

Broward MPO & Broward County Update
Northern Broward Mobility Study
State Road 7 Common Vision

**THE STATE ROAD 7/US 441 COLLABORATIVE
STEERING COMMITTEE**
March 11, 2010
2:00-3:30 P.M.

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Today's Topics of Discussion

- Collaborative Process
- 2035 Long Range Transportation Plan
 - Hubs & Transit Types
 - Livability Principles & Planning
 - Northern Broward Study Focus
 - Methodology
 - Mapping
- Next Steps

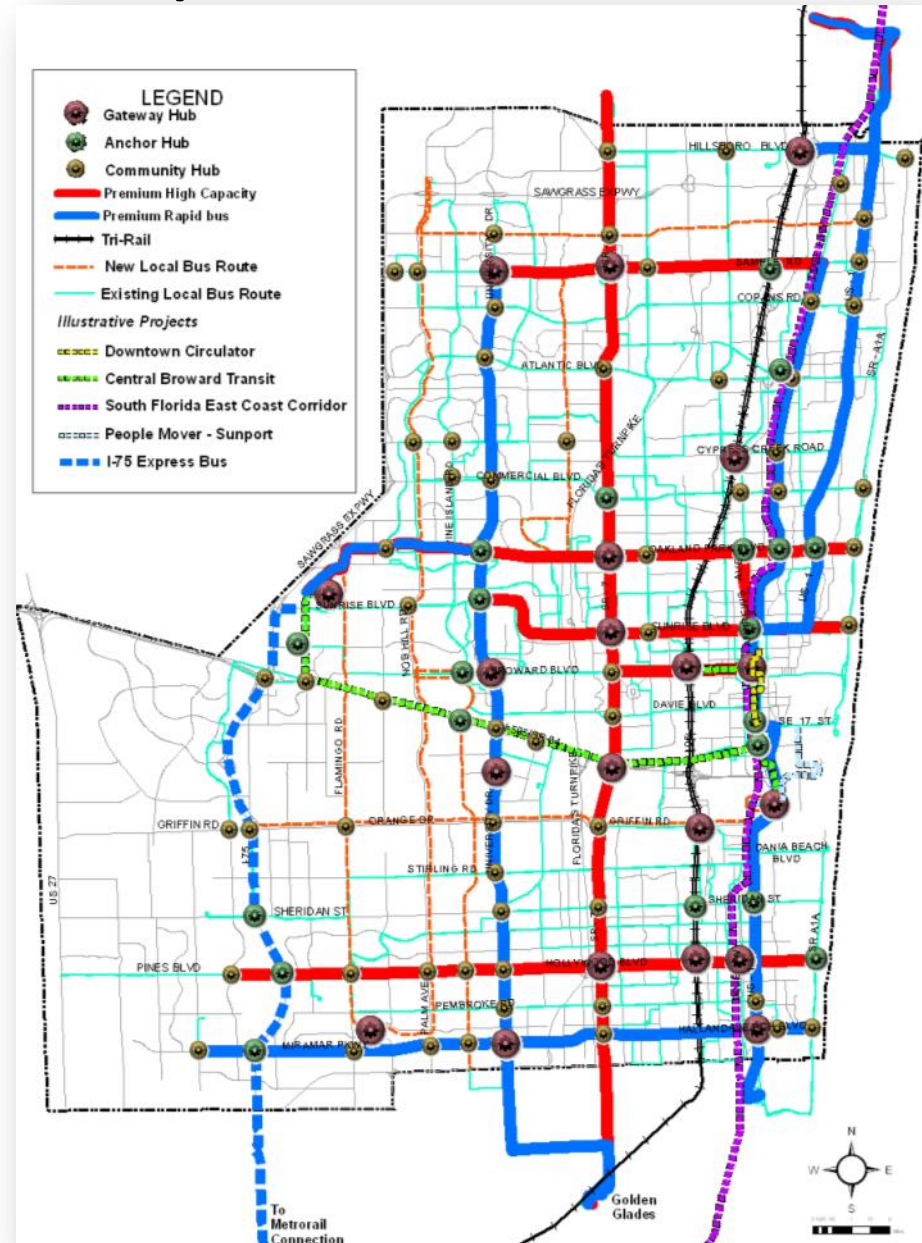
COLLABORATIVE PROCESS WITH MUNICIPALITIES



2035 Long Range Transportation Plan

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

-- Broward MPO Vision



MOBILITY HUBS

Gateway Hubs



Anchor Hubs



Community Hubs



PREMIUM TRANSIT

High Capacity



Rapid Bus



Livability Principles

1. Provide more transportation choices
2. Promote equitable, affordable housing
3. Enhance economic competitiveness
4. Support existing communities
5. Coordinate policies & leverage investment
6. Value communities & neighborhoods

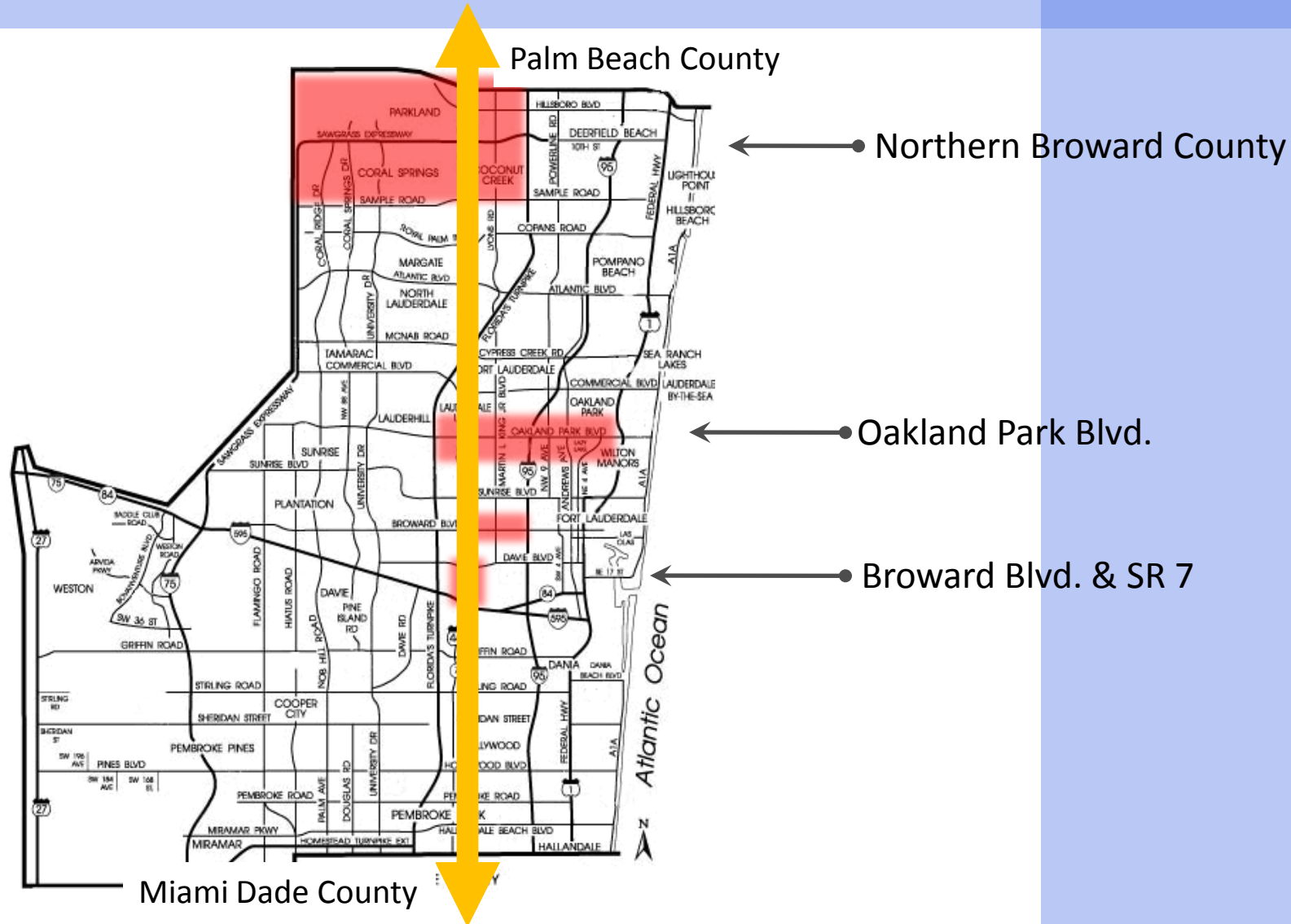


“Creating livable communities will result in improved quality of life for all Americans and create a more efficient and more accessible transportation network that services the needs of individual communities. Fostering the concept of livability in transportation projects and programs will help America's neighborhoods become safer, healthier and more vibrant.”

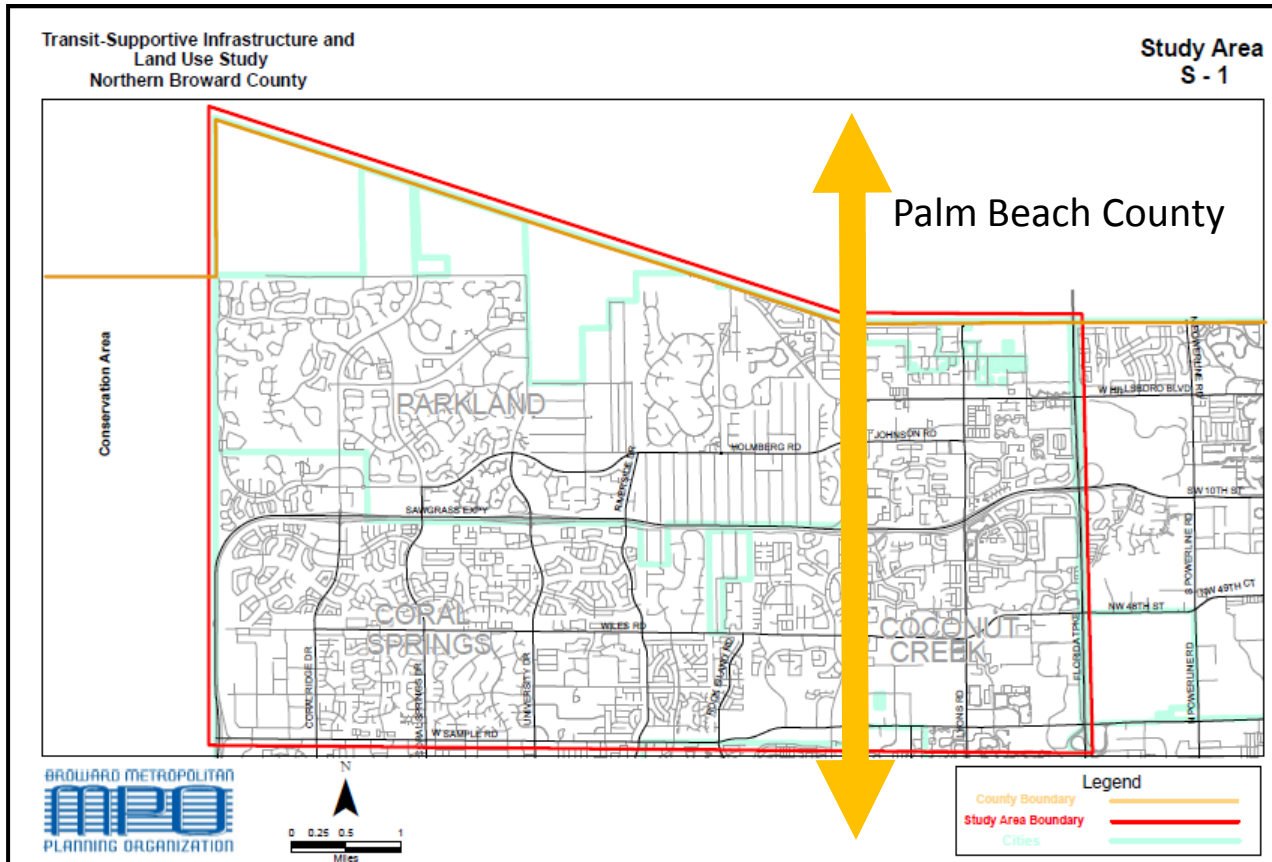
Ray LaHood, DOT Secretary

LIVABILITY PLANNING

Study Areas within Broward County



Northern Broward Study Focus

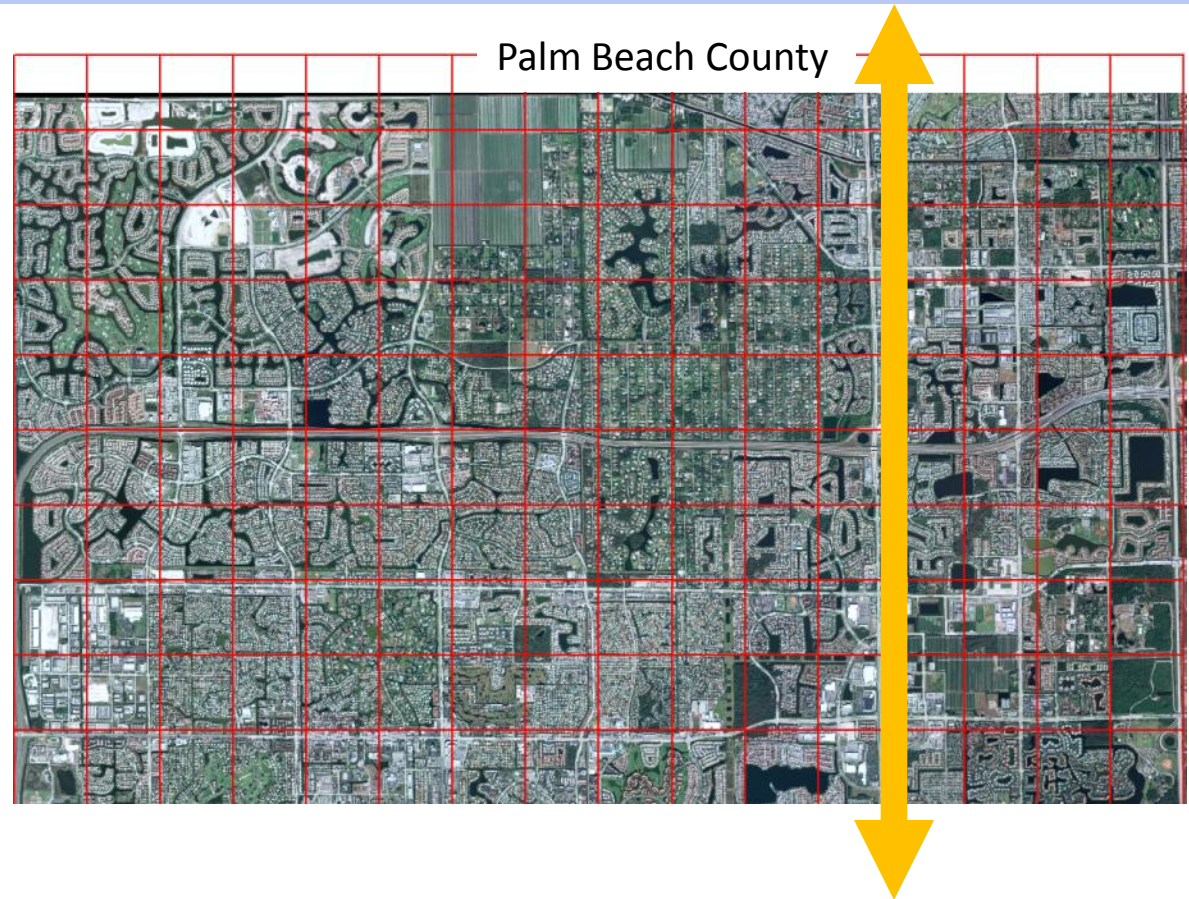


Recommendations for transit supportive land use, zoning, infrastructure, and development regulations for improved mass transit

Identifying priority transit corridors, existing land uses, transit services, and transit supportive infrastructure.

Methodology

- ▶ 0.5 mile x 0.5 mile grid was overlaid on the study area
- ▶ Data Collection:
 - Broward County sources
 - Sidewalk data was digitized in a half mile buffer along the BCT corridors.



Methodology

Data Collection & Analysis:

- **Grid Overlay on Study Area**
- **Assign Index Values to Variables**
- **Suitability Analysis**
 - Pedestrian/Biking/Transit
 - Transit Suitability for BCT corridor blocks
 - Transit Suitability for Community Bus corridor blocks

	S.No	Variable	Operational Measure
Walking/Biking/Transit Suitability: Land use and Density Analysis	1	Land-Use Mix	Proportional Sq. Footage of Five (5) Land Uses
	2	Traffic	Average Annual Daily Traffic
	3	Population	Population per Sq. Mile
	4	Minority	Non-White Population per Sq. Mile
	5	Employment	Employment per Sq. Mile
	6	Income	Average Median Income
	7	Destination	No. of Parks, Schools and Library
	8	Road Network	Type of Road Network
Transit Suitability: Infrastructure Analysis	9	Sidewalk	Length of Sidewalk per unit length of Major Roads
	10	Bike Lane	Length of Bike Lane per unit length of Major Roads
	11	Transit Frequency	Bus Service Frequency (in Minutes)
	12	Transit Ridership	Average Alighting and Boarding per Day
	13	Transit Route	Length of BCT Route per unit length of Major Roads
	14	Transit Stops	No. of BCT Stops per unit length of Major Roads

Each measure is operationalized for each 1/2 x 1/2 mile block

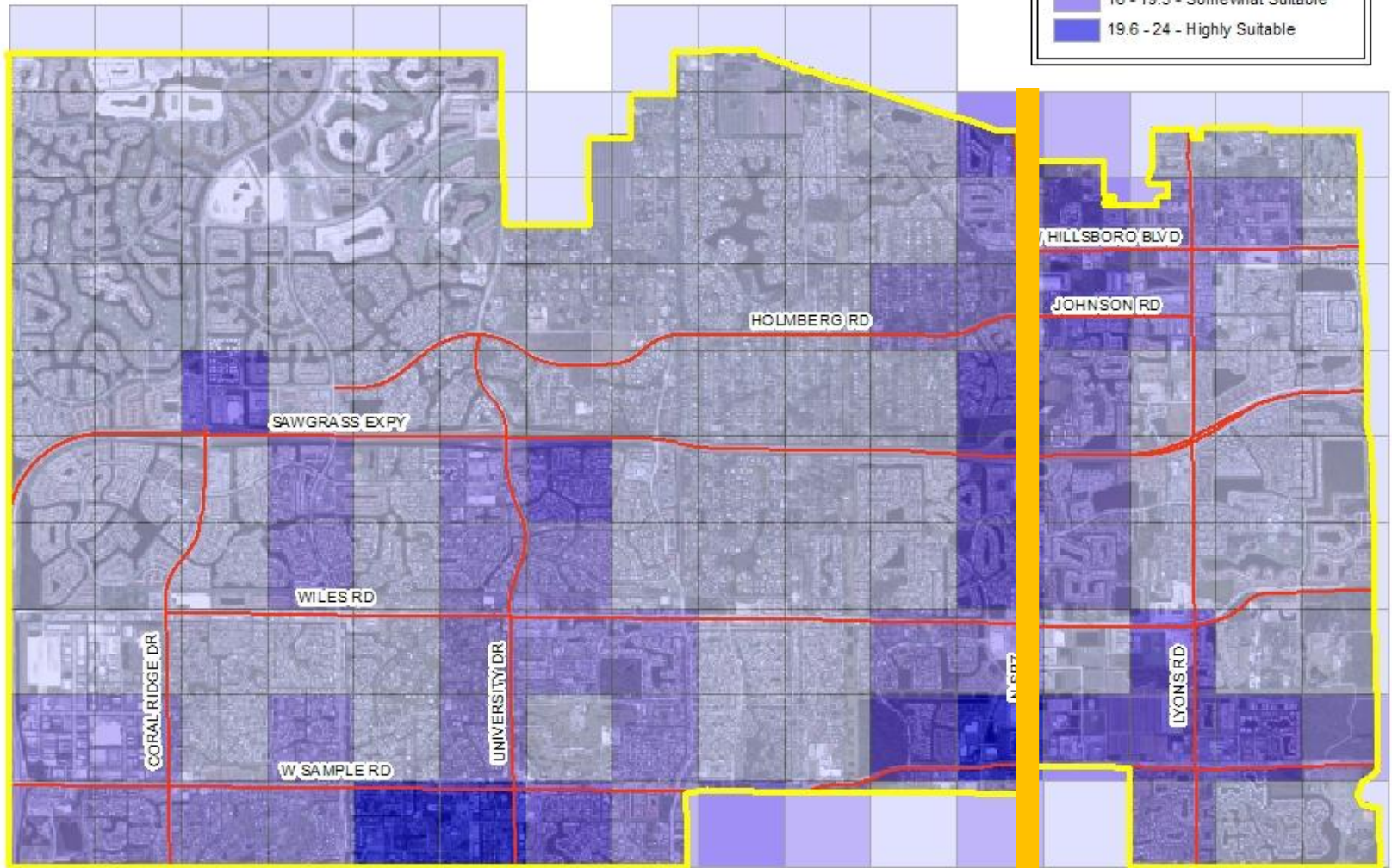
BCT Corridor Suitability Analysis

This map displays the suitability for BCT Corridors based on the following variables: Sidewalk Density, Bikelane Density, Bus Frequency, BCT Ridership Data, Bus Route Density & BCT Stop Density. Analysis was only conducted for areas within a quarter mile of existing BCT Corridors.



Suitability Level

- 0 - 10.5 - Least Suitable
- 10.6 - 15 - Somewhat Unsuitable
- 16 - 19.5 - Somewhat Suitable
- 19.6 - 24 - Highly Suitable



Northern Broward Land Use and Transit Infrastructure Study
URP 6930: Planning Workshop, Dr. Asli Ceylan Oner

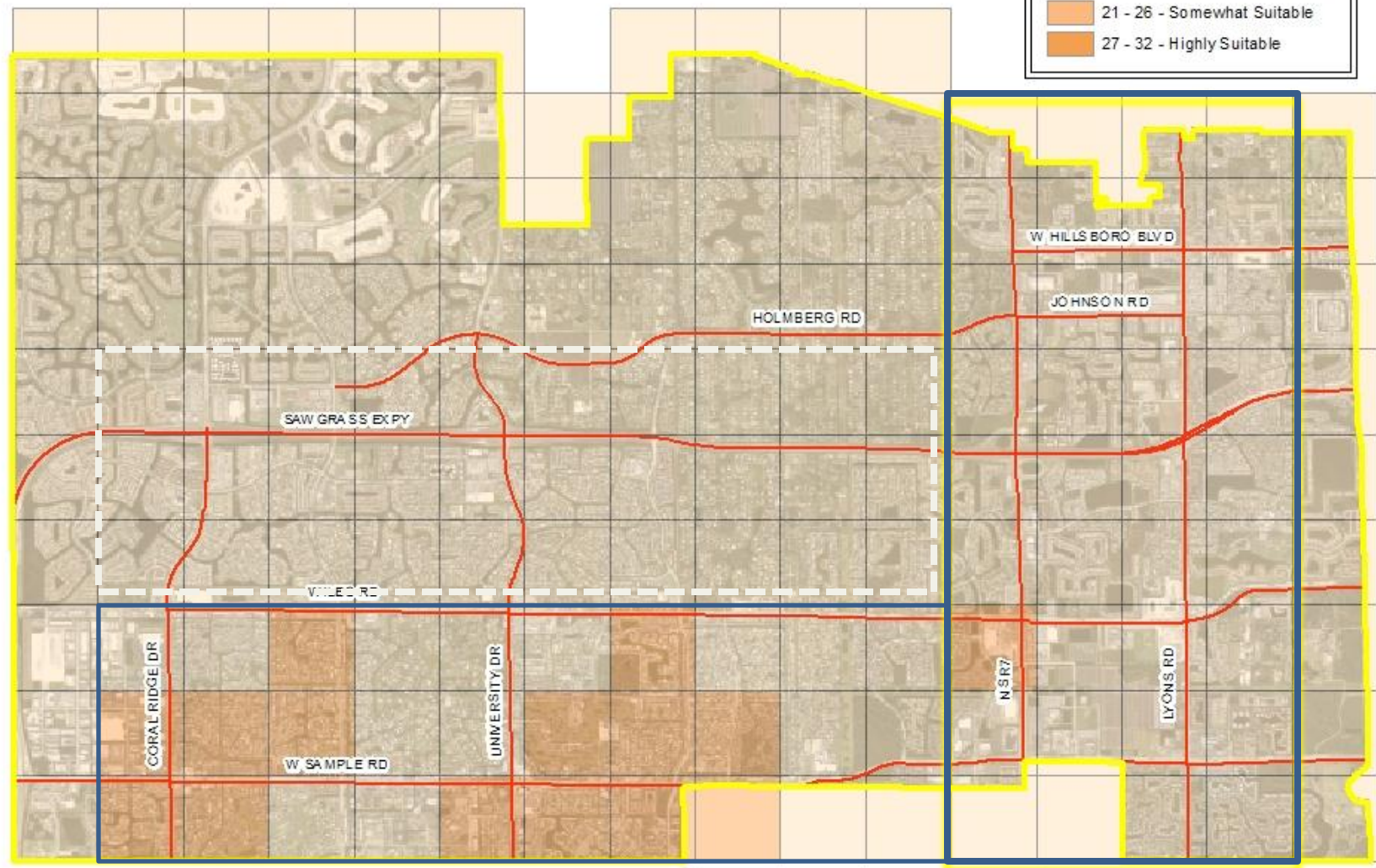
Created by: Joann Skaria and Cara Capp

Projection: Florida State Plane East

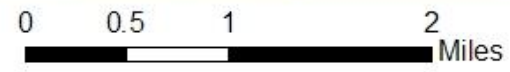
0 0.5 1 2 Miles

Pedestrian-Bike-Transit Suitability Analysis

This map displays the suitability for Pedestrians, Bicycles and Transit based on the following variables: Land Use Mix, Average Annual Daily Traffic Counts, Population Density, Minority Density, Employment Density, Average Median Income, Destinations, and Road Network Connectivity



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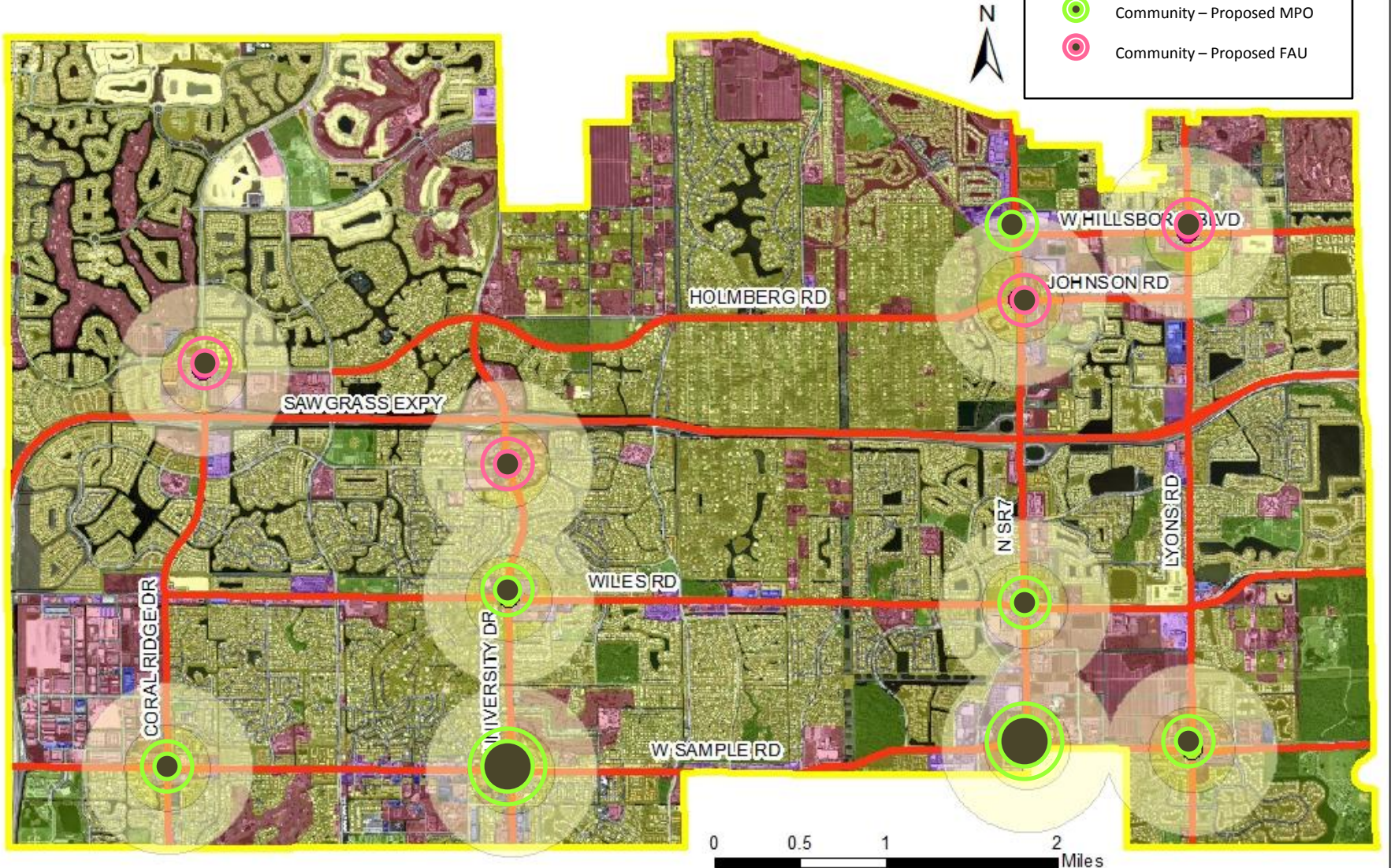
Identification of Activity Nodes: Proposed Locations



Northern Broward Transit Supportive Infrastructure & Land Use Study

Land Use, Major Roads, Mobility Hubs & TOD Zones

This map displays selected mobility hubs with a quarter mile and half mile buffer; TOD zones for the purpose of our study.



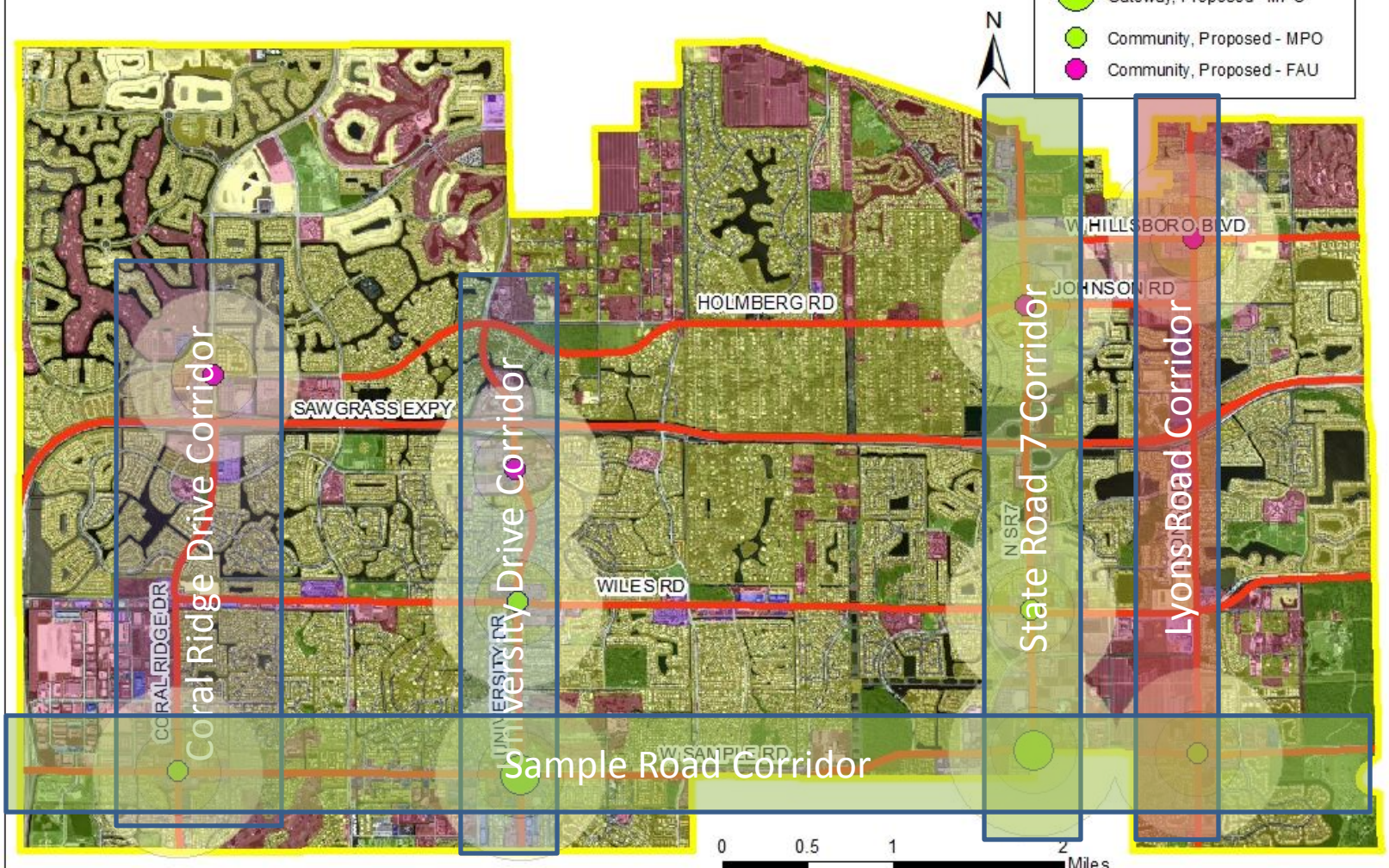
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Legend

- Gateway, Proposed - MPO
- Community, Proposed - MPO
- Community, Proposed - FAU



Next Steps

❖ **Planning**

Analysis complete December 2009
Initial recommendations

❖ **Involvement**

According to Broward MPO Public Involvement Plan

❖ **Design**

FAU School of Architecture
Testing out Planning recommendations
Design Workshop and Scorecard Events

❖ **Coordination**

Southwest Palm Beach County & Northern Broward County Mobility Studies
Coordinating Committee

The Northern Broward County Transit-Supportive Infrastructure and Land Use Study is a component of a long-term strategy for sustainable land use and mobility options that reduce greenhouse gas emissions in the area crossing the Broward/Palm Beach County Line between the Turnpike and the Everglades Conservation Area.

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**QUESTIONS?
COMMENTS?**

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