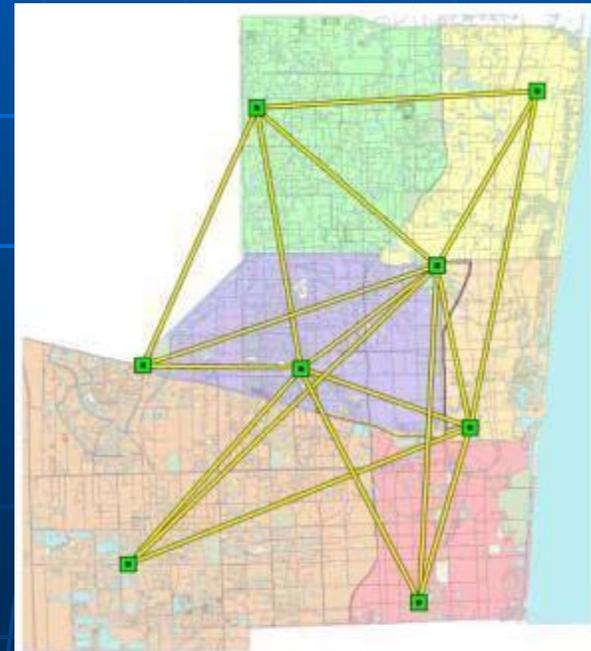
- Enhance operations and safety at lower cost than traditional capacity improvements like road widening
- Provides real time information to enhance the efficiency of operations of a transportation facility



Intelligent Transportation System (ITS)

Example of ITS improvements:

- Advanced Traffic Management System (ATMS)



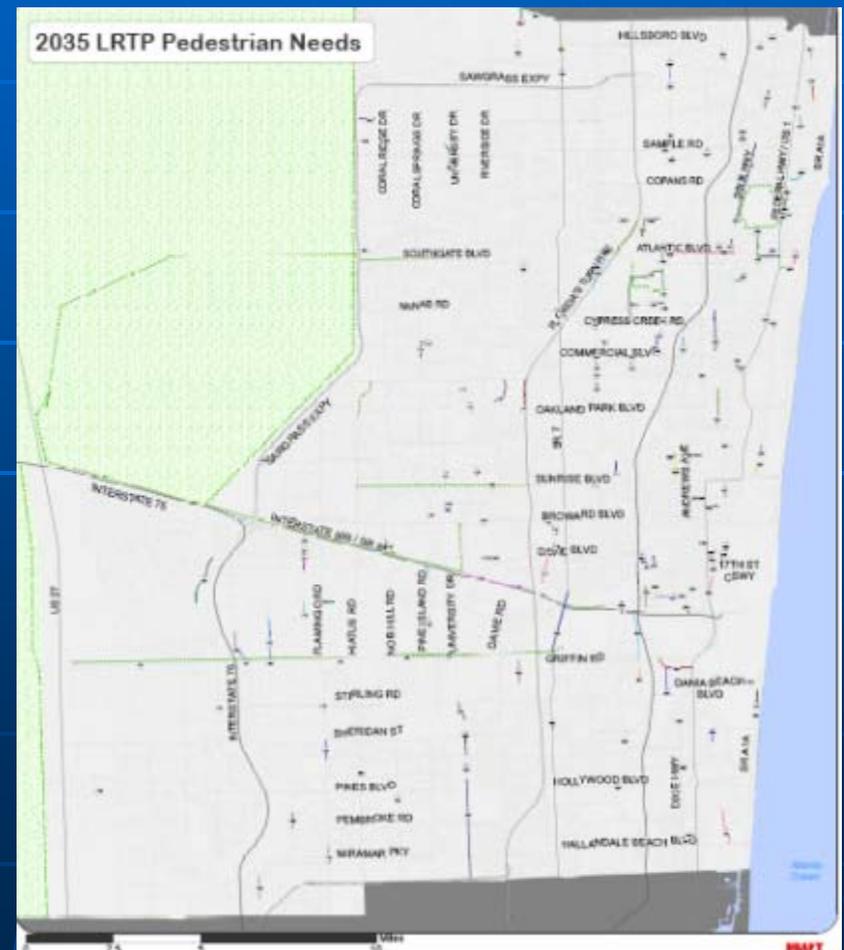
Freight

- Critical to economic competitiveness of the County
 - Roadway improvements in support of freight traffic
 - Lower business and consumer costs
 - Regional competitiveness



Pedestrian

- Access to
 - Schools
 - Mobility hubs
 - Major activity centers
 - Mass transit routes



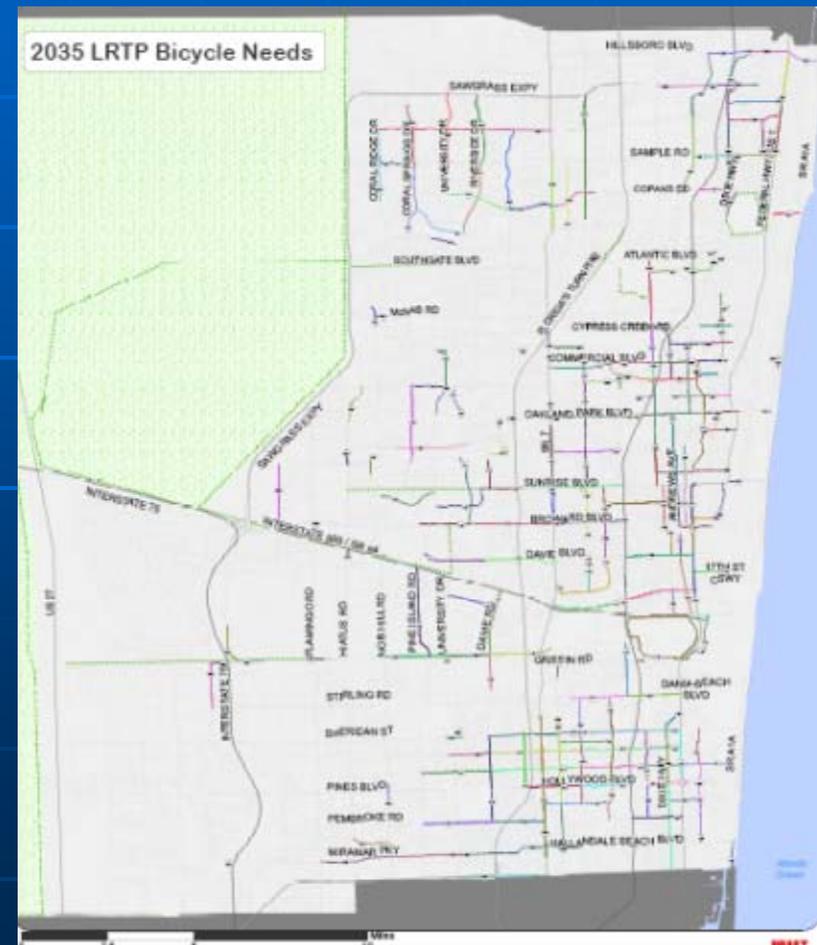
Greenways

- connect neighborhoods, from the Everglades to the Atlantic Ocean with parks and recreation facilities, cultural and historic sites, schools and business areas
- Improves the quality of life in the urban environment
- Identifies the creation of a county-wide system of greenways and trails



Bikeways

Access to
Schools
Mobility hubs
Major activity
centers
Mass transit routes



Thank you for your attention

- Questions