

# Broward County MPO

## *Metropolitan Planning Organization*



## *Broward County Congestion Management System (CMS)*

## **Hollywood/Pines Boulevard Multimodal Corridor Study Executive Summary**



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## **HOLLYWOOD/PINES BOULEVARD MULTIMODAL CORRIDOR STUDY EXECUTIVE SUMMARY**

### **Background**

The Hollywood/Pines Boulevard Multimodal Corridor Study was undertaken by the Broward County Metropolitan Planning Organization (MPO) to develop a congestion management system (CMS) plan to enhance travel in the corridor. The CMS plan includes recommended strategies to improve transportation conditions for four primary modes of travel (pedestrian, bicycle, transit, and roadway) plus a multimodal section to integrate efficient transfers between modes into the transportation network. The goal is to develop innovative, yet practical multimodal transportation solutions that support broad social goals such as enhanced community livability and reduced pollution.

Congestion management strategies are intended to improve the efficiency of a transportation corridor through improvements that encourage alternatives to the single occupant vehicle and promote better use of existing resources. Congestion management strategies can often be implemented at a lower cost than traditional roadway widening and can include technology-based solutions that increase the efficiency of existing roadway systems.

### **Corridor Description and Study Limits**

Hollywood/Pines Boulevard is a principal east/west arterial within southern Broward County. The Hollywood/Pines Boulevard CMS study limits include Hollywood/Pines Boulevard from U.S. 27 in the west to Young Circle (U.S. 1) in the east, a distance of approximately 18.1 miles. This study also includes an extended corridor approximately two miles on either side of Hollywood/Pines Boulevard. The northern limit of the study area is Sheridan Street and the southern limit of the study area is Hallandale Beach Boulevard/Miramar Parkway. The purpose of the extended study corridor is to analyze connections to Hollywood/Pines Boulevard and travel mobility along alternate parallel corridors.

## **Methodology**

This study was completed by following a methodology outlined at the beginning of the study. First, a set of performance measures and targets were developed for each mode of travel considered in this study to guide the analysis. Following this, a period of data retrieval was conducted wherein existing data sources were researched to gather information such as traffic volumes, transit ridership, and proposed improvements that have been identified in other transportation plans and programs. After retrieving existing data, new data were collected to fill in gaps in the available data and to replace data that was considered questionable. An existing conditions data analysis was performed to develop the baseline existing transportation conditions (Year 2003 conditions) within the study corridor. Transportation projects expected to be implemented within five years were accounted for along with expected travel growth to develop the short-range conditions analysis (Year 2008 conditions) within the study corridor. The short-range conditions analysis formed the basis for developing multimodal strategies to enhance travel mobility in the corridor by 2008. A financial analysis was performed for the recommended strategies (1) to determine the expected costs associated with the strategies, (2) to rank the recommended strategies using a benefit/cost analysis, and (3) to identify a funding strategy for implementing the recommended strategies. An implementation program was prepared that included a five-year schedule for implementing improvements along with the appropriate agency responsible for various tasks.

## **Public Involvement**

Throughout the course of the Hollywood/Pines Boulevard Multimodal Corridor Study, a public involvement program was conducted to inform area stakeholders of the study and solicit input regarding existing transportation deficiencies and suggested improvements. In general, two rounds of public involvement were conducted including during the data analysis period to assist in the identification of transportation deficiencies and during the development and refinement of recommended strategies to gather suggestions regarding solutions. The public involvement activities were modeled after the MPO's Public Involvement Plan, which strives to not only inform but to educate the public on their role in the transportation planning process.

Intergovernmental coordination was accomplished primarily through a Technical Advisory Committee (TAC) that met nine times throughout the course of the study. Members of the TAC served several vital roles including reviewing interim working papers, providing guidance on relevant data sources, providing information and comments on study progress at the meetings, and serving as ambassadors to the project from the respective agencies and municipalities.

### **Realizing the Mobility Vision**

The Hollywood/Pines Boulevard Multimodal Corridor Study creates a mobility vision for an important travel corridor in southern Broward County. Recommended strategies range from filling in gaps in the sidewalk network to providing a continuous bicycle trail to developing infrastructure at multimodal hubs (key transfer locations) for enhanced integration of transit and other alternative travel modes into the transportation network. Bus stop infrastructure improvements were identified by location to improve the level of comfort and perception associated with bus transit. Intersection improvements were also identified to reduce traffic delay and enhance safety. The table on the following page lists the study recommendations. In addition, the table at the bottom of this page presents expected strategy costs by mode.

The first step toward the realization of the multimodal vision for Hollywood/Pines Boulevard is to adopt the strategies into Broward County's Congestion Management System (CMS) program and Transportation Improvement Program (TIP). The implementation program developed in this study provides guidance for agencies to follow in implementing strategies over the next five years.

#### **Summary of Expected CMS Costs by Mode**

<b>Mode</b>	<b>Estimated Cost of Recommended Strategies</b>
Pedestrian	\$1,600,000
Bicycle	\$5,500,000
Transit	\$8,900,000
Multimodal	\$3,100,000
Roadway	\$6,500,000
<b>TOTAL</b>	<b>\$25,600,000</b>

**HOLLYWOOD/PINES BOULEVARD MULTIMODAL CORRIDOR STUDY**

**Summary of CMS Strategies**

<b>Mode</b>	<b>Strategy</b>	<b>Description</b>
Pedestrian	Sidewalk Continuity	West of Interstate 75 - Complete sidewalk network (see Bicycle strategies)
		Interstate 75 - Construct sidewalk along Pines Boulevard across I-75
		Construct new sidewalk - between NW 96th Avenue and NW 91st Avenue (north side)
	Sidewalk Connections	Construct new sidewalk - west side of Palm Avenue
		Construct new sidewalk - west side of Douglas Road (south of Pines Blvd)
		Construct new sidewalk - both sides of University Drive (north of Pines Blvd)
	School Crossing Improvements	McArthur High School - Extend bicycle lanes (see Bicycle strategies)
		McArthur High School - Median hedges between SW 64th Way and North 63rd Avenue
	Improved Pedestrian Crossing	Presidential Circle
	Lighting Strategies	Downtown Hollywood from Dixie Highway to N/S 28th Avenue
Hollywood Blvd from N/S 58th Avenue to McArthur High School		
Bicycle	Multipurpose Shared Use Path	U.S. 27 to NW 155th Avenue
	Proposed Bicycle Lanes	NW 155th Avenue to NW 83rd Avenue
		SW 64th Way to Florida's Turnpike
		Florida's Turnpike to U.S. 441 (add to Turnpike PD&E project)
	Transit Bridge	Bicycle lanes along U.S. 441 already planned
	Proposed Bicycle Lanes	Johnson Street - U.S. 441 to U.S. 1 (potential streetscaping improvements too)
		Pembroke Road - Interstate 95 to U.S. 1 (bike lanes already exist to the west)
	Bicycle Parking	Provide covered bicycle parking at multimodal locations and bike lockers where appropriate
Transit	Bus Benches and Trash Receptacles	9 Recommended Benches and 56 Trash Receptacles, See Table 38 of Report for Locations
	Bus Shelters	35 Recommended Bus Shelters, See Table 39 of Report for Locations
	Bus Stop Accessibility	Remove Obstacles from Access Path (17 Locations), See Table 40 of Report for Locations
		Construct Access Path (27 Locations), See Table 41 of Report for Locations
	Far Side Bus Bay	SW 210th Avenue (both sides)
		SW 172nd Avenue (eastbound)
		Flamingo Road (westbound)
		Hiatus Road (westbound)
		Palm Avenue (westbound)
	Headway Reductions	University Drive (both sides - would likely require right-of-way)
		Route 3 (60 to 30 minutes)
		Route 5 (60 to 30 minutes)
Route 7 (30 to 20 minutes)		
Express Bus Service		Route 7 Limited Stop from Pembroke Lakes Mall to Downtown Hollywood NTC
Multimodal	Neighborhood Transit Centers	Young Circle (relocate existing)
		Red Road & Hiatus Road (proposed in TDP)
	Multimodal Hub	Hollywood Tri-Rail Station (upgrade)
		Sheridan Street Tri-Rail Station (upgrade)
		Hollywood Fashion Center (Transit Bridge)
		Pembroke Lakes Mall (upgrade)
		C.B. Smith Park park-n-ride lot
	"Enhanced" Benches and Shelters	At NTCs, multimodal hubs, and Young Circle
	TDM Strategies	Work with SFCS, especially at Memorial Hospital, Pembroke Lakes Mall, BCC South
	ITS Strategies	ATIS improvements and passenger information kiosks
Trailblazer signage for guidance and awareness of facility		
Roadway	Intersection Improvements	Pines Blvd @ U.S. 27 - Florida "T" Intersection
		Pines Blvd @ NW 155th Avenue - NB right-turbo, WB dual lefts, SB lane restriping for shared
		Pines Blvd @ NW 118th Avenue - Extend EB and WB left-turn storage
		Pines Blvd @ Hiatus Road - NB and SB dual lefts
		Pines Blvd @ Palm Avenue - Construct SB through lane
		Hollywood Blvd @ Florida's Turnpike - Access ramp reconstruction
		Hollywood Blvd @ Park Road - NB right-turn overlap phase
		Hollywood Blvd @ SW 63rd Terrace - convert to westbound directional median opening
	Access Management	Hollywood Blvd @ N/S 62nd Avenue - remove traffic signal and close the median opening
		Hollywood Blvd @ N 61st Avenue - convert to eastbound directional median opening
		Hollywood Blvd from U.S. 441 to Presidential Circle - raised median and access mgmnt study
	Long-Term Solutions	Pines Boulevard @ Flamingo Road
		Pines Boulevard @ University Drive
ITS Strategies	Enhance to fiber-optic communications network to allow signal-system upgrade, detectors to monitor vehicle flow, enhanced signal timing, and dynamic message sign	