

THE STATE ROAD 7/US 441 COLLABORATIVE STEERING COMMITTEE: FINAL AGENDA

Lauderhill City Hall
Multi-Purpose Room 2:00pm – 3:30pm
5581 West Oakland Park Boulevard
Lauderhill, FL 33313
PHONE: (954) 739-0100

- | | | |
|-------------|----|---|
| 1:45 | | Registration |
| 2:00 – 2:05 | 1. | Vice Chair: Commissioner Dorsett: Lauderdale Lakes
Welcome, Introductions and Pledge of Allegiance |
| 2:05 – 2:25 | 2. | Project Manager's Report
<i>a. Common Vision for State Road 7</i>
<i>b. Central Broward East West Transit Study Update</i>
<i>c. 10-Year Publication & Event</i>
<i>d. 2010-2011 Work Plan</i> |
| 2:25 – 2:45 | 3. | Collaborative Opportunities
<i>a. HUD Sustainable Communities Initiative Notice of Funding Available</i>
<i>b. DOT Tiger II Funding Available</i>
<i>c. EDA Planning Grants Available</i> |
| 2:45 – 2:50 | 4. | Action Items
<u>Resolution 10-1: Support for Sustainable Communities Initiative</u> |
| 2:50 - 3:00 | 5. | Corridor Issues/Ambassador Minute/Public Comment |
| 3:00 – 3:30 | 6. | Lauderhill Update
<i>a. City of Lauderhill & Lauderhill CRA Update</i>
<i>b. Tour of LEED Silver City Hall</i> |

**Next Steering Committee meeting is scheduled for Thursday, September 9, 2010 location TBD.
Please mark your calendars.**

State Road 7 Common Vision Transit Supportive Analysis and Urban Design Assistance



South Florida Regional Planning Council
March 2010



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STATE ROAD 7 COMMON VISION TRANSIT SUPPORTIVE ANALYSIS URBAN DESIGN ASSISTANCE

Introduction

The South Florida Regional Planning Council (Council) is under contract with the Broward Metropolitan Planning Organization (MPO) to conduct an assessment of existing and future land uses, transit amenities, public infrastructure, and typical section alternatives along the State Road 7/U.S. 441 Corridor (Corridor). The Corridor Study Area ranges from Sample Road in Broward County to the Palm Beach County Line at the Hillsboro Canal, and the areas a half mile east and west of State Road 7/U.S. 441. Council staff assessed whether the type and mix of land uses, as well as their intensities and densities, public infrastructure, existing and planned transit stops and amenities support transit and, if so, at what operational levels. Council staff also analyzed the changes that have occurred in the Study Area since the conclusion of a series of nine charrettes focused on the entire 25.6 mile section of the State Road 7/U.S. 441 in Broward County. The series' main goals were to create a plan for redevelopment and to accommodate future mass transit.

In December 2005, the Council held a Charrette in Coral Springs for the northern portion of the State Road 7/U.S. 441 Corridor in Broward County. The Study Area for the week-long design initiative included the Cities of Coconut Creek, Coral Springs, and Parkland along a segment of the Corridor from Sample Road, north to the Palm Beach County border at the Hillsboro Canal. The goal of the Charrette was to create a vision for the future of the communities along the Corridor and graphically represent those ideas in the form of a conceptual master plan. Citizens involved in the Charrette raised transportation issues as a primary concern, and the design team explored several options to limit the need to expand State Road 7/U.S. 441. They investigated increasing connectivity and extending parallel roadways as alternatives to road widening in the northern part of Broward County. Additional strategies included accommodating exclusive transit lanes within the current right-of-way and adding new lanes for Bus Rapid Transit (BRT) or Light Rail Transit (LRT). Although there was discussion of general recommendations for providing opportunities for mixed use development along the Corridor and the potential for a Transit-Oriented Corridor land use, the design team did not conduct specific land use analyses or transit suitability studies at the time of the Charrette.

Charrette Implementation Progress Update

Since the completion of the Charrette Plan in 2005, new development has progressed along the Corridor and throughout northern Broward County and southern Palm Beach County, prompting the need to determine transportation solutions that will not compromise the livability of the communities along the Corridor. Proposed developments and a disconnected roadway network have led to a projection of significant increases in vehicular traffic on State Road 7/U.S. 441. The Florida Department of Transportation (FDOT) produced the *2008 Transportation Needs Assessment* that outlines the increased demand with several recommendations for roadway expansions and additional lanes. These recommendations are inconsistent with the vision for the State Road 7/U.S. 441 Corridor and directly contradict the Charrette Master Plan for the area. In an effort to coordinate the roadway needs and impacts on adjacent Corridor communities, the Broward Metropolitan Planning Organization (MPO) Policy Oversight Committee selected alternatives that seek to minimize roadway expansion and incorporate transit improvements within the existing right-of-way.

The Cities within the Study Area and along the entire State Road 7/U.S. 441 Corridor have moved forward with several recommendations from the 2005 Charrette, including a maintained commitment to the State Road 7/U.S. 441 Collaborative and supporting the development of a new Transit-Oriented

Corridor land use category for Broward County. Coconut Creek also adopted a 500-acre Regional Activity Center (RAC), known as the Coconut Creek RAC, located at the intersection of State Road 7/U.S. 441 and Sample Road, in its Comprehensive Plan. It should be noted that a Land Use Plan amendment for the Coconut Creek RAC is under consideration. If approved, this amendment would add the following amounts of development to the area: 3,750 multi-family residential units, 800,000 square feet of commercial, and 244,500 square feet of office.

Methodology

At the direction of the Broward MPO, Council staff divided the Study Area into the following roadway segments, starting at the southern boundary:

- Sample Road to Wiles Road;
- Wiles Road to the Sawgrass Expressway (SW 10th Street);
- Sawgrass Expressway (SW 10th Street) to Holmberg Road; and
- Holmberg Road to the Palm Beach County border.

Council staff compiled existing and future land use data from the Comprehensive Plans for the Cities of Coconut Creek, Coral Springs, and Parkland for comparison with the Broward County Future Land Use Plan. The municipalities do not use uniform definitions for their residential land use categories, so Council staff employed the following aggregation system:

- **Residential Low** represents single and multifamily units with densities ranging from 0 to 8 dwelling units per acre (du/ac);
- **Residential Medium** represents single and multifamily units with densities ranging from 8 to 20 dwelling units per acre; and
- **Residential High** represents single and multifamily units with densities of 20 or more dwelling units per acre.

TABLE 1: Local Government Land Use Densities

<i>Land Use Category</i>	Coconut Creek		Coral Springs		Parkland		Broward County	
	<i>Land Use</i>	<i>Density Per Acre</i>	<i>Land Use</i>	<i>Density Per Acre</i>	<i>Land Use</i>	<i>Density Per Acre</i>	<i>Land Use</i>	<i>Density Per Acre</i>
Low	Estate (1)	1.00	Residential Low	0 - 1.99	Single Family	0 - 6.00	Low	1.00
	Low (3)	up to 3.00	Moderate	2.0 - 7.99	Multi-Family		Low (2)	up to 2.00
	Low (5)	up to 5.00				Low (3)	up to 3.00	
	Low Medium (6)	up to 6.00				Low (5)	up to 5.00	
	Low Medium (8)	up to 8.00						
Medium	Low Medium (10)	up to 10.00	Medium	8.0 - 20.00	None		Low Medium	up to 10.00
	Medium (16)	up to 16.00					Medium	up to 16.00
High	None		High	20.01 - 40.00	None		Medium-High	up to 25.00
							High	up to 50.00

Source: Coconut Creek, Coral Springs, and Parkland Comprehensive Plans

In addition to aggregating the various Residential land use categories, Council staff identified the following non-residential uses within the Study Area: Vacant, Commercial, Office, Community, Hotel and Regional Activity Center. Since the roadway segments bifurcate municipal boundaries, a Geographic Information System (GIS) was used to calculate the number of acres, by roadway segment, for each land use category.

Council staff limited the assessment of public infrastructure to those resources for which Chapter 163, Part II, Florida Statutes, requires each city and county in Florida to adopt a Level of Service (LOS) standard. These are roadways, potable water, sanitary sewer, drainage, solid waste, parks and open space and public school facilities. Council staff reviewed the adopted Comprehensive Plan for each municipality, with assistance from municipal staff, to obtain data regarding the adopted LOS standards, permitted or operational capacities, allocated capacities, and current demand.

Council staff developed the Alternative Thoroughfare Typical Sections and based them on a review and update of the 2005 Charrette Report (2005 Charrette) for the Study Area. To develop the roadway profile alternatives, staff used potential transit facilities for the Corridor from the 2005 Charrette process as well as the current and long-range transit plans for State Road 7/U.S. 441. The illustrative typical sections demonstrate a conceptual roadway profile that will accommodate new transit facilities, minimize the need for roadway expansion and maintain the character of the roadway as identified in the 2005 Charrette.

Council staff also conducted research to establish objective criteria to evaluate the compiled data and report on the transit-supportive character of the area. Council staff collected information to compare the compiled data to local (Broward County), state and national standards regarding best practices for supporting transit.

Staff also conducted a field inventory of the Study Area to assess transit conditions and verify potential transit attractors and generators. They also noted impediments to transit accessibility. Staff reviewed and employed the following documents as part of this assessment:

- Coconut Creek, Coral Springs, and Parkland's Capital Improvements, Future Land Use, and Transportation Elements (Comprehensive Plan);
- *The North Broward County 2005 Charrette Report*;
- *Broward County FY 2009-2018 Transit Development Plan (TDP)*;
- *2010 Broward MPO TDP Annual Update*; and
- *Broward MPO 2030 and 2035 Long Range Transportation Plans*.

Study Area Overview

The Study Area includes portions of the Cities of Coconut Creek, Coral Springs, and Parkland. These municipalities have primarily low-to-mid-rise residential development since they initially developed in the 1960s as bedroom communities for the burgeoning population that worked in Fort Lauderdale. While the majority of Study Area residents continue to commute to Fort Lauderdale for employment, residents are also employed throughout the Region including Boca Raton, Coral Springs, Pompano and Deerfield Beach. Major employment sectors within the Study Area include retail; food services; and professional, scientific and technical services. These employment opportunities attract workers who reside in the Study Area as well as other areas of Broward County, Palm Beach and Miami-Dade Counties.

Coconut Creek

Coconut Creek is south of the Palm Beach County border; east of Parkland, Coral Springs, Margate and State Road 7/U.S. 441; west of Deerfield Beach; and north of Pompano Beach. The City had a 2008 population of 48,193. This represents an increase of 11 percent from the population in 2000, in part due to annexation. In comparison, Broward County's population increased by 8.3 percent and the State of Florida grew by 17.7 percent during the same time period.

With an area of 12.7 square miles (8,128 acres), Coconut Creek has an average density of 4,196 persons per square mile. The City is suburban in character in the southern portion with rapidly urbanizing agricultural land in the northern half. The City is almost at build-out with 692 acres available for development.

Almost half, or 3,426 acres, of Coconut Creek's existing land uses is classified as Residential; single-family homes represent 26%, multi-family totals 16% and 4 percent are mobile homes. The Commercial uses include "neighborhood commercial" that provides services to residents; "community commercial" like supermarkets, banks and drug stores that also serve neighboring areas; and "regional commercial," like shopping malls and car dealerships.

Coral Springs

Coral Springs is bounded on the north by the City of Parkland and the Sawgrass Expressway; on the east by State Road 7/U.S. 441, the Cities of Margate and Coconut Creek; on the south by the Cities of North Lauderdale and Tamarac and the Pompano Canal; and on the west by the Sawgrass Expressway. Coral Springs' population was 128,930 in 2008, an increase of 10 percent from the 2000 population. In comparison, Broward County's population increased by 8.3 percent and the State of Florida grew by 17.7 percent during the same time period. The City is 29.93 square miles (19,155.2 acres) with a population density of 5,393 people per square mile. Coral Springs is at substantial, residential build-out and slightly more than half of existing development is residential. Moderate- and high-density Residential is located along the arterials including Riverside Drive, Royal Palm Drive and Sample Road and consists of apartment buildings, townhouses and zero-lot line development.

While only 7.6 percent of existing land uses is Commercial, 75% of the City's commercial acreage is currently developed. The City has approximately 9.9 million square feet of commercial space, which is generally located at the intersections of arterials. Commercial developments that have a regional draw can be found within the Study Area at West Sample Road and State Road 7/U.S. 441.

Parkland

The City of Parkland is located in the Northwest section of the urbanized areas of Broward County, south of the Palm Beach County border, east of the Broward County Water Conservation Area, west of State Road 7 and north of the Sawgrass Expressway.

The population of Parkland in 2008 was 23,835, representing a 72 percent increase over the 2000 population. The City is primarily single-family Residential and semi-rural in character. Fifty percent of the land use is Residential, with 43% represented by single-family homes. Commercial land uses are primarily located along State Road 7/U.S. 441.

In 2009, the City annexed 684.5 acres of undeveloped land from Palm Beach County. The annexation was authorized by House Bill 1315 (2007). This land acquisition increased the City's size to 12.8 square miles (8,192 acres). Parkland has an average density of 1,862 persons per square mile. The City was almost at build-out prior to the annexation. The City is in the process of amending its Comprehensive Plan to

assign land uses and densities and intensities to the annexed property. Parkland has proposed to change 673 acres from the Palm Beach County designation of Rural Residential-10 (1 dwelling unit per 10 acres) to Parkland Residential (2 dwelling units per acre) and 11.5 acres to from Palm Beach Rural Residential to Commercial.

Transit Services

Existing Conditions

The Study Area is served by several Broward County Transit Bus Routes. Broward County Transit Route 18 is the top performing route in the County. The route travels along State Road 7/U.S. 441 from the Golden Glades Park and Ride in Miami-Dade County to Sandalfoot Cove Boulevard, in the southern portion of Palm Beach County. This route operates from 4:40 a.m. to 12:38 p.m., Monday through Friday, from 4:45 a.m. to 12:20 p.m. on Saturdays, and from 6:45 a.m. to 10:21 p.m. on Sundays. The current weekday headways are 15 minutes, peak and 30 minutes, off-peak. Average daily ridership for Route 18 was 14,511, in 2008.

The 441 Breeze provides limited stop bus service along State Road 7/U.S. 441. The limited stop service achieves faster trips by making fewer stops. This route is aligned primarily along State Road 7/U.S. 441 from Golden Glades to Sample Road, with stops at major intersections. Service is only provided during rush hour and averages 30-minute headways. In 2008, the average daily ridership for the 441 Breeze was 1,748.

East/West service is also available on bus routes 34 and 48. Route 34 is aligned along Sample Road. Passengers can access the Pompano Beach Tri-Rail Station, North Broward Medical Center and U.S. 1 to the east and Coral Springs Corporate Park to the west. Bus service operates from 5:15 a.m. to 10:20 p.m. during the week, from 5:30 a.m. to 9:05 p.m. on Saturdays, and from 8:20 a.m. to 6:45 p.m. on Sundays. Current weekday headways are 30 minutes, peak and off-peak. Route 48 provides service from State Road 7/U.S. 441 and Johnson Road to Deerfield Beach. Passengers can also access the Deerfield Beach Tri-Rail station. This Route operates from 5:50 a.m. to 10:00 p.m. during the week, from 6:30 a.m. to 9:20 p.m. on Saturdays, and from 8:50 a.m. to 6:50 p.m. on Sundays. The current headway is 50 minutes, peak and off-peak.

Community buses also serve the Study Area. The City of Coconut Creek has two free community bus routes, the "N" and the "S". Each Route has two buses that operate at 60-minute intervals. The buses are available from 6:00 a.m. to 6:00 p.m., Monday through Saturday. The bus service allows passengers to access educational, governmental, recreation and shopping facilities within the City. Passengers can also connect to Tri-Rail, the Margate Inner-City Transit service, and several Broward County Transit bus routes, including 18 and 34.

The City of Coral Springs is served by the Blue and Green community bus routes. There is one bus on each line, each operating at 60 minute service intervals. Service is provided during the weekdays, from 8:00 a.m. to 5:55 p.m., Saturdays from 8:00 a.m. to 4:55 p.m., and Sundays from 12 p.m. to 4:55 p.m. A fare of 25 cents is charged. The community bus provides access to education, healthcare and shopping facilities. Passengers can transfer to several Broward County Transit routes. The community buses do not provide direct service to State Road 7/U.S. 441. Passengers traveling to State Road 7/U.S. 441 would have to transfer from the community bus to Route 34.

The City of Parkland suspended the Spirit of Parkland Community Bus Service in October 2007.

Transit Standards

As noted previously, Council Staff conducted research to establish objective criteria to evaluate the compiled data and report whether transit can be supported. Council staff collected information to compare the compiled data to local (Broward County), state and national standards regarding best practices for supporting transit.

Broward County's 2009-2018 Transit Development Plan indicates that Residential densities of 15 dwelling units per acre or greater along with Commercial, Industrial and Mixed land uses designations would support transit. There is no minimum intensity or percentage distribution among uses standard for non-Residential uses.

The Study Area meets the criteria for the Florida Department of Transportation's "T3" Transit Oriented Design (TOD) development guidelines (April 2009). T3 is characterized by a Residential density of 5 to 20 dwelling units per acre depending on transit type. Express Bus service requires 5 to 10 dwelling units per acre in the aggregate, while a local bus hub would need 10 to 20 dwelling units per acre to sustain service.

Based on Federal Transit Administration's (FTA) TOD standards, the Study Area is considered "Suburban Neighborhood Design." According to FTA standards, the Suburban Neighborhood Design's land use mix should consist of residential, neighborhood retail and local office. The standards also state the minimum housing density should be greater than 12 dwelling units per acre; there should be medium access to the suburban center and access to downtown; and medium access would be created by providing transit service every 20 minutes during rush hour and every 30 minutes for off-peak hours. The Suburban Neighborhood Design standard assumes centralized suburban and urban centers and does not recognize decentralized suburban centers.

There has been a transition among the transit community in South Florida to provide transit service to Activity Centers or preferred destinations. This trend is the basis of the *Broward County MPO 2035 Long Range Transportation Plan*. The starting point of transit trips is generally from a residential development or generator. Transit service will generally be utilized if passengers can easily reach their preferred destination. These destinations of interest are generally known as attractors. Comprehensive Plans for Broward County and the Cities in the Study Area define higher density residential areas; major commercial, industrial employment, or shopping areas and other intense land uses or activities that as major transit generators or attractors.

Transit Cooperative Research Program Report 128 (*Effects of TOD on Housing, Parking, and Travel*) discusses other factors, in addition to a mix of land uses that are necessary to increase transit ridership. Mobility features such as pedestrian connectivity, short walking distances, street trees and streetlights, as well as, transit amenities such as bus shelters and benches should be considered. The Report also states that transit stops should be conveniently located within walking distances (within a half mile) of residential and commercial uses. In addition, passengers should have safe and comfortable areas to wait for transit service. Safe non-motorized access to and from transit stops is also key to reducing vehicle miles traveled.

Future Improvements

Ridership on Broward County Transit Route 18 is projected to be 18,728 by 2013 and 23,465 by 2018. The *Broward MPO 2035 Long Range Transportation Plan (LRTP)* analyzes the concept of a Mobility Hub to support transit. The LRTP defines a Mobility Hub as "transit access point with frequent transit services, high development potential, and a critical point for trip generation or transfers within the transit system." The LRTP also notes that successful Mobility Hubs will connect people to transit, carpool/vanpool, taxis, bikeshare, carshare, traveler information centers, bicycle/pedestrian/greenway paths and each other.

Two Mobility Hubs have been proposed along State Road 7/U.S. 441. A Gateway Hub is to be located at Sample Road and a Community Hub at Hillsboro Boulevard. The Gateway Hub is expected to have greater than 2,200 boardings and alightings within the future transit network, be surrounded by high density mixed uses and provide connections for two or more high capacity transit lines. The Community Hub is ideal in an area served by rapid bus service and local bus trips.

The 2030 LRTP also identified State Road 7/U.S. 441 as a Major Activity Center. It is also one of six potential Premium High Capacity Transit routes within Broward County. To prepare for these projected increases in transit ridership, route expansion is planned for 2010; transit enhancements such as new bus shelters, transit signal priority and real-time information signs at 11 bus stops along State Road 7/U.S. 441 are scheduled for 2013. A listing of programmed transportation improvements is provided in Table 2.

TABLE 2: Planned Transportation Improvements within Study Area

Project	City	Years	Cost
Coconut Creek MainStreet Transportation System	Coconut Creek	2009	\$2,300,000
Sawgrass Expressway/ S.R. 7 Interchange Improvements	Coconut Creek	2009/10	\$288,000
Holmberg Road Resurfacing and Bicycle Lane Improvements from S.R. 7 to NW 61st Avenue	Parkland	2008	\$3,200,000
Bus Shelter Installation	Coral Springs	2009/10/11/12/13	\$240,000
Wiles Road Bicycle Lane Improvements from State Road 7 to Rock Island Road	Coral Springs	TBD	\$249,968
S.R. 7 Resurfacing, Cypress Creek Canal to Sample Road south approach	Coral Springs	2009/10/11	\$7,157,000
Wiles Road Expansion from S.R. 7 to Rock Island Road (4 lanes to 6-lane divided)	Coral Springs	2010/11/12	\$13,732,000
Route 18 Bus Rapid Transit: 10min Peak/15min Off Peak Frequency, 21 new buses	All	2013	\$300,000,000
S.R. 7/Sample Road "Gateway" Transit Hub	Coconut Creek/Coral Springs	TBD	\$8,196,178
S.R. 7/Wiles Road "Community" Transit Hub	Coral Springs	TBD	\$56,948
S.R. 7/Hillsboro Boulevard "Community" Transit Hub	Parkland/Coconut Creek	TBD	\$56,948
S.R. 7 Bicycle Lane Improvements from Hillsboro Boulevard to North County Line	Coconut Creek	TBD	\$164,280
Greenway along the Hillsboro Canal and West Lox Road S.R. 7 to the Loxahatchee Wildlife Refuge	Parkland	TBD	\$4,875,500
FPL Greenway along Wiles Road from the Conservation Levee to S.R. 7	Coral Springs	TBD	\$4,668,500
Hillsboro Canal Central Greenway from S.R. 7 to Powerline Road	Coconut Creek	TBD	\$4,086,400
S.R. 7 Pedestrian Facility Improvements from north of Loxahatchee Road to Johnson Road	Parkland/Coconut Creek	TBD	\$409,067
Loxahatchee Road Pedestrian Facility Improvements from the west end of Loxahatchee Road to S.R. 7	Parkland	TBD	\$636,251
S.R. 7 Pedestrian Facility Improvements from Johnson Road to just south of Access Road	Parkland/Coconut Creek	TBD	\$385,301

Source: Coral Springs, Coconut Creek, Parkland Capital Improvements Programs, Broward County 2010 TDP Update

As Broward County implements transit enhancements and transportation professionals consider premium transit along State Road 7/U.S. 441, the Cities and residents within the Study Area should be included in discussions about how densities and intensities are needed to support Bus Rapid Transit or Light Rail can be achieved. The densities and intensities needed to support Commuter Rail/Light Rail/Bus Rapid Transit fall under FDOT's T4 designation. A T4 designation should have a mix of uses with a distribution of 50% residential and 50% commercial. Residential densities should be 25 to 35 dwelling units per acre and the minimum floor area ratio (FAR) should be 3.0 - 4.0. The Future Land Uses for the Study Area identify a FAR of 2.0. The Future Land Use only has a Residential High designation of 20 or greater dwelling units per acres in one segment (Sample Road to Wiles Road) of the Study Area.

Task A: Existing and Future Land Use Assessment

As stated previously, existing and future land use data were compiled from the Comprehensive Plans for the Cities of Coconut Creek, Coral Springs and Parkland. The Study Area is the State Road 7/U.S. 441 Corridor and the areas a half of a mile, east and west, of State Road 7/U.S. 441. The Study examines land uses, their distribution mix, as well as their intensities and densities; public infrastructure capacity; and existing and planned transit stops and amenities. The Study also assesses any changes made in the areas since a charrette was concluded in December 2005.

At the direction of the Broward MPO, the Study Area was divided into the following roadway segments, starting at the southern boundary:

- Sample Road to Wiles Road;
- Wiles Road to the Sawgrass Expressway (SW 10th Street);
- Sawgrass Expressway (SW 10th Street) to Holmberg Road; and
- Holmberg Road to the Palm Beach County border.

The municipalities do not use uniform definitions for their Residential Land Use Categories, so the following aggregation system was employed:

- **Residential Low** represents single and multi-family units with densities ranging from 0 to 8 dwelling units per acre;
- **Residential Medium** represents single and multi-family units with densities ranging from 8 to 20 dwelling units per acre; and
- **Residential High** represents single and multi-family units with densities of 20 or more dwelling units per acre.

In addition to aggregating the various residential land use categories, staff identified the following land uses: Agriculture, Community Facilities, Conservation, Industrial, Institutional, Parks and Open Space, Right-of-Ways, Roadways and Water. However, only Commercial, Employment Center, Regional Activity Center and Low, Medium and High Residential uses were considered for purposes of this land use analysis. Since the roadway segments bifurcate municipal boundaries, a Geographic Information System (GIS) was used to calculate the number of acres, by roadway segment, for each land use category.

(See Appendices 1 through 4 for the existing and Future Land Use Maps, representing the entire Study Area by segments.)

Sample Road to Wiles Road

This road segment directly serves the municipalities of Coral Springs (west of State Road 7/U.S. 441) and Coconut Creek (east of State Road 7/U.S. 441). According to FDOT, the average daily traffic count (2008)

for this segment was 44,500. In addition, there are approximately 822 acres of land within the area assessed.

Existing Land Use

Since the 2005 Charrette, the Cities of Coconut Creek and Coral Springs made some changes to their Comprehensive Plans. The City of Coconut Creek designated a 500-acre site from Industrial and Commercial to a Regional Activity Center. In addition, the Coconut Creek changed 23.61 acres from Low-Medium Residential to Commercial and 21.68 acres from Industrial to Commercial.

Coral Springs amended its Comprehensive Plan by designating 14.11 acres from Medium Residential to Commercial; 0.88 acres from Community Facilities to Industrial; 57.7 acres from Broward County Medium (16 du/ac) Density Residential to Coral Springs Medium (8-20 du/ac) Density Multiple-Family Residential; and 9.35 acres of Recreation and Open Space to High Density (20 - 40 du/ac). Coral Springs also amended its Future Land Use, Transportation and Conservation Elements to include Goals, Objectives and Policies to promote sustainable development, Leadership in Energy and Environmental Design (LEED) certified development, and energy conservation. The Future Land Use Element also was amended to (1) promote neighborhood redevelopment that incorporates pedestrian oriented environments, transit and greenway improvements and mixed land use; (2) direct industrial redevelopment to expand the economic base at the Coral Springs Corporate Park; and (3) preserve open space when redeveloping golf courses in alignment with the Broward County Land Use Plan. In addition, Coral Springs updated its Recreation and Open Space Element.

The existing land uses within this road segment include Commercial; a mixture of Residential Low, Medium and High; Agriculture; and Vacant uses. The existing land uses and their densities and intensities are illustrated in Table 3.

**TABLE 3: Existing Land Uses
(Sample Road to Wiles Road)**

Land Use	Acres	Density/Intensity
Residential Low	16.5	0 to 8 du/ac
Residential Medium	50.5	8 to 20 du/ac
Residential High	14	20 or greater du/ac
Commercial	253.54	2.0 F.A.R.
Vacant	46.78	Not Applicable

Source: Coconut Creek, Coral Springs, and Parkland Comprehensive Plans

Future Land Use

The future land uses mirror the existing land uses closely, including retention and expansion of a Residential High use in the northwest section of the segment (totaling approximately 15.23 acres). This section of State Road 7 serves as the western boundary of the proposed Main Street at Coconut Creek Development of Regional Impact, which is part of the 500-acre Coconut Creek Regional Activity Center (RAC). A Land Use Plan Amendment for the Coconut Creek RAC is under consideration. If approved, the amendment would add the following amounts of development to the area: 3,750 multi-family residential units, 800,000 square feet of Commercial and 244,500 square feet of Office. The future land uses and their densities and intensities are illustrated in Table 4.

**TABLE 4: Future Land Uses
(Sample Road to Wiles Road)**

Land Use	Acres	Density/Intensity	RAC Uses
Residential Low	100.76	0 to 8 dwelling units per acre (du/ac)	N/A
Residential Medium	115.62	8 to 20 du/ac	N/A
Residential High	15.23	20 or greater du/ac	N/A
Commercial	115.22	2.0 F.A.R.	N/A
Regional Activity Center (RAC)	475.14	N/A	2,700 Multi-Family dwelling units; 2.5 million square feet Commercial; 850,000 square feet Office; 303,000 square feet Community Facilities; 1,300 Hotel rooms; 14.7 acres Conservation; and 5 acres Recreation and Open Space

Source: Coconut Creek, Coral Springs, and Parkland Comprehensive Plans

Transit Supportive Conditions

There are no bus shelters, benches or lighting along this road segment or along Turtle Creek Drive where the bus deviates from State Road 7/U.S. 441. Sidewalk placement is generally consistent along this stretch of State Road 7/U.S. 441. The sidewalk stops on the east side of State Road 7/U.S. 441 from NW 31st Street to just before Sample Road. The 2005 Charrette recommended greater tree canopy along State Road 7/U.S. 441 to create an environment suitable for pedestrian activity; however, the amount of tree canopy was not articulated by the 2005 Charrette.

Broward County Transit (BCT) has indicated Route 18 is the highest performing route. The average daily boardings and alightings are 415 on Route 18, for this segment, according to BCT ridership data provided March 2010. While there is an average of 66 northbound trips on this route, only 30 of those trips extend past Sample Road to Palm Beach County. With an average of 72 northbound boardings and alightings, there are approximately 1.09 people per bus run, on this segment of the route. According to BCT, the Southeast Florida Regional Planning Model (SERPM) transportation model has a bus transfer rate of 54%, so 0.59 of northbound passengers originate their travel at this segment. Of the 63 southbound trips, only 31 are from Palm Beach County to Sample Road. With an average of 343 southbound boardings and alightings, there are approximately 5.44 southbound passengers per bus run on this segment of the route. Approximately 2.51 southbound passengers per bus run originate their travel at this segment. A map depicting this route is included as Appendix 5.

County, State and Federal transit standards are met by existing and future densities and the mix of residential and commercial uses. Additionally, land uses and densities and intensities are at levels the literature states are needed to support express bus service or a local bus hub. Area residents could potentially walk from their housing developments to State Road 7/U.S. 441 to reach commercial establishments or to access Route 18. There is also an East/West BCT bus connection to Route 34 at Sample Road. Bus headways are also consistent with Federal standards. While the transit standards outline the types of land uses, percentage mix of uses, and densities and intensities, they do not indicate minimum amounts of land uses that should be within an area to support transit.

Table 5 provides data regarding specific transit stops within this road segment and includes the presence of amenities and the municipality in which the stop is located.

**TABLE 5: Evaluation of Existing Bus Stop Locations and Amenities
(Sample Road to Wiles Road)**

Cross Street	Turtle Creek	Turtle Creek	Wiles Road
Shelter	N	N	N
Lighting for Shelter	N	N	N
Bench	N	N	N
Bay	Y	N	N
Bike Lanes	N	N	N
Bike Racks	N	N	N
Trash Can	N	N	N
BCT Route	18	18	18
Coral Springs Comm. Bus Route	S	S	S
Pedestrian Sidewalks	Y	Y	Y
Municipality	Coconut Creek	Coral Springs	Coral Springs
Right Of Way	State	State	State
Direction	NB	SB	SB

Source: Broward County Transit and Staff Field Observations

Wiles Road to Sawgrass Expressway (SW 10th Street)

This road segment directly serves the municipalities of Coral Springs (west of State Road 7/U.S. 441) and Coconut Creek (east of State Road 7/U.S. 441). According to FDOT, the average daily traffic count (2008) for this segment was 51,000. In addition, there are approximately 814 acres of land within the area assessed.

Existing Land Use

The existing land uses within this road segment are Residential Low, with a couple pockets of Commercial and Recreation and Open Space uses within Coral Springs. The existing uses in Coconut Creek include a mix of uses: Residential Medium, Commercial and Vacant uses along State Road 7/U.S. 441 and Wiles Road; and mainly Residential Low and Recreation and Open Space uses towards the western end of the Study Area. The existing land uses and their densities and intensities are illustrated in Table 6.

**TABLE 6: Existing Land Uses
(Wiles Road to Sawgrass Expressway)**

Land Use	Acres	Density/Intensity
Residential Low	317.09	0 to 8 du/ac
Residential Medium	80.76	8 to 20 du/ac
Commercial	62.05	2.0 F.A.R.
Vacant	12.58	Not Applicable

Source: Coconut Creek, Coral Springs, and Parkland Comprehensive Plans

Future Land Use

The future land uses on the western side of the Study Area are primarily Residential Low, with a 1.63-acre pocket of Commercial use on the southern portion of the segment. The future land use designations on the eastern side of the Study Area closely mirror existing uses of Residential Low and Medium, Commercial and Parks and Recreation; however, a new use, Employment Center High, was adopted. The future land uses and their densities and intensities are illustrated in Table 7.

**TABLE 7: Future Land Uses
(Wiles Road to Sawgrass Expressway)**

Land Use	Acres	Density/Intensity
Residential Low	708.86	0 to 8 du/ac
Residential Medium	49.00	8 to 20 du/ac
Commercial	33.53	2.0 F.A.R.
Employment Center High	14.24	varies based on use

Source: Coconut Creek, Coral Springs, and Parkland Comprehensive Plans

Transit Supportive Conditions

There is one bus shelter and one bench along this road segment. Sidewalk connectivity is generally complete along this stretch of State Road 7/U.S. 441. The average daily boardings and alightings is 46 on Route 18, for this segment. There are 1.5 people per bus run on this segment of the route. Approximately, 0.72 passengers per bus run originate their travel at this segment. Additional research should be conducted to determine what factors may be affecting transit ridership levels along this road segment. A map depicting this route segment is included as Appendix 6.

County, State and Federal transit standards are met by existing and future densities and the mix of residential and commercial uses. Additionally, land uses and densities and intensities are at levels the literature states are needed to support express bus service or a local bus hub. Bus headways are also consistent with Federal standards. While the transit standards outline the types of land uses, percentage mix of uses, and densities and intensities, they do not indicate minimum amounts of land uses that should be within an area to support transit.

Table 8 provides data regarding the specific transit stops within this road segment. The table includes routes, presence of amenities (such as shelters, shelter lighting, benches, and sidewalks), and the municipality in which the stop is located.

**TABLE 8: Evaluation of Existing Bus Stop Locations and Amenities
(Wiles Road to Sawgrass Expressway)**

Cross Street	NW 61 St	Wiles Rd.	Winston Park Blvd.	Creekside Dr.	Wiles Rd.	Winston Park Blvd.
Shelter	N	Y	N	N	N	N
Lighting for Shelter	N	N	N	N	N	N
Bench	N	Y	N	N	N	N
Bay	N	Y	N	N	N	N
Bike Lanes	N	N	N	N	N	N
Bike Racks	N	N	N	N	N	N
Trash Can	N	Y	N	N	N	N
BCT Route	18	18	18	18	18	18
Coral Springs Comm. Bus Route						
Pedestrian Sidewalks	Y	Y	Y	Y	Y	Y
Municipality	Coconut Creek	Coconut Creek	Coconut Creek	Coral Springs	Coral Springs	Coral Springs
Right Of Way	State	State	State	State	State	State
Direction	NB	NB	NB	SB	SB	SB

Source: Broward County Transit and Staff Field Observations

Sawgrass Expressway (SW 10th Street) to Holmberg Road

This road segment directly serves the municipalities of Parkland (west of State Road 7/U.S. 441) and Coconut Creek (east of State Road 7/U.S. 441). According to FDOT, average daily traffic count (2008) for this segment is not available. In addition, there are approximately 602 acres of land within the area assessed.

Existing Land Use

Since the 2005 Charrette, the City of Parkland made some changes to their Comprehensive Plans. Parkland adopted EAR-based amendments, which included new language indicating data and analysis for future roadway conditions will be provided upon resolution of University Drive and the “Wedge” area issues; water supply planning and school concurrency related changes; and an amendment to address 684.5 acres annexed from Palm Beach County. As noted previously, the annexation was authorized by House Bill 1315 (2007). This land acquisition increased the City's size to 12.8 square miles (8,192 acres). The City is in the process of amending its Comprehensive Plan to assign land uses and densities and intensities to the annexed property. Parkland has proposed to change 673 acres from the Palm Beach County designation of Rural Residential-10 (1 dwelling unit per 10 acres) to Parkland Residential (2 dwelling units per acre) and 11.5 acres to from Palm Beach Rural Residential to Commercial.

This segment’s existing land uses within Parkland are mainly comprised of Residential Low, with a couple pockets of Vacant Residential and Recreation and Open Space uses. Existing land uses in Coconut Creek include a mix of uses: Residential Medium, Commercial, Agriculture, Community Facility and Parks and Recreation along State Road 7/U.S. 441; and mainly Residential Low and Recreation and Open

Space uses toward the western end of the Study Area. The existing land uses and their densities and intensities are illustrated in Table 9.

**TABLE 9: Existing Land Uses
(Sawgrass Expressway to Holmberg Road)**

Land Use	Acres	Density/Intensity
Residential Low	229.09	0 to 8 du/ac
Commercial	42.68	2.0 F.A.R.
Vacant	56.43	Not Applicable

Source: Coconut Creek, Coral Springs, and Parkland Comprehensive Plans

Future Land Use

The future land uses in Parkland remain primarily Residential Low, with a small area designated as Parks and Recreation. The future land uses in Coconut Creek are Commercial and Industrial directly along State Road 7/U.S. 441, with Low Residential to the east side of the Study Area. The future land uses and their densities and intensities are illustrated in Table 10.

**TABLE 10: Future Land Uses
(Sawgrass Expressway to Holmberg Road)**

Land Use	Acres	Density/Intensity
Residential Low	419.00	0 to 8 du/ac
Commercial	60.10	2.0 F.A.R.

Source: Coconut Creek, Coral Springs, and Parkland Comprehensive Plans

Transit Supportive Conditions

There is one bus shelter and one bench along this road segment. Sidewalk placement is not continuous and not available on both sides of the street. The average daily boardings and alightings are 54 on Route 18 for this segment, according to BCT ridership data provided August 2009. There is an average of 1.77 people per bus run on this segment of the route. Approximately, 0.81 passengers per bus run originate their travel at this segment. Additional research should be conducted to determine what factors may be affecting transit ridership levels along this road segment. A map depicting this route segment is included as Appendix 7.

County, State and Federal transit standards are met by existing and future densities and the mix of residential and commercial uses. Additionally, land uses and densities and intensities are at levels the literature states are needed to support express bus service or a local bus hub. Bus headways are also consistent with Federal standards. Transit connectivity is possible via an East/West connection to BCT bus route 48 along Johnson Road. While the transit standards outline the types of land uses, percentage mix of uses, and densities and intensities, they do not indicate minimum amounts of land uses that should be within an area to support transit.

Table 11 provides data regarding the specific transit stops within this road segment. The table includes routes, presence of amenities (such as shelters, shelter lighting, benches and sidewalks) and the municipality in which the stop is located.

**TABLE 11: Evaluation of Existing Bus Stop Locations and Amenities
(Sawgrass Expressway to Holmberg Road)**

Cross Street	Regency Lakes	Regency Lakes	Holmberg Rd.
Shelter	N	N	Y
Lighting for Shelter	N	N	N
Bench	N	N	Y
Bay	N	N	N
Bike Lanes	N	N	N
Bike Racks	N	N	N
Trash Can	N	N	Y
BCT Route	18	18	18
Coral Springs Comm. Bus Route			
Pedestrian Sidewalks	Y	N	N
Municipality	Coconut Creek	Coconut Creek	Coconut Creek
Right of Way	State	State	State
Direction	NB	SB	SB

Source: Broward County Transit and Staff Field Observations

Holmberg Road to the Palm Beach County Line

This road segment directly serves the municipalities of Parkland (west of State Road 7/U.S. 441) and Coconut Creek (east of State Road 7/U.S. 441). According to FDOT, the average daily traffic count (2008) for this segment was 55,000. In addition, there are approximately 1334 acres of land within the area assessed.

Existing Land Use

This segment's existing land uses within Parkland include Commercial, Vacant Commercial, Institutional, and Residential Low directly along State Road 7/U.S. 441; and mainly Residential Low and Vacant uses to the west within Parkland. The existing land uses within Coconut Creek include Commercial, Community Facility, Industrial, Residential Low and Medium and Vacant uses. The existing land uses and their densities and intensities are illustrated in Table 12.

**TABLE 12: Existing Land Uses
(Holmberg Road to the Palm Beach County Line)**

Land Use	Acres	Density/Intensity
Residential Low	196.82	0 to 8 du/ac
Residential Medium	49.51	8 to 20 du/ac
Commercial	66.57	2.0 F.A.R.
Vacant	171.23	Not Applicable

Source: Coconut Creek, Coral Springs, and Parkland Comprehensive Plans

Future Land Use

The future land uses within Parkland remain primarily Residential Low, with areas designated as Commercial along State Road 7/U.S. 441. The future land uses within Coconut Creek include a mix of Commercial, Conservation, Industrial and Residential Low and Medium. The future land uses and their densities and intensities are illustrated in Table 13.

**TABLE 13: Future Land Uses
(Holmberg Road to the Palm Beach County Line)**

Land Use	Acres	Density/Intensity
Residential Low	907.96	0 to 8 du/ac
Residential Medium	34.50	8 to 20 du/ac
Commercial	205.51	2.0 F.A.R.
Employment Center High	79.34	varies based on use

Source: Coconut Creek, Coral Springs, and Parkland Comprehensive Plans

Transit Supportive Conditions

There are two bus shelters and two benches along this road segment. Sidewalk connectivity is limited along this stretch of State Road 7/U.S. 441. Many of the bus stops do not have sidewalks. Instead, a small concrete pad is placed at bus stops for Americans with Disabilities Act (ADA) compliance. Because these pads only provide a direct connection to adjacent commercial development by a pathway, they do not allow for pedestrian mobility along the entire street.

The segment is served by Route 18, and there is also a connection to the 48 BCT route at Johnson Road. The average daily boardings and alightings is 136 on Route 18 for this segment. There are 4.46 people per bus run on this segment of the route. Approximately, 2.06 passengers per bus run originate their travel at this segment. A map depicting transit service for this segment is included as Appendix 8.

Commercial development is located directly on State Road 7/U.S. 441 with residential development away from commercial activity. The highest residential densities in the City of Parkland are R-10 or 10 du/ac maximum, which is below the Broward County transit standard for supporting residential density. Bus headways are also consistent with Federal standards. While the transit standards outline the types of land uses, percentage mix of uses and densities and intensities, they do not indicate minimum amounts of land uses that should be within an area to support transit.

Table 14 provides data regarding the specific transit stops within this road segment. The table includes routes, presence of amenities (such as shelters, shelter lighting, benches and sidewalks) and the municipality in which the stop is located.

**TABLE 14: Evaluation of Existing Bus Stop Locations and Amenities
(Holmberg Road to Palm Beach County Line)**

Cross Street	Hillsboro Blvd	Johnson Rd	NW 74 Pl	NW 76 Pl	Hillsboro Blvd	Hillsboro Blvd	Lox Rd	NW 74 Pl
Shelter	Y	N	N	Y	N	N	N	N
Lighting for Shelter	N	N	N	N	N	N	N	N
Bus Bench	Y	N	N	Y	N	N	N	N
Bus Bay	Y	N	N	N	N	N	N	N
Bike Lanes	N	N	N	N	N	N	N	N
Bike Racks	N	N	N	N	N	N	N	N
Trash Can	Y	N	N	Y	N	N	N	N
BCT Route	18	18	18	18	18	18	18	18
BCT Route	0	31	0	0	48	0	0	0
Coral Springs Comm. Bus Route		N						
Pedestrian Sidewalks	Y	N	Y	N	Y	Y	N	Y
Municipality	Coconut Creek	Coconut Creek	Coconut Creek	Coconut Creek	Coconut Creek	Coconut Creek	Coconut Creek	Coconut Creek
Right of Way	State	State	State	State	State	State	State	State
Direction	NB	NB	NB	NB	SB	SB	SB	SB

Source: Broward County Transit and Staff Field Observations

Task B: Alternative Thoroughfare Typical Sections

Typical sections are generally used as a design visualization exercise to illustrate conceptual roadway profiles, including the location and size of vehicle lanes, sidewalks, transit systems and other elements within the right-of-way. The existing typical sections from the Charrette are illustrated in *Image 1* (Appendix 9) and provide the general character, scale and proportion of the roadway specific dimensions were not included as part of the 2005 Charrette Plan.

The communities along the Corridor have expressed a strong preference to maintain the current pavement widths and minimize any need to expand the distance between curbs. Areas to the south of Sample Road and the Study Area have reduced the Broward County Trafficways designation from 200 feet to 150 feet in order to allow for buildings that front the commercial corridor to be built adjacent to the sidewalk, providing safe and convenient pedestrian access within a comfortable environment. The City of Margate adopted Transit Oriented Corridor (TOC) Land Development Regulations that require setbacks for buildings fronting State Road 7/U.S. 441, from Sample Road south to SW 11th Street.

North of the grade separation at Sample Road, the character of the Corridor differs from older sections to the south and the built environment is set back from the street. Residential uses outnumber commercial uses and wide, landscaped strips line the sides of the roadway. The 2005 Charrette proposed utilizing these areas to create an interconnected greenway system and linear park along berms and landscaped areas adjacent to State Road 7/U.S. 441. Areas of the Corridor with focused neighborhood nodes of commercial and retail uses were identified as an opportunity for an “Urban Boulevard” with a more traditional sidewalk-street relationship. Otherwise, a Parkway-like treatment for the Corridor in this

section was envisioned to provide the appropriate transition into Palm Beach County and allow the necessary design flexibility within the existing right-of-way to accommodate multi-modal transportation opportunities. These designations are illustrated in *Image 2* (Appendix 10) and Table 15.

TABLE 15: 2005 Charrette Typical Sections, by Road Segment

Roadway Segment	Parkway	Urban Boulevard
Sample Road to Wiles Road		X
Wiles Road to Sawgrass Expressway	X	X
Sawgrass Expressway to Holmberg Road	X	
Holmberg Road to Palm Beach County Line	X	X

Source: 2005 Charrette

Updated Typical Thoroughfare Sections

The updated typical sections were developed to add detail and specificity to the potential roadway conditions that will accommodate potential future transit enhancements that may be necessary to meet the transportation demands of the Corridor.

The Broward MPO 2035 Long Range Transportation Plan identifies Premium High Capacity Transit for the Corridor. Within this classification, Bus Rapid Transit (BRT) and Light Rail Transit (LRT) have the potential to be integrated for portions of the Corridor, eventually linking Miami-Dade, Broward and Palm Beach Counties. Working with the specific dimensions and roadway design parameters for these transit facilities, the updated typical sections provide a conceptual framework for how enhanced transit can be incorporated in the portion of State Road 7/U.S. 441 within the Study Area, while maintaining the current character of the Corridor and remaining consistent with the 2005 Charrette.

The following typical sections demonstrate potential roadway alignments for State Road 7/U.S. 441 that are consistent with the vision of the 2005 Charrette for the area and the recommendations of the Policy Oversight Committee. All proposed dimensions are consistent with FDOT standards and criteria for the length of the Study Area. The roadway conditions outside the travel lanes demonstrate the typical Urban Boulevard or Parkway conditions that would be implemented for the appropriate segments and bicycle lanes are proposed for all future roadway improvements. All transit improvements are proposed at grade to maintain the character of the Corridor and minimize costs.

Alternative Thoroughfare Typical Section A:

This section provides for Bus Rapid Transit (BRT) within the current right-of-way including six lanes for vehicle traffic and two exclusive lanes dedicated for buses. The dedicated bus lanes are proposed as the outside lane, adjacent to the sidewalk. This typical section can be implemented throughout the length of the Study Area and is illustrated in Appendix 11 with an Urban Boulevard frontage to the right and a Parkway condition to the left.

Alternative Thoroughfare Typical Section B:

Light Rail Transit (LRT) would be placed in the current right-of-way with six lanes for vehicle traffic and two separated light rail lines along the outside lane, adjacent to the sidewalk. This typical section can be implemented throughout the length of the Study Area and is illustrated in Appendix 12 with an Urban Boulevard frontage to the left and a Parkway condition to the right.

Alternative Thoroughfare Typical Section C:

Light Rail Transit (LRT) is positioned within the center median and six lanes for vehicle traffic within the typical section. This typical section can be implemented along the Corridor for segments without proposed stops for a limited access transit facility. As illustrated in Appendix 13, the proposed typical thoroughfare section exists within the Parkway condition, including a separated multi-purpose path within a greenway.

Alternative Thoroughfare Typical Section D:

This typical section includes Light Rail Transit (LRT) within an accessible pedestrian platform within the center median and six vehicle traffic lanes. This typical section is proposed for transfer facilities with potential east-west transit connections or within focused neighborhood nodes. As illustrated in Appendix 14, the proposed typical thoroughfare section exists within the Parkway condition, with potential direct connections through residential buffers to existing neighborhoods.

Task C: Public Facilities and Level of Service (LOS) Analysis

As previously stated, Council staff analyzed data regarding roadways, potable water, sanitary sewer, drainage, solid waste, parks and open space and school facilities. Table 16 below provides information regarding the adopted LOS standards, permitted or operational capacities and allocated and current demands, by city.

**TABLE 16: Level of Service Standards and Capacities
Coconut Creek**

Facility	Adopted LOS	Permitted/ Design Capacity	Allocated Capacity
Roads	D	Transportation and Future Land Use Elements Reviewed.	Transportation and Future Land Use Elements Reviewed. No LOS failures.
Transit	Broward County North District	N/A	N/A
Potable Water	Broward County District 2 Water Treatment Plant	14.9 Million Gallons/Day (MGD)	30 Million Gallons/Day Permitted (P) 40 MGD (D)
	Margate Water Treatment Plant	120 gallon per capita per day (gpcpd)	18 MGD (P)
Sanitary Sewer		84 MGD	74.55 MGD
Solid Waste	8.72 lbs per capita per day	1,600 tons per day	650 tons per day
Parks and Open Space	3 acres per 1,000 residents	280.1 acres	149.9 acres

Source: Coconut Creek Comprehensive Plan

Coral Springs

Facility	Adopted LOS		Permitted/Operational Capacity	Allocated Capacity
Roads	D		Transportation and Future Land Use Elements Reviewed.	Transportation and Future Land Use Elements Reviewed. No LOS failures.
Potable Water	Coral Springs Public Utilities	123 gallons per day per capita (gpdpc)	N/A	123
	North Springs Improvement District	117.24 gpdpc	N/A	110.53
	Royal Utilities	134 gpdpc	N/A	134
	Coral Springs Improvement District	113.51 gpdpc	N/A	110.62
Sanitary Sewer	Coral Springs Public Utilities	123 gpdpc	N/A	123
	North Springs Improvement District	117.24 gpdpc	N/A	110.53
	Royal Utilities	134 gpdpc	N/A	134
	Coral Springs Improvement District	113.51 gpdpc	N/A	110.62
Solid Waste	Residential	8.9 lbs. per unit per day	1,600 tons per day	650 tons per day
Parks and Open Space	Four acres (of developed park land) per 1,000 population within the City.		1228.6	767

Source: Coral Springs Comprehensive Plans

Parkland

Facility	Adopted LOS		Permitted/Operational Capacity	Allocated Capacity
Roads	D (All roads except FIHS facilities)		Transportation and Future Land Use Elements Reviewed.	Transportation and Future Land Use Elements Reviewed. No LOS failures.
Potable Water	North Springs Improvement District and Coconut Creek Utilities	350 gpd/Equivalent Residential Connections (ERC)	21.7 MGD	15.7 MGD
	Parkland Utilities	300 gpd/ERC		
Sanitary Sewer	300 gpd/ERC		84 MGD	74.55 MGD
Solid Waste	3.8 lbs per day per capita		4.5 million cubic yards	
Parks and Open Space	10 acres per 1,000		31.3 acres per 1,000	31.3 acres per 1,000

Source: Parkland Comprehensive Plan

Council staff compiled data about the Cities of Coconut Creek, Coral Springs and Parkland's adopted LOS standards, allocated capacities and permitted/design capacities. It should be noted that the analysis of public infrastructure was municipality specific, while the analyses of whether the land uses and their densities and intensities in the Study Area support transit were conducted by road segments. The available public infrastructure does not conform to those for the roadway segments. This disconnect hampers the ability to assess how well the current and planned public infrastructure will support land uses and their concomitant densities and intensities that are necessary to support and enhance transit service. To address this disconnect, consideration should be given to aligning the two sets of assessments.

The data indicates each of the Cities has public infrastructure in place to accommodate existing development. Through their respective Capital Improvements Program, the Cities will need to continue to make investments to address development authorized by the Future Land Use Map.

Council staff examined federal, state and local transit standards regarding land uses and transit amenities to determine if transit could be supported in the Study Area. In three of the four segments (Sample Road to Wiles Road, Wiles Road to Sawgrass Expressway, and Sawgrass Expressway to Holmberg Road), the land uses, densities, intensities and amenities that federal, state and local standards identify as necessary to support transit are present. However, ridership levels along the Corridor are low.

Council staff also examined ridership levels and noted that ridership on Route 18, which has the highest ridership rates in Broward County, ranged from an average of 5.44 to 1.5 persons per bus run. The low ridership rates indicate that ongoing coordination and communication will be needed among local governments, transit service providers, employers and residents to address how to match present and future transit service levels with demands and needs.

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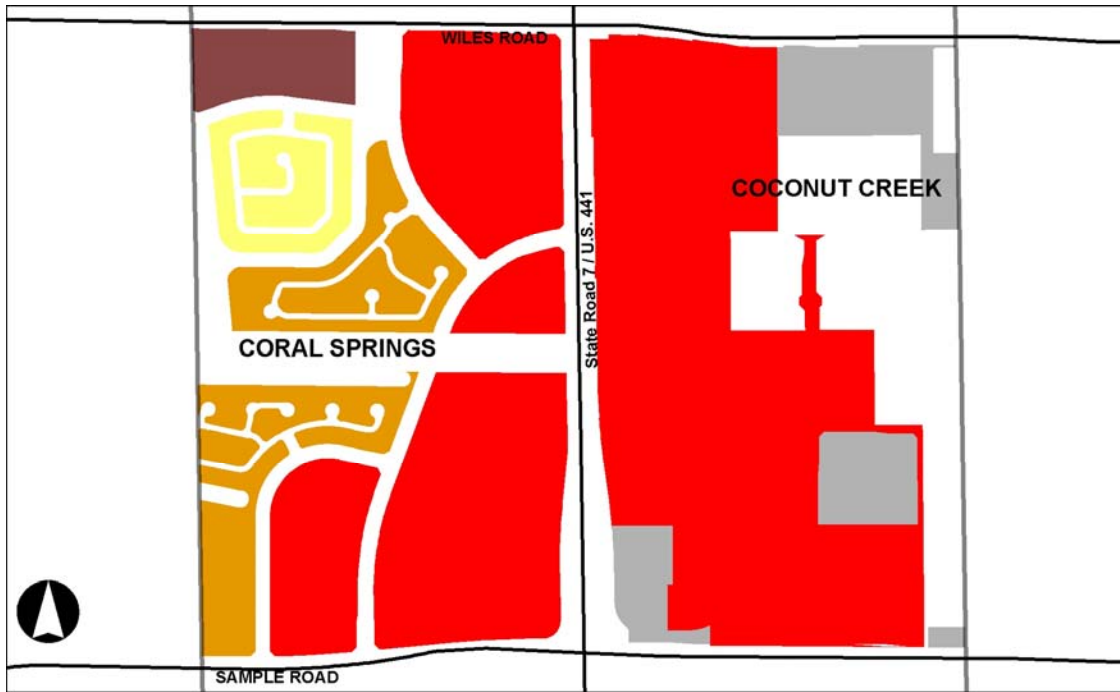
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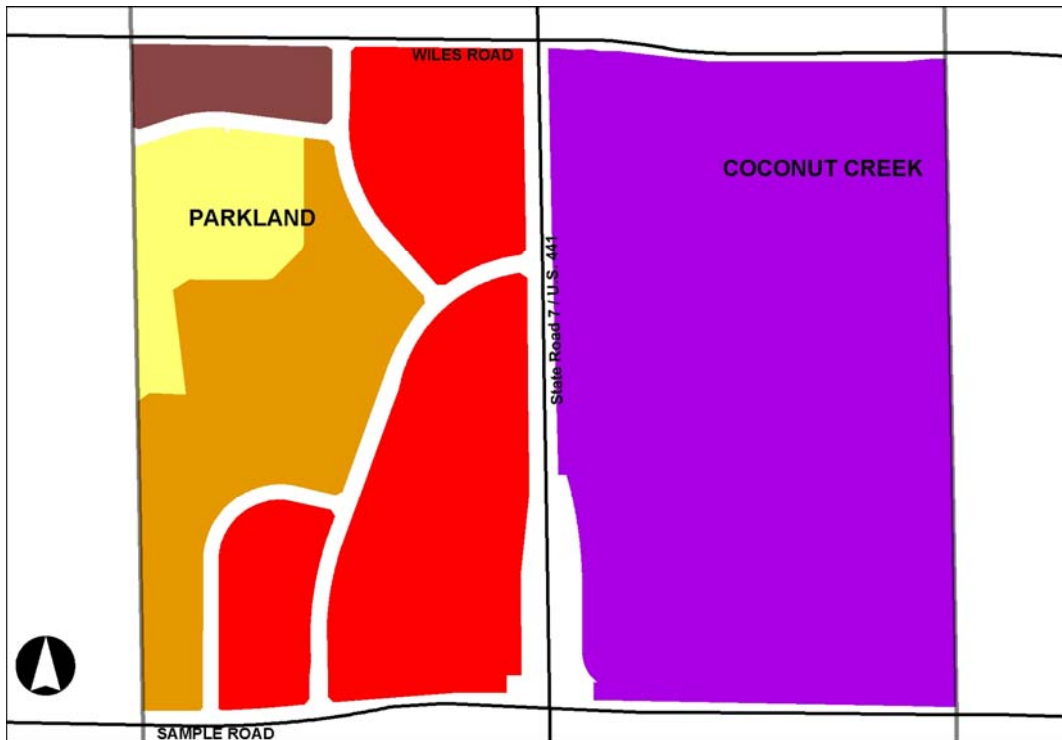
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APPENDIX 1
Existing and Future Land Use Map: Sample Road to Wiles Road
Existing Land Uses

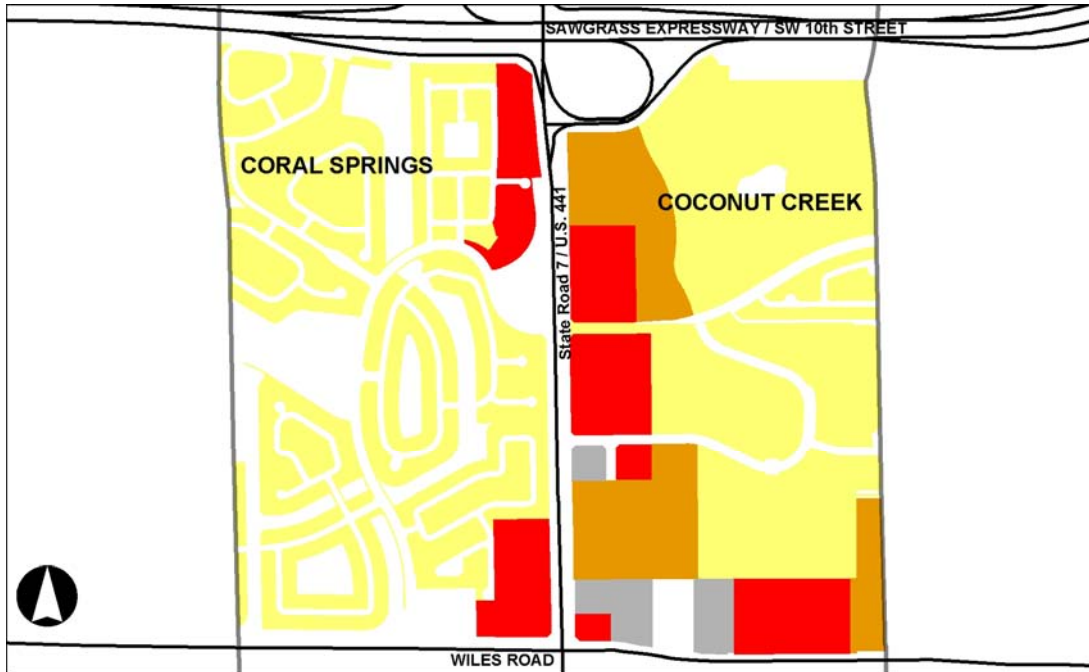


Future Land Uses

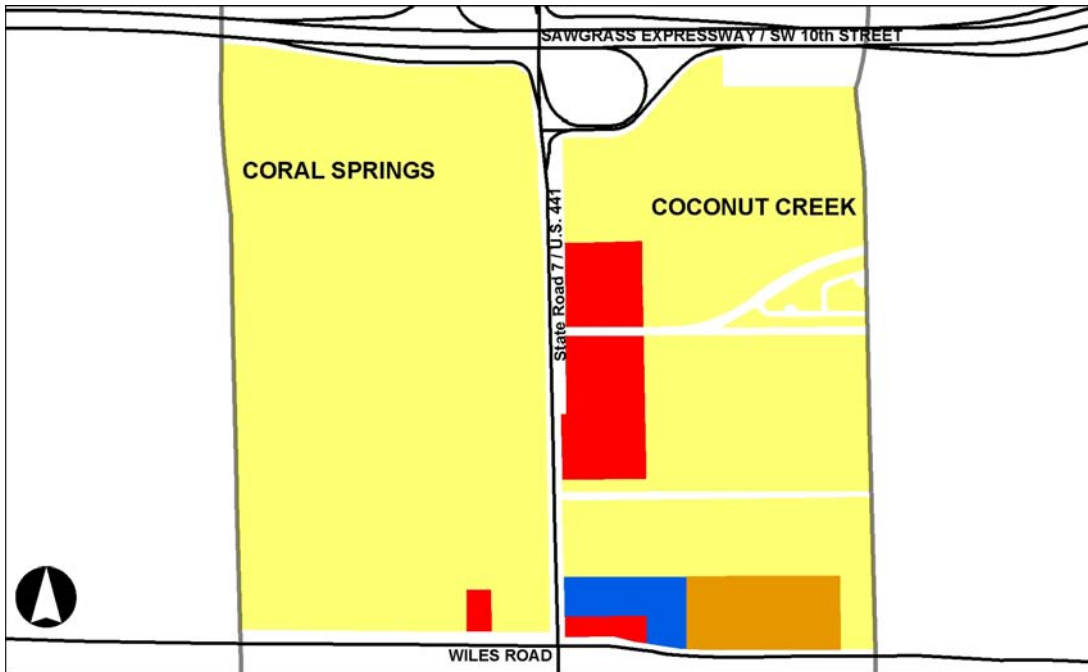


- Land Use Codes
- Residential Low
 - Residential Medium
 - Residential High
 - Commercial
 - Employment Center
 - Regional Activity Center
 - Vacant

APPENDIX 2
Existing and Future Land Use Map: Wiles Road to Sawgrass Expressway (SW 10th Street)
Existing Land Uses



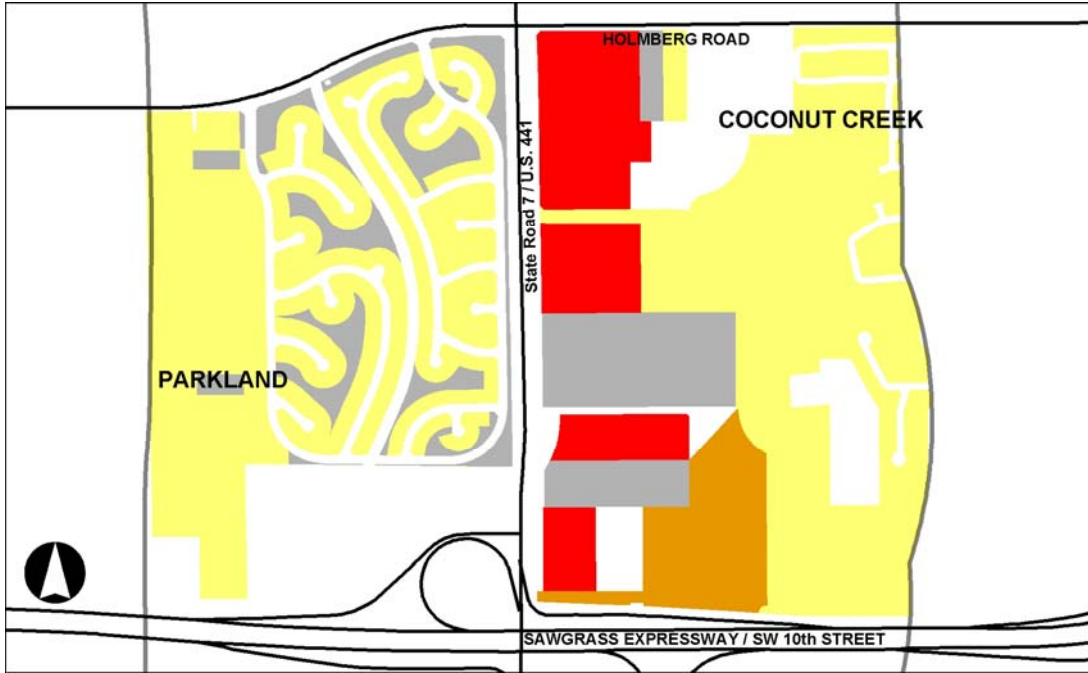
Future Land Uses



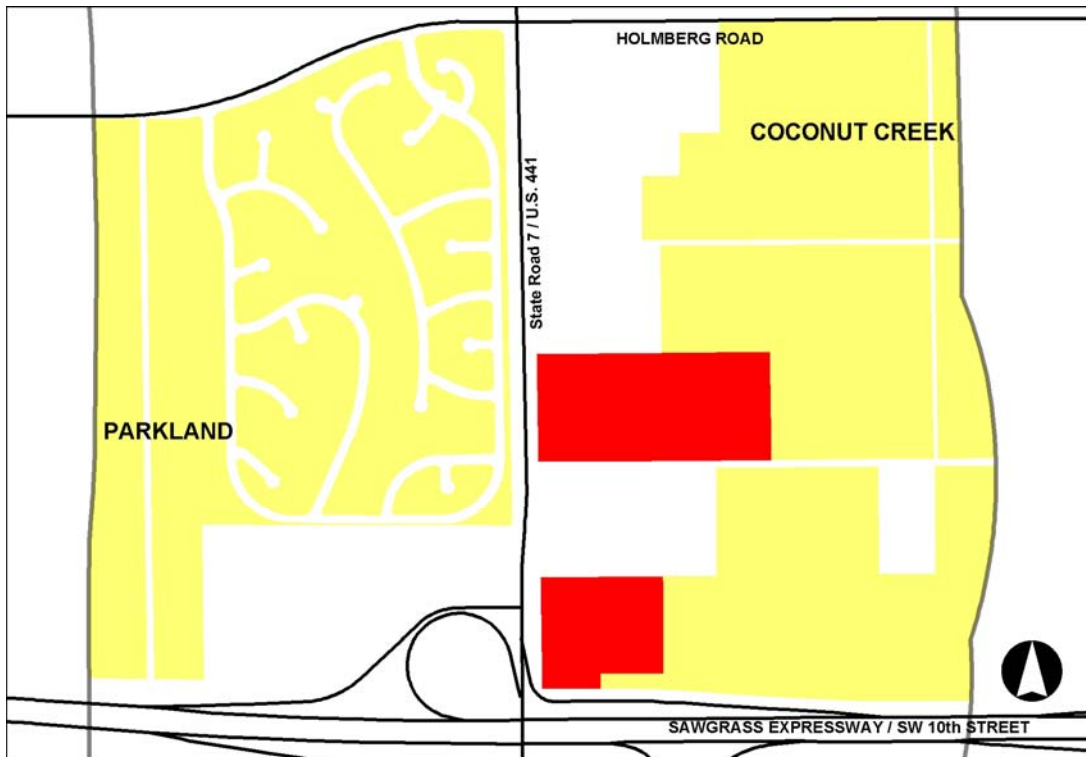
- Land Use Codes
- Residential Low
 - Residential Medium
 - Residential High
 - Commercial
 - Employment Center
 - Regional Activity Center
 - Vacant

APPENDIX 3

Existing and Future Land Use Map: Sawgrass Expressway (SW 10th Street) to Holmberg Road
Existing Land Uses



Future Land Uses

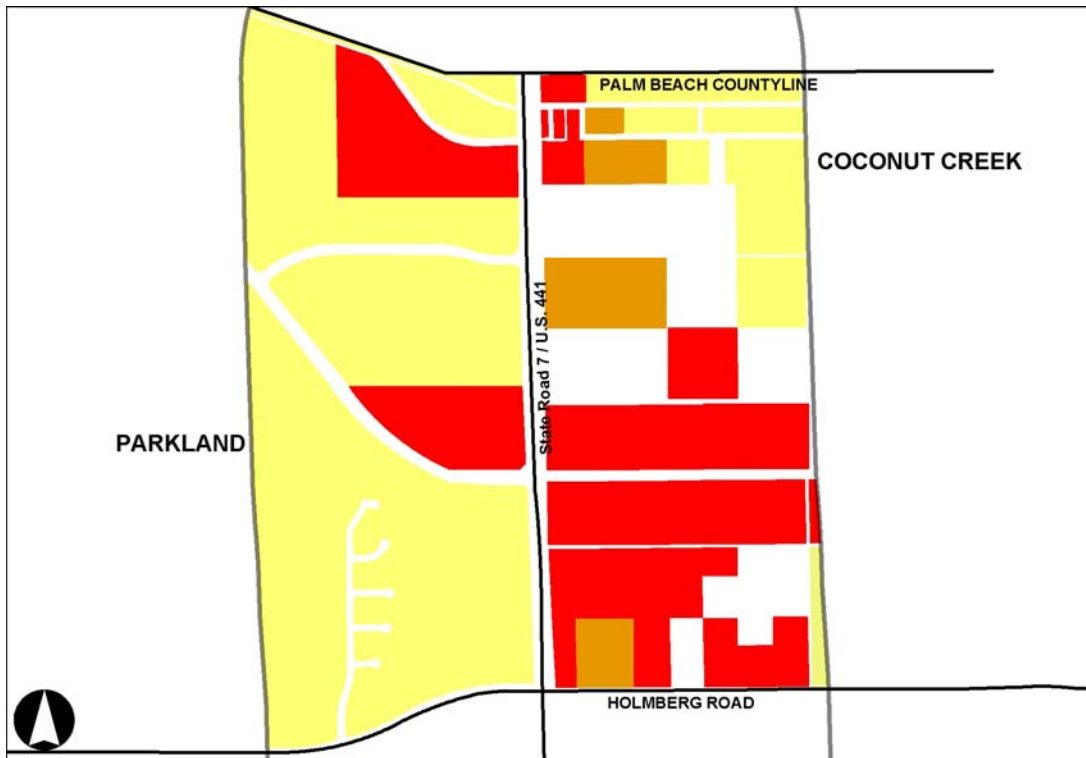


- Land Use Codes
- Residential Low
 - Residential Medium
 - Residential High
 - Commercial
 - Employment Center
 - Regional Activity Center
 - Vacant

APPENDIX 4
Existing and Future Land Use Map: Holmberg Road to the Palm Beach County Line
Existing Land Uses

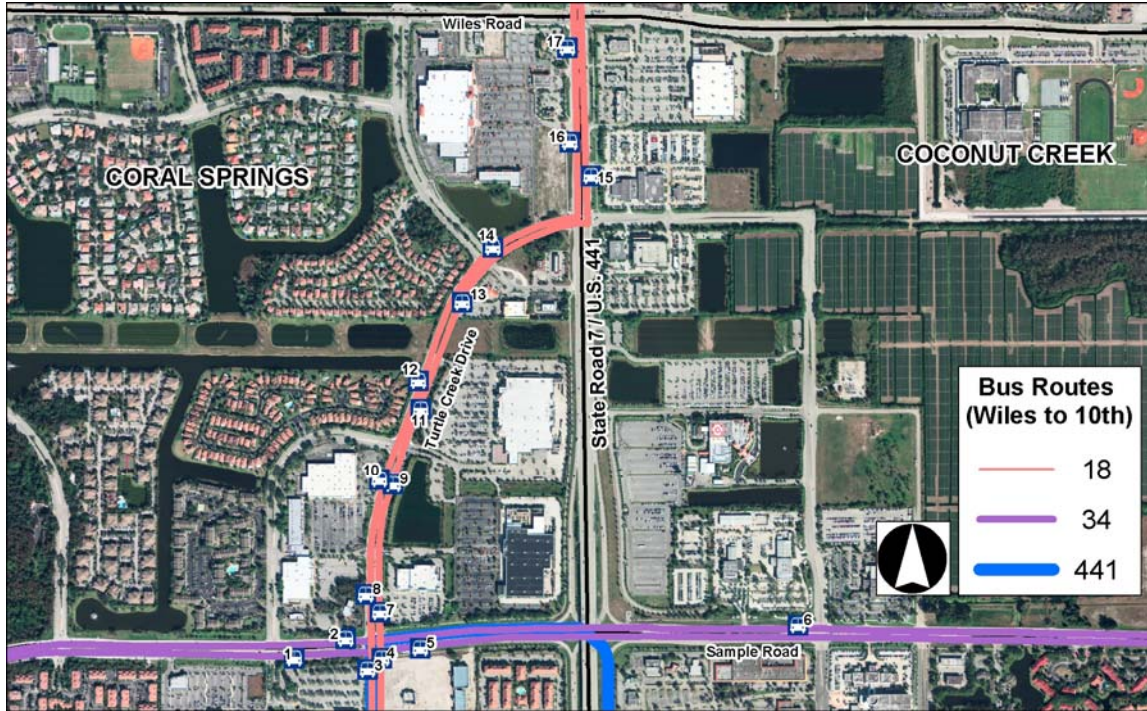


Future Land Uses



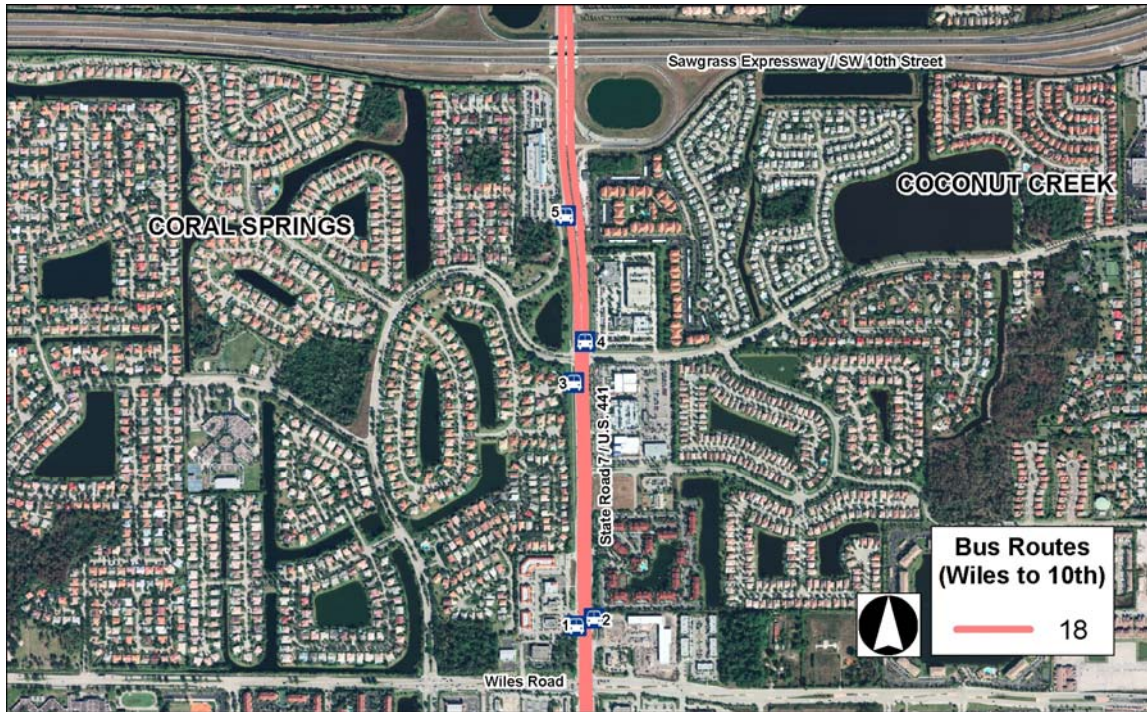
- Land Use Codes
- Residential Low
 - Residential Medium
 - Residential High
 - Commercial
 - Employment Center
 - Regional Activity Center
 - Vacant

APPENDIX 5
Transit Map and Bus Route Stops Legend
Sample Road to Wiles Road



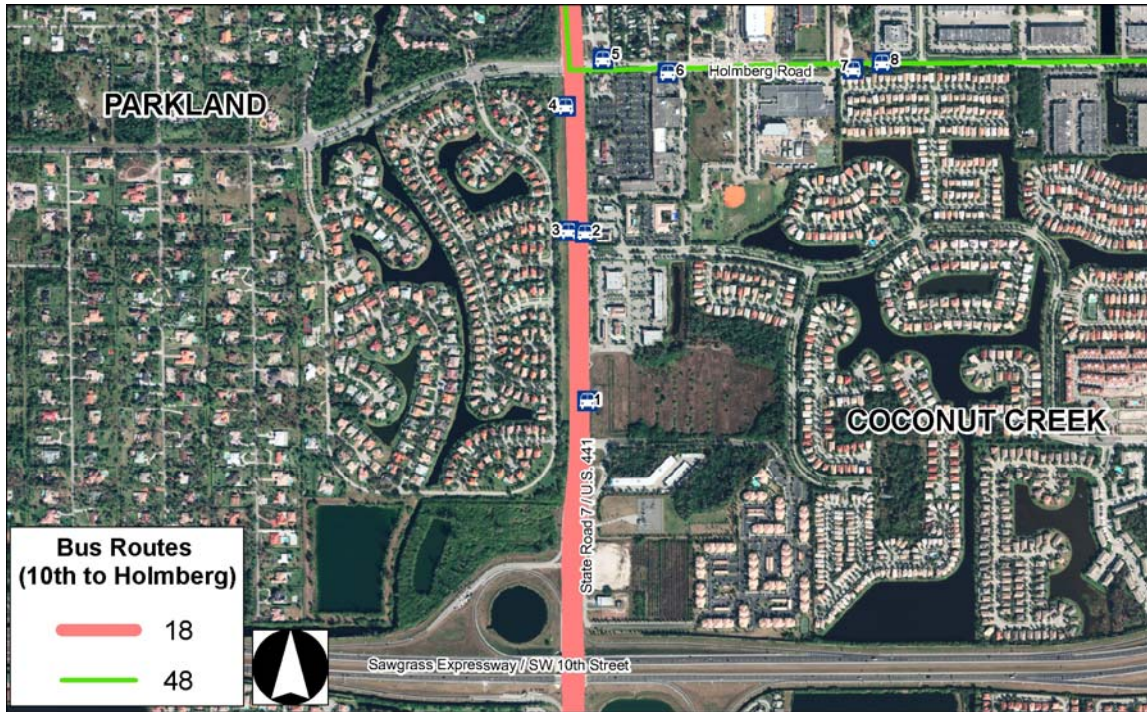
Sample Road to Wiles Road Bus Route Stops Legend				
<i>Identification No. (map)</i>	<i>BCT Stop Identification</i>	<i>BCT Route</i>	<i>Direction</i>	<i>Main Street</i>
1	4832	34	Eastbound	Sample Road
2	4864	34	Westbound	Sample Road
3	4796	18 or 441 Express	Southbound	Turtle Creek Drive
4	4789	18	Northbound	Turtle Creek Drive
5	4833	34	Eastbound	Sample Road
6	4863	34	Westbound	Sample Road
7	4790	18	Northbound	Turtle Creek Drive
8	4795	18	Southbound	Turtle Creek Drive
9	5347	18	Northbound	Turtle Creek Drive
10	5481	18	Southbound	Turtle Creek Drive
11	4791	18	Northbound	Turtle Creek Drive
12	4794	18	Southbound	Turtle Creek Drive
13	4792	18	Northbound	Turtle Creek Drive
14	4793	18	Southbound	Turtle Creek Drive
15	5038	18	Northbound	S.R. 7 / U.S. 441
16	5608	18	Southbound	S.R. 7 / U.S. 441
17	5039	18	Southbound	S.R. 7 / U.S. 441

APPENDIX 6
Transit Map and Bus Route Stops Legend
Wiles Road to Sawgrass Expressway (SW 10th Street)



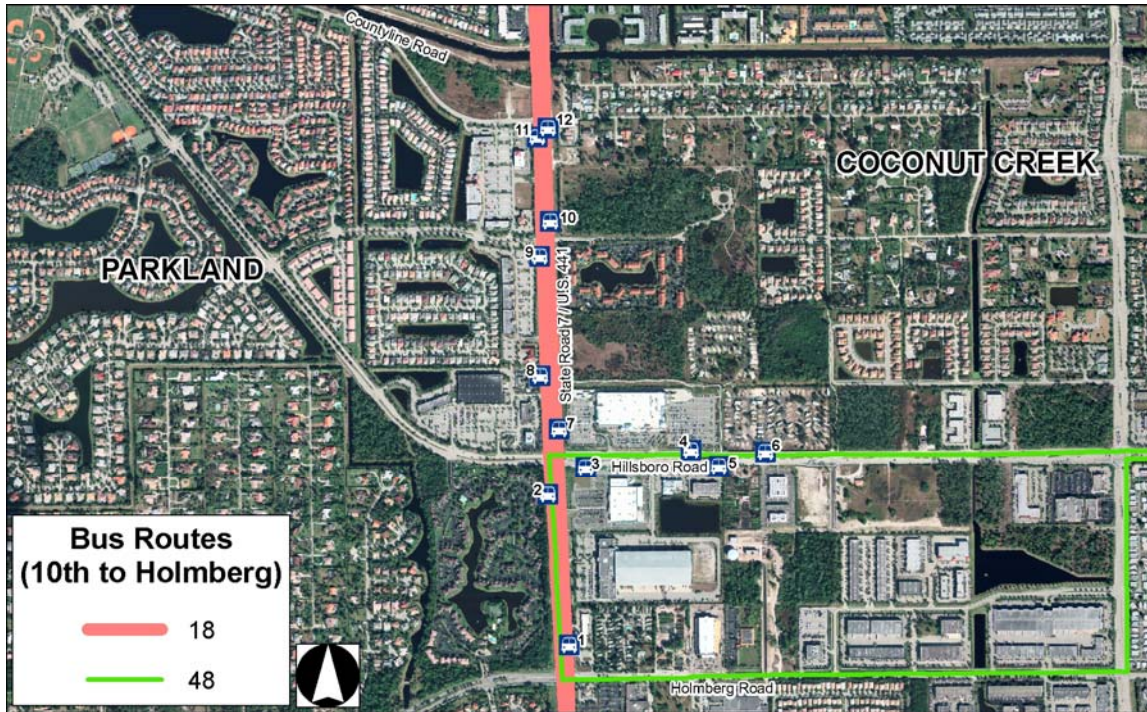
Wiles Road to Sawgrass Expressway/S.W. 10th Street				
Bus Route Stops Legend				
<i>Identification No. (map)</i>	<i>BCT Stop Identification</i>	<i>BCT Route</i>	<i>Direction</i>	<i>Main Street</i>
1	4312	18	Southbound	S.R. 7 / U.S. 441
2	4294	18	Northbound	S.R. 7 / U.S. 441
3	4311	18	Southbound	S.R. 7 / U.S. 441
4	4295	18	Northbound	S.R. 7 / U.S. 441
5	4310	18	Southbound	S.R. 7 / U.S. 441

APPENDIX 7
Transit Map and Bus Route Stops Legend
Sawgrass Expressway (SW 10th Street) to Holmberg Road



Sawgrass Expressway/S.W. 10th Street to Holmberg Road				
Bus Route Stops Legend				
<i>Identification No. (map)</i>	<i>BCT Stop Identification</i>	<i>BCT Route</i>	<i>Direction</i>	<i>Main Street</i>
1	4296	18	Northbound	S.R. 7 / U.S. 441
2	4297	18	Northbound	S.R. 7 / U.S. 441
3	4309	18	Southbound	S.R. 7 / U.S. 441
4	4308	18	Southbound	S.R. 7 / U.S. 441
5	3215	31	Westbound	Johnson Road
6	4811	48	Eastbound	Johnson Road
7	4812	48	Eastbound	Johnson Road
8	3214	31	Westbound	Johnson Road

APPENDIX 8
Transit Map and Bus Route Stops Legend
Holmberg Road to Palm Beach County Line



Holmberg Road to Countyline Road Bus Route Stops Legend				
<i>Identification No. (map)</i>	<i>BCT Stop Identification</i>	<i>BCT Route</i>	<i>Direction</i>	<i>Main Street</i>
1	4298	18 or 31	Northbound	S.R. 7 / U.S. 441
2	4307	18 or 48	Southbound	S.R. 7 / U.S. 441
3	3217	31	Eastbound	Hillsboro Boulevard
4	5526	48	Westbound	Hillsboro Boulevard
5	3261	31	Eastbound	Hillsboro Boulevard
6	4810	48	Westbound	Hillsboro Boulevard
7	4299	18	Northbound	S.R. 7 / U.S. 441
8	5480	18	Southbound	S.R. 7 / U.S. 441
9	4306	18	Southbound	S.R. 7 / U.S. 441
10	4300	18	Northbound	S.R. 7 / U.S. 441
11	5361	18	Southbound	S.R. 7 / U.S. 441
12	5350	18	Northbound	S.R. 7 / U.S. 441

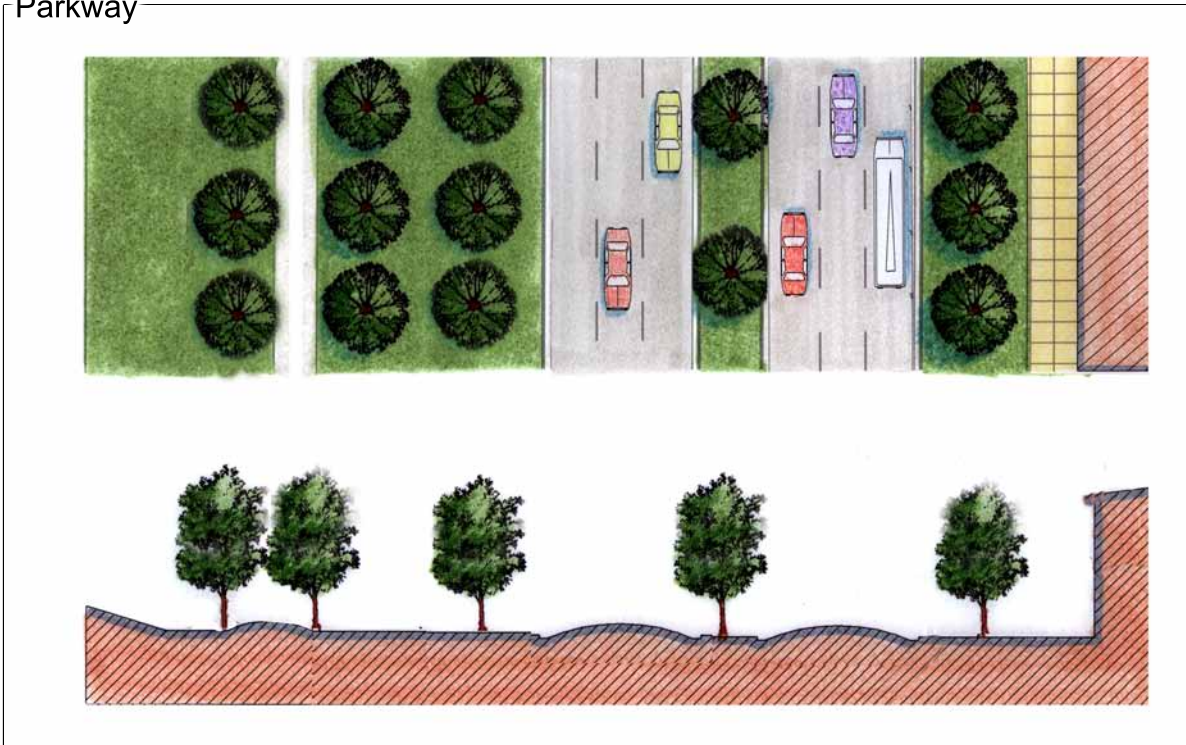
APPENDIX 9

Image 1
Existing Charrette Typical Thoroughfare Sections

Urban Boulevard



Parkway



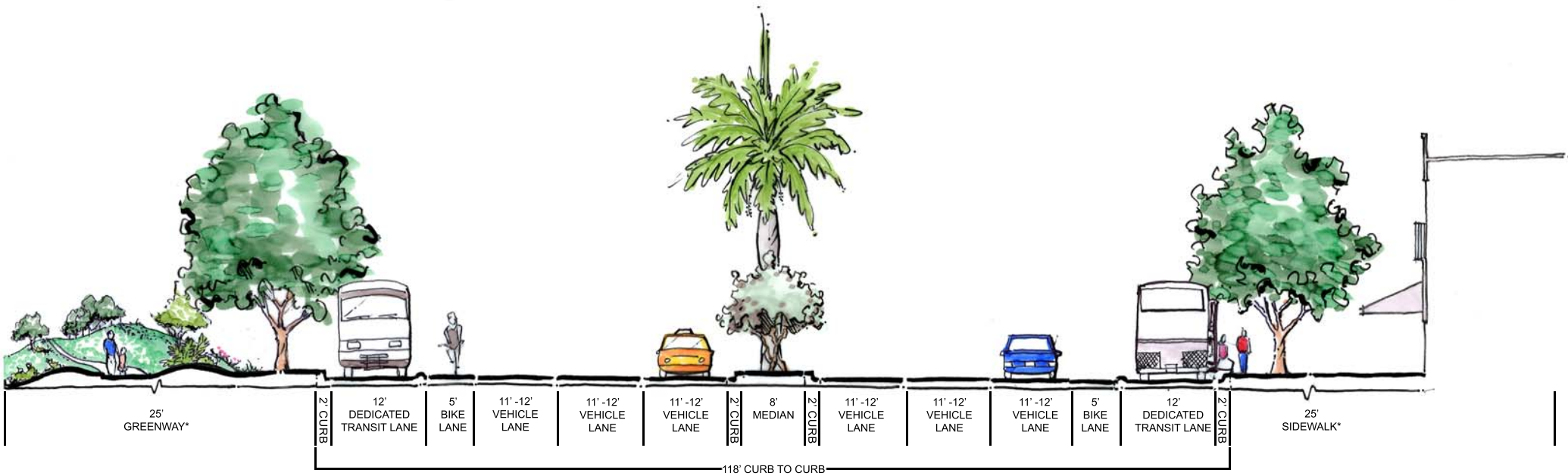
APPENDIX 10

Typical Thoroughfare Conditions

Urban Blvd.	Palm Beach County Line	<p>curb sidewalk building frontage</p>
Parkway	Holmberg Rd.	<p>residential buffer sidewalk curb</p>
Urban Blvd.	Sawgrass Expressway	<p>curb sidewalk residential buffer</p>
Urban Blvd.	Wiles Rd.	<p>residential buffer sidewalk curb</p>
Urban Blvd.	Sample Rd.	<p>building frontage sidewalk curb</p>

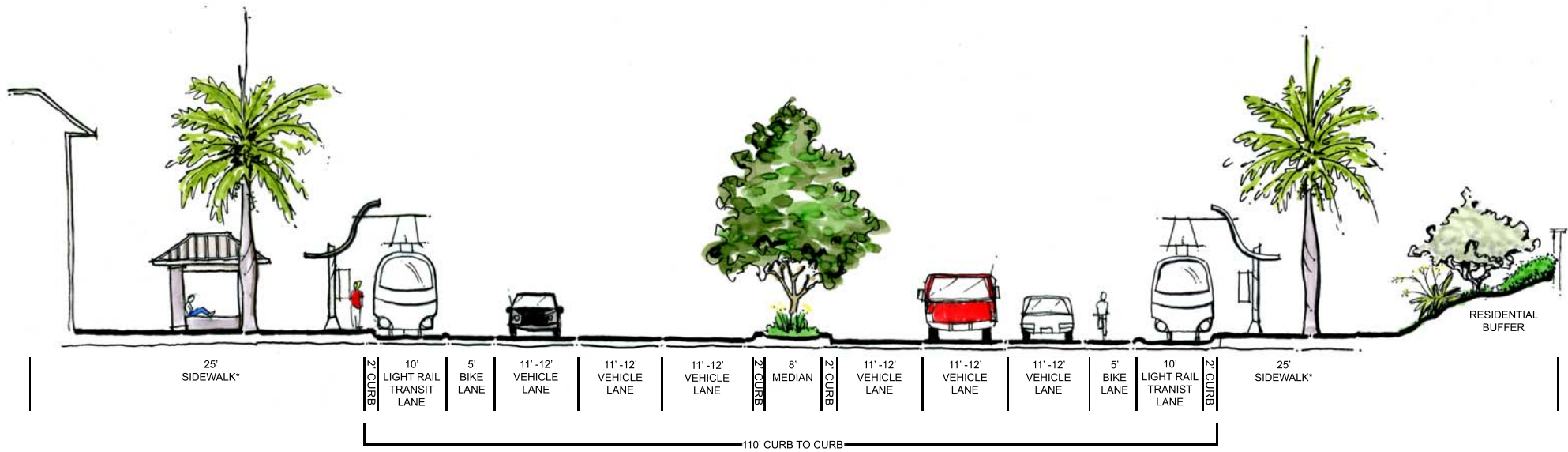
APPENDIX 11

Alternative Thoroughfare Typical Section A

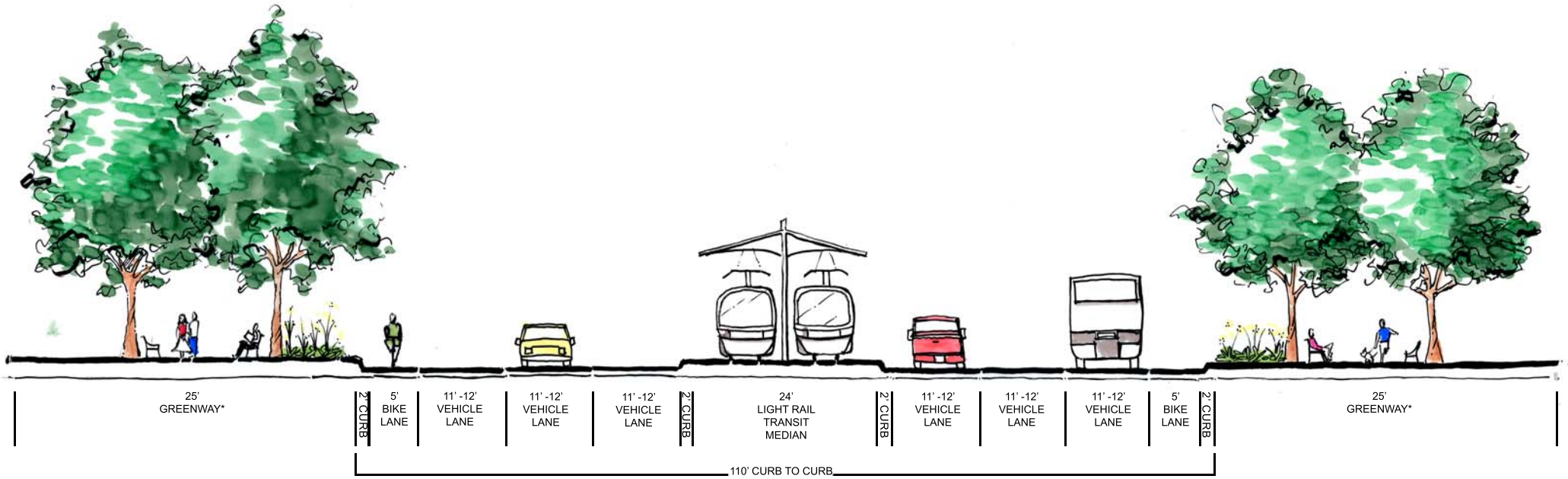


APPENDIX 12

Alternative Thoroughfare Typical Section B

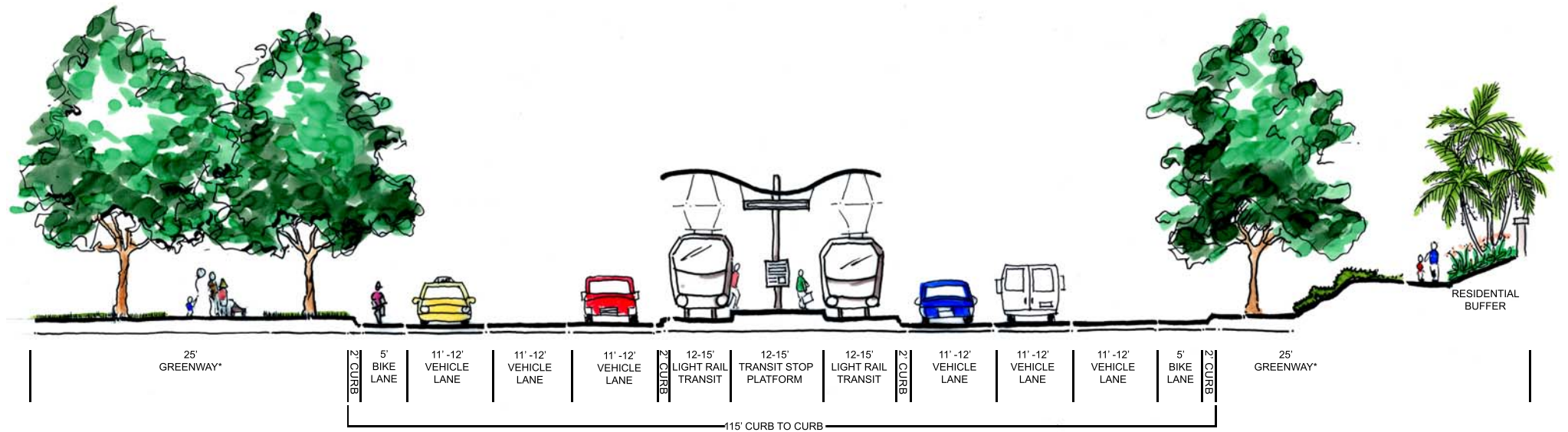


Alternative Thoroughfare Typical Section C



APPENDIX 14

Alternative Thoroughfare Typical Section D



South Florida Regional Planning Council
3440 Hollywood Boulevard, Suite 140
Hollywood, Florida 33021
954-985-4416
954-985-4417 (FAX)
www.sfrpc.com



Welcome to the
SR 7-Broward Blvd
Neighborhood Working
Group Meeting



Community Desires Exercise

Areas of CHANGE

Areas of STABILITY

ACCESS to/from your community



FIRST MEETING
MAY 4, 2010

Purpose & Need of Project

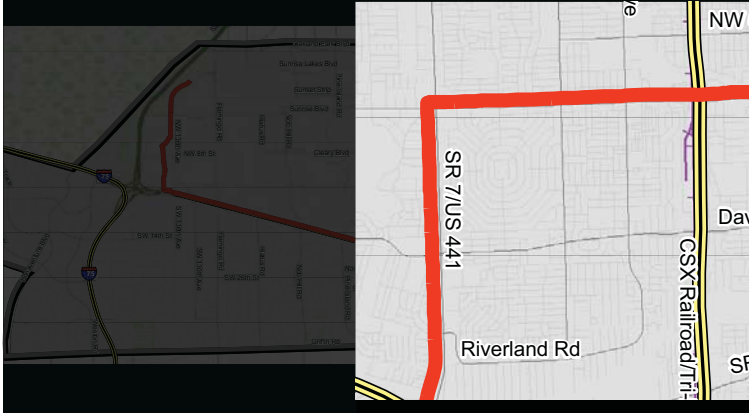
Provide high-quality, high-capacity transit service to:

- Serve east-west travel in Central Broward
- Foster economic growth & development
- Improve mobility to/from activity centers
- Reduce vehicle miles traveled
- Reduce vehicle emissions

Project Study Area



Project Study Area

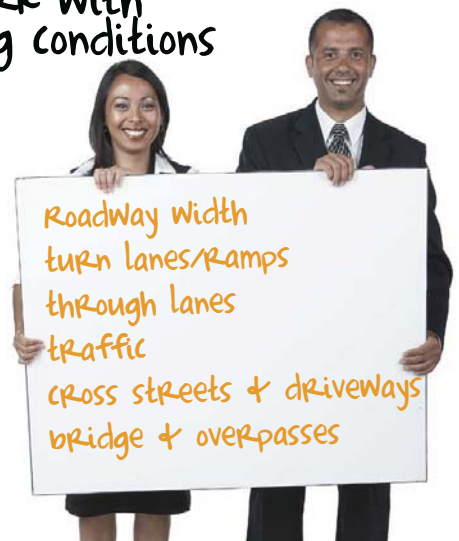


Overview of **alignment (route)** types.

things we consider



We work with existing conditions



Alignment types

middle of the road, curbside, *OR* combo

separated from traffic *OR* mixed with traffic

above street level *OR* at street level



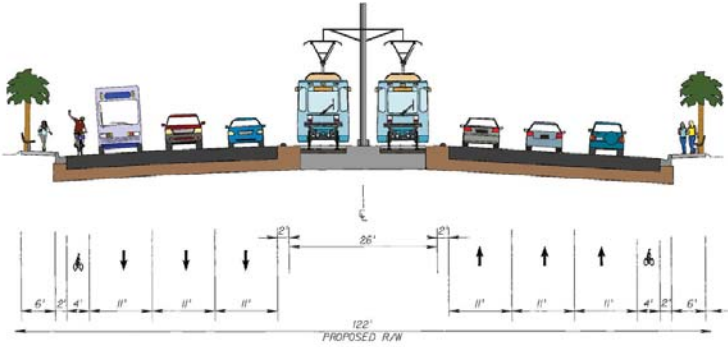


Alignment trade-offs

Type	Pros	Cons
Middle of the Road	Uses available median Simplifies station access Operational flexibility Few turn/driveway conflicts	Reduces landscaping Left turns management
Curbside	Fewer pedestrian crossings	Right turn conflicts Driveway conflicts Operational inflexibility Increases right-of-way need
Dedicated Transit Lanes	Faster transit speeds	Possible right-of-way need
Mixed Traffic	Reduces right-of-way need Minimizes construction	Slower transit speeds

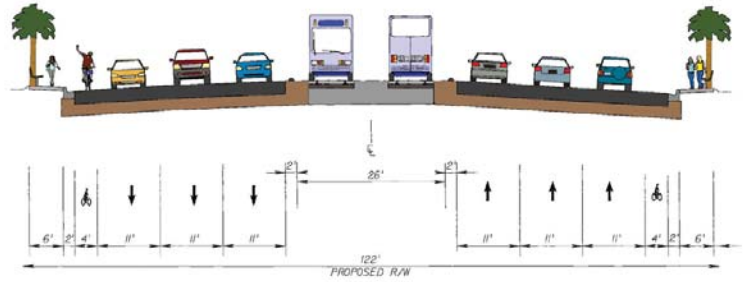
Alignments proposed by project team.

SR 7



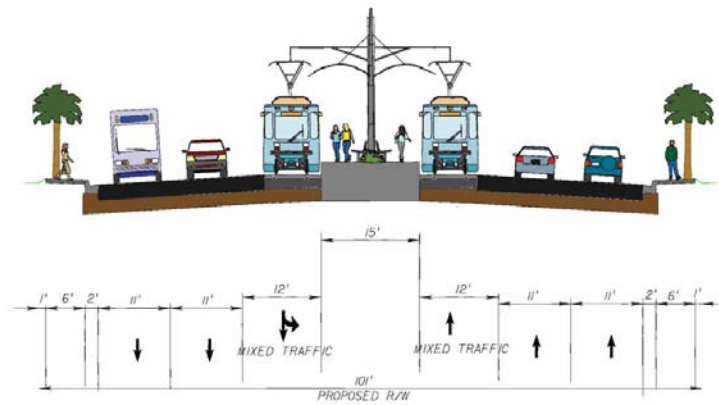
middle of the road ● at street level ● separated from traffic

SR 7



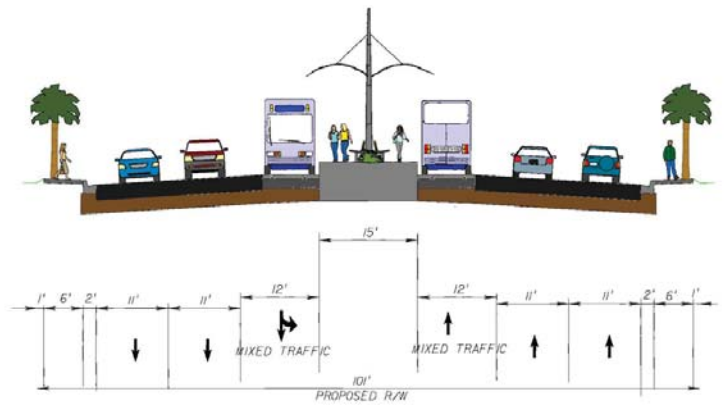
middle of the road ● at street level ● separated from traffic

Broward Boulevard



middle of the road ● at street level ● mixed with traffic

Broward Boulevard



middle of the road ● at street level ● mixed with traffic

Prepared upon community request.

BROWARD Boulevard



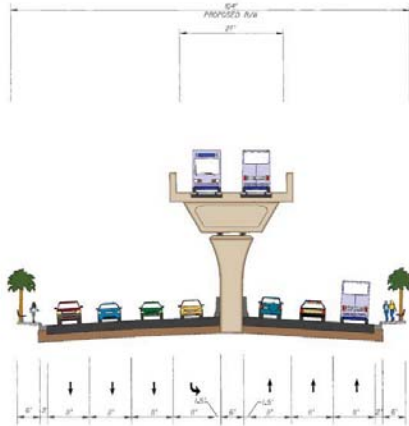
BROWARD Boulevard



BROWARD Boulevard



Broward Boulevard



middle of the road • above street level • separated from traffic

Above Street Level trade-offs

Pros

- Faster transit speeds
- Few turn/driveway conflicts

Cons

- Visual barrier
- Shadows
- Expensive
- Access restricted
- Safety (people, bus transfer, bikes)
- Above existing structures
- Maintenance (structure, graffiti)
- Traffic

station types



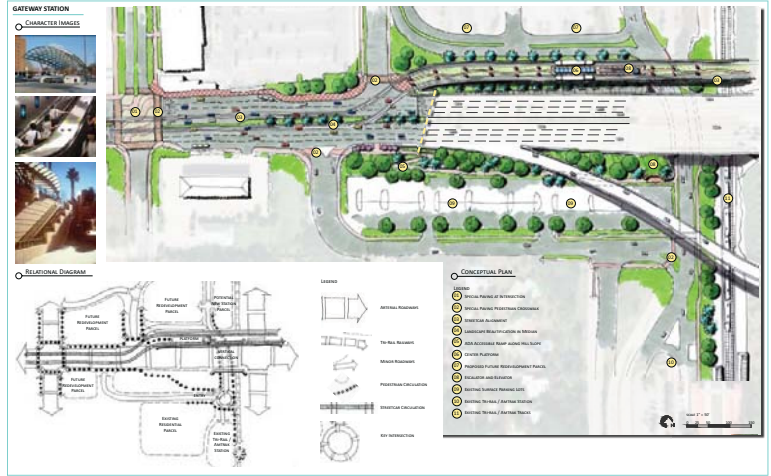
Overview of **station** types.

Gateway Station

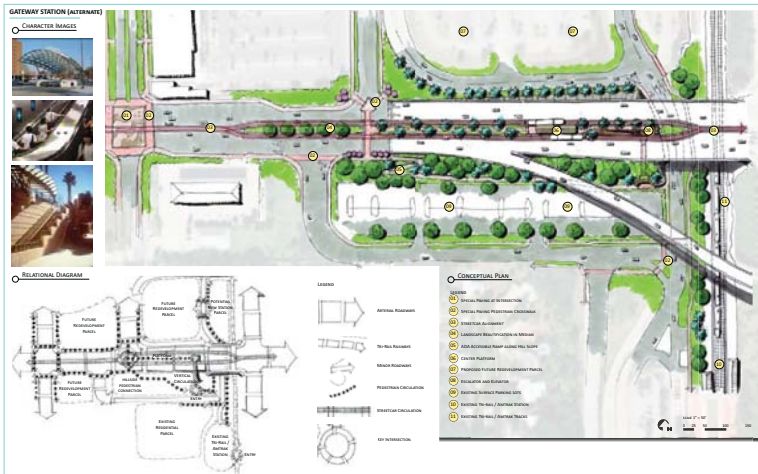
- Serve as gathering places
- Real time messaging
- Pre-board ticketing
- Development opportunities
- Fully enclosed shelters/structures
- Car/bike share
- Parking
- Connects 2+ high capacity transit lines
- Pedestrian/bicycle linkage



Gateway Station Prototype



Gateway Station Prototype



Gateway Station Prototype

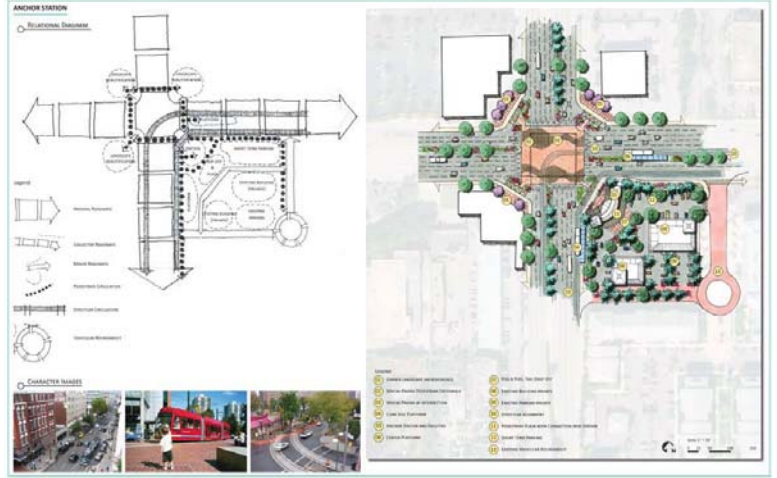


Anchor Station

- Partially enclosed shelters
- Real time messaging
- Pre-board ticketing
- 1+ high capacity transit line
- Near major activity centers
- Pedestrian/bicycle linkage
- Parking may be available



Anchor Station Prototype



Community Station

- Partially enclosed shelters
- Real time messaging
- Pre-board ticketing
- Identifiable locations that complement the neighborhood
- Pedestrian/bicycle linkage
- Parking not necessary



Community Station Prototype



Connection Station

- Basic platform
- No parking
- No real time messaging
- Pre-board ticketing



Connection Station Prototype



Proposed station locations

Tier 1

Broward Boulevard at TriRail
 Intersection of Broward Boulevard and SR 7

Any last thoughts?

State Road 7/U.S. 441 2009-2010 Progress Report

The State Road 7/U.S. 441 Collaborative has made significant progress over the past year in an ongoing evolution from Strategic Master Plan development into an implementation support role. We have had the opportunity to expand the visioning process to the north through participation in the “Coordination and Implementation Studies on Mobility for Northern Broward and Southwestern Palm Beach Counties” as well as south through the re-establishment Northwest 7th Avenue Corridor Community Redevelopment Agency in Miami-Dade County.

The State Road 7/U.S. 441 Collaborative Steering Committee continues to convene quarterly, with high attendance and participation from Collaborative member jurisdictions and ex-officio organizations. The adopted Work Plan for 2009-2010 continues to guide the efforts of the South Florida Regional Planning Council (SFRPC) staff that provide support to the Collaborative through the direction of the Steering Committee. With a renewed focus on transit and enhanced mobility in the region, the State Road 7/U.S. 441 Collaborative has been well positioned and recognized as a resource for corridor and community-based planning. We have had the opportunity to provide input through the Broward Metropolitan Planning Organization’s development of the 2035 Long Range Transportation Plan (LRTP) to designate the corridor for premium transit. Funding through the American Recovery and Reinvestment Act of 2009 was also provided to several State Road 7 Collaborative member jurisdictions for the design and construction of transit shelters.

The SFRPC staff support of the Collaborative over the past year has also included participation in several workshops, Community Redevelopment Agency (CRA) meetings and Commission meetings in Margate, Lauderdale Lakes, Davie, West Park and Hollywood related to transit-oriented development and redevelopment initiatives along the Corridor. The priorities of the member jurisdictions were shared through a series of resolutions this year including setting policies regarding transit technology, supporting planning initiatives and applications for future funding. A new focus this year was to explore the potential of integrating “Green Corridor” characteristics into the Strategic Plan. The SFRPC’s partnership with the Gold Coast Clean Cities Coalition has resulted in the initial investment of alternative fuel infrastructure along the corridor that will lead us in that direction.

This year the State Road 7/U.S.441 Collaborative will commemorate “Ten Years Down the Road” by producing a summary document that will illustrate the efforts of each member jurisdiction and highlight opportunities for future economic development and enhancing the livability of the Corridor.

DRAFT

The State Road 7/U.S. 441 Collaborative Work Plan 2010-2011

I. Strategic Planning/Intergovernmental Coordination

1. Focus efforts of the Collaborative through the active participation by designees and community ambassadors in the sub-committees identified by the Steering Committee.
2. Expand the Collaborative to include representation from each Community Redevelopment Agency along the Corridor and the City of Miami and/or City of Miami Trust.
3. Expand the Collaborative to include ex-officio membership from the Palm Beach Metropolitan Planning Organization.
4. Sponsor Master Plan Development for Miami-Dade communities along the State Road 7 Corridor.
5. Support and participate in meetings of the SEFTC, SFRTA, Palm Tran, MDTA, and BCT concerning a regional strategy for transit.
6. Support the designation of the State Road 7 Corridor as and “urban” Corridor and support FDOT in resurfacing, reconstruction and drainage projects along this corridor that promote an urban profile.
7. Support the commencement of a Planning, Development and Environmental (PD &E) study to determine an alignment and phasing plan for a light-rail option within the current 6-lane typical section (150’).
8. Support the development a comprehensive regional rail strategy which coordinates the needs of a north-south and east-west connections.
9. Support amendments to the Broward Trafficways Plan Map and Miami-Dade Zoned Right-of-Way Plan that accommodates transit and transit supportive redevelopment.
10. Encourage corridor communities to adopt transit supportive land uses and land development regulations along the State Road 7 Corridor.

11. Sponsor transit-oriented workshops for corridor communities and support the development of local and regional transit facilities.
12. Support the planning, design and construction of bus stops and amenities at designated “Breeze” stops.
13. Support the implementation of the landscape median improvement program.

II. Dedicated Funding/Plan Implementation

1. Actively participate with federal funding opportunities from the American Recovery & Reinvestment Act to implement the Strategic Plan for the State Road 7/U.S. 441 Corridor.
2. Collectively support and apply for Transportation Enhancement Grants; Transportation for Community and Systems Preservations Grants (TCSP); Florida Communities Trust (FCT) or similar grants which support State Road 7 Corridor enhancements.
3. Collectively support and identify improvements to the State Road 7 Corridor in the Unified Planning Work Program (UPWP), Long-Range Transportation Plan (LRTP), and or Transportation Improvement Plans (TIP).
4. Support utilization of Transportation Regional Incentive Program (TRIP) funding for transit amenities along designated Regional Corridor, such as, the State Road 7 Corridor.
5. Support local sponsorship of the State Road 7/U.S. 441 Collaborative and update local 5-year Capital Improvement Plans to identify and program enhancements and improvements to the State Road 7 Corridor.
6. Identify corridor priorities in the preparation of local and county Evaluation and Appraisal Reports.



ABSTRACT

May 14, 2010

Sustainable Communities Initiative

A federal partnership initiative of US HUD, DOT, and EPA

On June 16 2009, the U.S. Department of Housing and Urban Development (HUD), the U.S. Department of Transportation (DOT), and the U.S. Environmental Protection Agency (EPA) announced a new partnership to regionally coordinate federal housing, environmental protection, and transportation planning and investment. Federal funding to support this effort is being provided under HUD's Sustainable Communities Planning Grants Program.

In the past, the absence of a regional, collaborative partnership and shared vision for Southeast Florida has left our region at a competitive disadvantage when we seek to access needed state and federal resources. Envision Utah, One Bay (Tampa), Portland Metro 2040, Denver Metro Vision 2040, Sacramento Area Blueprint (2004), and Myregion.org (Orlando) are examples of regions that have well established multi-sector partnerships and regional strategies for quality communities and growth. While progress has been made in many issue areas, including transportation, water supply, and climate change planning with the recent signing of the four-county Regional Compact, these examples are the exception rather than the rule. We must do better if we are to build a prosperous and sustainable region and access the resources Southeast Florida needs to move ahead.

The Southeast Florida region includes Monroe, Miami-Dade, Broward, Palm Beach, Martin, St. Lucie, and Indian River counties. Together this seven-county Region represents the 5th largest metropolitan area in the country. These seven counties, though diverse, have much in common including a shared history, environment and watershed, economic interdependence, transportation system, and recreational, social and cultural activities. This seven county area is classified as "Southeast Florida" by Enterprise Florida, and defined as the "Southeast Region" in the Strategic Intermodal Plan of the Florida Department of Transportation.

A key component of the Sustainable Communities Initiative is the development of a "Regional Plan for Sustainable Development" for regions that lack a cohesive, integrated regional "vision" across issue areas and jurisdictional boundaries. In Southeast Florida, significant resources, time and effort have been invested in planning throughout the years. There are existing regional relationships and partnerships that can be strengthened and expanded. The challenge is to integrate these partnerships and efforts across issue areas and jurisdictional lines and reach agreement on the critical infrastructure investments needed to move the region forward.

The U.S. HUD's Sustainable Communities Initiative is the region's best opportunity to access up to \$5 million to articulate and develop consensus around a "Regional Vision" and "Regional Plan for Sustainable Development." It is expected that this Plan will: 1) serve as the framework for future federal investment; 2) support the efforts of individual counties, municipalities and other regional partners whose plans and projects further the implementation of the regional Vision and Plan; and 3) put the Southeast Florida Region in the best position possible to capture federal funds for critical infrastructure projects designed to improve the region's sustainability.

The South Florida Regional Planning Council and Treasure Coast Regional Planning Council are coordinating the development of a comprehensive joint application for Sustainable Communities Initiative funding on behalf of the Southeast Florida Regional Partnership. The Partnership represents a broad-based group of regional stakeholders, including but not limited to, water resource, housing, human services, environmental and transportation agencies and organizations; community-based organizations; health care organizations and funders; local governments; non-profits; academia and research institutions; and private sector organizations.

Several organizational meetings with the regional stakeholders have occurred and are scheduled. Necessary pre-application work has been performed by the Councils that will assist in preparing and submitting a complete application on time. The Councils have requested from its partners letters and resolutions of support and, where appropriate, the execution of a Memorandum of Understanding to memorialize the regional partnership. These documents will accompany the application. The HUD Notice of Funding Availability (NOFA) is expected to be published in May 2010. The NOFA will contain additional information related to application dates and other requirements.

For additional information, please contact:

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Administrative Supervisor

FREQUENTLY ASKED QUESTIONS

What is the Southeast Florida Regional Partnership?

The Southeast Florida Regional Partnership is a growing broad-based, multi-sector partnership composed of public, private, non-profit, community-based and civic stakeholders from Monroe, Miami-Dade, Broward, Palm Beach, Martin, St. Lucie, and Indian River counties. Partnership members include, but are not limited to, private sector organizations; water resource, housing, environmental and transportation agencies and organizations; local governments; non-profits; philanthropic organizations; human services funders; community-based and civic organizations; academia and research institutions; school boards and other educational partners; and economic development organizations.

The Southeast Florida Regional Partnership is building upon existing working relationships and partnerships to establish a regional partnership and develop an application to the Sustainable Communities Planning Grants Program. This program is sponsored by the United States Department of Housing and Urban Development (HUD) in coordination with the United States Department of Transportation (DOT) and the United States Environmental Protection Agency (EPA). Partnership members are committed to the sustainable development and redevelopment of Southeast Florida, and support the following “Livability Principles.”

1. Provide more transportation choices;
2. Promote equitable, affordable housing;
3. Enhance economic competitiveness;
4. Support existing communities;
5. Coordinate policies and leverage investment;
6. Value communities and neighborhoods; and
7. Enhance community resiliency to the impacts of climate change.

Do these seven counties really have that much in common?

The Southeast Florida region is comprised of Monroe, Miami-Dade, Broward, Palm Beach, Martin, St. Lucie and Indian River counties. Together, this region represents the 5th largest metropolitan area in the country. These seven counties, though diverse, have much in common including a shared history, environment and watershed, economic interdependence, transportation system, and recreational, social and cultural activities. This seven county area is classified as “Southeast Florida” by Enterprise Florida, and defined as the “Southeast Region” in the Strategic Intermodal Plan of the Florida Department of Transportation.

Does the Southeast Florida Regional Partnership exist only for the purpose of applying for the Sustainable Communities Planning Grants Program?

The opportunity presented by the Sustainable Communities Planning Grants Program has provided renewed impetus for bringing together and expanding existing local and regional partnerships under the umbrella of a new “Southeast Florida Regional Partnership.” Just as other parts of the state and country have proactively organized themselves to more effectively address opportunities and challenges facing their regions, the Southeast Florida Regional Partnership has the potential to provide tremendous value and leadership in Southeast Florida beyond any individual grant opportunity. The Partnership needs to continue to mature and evolve into a forum where discussion and decision-making on issues of regional importance can occur.

What are the roles of the South Florida and Treasure Coast Regional Planning Councils in this Initiative?

The Governing Boards of the South Florida and Treasure Coast Regional Planning Councils have directed their respective staffs to spearhead the formal organization of the Southeast Florida Regional Partnership, and preparation of a regional application to the U.S. HUD’s Sustainable Communities Planning Grants Program. The South Florida and Treasure Coast Regional Planning Councils are also members of the Southeast Florida Regional Partnership.

The word “sustainable” is used a lot. What does it mean?

The concept of sustainability holds that the demands of today must not supersede the needs of the future. Sustainability is often narrowly associated with natural systems but in reality applies to the entire living environment. This environment includes social and economic systems that are also demanding on finite resources.

Sustainable development of the Region requires balance between the resource requirements of the environment, the economy, and society. Bold strategies supporting the social and economic components of sustainability are needed in South Florida, and they must reflect interdependent relationships between the natural environment, built environment, social institutions, and the economy.

What is the Sustainable Communities Initiative and Sustainable Communities Planning Grants Program?

On June 16 2009, the U.S. HUD, DOT, and EPA announced an Interagency Partnership for Sustainable Communities. The goal of this interagency partnership is to regionally coordinate federal housing, environmental protection, and transportation planning and investment. Federal funding to support this effort is being provided under HUD’s Sustainable Communities Planning Grants Program.

The Fiscal Year 2010-11 Federal Budget includes \$150 million in start-up funding for the HUD Sustainable Communities Planning Grants Program. A fund of \$100 million has been created to encourage metropolitan regions to articulate a vision for growth tailored to specific metropolitan markets that federal housing, transportation, and other federal

investments can support. A fund of \$40 million is earmarked to support the update of local land use and zoning rules and assist states and localities in the design and implementation of planning reforms at the local and regional levels that will support the creation of “affordable, economically vital and sustainable communities.” The remaining \$10 million will support research and evaluation efforts. Second year funding (FY2011-12) for the Program is currently being discussed in Washington.

What do we know about the Sustainable Communities Planning Grants Program?

The HUD Notice of Funding Availability (NOFA) is not expected to be released until late May, early June 2010. The Pre-NOFA that was released in March clearly states that the goal of the Sustainable Communities Planning Grants Program is to support **multi-jurisdictional regional planning efforts** that integrate housing, economic development, and transportation decision-making in a manner that empowers jurisdictions to consider the interdependent challenges of economic growth, social equity and environmental impact simultaneously.

Three funding categories are being considered:

Category 1 - Funding to support the preparation of Regional Plans for Sustainable Development that address housing, economic development, transportation, and environmental quality in an integrated fashion where such plans do not currently exist;

Category 2 - Funding to support the preparation of more detailed execution plans and programs to implement existing regional sustainable development plans (that address housing, economic development, transportation, and environmental quality in an integrated fashion); and

Category 3 - Implementation funding to support regions that have regional sustainable development plans and implementation strategies in place and need support for a catalytic project or program that demonstrates commitment to and implementation of the broader plan.

Criteria “Livability Principles”

HUD, EPA, and DOT have adopted the following six “Livability Principles” to guide their strategic activities and investments. The Southeast Florida Regional Partnership has adopted the six principles and added a seventh “Enhance community resiliency to the impacts of climate change.”

1. Provide more transportation choices;
2. Promote equitable, affordable housing;
3. Enhance economic competitiveness;
4. Support existing communities;
5. Coordinate policies and leverage investment;
6. Value communities and neighborhoods; and
7. Enhance community resiliency to the impacts of climate change.

Where does Southeast Florida fit in?

Southeast Florida clearly fits into Category 1 – development of a “Regional Plan for Sustainable Development.” What is not clear at this time is whether grant applicants will be able to apply for funding in more than one category, particularly absent the existence of an adopted Regional Vision and Plan.

A key component of the Sustainable Communities Planning Grants Program is the development of a “Regional Plan for Sustainable Development” for regions that lack a cohesive, integrated regional “vision” across issue areas and jurisdictional boundaries.

In Southeast Florida, significant resources, time and effort have been invested in planning throughout the years. There are existing regional relationships and partnerships that can be strengthened and expanded. The challenge is to integrate these partnerships and efforts across issue areas and jurisdictional lines and reach agreement on a preferred future for the region and critical infrastructure investments needed to move the region forward.

Why is it important to develop the “Regional Plan for Sustainable Development”?

The HUD’s Sustainable Communities Initiative is the region’s best opportunity to access up to \$5 million to articulate and develop consensus around a “Regional Vision” and “Regional Plan for Sustainable Development.” It is expected that this Plan will: 1) serve as the framework for future federal investment; 2) support the efforts of individual counties, municipalities and other regional partners whose plans and projects further the implementation of the regional Vision and Plan; and 3) put the Southeast Florida Region in the best position possible to capture **future federal funds** for critical infrastructure projects designed to improve the region’s sustainability.

The absence of a regional, collaborative partnership and shared vision for Southeast Florida has left our region at a competitive disadvantage when we seek to access needed state and federal resources. Envision Utah, One Bay (Tampa), Portland Metro 2040, Denver Metro Vision 2040, Sacramento Area Blueprint (2004), and Myregion.org (Orlando) are examples of regions that have well established multi-sector partnerships and regional strategies for quality communities and growth. While Southeast Florida has made progress in many issue areas, including transportation, water supply, and climate change planning with the recent signing of the four-county Southeast Florida Regional Climate Change Compact, these examples are the exception rather than the rule.

How much funding is available?

In Fiscal Year 2010-11, approximately \$98-100 million is available for the Sustainable Communities Planning Grants Program for the three categories of funding discussed above. According to the HUD Pre-NOFA, the grant amount awarded under the Program to an eligible entity that represents a large metropolitan area with a population of 500,000 or more may not exceed \$5,000,000. Additional information will be available once the NOFA is released.

What is the grant match requirement?

HUD expects that “at least 20 percent of the overall costs of the projects awarded under this grant will include leveraged funding from other public, philanthropic and private sources including in-kind contributions.” Additional information will be contained in the NOFA once it is released.

Where does the Southeast Florida Regional Partnership expect to get its match?

Southeast Florida’s public, private, non-profit, and philanthropic partners are making significant investments to promote the creation of more sustainable communities. Project consultants assisting the Southeast Florida Regional Partnership are researching whether or not these existing investments may count toward the 20% match requirement. We will bring to the Partnership their research findings and guidance from the NOFA once it released for discussion on the match issue.

Who is applying for the grant on behalf of the Southeast Florida Regional Partnership?

The South Florida Regional Planning Council, in partnership with the Treasure Coast Regional Planning Council, is applying for the grant.

If the grant funds are awarded, how will they be used?

The grant funds will be used to support the development of the Southeast Florida Regional Partnership, and development and implementation of a work plan which will lead to the creation and adoption of the Regional Vision and Plan for Sustainable Development.

Why should my organization participate or support this effort?

The Regional Vision and Plan for Sustainable Development is a long-term vision and plan extending out to 2060. A primary goal of application to the HUD Sustainable Communities Planning Grants Program is to access funding to develop a long-term vision and infrastructure investment plan for the preferred development and redevelopment of Southeast Florida.

The development of the Regional Vision and Plan for Sustainable Development will require broad input and collaboration from stakeholders and communities throughout the region. A key component of the “Regional Plan for Sustainable Development” will be a statement of key infrastructure investments that are needed to support implementation of the Plan over time and enhance existing communities and Southeast Florida’s sustainability over time.

How will this benefit my community?

To the extent that your organization’s priority projects contribute to a more sustainable region – enhancing communities, economy, and the environment – and are articulated in the adopted Vision and Regional Plan for Sustainable Development, it is expected that your project will be ranked higher by federal and state reviewers than projects that are not identified in the Regional Plan. In summary, your grant applications for projects

identified as contributing to the overall sustainability of the region by virtue of being referenced in the Regional Plan for Sustainable Development should be more competitive than they would be otherwise.

How can you and/or your organization support this regional effort?

Everyone can contribute to this regional initiative.

1. Join the South Florida Regional Partnership!
2. Execute the Partnership Memorandum of Understanding
3. Write a Letter of Support for the grant application
4. Pass a Resolution in support of this regional initiative
5. Help grow the Partnership by reaching out to potential partner organizations
6. Become a member of the application development team

The Memorandum of Understanding, sample letter of support, and sample resolution can be accessed via www.sfrpc.com by clicking on the Southeast Florida Regional Partnership logo.

What is expected of Partner organizations?

The Sustainable Communities Planning Grants Program is specifically designed to support the efforts and collaborations of regional partnerships. At this point in time, it is expected that Partner members, organizations and individuals, will work collaboratively and in good faith to grow the Partnership and assist in the preparation of a competitive application to the extent that they are able.

It is hoped that “Partner” organizations will execute the Memorandum of Understanding (MOU) and support the application with a letter and resolution of support. The MOU is the “Partnership” document. The use of a “Partnership Agreement,” similar to the MOU, was an important component of the Eastward Ho! Brownfields Partnership’s successful application to become one of sixteen original “Brownfields Showcase Communities” in 1998.

This document is important because it affirms the existence of a committed group of regional stakeholders that are working together to forward the seven livability principles outlined above, six of which are specific priorities of U.S. HUD, EPA, and DOT.

Will signing the MOU obligate me in any way?

The MOU is not a legal document. It does not obligate the signatory to provide anything, including financial or staff resources. Participation in the work of the Southeast Florida Regional Partnership is voluntary.

For additional information, please contact:

South Florida Regional Planning Council
954.985.4416

Treasure Coast Regional Planning Council
772.221.4060

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School Board of Broward County

Paul Burtell
Greater 7th Ave. Improvement Assoc.

South Florida
Water Management District

June 10, 2010

The Honorable Samuel Ferreri, Chair
Treasure Coast Regional Planning Council
421 S.W. Camden Avenue
Stuart, Florida 34994

The Honorable Joseph Scuotto, Chair
South Florida Regional Planning
Council
3440 Hollywood Boulevard, Suite 140
Hollywood, Florida 33021

Subject: Federal Sustainable Communities Initiative

Dear Chairman Ferreri and Chairman Scuotto:

The State Road 7/U.S. 441 Collaborative is a regional partnership of 16 jurisdictions and agencies in Broward and Miami-Dade Counties working to improve conditions along the State Road 7/U.S. 441 Corridor. Over the past decade, we have developed a *Master Plan* to guide corridor communities in their efforts to promote smart growth, transit-oriented development, and overall economic development.

By this letter, we wish to express our support for a joint, regional application to the U.S. HUD Sustainable Communities Planning Grants Program that will be submitted by the South Florida and Treasure Coast Regional Planning Councils (Councils) on the behalf of the many public, private, non-profit, and other regional stakeholders from the seven-county region of Monroe, Miami-Dade, Broward, Palm Beach, Martin, St. Lucie, and Indian River Counties. This application is being developed through a collaborative partnership of regional stakeholders including transportation agencies, water resource, housing, environmental agencies; local governments, non-profits, academia, and private sector organizations.

A key component of the Sustainable Communities Initiative is the development of a "Regional Plan for Sustainable Development" that will serve as the framework for the creation of a more sustainable region. We recognize the need for, and support the development of this multijurisdictional, regional plan and cohesive, integrated "vision" across issue areas and political boundaries in Southeast Florida.

We support your efforts and look forward to continuing to work in partnership with the Councils and other regional stakeholders in this important effort.

Sincerely yours,

David Shomers, Chair
State Road 7/U.S. 441 Collaborative

The State Road 7/U.S. 441 Collaborative

staffed by the South Florida Regional Planning Council
3440 Hollywood Boulevard, Suite 140, Hollywood, Florida 33021
Phone 954-985-4416, FAX 954-985-4417

www.sfrpc.com/sr7.htm

RESOLUTION #2010-01

A RESOLUTION BY THE STEERING COMMITTEE OF THE STATE ROAD 7/U.S. 441 COLLABORATIVE SUPPORTING THE REGIONAL PLANNING COUNCILS OF SOUTHEAST FLORIDA IN PREPARING A COMPREHENSIVE JOINT APPLICATION UNDER THE FEDERAL SUSTAINABLE COMMUNITIES INITIATIVE AND ESTABLISHING A WORKING PARTNERSHIP AGREEMENT WITH PUBLIC, PRIVATE, NON-PROFIT, AND CIVIC SECTOR ORGANIZATIONS, INCLUDING BUT NOT LIMITED TO, WATER RESOURCE, HOUSING, HUMAN SERVICES, ENVIRONMENTAL AND TRANSPORTATION AGENCIES, COMMUNITY-BASED ORGANIZATIONS, LOCAL GOVERNMENTS, NONPROFITS, ACADEMIA AND RESEARCH INSTITUTIONS, SCHOOL BOARDS AND PRIVATE SECTOR ORGANIZATIONS.

WHEREAS, on June 16, 2009, the U.S. Department of Housing and Urban Development (HUD), the U.S. Department of Transportation (DOT), and the U.S. Environmental Protection Agency (EPA) announced a new partnership to regionally coordinate federal housing, environmental protection, and transportation planning and investment; and

WHEREAS, this new partnership is looking to multidisciplinary regional councils of government to identify and coordinate regional strategies that:

- Provide a regional vision or plan for sustainable growth
- Integrate housing, water infrastructure, transportation, land use planning and investment
- Address energy efficiency
- Address the impacts of climate change through the development of mitigation and adaptation strategies
- Foster compatibility of sustainable built systems with restoration of the Florida Everglades
- Promote the creation of equitable, sustainable communities
- Promote social equity and access to opportunity
- Promote environmental protection and restoration
- Redevelop underutilized sites
- Leverage federal investment in existing communities
- Promote equitable affordable housing
- Increase economic competitiveness
- Promote multi-modal, regional transportation systems, and healthy, safe and walkable neighborhoods – rural, urban or suburban

WHEREAS, there is a clear understanding that the Sustainable Communities Planning Grants Program is designed to support the development of a comprehensive regional plan or vision identifying critical projects and infrastructure to improve the Region's sustainability and to be used as a guide by federal funding agencies to prioritize and focus future federal investment; and

WHEREAS, any application for funding under the Sustainable Communities Planning Grants Program should be prepared in consultation with the appropriate water resource, housing, environmental, and transportation agencies, local governments, nonprofits, academia and research institutions, school boards, community-based organizations, and private sector organizations; and should include a formalized agreement among these entities to work cooperatively on the application and funded project; and

WHEREAS, the regional planning councils of Southeast Florida should commit the resources necessary within the limits of their budgets and work programs to prepare and submit a successful joint application under the Sustainable Communities Planning Grants Program;

NOW, THEREFORE, BE IT RESOLVED that the State Road 7/U.S. 441 Collaborative strongly supports the South Florida and Treasure Coast Regional Planning Council in preparing a comprehensive joint application for the Sustainable Communities Planning Grants Program, and the establishment of a working partnership agreement with regional stakeholders, including, but not limited to, water resource, housing, environmental, and transportation agencies, local governments, nonprofits, academia and research institutions, school boards, community-based organizations, and private sector organizations; and should include a formalized agreement among these entities to work cooperatively on the application and funded project.

DULY ADOPTED by the STATE ROAD 7/U.S. 441 COLLABORATIVE STEERING COMMITTEE
this 11th day of June, 2010.

Signature

Signature

**SUSTAINABLE COMMUNITIES INITIATIVE
MEMORANDUM OF UNDERSTANDING
FOR THE
SOUTHEAST FLORIDA REGION**

I. Purpose

The purpose of this Memorandum of Understanding (MOU) is to provide a mutual understanding in support of the signatory agencies, organizations, governments, and individuals that will be working in cooperation to: 1) prepare a successful Sustainable Communities Initiative (SCI) grant application; and 2) complete the work funded under the SCI grant.

II. Background

On June 16, 2009, the U.S. Department of Housing and Urban Development (HUD) joined with the U.S. Environmental Protection Agency (EPA) and the U.S. Department of Transportation (DOT) to help improve access to affordable housing, more transportation options, and lower transportation costs while protecting the environment in communities nationwide. A set of guiding livability principles and a federal interagency partnership agreement is intended to guide their efforts in coordinating federal housing, transportation, and other infrastructure investments designed to protect the environment, promote equitable development, and help to address the challenges of climate change.

Congress provided a total of \$150,000,000 to U.S. HUD for the SCI program to encourage regional planning efforts that integrate housing and transportation decisions, and increase State, regional and local capacity to incorporate livability, sustainability and social equity principles into land use and zoning. From that total amount, \$100,000,000 is being made available to encourage metropolitan regions to develop integrated regional plans that articulate a vision for growth that federal housing, transportation and other federal investments can support.

More importantly, the three federal agencies have made a commitment to utilize the integrated regional plans or visions to guide their planning and funding decision-making. Funding to these metropolitan regions would generally be directed towards programs and projects identified in “Regional Plans for Sustainability” aimed at increasing transportation choices, reducing combined housing and transportation costs for American families, improving the quality of life in communities, and improving the natural and built environment.

III. Agreement

Whereas, there is a recognized need among the signatories for a coordinated, collaborative regional effort to prepare and carry out a successful SCI grant application and work program; and

Whereas, an SCI grant application and work program will be prepared and managed by the Treasure Coast and South Florida Regional Planning Councils in cooperation with the MOU signatories, including, but not limited to, State Road 7/U.S. 441 Collaborative Steering Committee with the intent of establishing a comprehensive regional plan or vision identifying critical projects and infrastructure to: 1) improve the Region’s sustainability; and 2) assist and guide federal funding agencies in prioritizing and focusing future federal investment in Southeast Florida; and

Whereas, the signatories agree to the best of their abilities and within the limits of their budgets to work cooperatively on the grant application and funded project; and

Whereas, any private sector organization, non-profit, academic or research institution, philanthropic partner, community organization, governmental entity, individual, or intermediary agency that bears responsibility for or has an interest in the sustainable development and redevelopment of Southeast Florida may be a partner and signatory to this MOU; and

Whereas, each of the signatories to this MOU understands urban redevelopment and the promotion of infill development in Southeast Florida represents environmental, transportation, social, and economic and community development strategies for restoration of the Everglades ecosystem and advancing the goals of the federal SCI program; and

Whereas, each of the signatories to this MOU is committed to following the Livability Principles relating to the sustainable development and redevelopment of Southeast Florida:

1. **Provide more transportation choices.** Develop safe, reliable and economic transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions, and promote public health.
2. **Promote equitable, affordable housing.** Expand location-and energy-efficient housing choices for people of all ages, incomes, races and ethnicities to increase mobility, and lower the combined cost of housing and transportation.
3. **Enhance economic competitiveness.** Improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services, and other basic needs by workers as well as expanded business access to markets.
4. **Support existing communities.** Target funding toward existing communities through such strategies as transit-oriented, mixed-use development and land recycling – to increase community revitalization, improve the efficiency of public works investments, and safeguard rural landscapes.
5. **Coordinate policies and leverage investment.** Align policies and funding to remove barriers to collaboration, leverage funding, and increase the accountability and effectiveness of all levels of government to plan for future growth, including making smart energy choices such as locally generated renewable energy.

6. **Value communities and neighborhoods.** Enhance the unique characteristics of all communities by investing in healthy, safe, and walkable neighborhoods – rural, urban or suburban.

7. **Enhance community resiliency to the impacts of Climate Change.** Enhance community resiliency to the impacts of climate change through the development of mitigation and adaptation strategies.

Whereas, any regional plan document developed under the SCI grant will support these Livability Principles and should, to the greatest extent possible and where appropriate, be built upon the foundation of work that has been accomplished and undertaken in the region where existing plans, partnerships, and processes enhance regional planning, coordination and efficiency, reduce unnecessary duplication of effort and responsibilities, and add clarity and accountability to implementation processes.

Now, Therefore, this MOU is established to create a framework for coordinating efforts related to the preparation of a successful SCI grant application and successfully completing the work funded under the SCI grant.

IV. Programming, Budgeting, Funding and Reimbursement Arrangement

- a. This MOU is neither a fiscal nor a funds obligation document. Any transfer of funds between parties may take place through existing authorities and procedures.

- b. Generally, any endeavor involving the transfer of funds will follow normal procurement or other appropriate processes and will be affected in writing by representatives of the organizations involved.

- c. This MOU in no way restricts the signatories from participating in similar activities or arrangements with other entities or agencies.

- d. Nothing in this MOU shall obligate the signatories to expend appropriations, obligate funds or enter into any contract or other agreement.

V. Effective Date

This MOU will become effective upon signature by any two parties. Any Party may terminate its participation in this MOU upon written notice to the other Parties. The provisions of the MOU will be reviewed periodically, as appropriate, and amended or supplemented as may be mutually agreed upon.

VI. Other Memorandum of Understandings

There are no superseding MOUs on this topic among the Parties hereto.

VII. Signatures

This MOU may be executed in one or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument. Each Party has signed this five-page agreement on a separate page. The original signature pages are on file at the South Florida Regional Planning Council, 3440 Hollywood Boulevard, Suite 140, Hollywood, FL 33021; (954) 985-4416.

**SUSTAINABLE COMMUNITIES INITIATIVE
MEMORANDUM OF UNDERSTANDING
FOR THE
SOUTHEAST FLORIDA REGION**

By my signature below, my organization/agency becomes a signatory to the Sustainable Communities Initiative Memorandum of Understanding for the Southeast Florida Region, dated _____, 2010. I understand that the MOU will be executed in one or more counterparts, each of which will be deemed an original, but all of which shall constitute one and the same instrument. This original signature page will be kept on file at the South Florida Regional Planning Council.

Signature

Typed Name and Title

Organization/Agency

Date

Please return to:

South Florida Regional Planning Council
3440 Hollywood Boulevard, Suite 140
Hollywood, Florida 33021

Tiger II

DOT Information Related to the TIGER II Discretionary Grant Program

DOT is authorized to award \$600 million in TIGER II Discretionary Grants pursuant to Title I (Department of Transportation) of the FY 2010 Appropriations Act (Pub. L. 111-117, Dec. 16, 2009). This appropriation is similar, but not identical to the appropriation for the Transportation Investment Generating Economic Recovery, or “TIGER Discretionary Grant”, program authorized and implemented pursuant to the American Recovery and Reinvestment Act of 2009 (the “Recovery Act”). Because of the similarity in program structure and objectives, DOT is referring to the grants for National Infrastructure Investments under the FY 2010 Appropriations Act as “TIGER II Discretionary Grants”. As with the TIGER program, funds for the TIGER II program are to be awarded on a competitive basis for projects that will have a significant impact on the Nation, a metropolitan area or a region. A copy of the full [Interim Notice of Funding Availability](#).

Frequently Asked Questions

Question 1. What are the objectives of the TIGER II Discretionary Grant Program?

Answer 1. Title I of the FY 2010 Appropriations Act appropriated \$600 million, available through September 30, 2012, for National Infrastructure Investments. This appropriation is similar, but not identical to the appropriation for the Transportation Investment Generating Economic Recovery, or “TIGER Discretionary Grant”, program authorized and implemented pursuant to the American Recovery and Reinvestment Act of 2009 (the “Recovery Act”). Because of the similarity in program structure, DOT is referring to the grants for National Infrastructure Investments under the FY 2010 Appropriations Act as “TIGER II Discretionary Grants”.

As with the TIGER program, funds for the TIGER II Discretionary Grant program are to be awarded on a competitive basis for projects that will have a significant impact on the Nation, a metropolitan area or a region.

Question 2. When were the criteria for the TIGER II Discretionary Grant program announced, when are applications due, and when will the TIGER II Discretionary Grants be awarded?

Answer 2. The criteria for the TIGER II Discretionary Grant program were announced in the interim notice of funding availability in the Federal Register. The notice requires that pre-applications must be submitted by July 16, 2010, at 5:00 p.m. EST. Final applications must be submitted through Grants.gov by August 23, 2010, at 5:00 p.m. EST. The DOT pre-application system will open no later than June 15, 2010 to allow prospective applicants to submit pre-applications. Subsequently, the Grants.gov “Apply” function will open on July 30, 2010, allowing applicants to submit applications. Pursuant to the FY 2010 Appropriations Act, DOT will evaluate all applications and announce the projects that have been selected to receive TIGER II Discretionary Grants no sooner than September 15, 2010.

Question 3. Is there an opportunity for interested stakeholders to submit comments on the interim notice of funding availability?

Answer 3. Yes. There is a two-week period provided for the submission of comments. Comments must be submitted by May 7, 2010, at 5:00 p.m. EST. All comments submitted must include the agency name (Office

of the Secretary of Transportation) and the docket number DOT-OST-2010-0076. To ensure that your comments are not entered into the docket more than once, please submit comments, identified by the docket number DOT-OST-2010-0076, by only one of the following methods:

Website: The U.S. Government electronic docket site is www.regulations.gov. Go to this Website and follow the instructions for submitting comments into docket number DOT-OST-2010-0076;

Fax: Telefax comments to 202-493-2251;

Mail: Mail your comments to U.S. Department of Transportation, 1200 New Jersey Avenue SE, Docket Operations, M-30, Room W12-140, Washington, DC 20590; or

Hand Delivery: Bring your comments to the U.S. Department of Transportation, 1200 New Jersey Avenue SE, Docket Operations, M-30, West Building Ground Floor, Room W12-140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Instructions for submitting comments: You must include the agency name (Office of the Secretary of Transportation) and Docket number DOT-OST-2010-0076 for this notice at the beginning of your comments. You should submit two copies of your comments if you submit them by mail or courier. For confirmation that the Office of the Secretary of Transportation has received your comments, you must include a self-addressed stamped postcard. Note that all comments received will be posted without change to www.regulations.gov, including any personal information provided, and will be available to Internet users. You may review DOT's complete Privacy Act Statement in the Federal Register published April 11, 2000, (65 FR 19477), or you may visit www.regulations.gov.

For Pre-Applications and Applications: Pre-applications must be submitted electronically to DOT and applications must be submitted electronically through Grants.gov. Only pre-applications received by DOT and applications received through Grants.gov will be deemed properly filed. Instructions for submitting pre-applications to DOT and applications through Grants.gov are included in Section IX of the interim notice of funding availability.

Question 4. Who can receive funds under the National Infrastructure Investments Discretionary Grant?

Answer 4. "Eligible Applicants" for TIGER II Discretionary Grants are State and local governments, including U.S. territories, tribal governments, transit agencies, port authorities, metropolitan planning organizations (MPOs), other political subdivisions of State or local governments, and multi-State or multi-jurisdictional groups applying through a single lead applicant (for multi-jurisdictional groups, each member of the group, including the lead applicant, must be an otherwise eligible applicant as described in this paragraph).

Question 5. What types of projects are eligible for TIGER II Discretionary Grant funding?

Answer 5. Projects that are eligible for TIGER II Discretionary Grants under the FY 2010 Appropriations Act include, but are not limited to:

- highway or bridge projects eligible under title 23, United States Code;
- public transportation projects eligible under chapter 53 of title 49, United States Code;
- passenger and freight rail projects; and
- port infrastructure investments.

Federal wage rate requirements included in subchapter IV of chapter 31 of title 40, United States Code, apply to all projects receiving funds.

TIGER II TIFIA Payments

Up to \$150 million of the \$600 million available for TIGER II Discretionary Grants may be used to pay the subsidy and administrative costs of the Transportation Infrastructure Finance and Innovation Act (TIFIA) credit assistance program if it would further the purposes of the TIGER II Discretionary Grant program. DOT is referring to these payments as “TIGER II TIFIA Payments.” Based on the subsidy amounts required for projects in the TIFIA program’s existing portfolio, DOT estimates that \$150 million of TIGER II TIFIA Payments could support approximately \$1.5 billion in TIFIA credit assistance. The amount of budget authority required to support TIFIA credit assistance is calculated on a project-by-project basis. Applicants for TIGER II TIFIA Payments should submit an application pursuant to the notice of funding availability and a separate TIFIA letter of interest, as described in Section VI of the notice.

TIGER II Planning Grants

The FY 2010 Appropriations Act permits DOT to use up to \$35 million of the amount available for TIGER II Discretionary Grants for TIGER II Planning Grants. TIGER II Planning Grants may be awarded, like TIGER II Discretionary Grants, to Eligible Applicants, and may be used for activities related to the planning, preparation or design of Eligible Projects, including transportation corridors or regional transportation systems. Applications for planning assistance may be made alone or as part of a TIGER II Discretionary Grant application.

Applicants seeking TIGER II Planning Grants should apply in accordance with all of the application requirements specified in the notice of funding availability for TIGER II Discretionary Grants, unless specified otherwise.

Projects in Rural Areas

The FY 2010 Appropriations Act directs that not less than \$140 million of the funds provided for TIGER II Discretionary Grants are to be used for projects in rural areas. DOT is generally defining “rural area” as any area not in an Urbanized Area, as such term is defined by the Census Bureau, and will consider a project to be in a rural area if all or a material portion of a project is located in a rural area. For projects located in rural areas the FY 2010 Appropriation Act does not require matching funds (although the statute does direct DOT to give priority to projects, including projects located in rural areas, for which Federal funding is required to complete an overall financing package that includes non-Federal sources of funds) and the minimum grant size is \$1 million.

Question 6. What criteria will be used to evaluate applications for TIGER II Discretionary Grants?

Answer 6. TIGER II Discretionary Grants will be awarded based on two categories of selection criteria, “Primary Selection Criteria” and “Secondary Selection Criteria.”

The Primary Selection Criteria include:

Long-Term Outcomes: The Department will give priority to projects that have a significant impact on desirable long-term outcomes for the Nation, a metropolitan area, or a region.

The following long-term outcomes will be given priority:

- State of Good Repair: Improving the condition of existing transportation facilities and systems, with particular emphasis on projects that minimize life-cycle costs.
- Economic Competitiveness: Contributing to the economic competitiveness of the United States over the medium- to long-term.
- Livability: Fostering livable communities through place-based policies and investments that increase transportation choices and access to transportation services for people in communities across the United States.
- Environmental Sustainability: Improving energy efficiency, reducing dependence on oil, reducing greenhouse gas emissions and benefitting the environment.
- Safety: Improving the safety of U.S. transportation facilities and systems.

Job Creation & Economic Stimulus: While the TIGER II Discretionary Grant program is not a Recovery Act program, job creation and economic stimulus remain a top priority of this Administration; therefore, DOT will give priority (as it did for the TIGER Discretionary Grant program) to projects that are expected to quickly create and preserve jobs and stimulate rapid increases in economic activity, particularly jobs and activity that benefit economically distressed areas.

The Secondary Selection Criteria include:

Innovation: DOT will give priority to projects that use innovative strategies to pursue the long-term outcomes outlined above.

Partnership: DOT will give priority to projects that demonstrate strong collaboration among a broad range of participants and/or integration of transportation with other public service efforts.

The Department will give more weight to the Long-Term Outcomes and Jobs Creation & Economic Stimulus criteria than to the Innovation and Partnership criteria. Projects that are unable to demonstrate a likelihood of significant long-term benefits in any of the five long-term outcomes will not proceed in the evaluation process. For the Jobs Creation & Economic Stimulus criterion, a project that is not ready to proceed quickly is less likely to be successful.

The notice published in the Federal Register provides additional guidance on how the Department will apply the selection criteria.

Question 7. Is there a maximum and/or minimum grant size for TIGER II Discretionary Grants?

Answer 7. The FY 2010 Appropriations Act specifies that TIGER II Discretionary Grants may be not less than \$10 million and not greater than \$200 million. Pursuant to the FY 2010 Appropriations Act, no more than 25 percent of the funds made available for TIGER II Discretionary Grants (or \$150 million) may be awarded to projects in a single State.

Question 8. Are there any other statutory requirements for the distribution of TIGER II Discretionary Grants?

Answer 8. FY 2010 Appropriations Act specifies the following additional requirements for the distribution of TIGER II Discretionary Grants:

- The FY 2010 Appropriations Act directs that not less than \$140 million of the funds provided for TIGER II Discretionary Grants is to be used for projects located in rural areas.
- TIGER II Discretionary Grants may be used for up to 80 percent of the costs of a project, but priority must be given to projects for which Federal funding is required to complete an overall financing package and projects can increase their competitiveness by demonstrating significant non-Federal contributions. DOT may increase the Federal share above 80 percent only for projects located in rural areas, in which case DOT may fund up to 100 percent of the costs of a project. However, the statutory requirement to give priority to projects that use Federal funds to complete an overall financing package applies to project located in rural areas as well, and projects located in rural areas can increase their competitiveness for purposes of the TIGER II program by demonstrating significant non-Federal financial contributions.

FOR FURTHER INFORMATION: For further information concerning the TIGER II Discretionary Grant Program please contact the TIGER II Discretionary Grant program manager via e-mail at TIGERIIGrants@dot.gov, or call Robert Mariner at 202-366-8914. A TDD is available for individuals who are deaf or hard of hearing at 202-366-3993. In addition, DOT will regularly post answers to questions and requests for clarifications on the TIGER II Discretionary Grant Program website at www.dot.gov/recovery/ost/TIGERII.