

MPO

broward

metropolitan planning organization

MIDTOWN PLANTATION and
SOUTHWEST SUNRISE
LIVABILITY STUDY

ACTION PLAN



August 2012

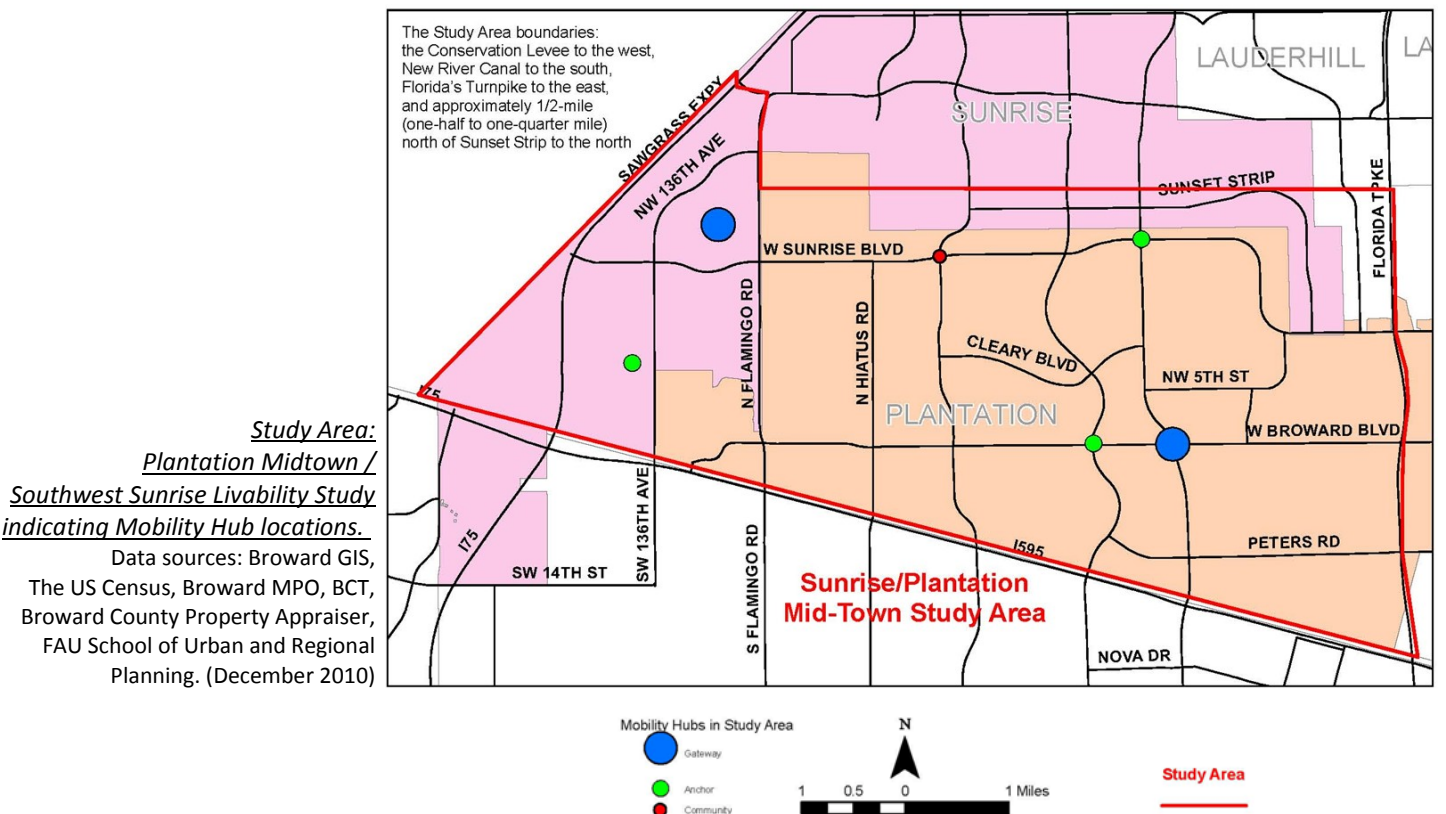
INTRODUCTION

In 2009, the Broward Metropolitan Planning Organization (MPO) approved the 2035 Long Range Transportation Plan (LRTP). The Midtown Plantation and Southwest Sunrise Livability Study is the first Livability Planning Initiative to begin after the adoption of the LRTP. (See page 3 for additional information.)

This Livability Study is a collaborative planning effort with the municipalities within the study area (City of Plantation and City of Sunrise), along with Broward County Transit and the Florida Department of Transportation (FDOT). The purpose of the Livability Study is to conceptually identify a variety of improvements that contribute to transit-supportive development, with a 25-year planning horizon. The implementation will occur over time as funding becomes available and as conditions change.

The Study Area covers around 32 square miles with the boundaries at the Conservation Levee to the west, Interstate 595 to the south, Florida's Turnpike to the east, and approximately 1/2-mile (one-half to one-quarter mile) north of Sunset Strip to the north. Major corridors in the Study Area include NW 136 Avenue, Flamingo Road, Hiatus Road, Nob Hill Road, Pine Island Road, University Drive, Sunrise Boulevard, Broward Boulevard and Peters Road. The limited-access I-595, Florida's Turnpike and Sawgrass Expressway border the Study Area.

The Broward MPO staff defined the Study Area to include two Gateway Hubs, three Anchor Hubs, and one Community Hub, with Premium Transit Service on the University Drive and Sunrise Boulevard corridors, based on the 2035 LRTP Cost Feasible Transit Plan. (See page 3 for additional information.) The Study Area did not include the Mobility Hubs along the I-595 Corridor since the potential station locations are dependent on outcomes of the Central Broward East/West Transit Study; although the Study focus was the Plantation Midtown and Southwest Sunrise areas, the future Premium Transit options had an influence on the Study recommendations.



2035 TRANSIT COST FEASIBLE PLAN

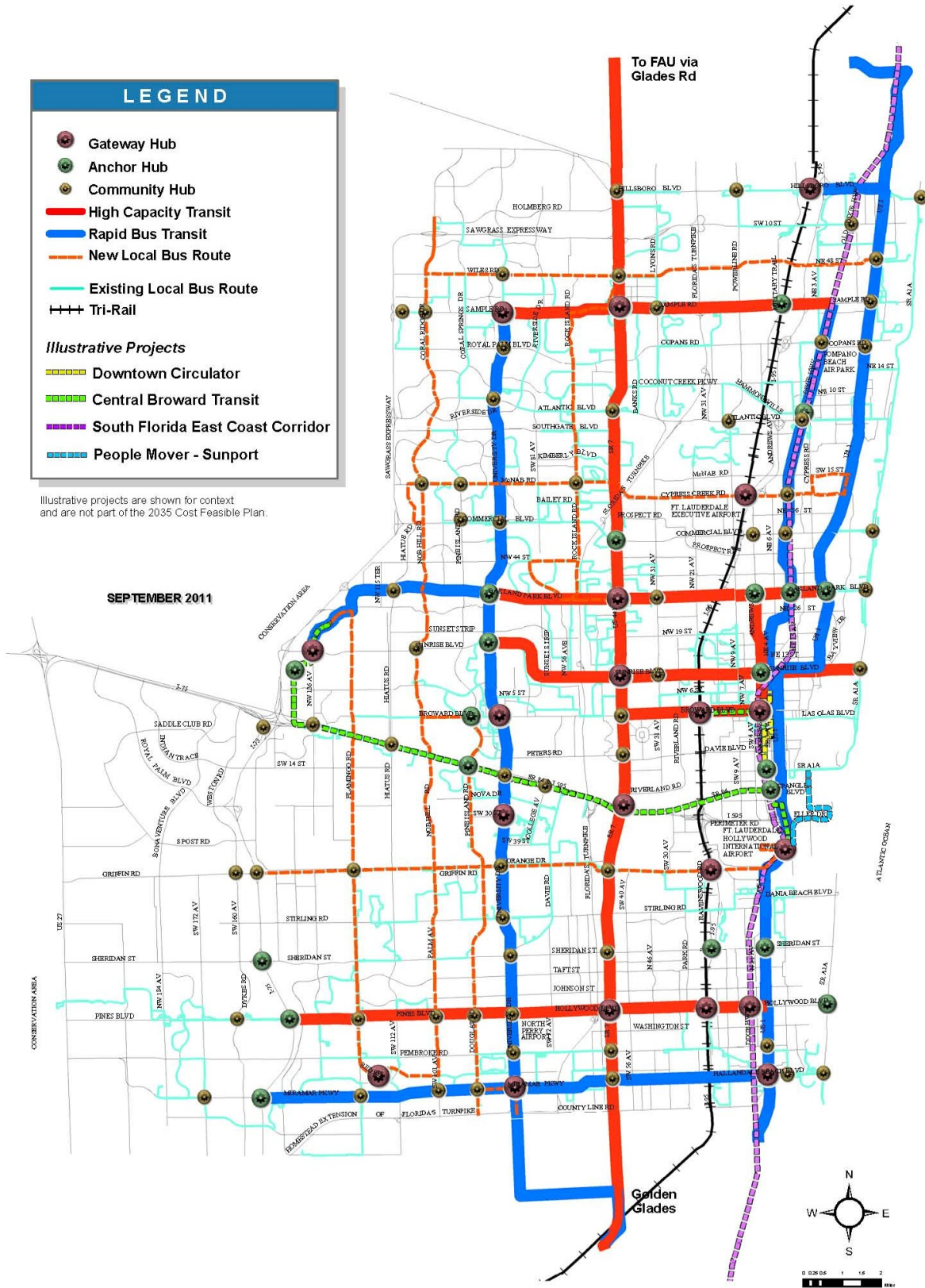
LEGEND

- Gateway Hub
- Anchor Hub
- Community Hub
- High Capacity Transit
- Rapid Bus Transit
- New Local Bus Route
- Existing Local Bus Route
- Tri-Rail

Illustrative Projects

- Downtown Circulator
- Central Broward Transit
- South Florida East Coast Corridor
- People Mover - Sunport

Illustrative projects are shown for context and are not part of the 2035 Cost Feasible Plan.



TRANSPORTATION TRANSFORMATION

New framework for transportation in metropolitan Broward County

In 2009, the Broward Metropolitan Planning Organization (MPO) approved the 2035 Long Range Transportation Plan (LRTP). The Broward 2035 LRTP represents a shift away from a history of investment priority on single occupant vehicle (SOV) travel, and establishes a framework for balanced investment in a system of many transportation modes. It sets forth a Vision for Transportation Transformation in Broward County, based on Premium Transit Service with Mobility Hubs as critical points where people go to make transportation connections.

The 2035 LRTP defines a Mobility Hub as “a transit access point with frequent transit service, high development potential, and a critical point for trip generation or transfers within the transit system.” The purpose of Mobility Hubs is to increase connectivity in a multi-modal transportation system and to improve land use and transportation integration. (Refer to the LRTP for guiding principles about Mobility Hubs.)

There are three types of Mobility Hubs:

Gateway Hubs are places with two or more planned high-capacity transit lines, either Bus Rapid Transit (BRT) or Light Rail Transit (LRT), high-density mixed use developments including transit-oriented corridors (TOC) and transit-oriented developments (TOD) and, and daily boardings and alightings of more than 2,200 passengers.

Anchor Hubs are places with one planned high-capacity transit line (BRT/LRT) (1,500 – 2,200 daily boardings and alightings), and near major institutions, employment centers, local and regional shopping centers, and other local and regional activity centers.

Community Hubs are located in places served mainly by Rapid Bus Services to attract local trips more than regional trips, with less than 1,500 daily boardings and alightings.

The LRTP established the Livability Planning Initiative for the Broward MPO to develop the detailed elements of the Mobility Hubs and advance the implementation of the 2035 LRTP recommendations. The challenge for the Broward MPO is to integrate the proposed system of multiple transportation modes with future land use, and specifically land use that supports active transportation and transit.

PLANTATION MIDTOWN AND SOUTHWEST SUNRISE LIVABILITY STUDY

The Study recommendations are an incremental method of improving transportation and land use within the communities in a manageable and focused way. Key actions are:

- Determine the locations of Mobility Hubs
- Improve multimodal connectivity around hubs and corridors
- Coordinate economic development measures around Mobility Hubs with the municipalities to encourage private investment in commercial and housing opportunities that generate transit ridership
- Amend Broward County Land Use plan to allow appropriate level of mixed-use transit-supportive development at two proposed new Mobility Hubs
- Develop transit-supportive zoning and design guidelines for Mobility Hub areas and other locations along transit corridors
- Improve existing transit operations and infrastructure, with long-term plans for premium transit

This report contains recommendations for projects, responsible agencies, potential funding sources and time frames for implementation. Coordination will need to continue with agencies and municipalities, some of whom are already taking steps toward achieving the Vision of the 2035 LRTP.

STUDY PROCESS

The Study period for Plantation Midtown and Southwest Sunrise began in January 2010. The Broward MPO contracted with the Broward Community Design Collaborative at Florida Atlantic University to conduct the Plantation Midtown and Southwest Sunrise Livability Study as a collaborative interdisciplinary effort with participation from the FAU Schools of Architecture, Social Work, and Urban and Regional Planning. Participants included faculty, research assistants, and students from the FAU Schools of Architecture, Social Work, and Urban and Regional Planning, in addition to municipalities, agencies and community stakeholders.

The FAU School of Urban and Regional Planning led the first phase of the Study. The faculty and students conducted planning analyses of the Study Area with two components:

- First, individual students used GIS (Geographic Information System) to analyze the Study Area according to 17 data sets. They examined the suitability of the Study Area for pedestrian, bicycle and transit modes, determining the appropriateness of the land use patterns, transit infrastructure and the built environment in 1/2 mile by 1/2 mile blocks.
- Second, groups of students formulated goals, objectives, and policy recommendations with a focus on three specific areas: (1) urban structure, (2) socioeconomic and environmental, and (3) transportation.

Throughout the project students looked at prior studies and plans in the study area, and numerous best-practice case studies from around the world and the United States. They also reviewed key academic journal articles and books, in addition to professional reports published about Transit Oriented Development (TOD).

The analysis revealed the greatest TOD opportunities in the sub-areas of Plantation Midtown, and in Sunrise around the Sawgrass Mills Mall and BankAtlantic Center. The Study identified the TOD potential in two sub-areas along Sunrise Boulevard, and longer-term opportunities in the Sawgrass International Corporate Park and the Pine Island Road corridor.



Public review of student design concepts at one of the Community Scorecard Exhibits. Sunrise Municipal Complex.

Image source: Dickey Consulting Services, Inc. (October 2010).



During the Design Inventory Workshop, participants conducted walking tours of the Study Area, and then gathered to compare their observations.

Image source: Dickey Consulting Services, Inc. (October 2010).



The second phase of the Study was under the direction of the FAU School of Social Work and the School of Architecture. Students developed prototype Mobility Hubs as the foundations for Hub scenarios within the Study Area. This phase of the Study also engaged the local community through:

- Public involvement activities to identify and prioritize design issues; participate in design presentations and lectures; and, view and rate proposed concepts for the area, as developed by graduate level architecture students.
- Data collection and urban design analysis based on aesthetic and integrative observations of the existing physical environment, providing a more “fine-grained” view of the proposed Mobility Hub locations and surrounding areas.
- Presentations to associations and interviews with key stakeholders, as a means to identify key issues, challenges and opportunities.
- Workshops with municipal planning and economic development agencies, Broward County Transit (BCT), and the Broward MPO, to develop strategic concepts and recommendations for the Sub-Areas.

Throughout the Study process, the Project Management Team (consisting of staff representatives from the Broward MPO, FDOT, and BCT) and the Working Group (including representatives from the participating municipalities) reviewed the findings, concepts, and recommendations of the FAU Project Research Team. They collaborated to develop concepts to improve transit connectivity through specific infrastructure, land use and development strategies for the Mobility Hub areas. The resulting Strategic Concept Maps were a guide for site-specific design solutions that connect neighborhoods to transit corridors, with specific land use changes and development, and street cross sections that encourage multi-modal use.

RECOMMENDATIONS

MOBILITY HUBS

Based on the suitability analysis of the Study Area, the Project Research Team reviewed the location of potential Mobility Hubs in the LRTP 2035. They considered the recommendations of the participating municipalities and proposed alternative locations for some Hubs. The Project Research Team then studied further the proposed locations, incorporating extensive site visits and urban design analyses of the Study Area, including field observations of existing pedestrian and bicycle facilities.

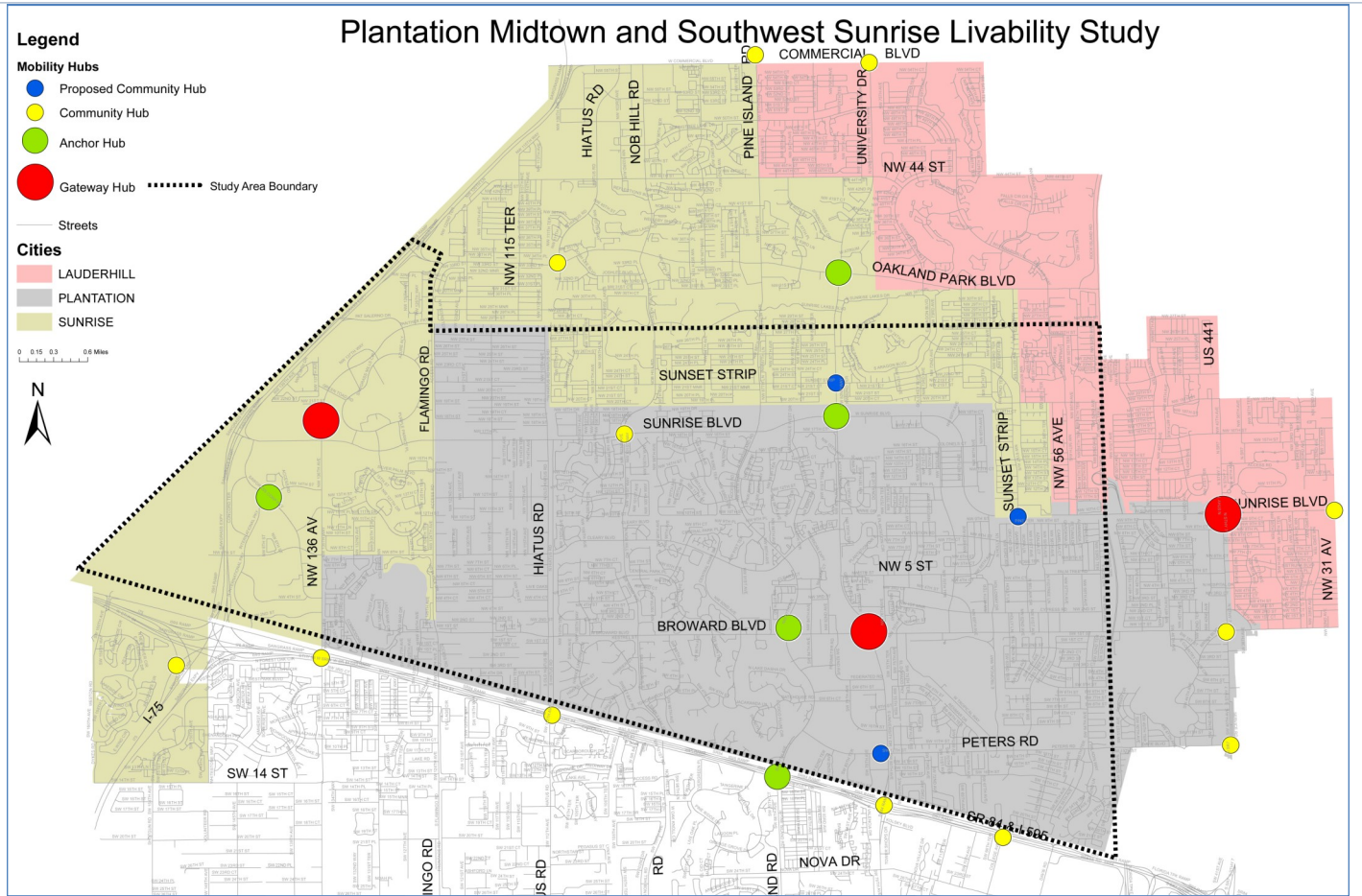
The Broward MPO will coordinate the placement of the Hub with the municipalities and private property owners as they invest in transit-supportive development at the level that is appropriate to generate sufficient transit ridership to qualify as a Mobility Hub. As part of the Major Investment Studies and/or Alternatives Analyses to define the Premium Transit Service, the Broward MPO will work with the transit providers (BCT, SFRTA, others) to design the intermodal facility aspects of the Hub to correspond to the transit service.

The ultimate location of the individual Mobility Hubs depends on a variety of factors. The recommendations for the Hub locations require further analysis to consider additional conditions, such as:

- configuration of Premium Transit (exclusive ROW, in median, or on the side of the road)
- efficiency of transit operations (frequency and location of stops, and deviations from the mainline route)
- ability to attract ridership depending on
 - * location of stops in relation to activity generators and
 - * added travel time for deviations from mainline route
- opportunities to provide safe, convenient and comfortable pedestrian crossings
- opportunities for private investment and redevelopment in proximity to Mobility Hub

The following table lists the Mobility Hub locations resulting from the Livability Study. The Project Team developed recommendations to advance the goals of the 2035 LRTP Cost Feasible Plan.

(See Hub descriptions on the following page.)



Mobility Hub Locations — Midtown Plantation and Southwest Sunrise Livability Study.

LOCATION	HUB TYPE	2035 LRTP RANK	MUNICIPALITY
Sunrise Blvd and 136 th Street	Gateway Hub	4	City of Sunrise
Broward Boulevard and University Drive	Gateway Hub	4	City of Plantation
Broward Boulevard and Pine Island Road	Anchor Hub	5	City of Plantation
Sawgrass International Corp. Park	Anchor Hub	7	City of Sunrise
University Drive and Sunrise Boulevard	Anchor Hub	9	City of Plantation
Sunrise Boulevard and Nob Hill Road	Community Hub	13	City of Plantation
University Drive and Sunset Strip	Community Hub	Proposed	City of Sunrise
Sunrise Boulevard and Sunset Strip	Community Hub	Proposed	City of Sunrise
Peters Road and University Drive	Community Hub	Relocation	City of Plantation
Southern Midtown Plantation	Anchor Hub	Relocation	City of Plantation

NOTE: The locations of the Mobility Hubs are conceptual and subject to further study. Although I-595 was outside of the study area, the FAU Research Team made observations about possible proposed hub locations for southern Midtown Plantation.

MOBILITY HUB DESCRIPTIONS

Sunrise Blvd & 136th Street

Gateway Hub

Proposed location north of Sunrise Boulevard, in proximity to existing development (Sawgrass Mall, Bank Atlantic Center) and future projects (several DRIs including Metropica). Could be a stand-alone facility or integrated into new development. FDOT led study to refine the location and design of the Intermodal Facility.

Broward Boulevard & University Drive

Gateway Hub

Intersection of two arterials is problematic for pedestrian circulation, transit vehicle access, and siting of boarding areas. Primary option is to locate west of University on either the north or south side of Broward, and possibly at the Broward Boulevard & Pine Island Road Hub (below). New stand-alone facility should provide access to nearby major retail, employment, medical and civic facilities in Midtown Plantation.

Broward Boulevard & Pine Island Road

Anchor Hub

BCT currently uses West Regional Terminal in this area. Local buses and community shuttles should supplement local circulation needs. Consider options for Gateway Hub in this location.

Sawgrass International Corp. Park

Anchor Hub

This facility dependent on future Central Broward East/West Transit service. Existing development pattern not transit supportive; limited opportunities for improvement. May be possible to combine functions with Gateway Hub north of Sunrise, with local buses and community shuttles providing circulation.

University Drive & Sunrise Boulevard

Anchor Hub

Strong redevelopment potential on Sunrise Boulevard in Plantation, and north on University Drive in Sunrise. Premium Transit Service to supplement community shuttles and five BCT routes, including Breeze service on University Drive. Improve pedestrian crossings for this Hub to function well, along with transit infrastructure.

Sunrise Boulevard & Nob Hill Road

Community Hub

This facility dependent on future local bus service on Nob Hill Road. Limited redevelopment potential.

University Drive & Sunset Strip

Community Hub

PROPOSED

Approximately 1/4 mile north of Sunrise Boulevard Anchor Hub, this intersection is an active transfer point with redevelopment opportunities. An alternative to Hub designation is to improve transit infrastructure and pedestrian crossings, in combination with the Anchor Hub at University Drive and Sunrise Boulevard.

Sunrise Boulevard & Sunset Strip

Community Hub

PROPOSED

Entry point to Sunset Strip commercial area. Premium Transit Service on Sunrise Boulevard to supplement existing community shuttles and two local bus routes. Opportunities for redevelopment/reinvestment in neighborhood-serving retail and multi-family residential.

Peters Road & University Drive

Community Hub

RELOCATION

LRTP Hub at I-595 & University is problematic for safe transit operations and pedestrian activity. Relocate Community Hub north to Peters Road, the nearest stop for existing Breeze service. Greater opportunities for access to commercial and residential areas. Improve transit infrastructure and pedestrian crossings.

Southern Midtown Plantation

Anchor Hub

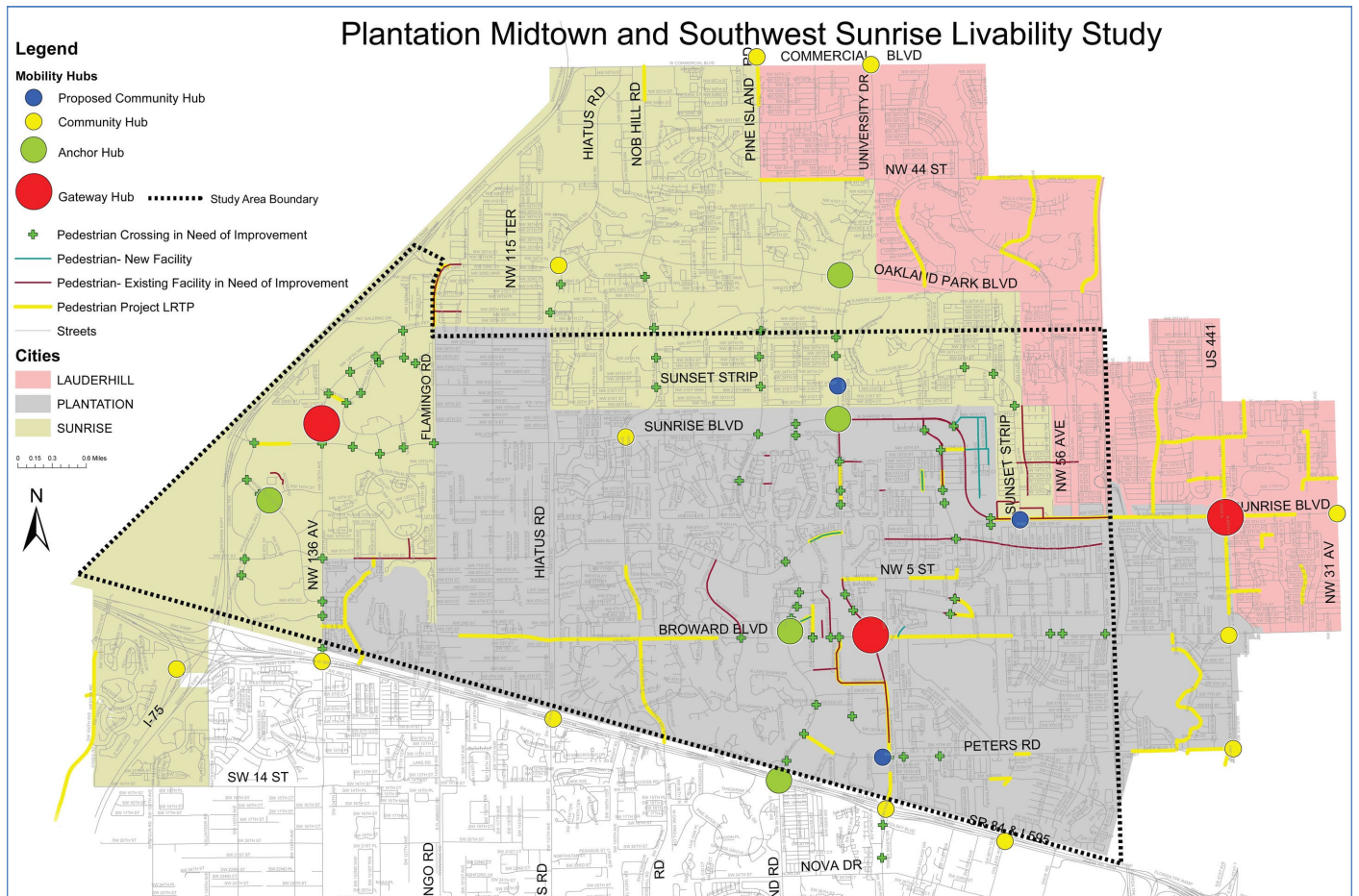
RELOCATION

LRTP Hub at I-595 & Pine Island Road is dependent on Central Broward East/West Transit service and new local service on Pine Island Road. Pursue opportunities to route premium service into employment center. Coordinate with City of Plantation to increase potential ridership and encourage private investment in this area to create need for transfer facility.

Recommendations for Pedestrian Facilities

Proposed pedestrian facility improvements must meet specific criteria to be eligible for inclusion in the 2035 LRTP. Proposed projects must contribute to fulfilling the Vision of the 2035 LRTP, and they must have identifiable funding sources to meet the basic condition of the Cost Feasible Plan.

The Broward MPO has led the planning-level identification of the conceptual projects on this list. The Broward MPO staff reviewed the potential projects with municipal staff to develop the final list of recommendations. As funding becomes available, there will be another layer of review prior to implementation of specific projects. The Broward MPO will lead the effort to identify specific funding sources, and will work with FDOT to develop cost estimates.



Please see end of report for larger map.

Recommendations for Pedestrian Facilities

EXISTING PEDESTRIAN FACILITY IN NEED OF IMPROVEMENTS Connections from the Transit Corridors to the neighborhoods, typically collectors and local roads	PROJECT LIMITS	MUNICIPALITY
Central Park Dr	W Broward Blvd to Cleary Blvd	City of Plantation
*S University Dr	North of Peters Rd to NW 5th St	City of Plantation
*SW 3rd St	SW 82nd Ave to SW 84th Ave	City of Plantation
*Federated Rd/SW 78th Ave	S University Dr to Broward Blvd	City of Plantation
*Private Road	Broward Blvd to NW 82nd Ter	City of Plantation
*W Sunrise Blvd	N University Dr to Florida Turnpike (LRTP NW 65th Ave to Florida Turnpike)	City of Plantation
Plantation Rd	NW 75th Ter to E Acre Dr	City of Plantation
NW 60th Ave	NW 19th St to 12th St	City of Plantation
*NW 65th Ave	W Sunrise Blvd to NW 9th St	City of Plantation
*NW 70th Ave	NW 11th Pl to W Sunrise (LRTP North of NW 11th Pl to NW 13th St)	City of Plantation
*NW 4th St	NW 68th Ave to NW 70th Ave	City of Plantation
*NW 2nd St	NW 69th Ave to Cypress Rd	City of Plantation
N University Dr	N Marcano Blvd to W Sunrise Blvd	City of Plantation
NW 82nd Ave	Broward Blvd to End of Road	City of Plantation
NW 11th Pl	Donaluz Dr to NW 75th Ave	City of Plantation
NW 12th St	NW 89th Ave to NW 86th Ln	City of Plantation
NW 17th St	NW 90th Dr to NW 87th Ln	City of Plantation
NW 8th St	NW 133rd Ave to Flamingo Rd	City of Sunrise, City of Plantation
Key Lime Way	NW 8th St to Silver Palm Blvd	City of Sunrise
*N Flamingo Rd	Panther Pkwy to W Oakland Park Blvd	City of Sunrise
NW 29th Manor	NW 122nd Ave to NW 124th Ave	City of Sunrise
Access Rd	NW 14th Street to End of Access Rd	City of Sunrise
NW 11th St	W Sunrise Blvd to Sunset Strip	City of Sunrise
Del Lago Circle	W Sunrise Blvd to Sunset Strip	City of Sunrise
NW 60th St	NW 12 St to NW 18th Ct	City of Sunrise
NW 15th St	Sunset Strip to NW 55th Ave	City of Sunrise, City of Lauderhill

* On list of 2035 LRTP Cost Feasible Pedestrian Projects ₁₀

Recommendations for Pedestrian Facilities

NEW PEDESTRIAN FACILITY Connections from the Transit Corridors to the neighborhoods, typically collectors and local roads	PROJECT LIMITS	MUNICIPALITY
*Private Road	Pine Island Road to NW 84th Ave	City of Plantation
Private Road	American Express Way to N University Dr	City of Plantation
NW 75th Ave	Broward Blvd to NW 1 St	City of Plantation
NW 18th Ct/NW 65th Ave	NW 69th Ave to NW 13th PI	City of Plantation
NW 66th Ave	NW 18th Ct to NW 11th PI	City of Plantation
NW 16th St	W Sunrise Blvd to NW 65th Ave	City of Plantation
*NW 72nd Ave	NW 11th PI to NW 13th St	City of Plantation

PEDESTRIAN CROSSING IN NEED OF IMPROVEMENTS Provide wide, clearly accessible crosswalks with appropriate signalization for safe crossing.	MUNICIPALITY
Intersection of W Broward Blvd and Pine Island Rd	City of Plantation
Intersection of N Pine Island Rd and NW 3rd Ct	City of Plantation
Intersection of N Pine Island Rd and NW 4th St	City of Plantation
Intersection of N Pine Island Rd and American Express Way	City of Plantation
Intersection of N Pine Island Rd and Cleary Blvd	City of Plantation
Intersection of Jacaranda Dr and W Broward Blvd	City of Plantation
Intersection of S Pine Island Rd and SW 6th Ct	City of Plantation
Intersection South of SW 6th Ct and SW 78th Ave	City of Plantation
Intersection of W Broward Blvd and Perimeter Rd	City of Plantation
Intersection of W Broward Blvd and NW 82nd Ave	City of Plantation
Intersection of W Broward Blvd and SW 84th Ave	City of Plantation
Intersection of N University and NW 3rd Ct	City of Plantation
Intersection of N University and NW 2nd St	City of Plantation
Intersection of University Dr and Broward Blvd	City of Plantation
Intersection of S Pine Island Rd and Peters Rd	City of Plantation
Intersection of SW 12 Ct/New River Canal Rd and S Pine Island Rd	City of Plantation

* On list of 2035 LRTP Cost Feasible Pedestrian Projects

Recommendations for Pedestrian Facilities

PEDESTRIAN CROSSING IN NEED OF IMPROVEMENTS Provide wide, clearly accessible crosswalks with appropriate signalization for safe crossing.	MUNICIPALITY
Intersection of N University and Sunrise Blvd	City of Plantation
Intersection of N University and N Marcano Blvd	City of Plantation
Intersection of N University and S Marcano Blvd	City of Plantation
Intersection of N University and NW 11th Mnr	City of Plantation
Intersection of NW 11th Pl and NW 70th Ave	City of Plantation
Intersection of NW 11th St and NW 70th Ave	City of Plantation
Intersection of NW 17th St and NW 70th Ave	City of Plantation
Intersection of W Sunrise Blvd and NW 85th	City of Plantation
Intersection of NW 17th Ct and NW 85th Ave	City of Plantation
Intersection of W Sunrise Blvd and N Pine Island Rd	City of Plantation
Intersection of NW 17th St and NW 70th St	City of Plantation
Intersection of NW 16th St and NW 70th Ave	City of Plantation
Intersection of Plantation Rd and NW 70th Ave	City of Plantation
Intersection of NW 65th Ave and Sunrise Blvd	City of Plantation
Intersection of NW 9th St and NW 65th Ave	City of Plantation
Intersection of W Sunrise Blvd and NW 69th Ave	City of Plantation
Intersection of E Acre Dr and W Broward Blvd	City of Plantation
Intersection of Royal Palm Ave and W Broward Blvd	City of Plantation
Intersection of N Fig Tree Ln and W Broward Blvd	City of Plantation
Intersection of NW 4th St and NW 70th Ave	City of Plantation
Intersection of NW 2nd St and NW 70th Ave	City of Plantation
Intersection of N Pine Island and NW 12th St	City of Plantation
Intersection of SW 78th Ave and South of SW 6th Ct	City of Plantation
Intersection of Peters Rd and Coral Way	City of Plantation
Intersection of Peters Rd and SW 16th St	City of Plantation
Intersection of Sawgrass Corp Pkwy and NW 136th Ave	City of Sunrise, City of Plantation

* On list of 2035 LRTP Cost Feasible Pedestrian Projects

Recommendations for Pedestrian Facilities

PEDESTRIAN CROSSING IN NEED OF IMPROVEMENTS Provide wide, clearly accessible crosswalks with appropriate signalization for safe crossing.	MUNICIPALITY
Intersection of W Sunrise Blvd and Yellow Toucan Rd	City of Sunrise
Intersection of W Sunrise Blvd and NW 128th Dr	City of Sunrise
Intersection of W Sunrise Blvd and Purple Parrot Pl	City of Sunrise
Intersection of Flamingo Rd and W Sunrise Blvd	City of Sunrise
Intersection of W Sunrise Blvd and Panther Pkwy/136th Ave	City of Sunrise
Intersection of W Sunrise Blvd and Sawgrass Corp Pkwy	City of Sunrise
Intersection Sawgrass Corp Pkwy and Concord Ter	City of Sunrise
Intersection Panther Pkwy and NW 20 St	City of Sunrise
Intersection of Panther Pkwy and Green Toad Rd	City of Sunrise
Intersection of Panther Pkwy and NW /SW 137th Way	City of Sunrise
Intersection of Panther Pkwy and Pat Salerno Dr	City of Sunrise
Intersection of Sawgrass Corp Pkwy and International Pkwy	City of Sunrise
Intersection of Sawgrass Corp Pkwy and NW 14th St	City of Sunrise
Intersection of Panther Pkwy and Sawgrass Mills Cir	City of Sunrise
Intersection of NW 136th and NW 8th St	City of Sunrise
Intersection of NW 136th and NW 2nd St	City of Sunrise
Intersection of NW 136th Ave and SR 84	City of Sunrise
Intersection of International Pkwy and NW 8th St	City of Sunrise
Intersection of International Pkwy and NW 4th St	City of Sunrise
Intersection of Sawgrass Mills Cir and Pink Flamingo Rd	City of Sunrise
Intersection of Sawgrass Mills Cir and Azure Alley	City of Sunrise
Intersection of Sawgrass Mills Cir and NW/SW 137th Way	City of Sunrise
Intersection of Sawgrass Mills Cir and Green Toad Rd	City of Sunrise
Intersection of N Pine Island Rd and Sunrise Strip	City of Sunrise
Intersection of N Pine Island Rd and NW 25th Ct	City of Sunrise
Intersection of N Pine Island Rd and NW 27th PL	City of Sunrise
Intersection of NW 16th St and NW 70th Ave	City of Sunrise
Intersection of N University Dr and NW 27th Pl	City of Sunrise
Intersection of N University Dr and NW 25th Ct	City of Sunrise
Intersection of N University and Sunset Strip	City of Sunrise

* On list of 2035 LRTP Cost Feasible Pedestrian Projects

Recommendations for Pedestrian Facilities

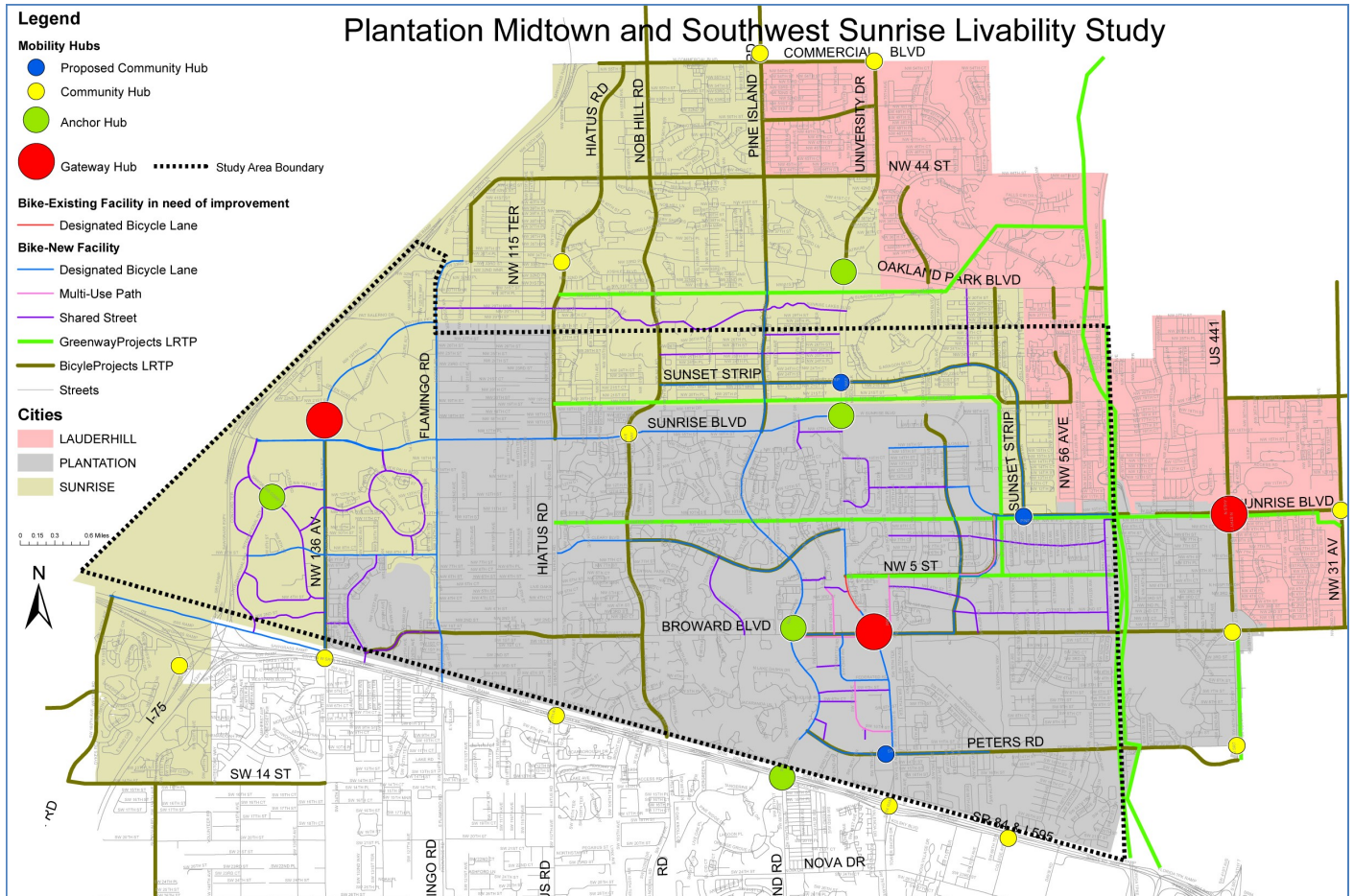
PEDESTRIAN CROSSING IN NEED OF IMPROVEMENTS Provide wide, clearly accessible crosswalks with appropriate signalization for safe crossing.	MUNICIPALITY
Intersection of Sunset Strip and W Sunrise Blvd	City of Sunrise
Intersection of Sunset Strip and NW 68 Ave	City of Sunrise
Intersection of Sunset Strip and NW 64 Ave	City of Sunrise
Intersection of Sunset Strip and NW 19 St	City of Sunrise
Intersection of Nob Hill Rd and NW 25 Court	City of Sunrise
Intersection of Nob Hill Rd and Sunset Strip	City of Sunrise
Intersection of N Hiatus Rd and NW 32 Place	City of Sunrise
Intersection of N Hiatus Rd and NW 29 Manor	City of Sunrise
Intersection of Nob Hill Rd and Josh Lee Blvd	City of Sunrise
Intersection of Nob Hill Rd and Sunrise Lakes Blvd	City of Sunrise

* On list of 2035 LRTP Cost Feasible Pedestrian Projects

Recommendations for Bicycle Facilities

Proposed bicycle facility improvements must meet specific criteria to be eligible for inclusion in the 2035 LRTP. Proposed projects must contribute to fulfilling the Vision of the 2035 LRTP, and they must have identifiable funding sources to meet the basic condition of the Cost Feasible Plan.

The Broward MPO has led the planning-level identification of the conceptual projects on this list. The Broward MPO staff reviewed the potential projects with municipal staff to develop the final list of recommendations. As funding becomes available, there will be another layer of review prior to implementation of specific projects. The Broward MPO will lead the effort to identify specific funding sources, and will work with FDOT to develop cost estimates.



Please see end of report for larger map.

Recommendations for Bicycle Facilities

MULTI-USE PATH A parallel path may be appropriate if driveways and intersections are very limited, as along a riverfront or a limited-access roadway.	PROJECT LIMITS	MUNICIPALITY
NW 76th Ave	NW 5th St/NW 76th Ave to NW 76th Ave/W Broward Blvd	City of Plantation
W Broward Blvd (Along South Side of Canal)	Pine Island Rd to University Dr	City of Plantation
NW 82nd Ave	North of Broward Blvd to American Express Way	City of Plantation
SW 78th Ave/ SW 10th St	S University Dr to Federated Rd	City of Plantation
*NW 5th St/NW 65th Ave	W Sunrise Blvd to NW 70th Ter	City of Plantation

RECOMMENDATIONS FOR BICYCLE FACILITIES Enable the flexibility to adapt a facility type, i.e. bike lane, urban shoulder, extended shoulder, shared outside lane, etc. to a particular roadway based upon available right-of-way, lane configurations, available roadway width. This option enables the City to make appropriate choices to accommodate bicycle facilities on City streets based upon current roadway design.	PROJECT LIMITS	MUNICIPALITY
*W Sunrise Blvd	NW 11 PI to Florida Turnpike	City of Sunrise, City of Planation
NW 70th Ave	NW 16th St to W Sunrise Blvd	City of Planation
Federated Rd/SW 82nd Ave	W Broward Blvd to S University Dr	City of Plantation

* On list of 2035 LRTP Cost Feasible Pedestrian Projects

Recommendations for Bicycle Facilities

DESIGNATED BICYCLE LANE Streets with curb and gutter. 4 feet minimum of usable pavement (excluding gutter); 6 feet next to on-street parking	PROJECT LIMITS	MUNICIPALITY
*Cleary Blvd	University Dr to Hiatus Rd	City of Plantation
N Pine Island Rd	Peters Rd to Sunrise Blvd	City of Plantation
*W Broward Blvd	University Dr to 70th St	City of Plantation
University Dr	Peters Rd to Cleary Blvd	City of Plantation
*Peters Rd	S Pine Island Rd to Fig Tree Lane	City of Plantation
*NW 5th St/ NW 65th Ave	70th Ave to W Sunrise Blvd	City of Plantation
*NW 70th Ave	W Broward Blvd to NW 16th St	City of Plantation
NW 16th St	NW 75th Ter to W Sunrise Blvd	City of Plantation
NW 11 PI	NW 70th Ave to Sunrise Blvd	City of Plantation
*N Pine Island Rd	W Sunrise Blvd to W Oakland Park Blvd	City of Plantation, City of Sunrise
NW 8th St	International Pkwy to Flamingo Rd	City of Sunrise, City of Plantation
W Sunrise Blvd	Sawgrass Expy to N University Dr	City of Sunrise, City of Plantation
Flamingo Rd	SR 84 to W Oakland park Blvd	City of Sunrise, City of Plantation
Sunrise Blvd	NW 11th PI to Florida Turnpike	City of Sunrise, City of Plantation
*NW 136th Ave	SR 84 to W Sunrise Blvd	City of Sunrise
Panther Pky	W Sunrise to N Flamingo Rd	City of Sunrise
SR 84	NW 136th Ave to Markham Park	City of Sunrise
*Sunset Strip	Nob Hill Dr to W Sunrise Blvd	City of Sunrise

* On list of 2035 LRTP Cost Feasible Pedestrian Projects

Recommendations for Bicycle Facilities

SHARED STREET Low-speed, low-volume streets; typically a residential neighborhood street, with travel lanes at least 10 feet wide.	PROJECT LIMITS	MUNICIPALITY
SW 3rd St	Federated Rd to SW 84th Ave	City of Plantation
Central Park Dr	W Broward Blvd to Cleary Blvd	City of Plantation
American Express Way	NW 4th Ct to N Pine Island Rd	City of Plantation
NW 4th CT	American Express Way to N University Dr	City of Plantation
NW 82nd Ave	W Broward Blvd to NW 4th Ct	City of Plantation
SW 6th St	S University Dr to S Pine Island Rd	City of Plantation
NW 4th St/ NW 69th Ave	N University Dr to NW 73rd Ave	City of Plantation
Private Road	S Pine Island Rd to Peters Rd	City of Plantation
NW 2nd St/ Cypress Rd	NW 70th Ave to E Acre Drive	City of Plantation
Bike Trail/East Acre Dr	W Sunrise Blvd to E Acre Dr	City of Plantation
NW 11th PI	NW 70th Ave to NW 75th Ter	City of Plantation
NW 8th St	NW 75th Ter to NW 53rd Ave/ E Acre Rd	City of Plantation
N Marcano Blvd/ NW 78th Ave	University Dr to S Marcano Blvd/NW 78th Ave	City of Plantation
SW 6th CT	S Pine Island Rd to SW 78th Ave	City of Plantation
Corporate Rd along SW 10th St	SW 10th St to Corporate Rd	City of Plantation

* On list of 2035 LRTP Cost Feasible Pedestrian Projects

Recommendations for Bicycle Facilities

SHARED STREET Low-speed, low-volume streets; typically a residential neighborhood street, with travel lanes at least 10 feet wide.	PROJECT LIMITS	MUNICIPALITY
Lauderdale West Dr/NW 85th Ave	W Sunrise Blvd to NW 17th PI	City of Plantation
NW 17th Ct	Lauderdale West Dr to University Dr	City of Plantation
Commodore Dr /W Broward Blvd	NW 8th St to W Broward Blvd	City of Sunrise , City of Plantation
Silver Palm Blvd	NW 128th Dr to NW 11th (complete loop)	City of Sunrise
Sawgrass Corporate Pkwy	W Sunrise Blvd to 135th Ave	City of Sunrise
International Pkwy	Sawgrass Corporate Pkwy to SR 84	City of Sunrise
NW 2nd St	International Pkwy to NW 136th Ave	City of Sunrise
NW 12th St	Sawgrass Corporate Pkwy to Silver Palm Blvd	City of Sunrise
Key Lime Way	Silver Palm Blvd to NW 8th St	City of Sunrise
NW 14th St	Sawgrass Corporate Pkwy to NW 136th Ave	City of Sunrise
Concord Ter	Sawgrass Corporate Pkwy/ to International Pkwy	City of Sunrise
NW 3rd St	NW 136th Ave to Commodore Dr	City of Sunrise
NW 133 Rd Ave	Commodore Dr/ W Broward Blvd to SR 84	City of Sunrise
NW 27th PI	N University Dr to N Pine Island Rd	City of Sunrise
NW 25th Ct	N University Dr to Nob Hill Rd	City of Sunrise
NW 68th St Ave	Sunset Strip to W Oakland Park Blvd	City of Sunrise
Sunrise Lakes Blvd / NW 29th Manor	Flamingo Rd to Sunrise Lakes Dr W	City of Sunrise

* On list of 2035 LRTP Cost Feasible Pedestrian Projects

ADDITIONAL RECOMMENDATIONS

Supportive Activities and Programs—Transportation

ACTIVITY	DESCRIPTION
Broward Boulevard Corridor Transit Coordination	Continue to coordinate with FDOT, BCT, SFRTA and municipalities on the transit studies and projects currently under way. Ensure consideration of long-term perspective from the 2035 Long Range Transportation Plan.
Sawgrass Area Intermodal Station Study	Continue to coordinate with FDOT, BCT and the City of Sunrise to develop scenarios for intermodal facility.
Shuttle feasibility - Circulator with connections to Premium Transit Service and employment centers	Seek opportunities for local circulators, jitneys and other small forms of transportation within and between employment centers (Midtown Plantation, Sawgrass Corporate Center).
Transportation Systems Management and Operations (TSM&O)	Integrated program to optimize the performance of existing infrastructure through implementation of multimodal, cross-jurisdictional systems, services, and projects. Designed to preserve capacity and improve security, safety, and reliability of transportation systems.
Pedestrian connectivity to private properties	Improve pedestrian infrastructure in parking lots for increased connectivity and comfort. Create pedestrian and bicycle connections to neighborhoods where feasible, at local request.
Bicycle and pedestrian facilities at problem intersections and crossings	Improve connections and safety for bicycle and pedestrian passage through areas that are difficult to traverse, such as arterial crossings, and interchanges with Florida's Turnpike, I-595, State Road 84, and Sawgrass Expressway.
Low-cost information/marketing approaches to improve pedestrian and bicycle safety	Develop print and website campaign to modify traffic behavior and improve multimodal safety. Provide standardized presentation materials for wider distribution.
Transit Ambassadors	Seniors and volunteers providing information and directions to transit users and visitors at Gateway Hubs.

Long-Term Activities and Programs (5-20 years) - Transportation

ACTIVITY	DESCRIPTION
Land Use Plan Amendments	Pursue amendments to Broward County Land Use Plan to allow appropriate level of mixed-use transit-supportive development near two proposed Community Hubs on Sunset Strip. Pursue options for funding to cover administrative fees.
Premium Transit - Central Broward East/West Transit Study	Continue to coordinate planning activities with municipalities. Seek opportunities to improve connections with employment centers.
Premium Transit - Alternatives Analysis - various corridors	Alternatives Analysis - Identify market segments and target premium transit service to likely riders along Broward Boulevard, Sunrise Boulevard, and University Drive.

Supportive Activities - Land Use / Zoning and Design Guidelines

ACTIVITY	DESCRIPTION
Zoning and Design Guidelines	Create regulatory language to require/encourage transit-supportive design near Mobility Hubs. Ensure pedestrian connectivity, comfort and safety.
Parking Management Strategies	Improve existing approaches and experiment with new systems to encourage transit-supportive development near Mobility Hubs.

Supportive Activities - Business Retention, Attraction and Expansion / Housing

ACTIVITY	DESCRIPTION
Encourage private investment near transit corridors and Mobility Hubs	Public and private sector marketing and economic development activities at the local level.
Leverage transportation investments.	Explore development incentives, including buying down development costs, with strategic public investments in transportation infrastructure.
Housing	Explore options to encourage housing infill development near proposed Mobility Hubs on Sunset Strip.
Housing demonstration project	Address specific market needs, such as student, seniors, workforce housing and others, near Mobility Hubs.

IMPLEMENTATION

The Action Plan is an implementation plan. The recommendations, which are both realistic and affordable, support the Vision for the area. The stewards of the Action Plan include the Broward MPO, FDOT, transit operators and municipalities, as well as private property owners and business owners in the area and the local communities.

Next Steps

The Action Plan contains a list of projects, jurisdictional locations and potential funding sources. The Action Plan cannot advance without the input from the implementing agencies and jurisdictions. With the exception of funding, the municipalities should agree to take responsibility for projects within their jurisdiction. Some projects will require the combined efforts of public and private entities.

The Broward MPO will take the lead in identifying specific funding sources for new or additional projects not currently included in the 2035 LRTP Cost Feasible Plan. Any proposed amendments to the 2035 LRTP, such as new Mobility Hubs, and pedestrian and bicycle facilities, must have identifiable funding sources to meet the basic condition of the Cost Feasible Plan. Proposed projects must also contribute to fulfilling the Vision of the 2035 LRTP.

Phasing

Implementation of the recommendations will take place over time. Near-term improvements include relatively small-scale projects to improve multimodal connectivity and transit accessibility. Mid-term projects will require actions from local partners to lay the foundation for implementation, such as land use plan amendments, zoning and design guidelines, and economic development measures. In the long term, transit planning studies, such as Major Investment Studies and Alternatives Analyses, are necessary to define Premium Transit Service and the details of the Mobility Hubs, and to lay the foundation for large-scale capital investments. Mixed-use projects and transit-supportive housing fall into this category.

Future Actions

The Broward MPO agrees on the need to implement the 2035 LRTP, following the outline of the Action Plan and the list of projects. All recommendations are subject to further refinement and formal agreements among the municipalities, the Broward MPO, FDOT, Broward County and other appropriate agencies.

FUNDING

An ACTION Plan must be a practical plan. Funding for a plan of this magnitude will come from a variety of sources, and implementation will require many years of effort. Cost estimates are based on current information; some projects require further design before it is possible to develop realistic cost estimates.

The Broward MPO will take the lead in identifying funding sources for projects and programs, and all proposed improvements may not be eligible for MPO funding. Potential funding sources should include a combination of public funds including federal, state and local sources, as well as private investment, grants and individual contributions from large numbers of people. The public funds should leverage private investment and stimulate economic activity.

Potential funding sources (subject to local determination or voter approval as required) include:

- Broward MPO allocations of federal transportation funds
- Transportation Enhancement funds
- Local gas tax
- Local Option Sales Tax
- Tax increment financing
- Improvement districts
- Parking revenues
- Local Community Development Block Grant funds
- Municipal Service Benefit Unit (MSBU)
- Municipal Service Taxing Unit (MSTU)
- Bond financing
- Revolving loan funds
- Private foundation grants
- Donations from individuals and groups
- Federal housing assistance
- Housing funds (local)

LIVABILITY

The U.S. Department of Housing and Urban Development (HUD), the Department of Transportation (DOT), and the Environmental Protection Agency (EPA) formed the Partnership for Sustainable Communities. They set forth Livability Principles that are the foundation of the Livability Planning Initiative. Among the goals of this Partnership is to encourage communities to develop and support neighborhoods that provide transportation choices and affordable housing while increasing economic competitiveness and directing resources toward areas with existing infrastructure. The 2035 Long Range Transportation Plan provides the basic framework for a system of sustainable transportation and community.

Access

Improved accessibility benefits the entire community. In implementing the Action Plan recommendations, the Broward MPO must ensure that all projects comply with the accessibility requirements of the Americans with Disabilities Act (ADA). Although improvements may target specific populations, the enhancements benefit everyone. As an example, curb cuts for wheelchair access are also useful for roller bladders and baby strollers.

GLOSSARY

This report contains many acronyms. To assist the reader, they are compiled here for easy reference:

AASHTO American Association of State Highway and Transportation Officials	ITE Institute of Transportation Engineers
BCDC Broward Community Design Collaborative	LAC Local Activity Center
BCLUP Broward County Land Use Plan	LDR Land Development Regulation(s)
BCT Broward County Transit	LEED Leadership in Energy and Environmental Design
BCTD Broward County Transportation Department	LRT Light Rail Transit
BOCC Broward County Board of County Commissioners	L RTP Long Range Transportation Plan
BRT Bus Rapid Transit	MPH Miles per hour
CDSI College for Design and Social Inquiry (FAU)	MPO Metropolitan Planning Organization
CDBG Community Development Block Grant	MSA Metropolitan Statistical Area
CDG Broward County County-wide Community Design Guidebook	MUTCD Manual on Uniform Traffic Control Devices
CIP Capital Improvement Project	NTC Neighborhood Transit Center
CRA Community Redevelopment Agency	PIP Public Involvement Plan
CSD Context Sensitive Design	RAC Regional Activity Center
CSS Context Sensitive Solutions	ROW Right of Way
DCA Florida Department of Community Affairs	SF Square Feet, Area
DDRI Downtown Development of Regional Impact	SFEC South Florida Education Center
DRC Development Review Committee	SFRPC South Florida Regional Planning Council
DRI Development of Regional Impact	SOV Single Occupancy Vehicle
DU/DUs Dwelling Unit/Dwelling Units	SR-7 State Road 7 (US 441)
EPA Environmental Protection Agency	SSU Subtropical Sustainable Urbanism
FAR Floor Area Ratio (equals the total building area divided by the land area)	TAZ Traffic Analysis Zone
FAU Florida Atlantic University	TDLC Transportation Design for Livable Communities
FDOT Florida Department of Transportation	TIF Tax Increment Financing
FHWA Federal Highway Administration	TIP Transportation Improvement Program
FTA Federal Transit Administration	TMA Transportation Management Association
GFA Gross Floor Area	TOC Transit Oriented Corridor
GHG Greenhouse Gas	TOD Transit Oriented Design; Transit Oriented Development
GLA Gross Leasable Area	ULDC Broward County Unified Land Development Code
HCM Highway Capacity Manual	USDOT United States Department of Transportation
	VUA Vehicular Use Area

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City of Plantation

City of Sunrise

Broward County Transportation Department

Florida Department of Transportation-District IV

Project Research Team

Broward Community Design Collaborative at the College for Design and Social Inquiry - Florida Atlantic University

FAU School of Architecture

FAU School of Social Work

FAU School of Urban and Regional Planning

Interactive Tool Development

Place Design Pty. Ltd.,

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