

POMPANO EDUCATION CORRIDOR TRANSIT STUDY:

EXISTING TRANSPORTATION CONDITIONS AND SYSTEM OPPORTUNITIES

TECHNICAL MEMORANDUM NO. 2



Prepared by:



8750 NW 36th Street
Suite 670
Miami, FL 33178

In Association with:

HNTB

100 West Cypress Creek Rd
Suite 900
Trade Center South
Fort Lauderdale, FL 33309

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1.0 INTRODUCTION

The Broward County Metropolitan Planning Organization (MPO) has retained HNTB to conduct a study to determine the feasibility of a transit shuttle or circulator to improve access to the educational facilities among four municipalities: Coral Springs, Margate, Coconut Creek, and Pompano Beach. The general corridor for this study extends from University Drive and Sample Road in Coral Springs to the Northeast Transit Facility on Dr. Martin Luther King (MLK), Jr. Boulevard at Dixie Highway in Pompano Beach. The major roadways being considered for the alignment are along: Sample Road, State Road (SR) 7, Coconut Creek Parkway, and Dr. MLK, Jr. Boulevard.

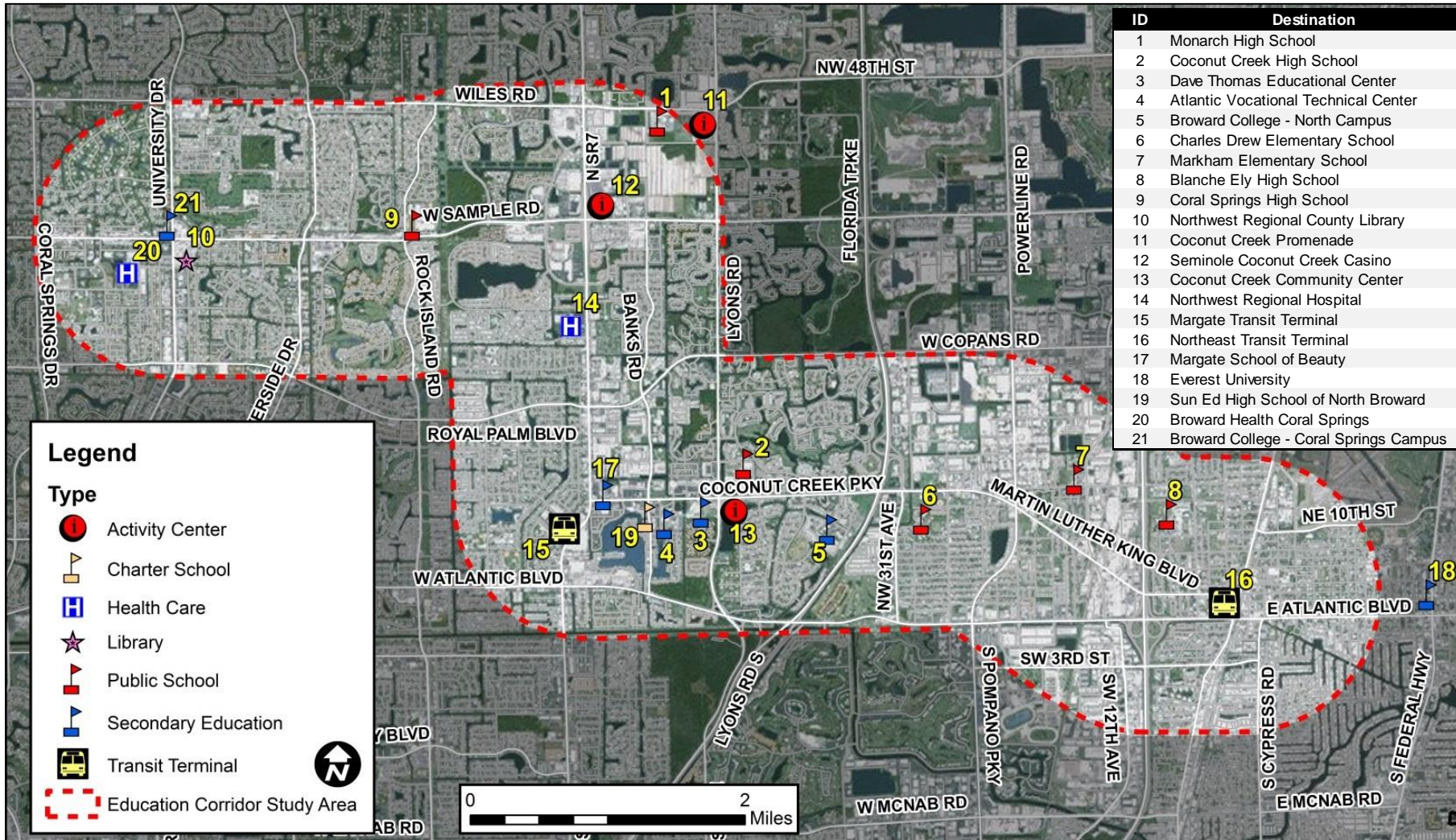
There is existing community bus service in each of these cities. All of the cities except Coconut Creek separately contract the operations and maintenance of their respective service to Limousines of South Florida (LSF), now currently owned by Transportation America. Coconut Creek operates their community bus service in-house. The purpose of the community bus services, as defined by Broward County Transit (BCT) in their 2014 Transit Development Plan, is to promote and advocate economic development and livability through transit investments. This unique service provides the vital first / last mile connection for residents, whether their destination is a shopping center, school, or a connection to a BCT route. The community bus service compliments BCT service with coordinated transfer points.

Existing transportation and transit conditions will be analyzed within the study area. Roadway, bicycle, and pedestrian deficiencies will be evaluated and recommendations proposed. The overall technical approach will be to utilize creative strategies to enhance or redesign the existing community bus system into one that provides the most convenient public transportation (with fewest transfers) between the educational facilities, local business community and neighboring residential communities.

This technical memorandum also presents evaluation criteria and performance measures to evaluate enhancements to the community bus system. These performance measures will be used to analyze the proposed routes and service so that an alternative service plan can be developed and ultimately recommended for implementation.

A map of the study area with key destinations such as schools, community centers, and other public institutions is presented in Figure 1-1.

Figure 1-1: Pompano Education Corridor Study Area



2.0 TRANSPORTATION FACILITIES

The existing transportation facilities were reviewed along the Pompano Education Corridor to identify its compatibility to support the existing and proposed transit service and routes. The review focused on bicycle and pedestrian facilities as well as the roadway facilities which serve the movement of vehicles and passengers by transit.

2.1 Roadway Characteristics

The majority of roadways along the education corridor are multi-lane divided with raised landscaped medians. The landscaped medians vary in width from 16 feet to 40 feet. The segments of Dr. MLK, Jr. Boulevard from Florida’s Turnpike to Powerline Road and from NW 13th Avenue to I-95 have painted medians with two-way left turn lanes.

The posted speed limit on Sample Road is 45 miles per hour (mph) where three through lanes are provided in each direction. The daily traffic ranges from 34,000 vehicles per day (vpd) to 45,500 vpd. The posted speed limit on SR 7 is 45 mph where three through lanes are provided in each direction. The average daily traffic is 50,500 vph. Along Coconut Creek Parkway, the posted speed limit is 40 mph. Two through lanes are provided in each direction. The posted speed limit on Dr. MLK, Jr. Boulevard ranges from 40 mph to 25 mph where two through lanes are provided in each direction. The daily traffic ranges from 12,900 vpd to 25,500 vpd.

The daily level of service is LOS D or better along the roadways that constitute the education corridor. These major roadways have adequate capacity and can accommodate additional transit service in the near future. The roadway characteristics along the Pompano Education Corridor are summarized in Table 2-1.

Table 2-1: Roadway Characteristics

Corridor Segment	Limits	No. of Lanes	Speed Limit	Daily Traffic (AADT)	Daily LOS
Sample Road	From University Dr. to Riverside Dr.	3 - 11' R/L	45 MPH	34,000	C
	From Riverside Dr. to Rock Island Rd.	3 - 11' R/L	45 MPH	45,500	C
	From Rock Island Rd. to SR 7	3 - 11' R/L	45 MPH	43,000	C
SR 7	From Sample Rd. to Copans Rd.	3 - 11' R/L	45 MPH	49,500	C
	From Copans Rd. to Coconut Creek Pkwy.	3 - 11' R/L	45 MPH	51,500	C
Coconut Creek Pkwy.	From SR 7 to Banks Rd.	2 - 12' R/L	40 MPH	24,500	D
	From Banks Rd. to Broward Campus N.	2 - 10' R/L	40 MPH	28,500	D
	From Broward Campus N. to FL Turnpike	2 - 12' R/L	40 MPH	28,500	D
Dr. Martin Luther King, Jr. Blvd.	From FL Turnpike to Powerline Rd.	2 - 11.5' R/L	40 MPH	13,000	C
	From Powerline Rd. to I-95	2 - 12' R/L	35 MPH	25,500	D
	From I-95 to NW 6th Ave.	2 - 12' R/L	25 MPH	12,800	C
	From NW 6th Ave. to Dixie Hwy.	2 - 12' R/L	25 MPH	12,800	C

2.2 Bicycle and Pedestrian

The corridor has bicycle facilities, although there are segments where enhancements can be accommodated. Similarly, the corridor has pedestrian facilities except for a short segment in Pompano Beach.

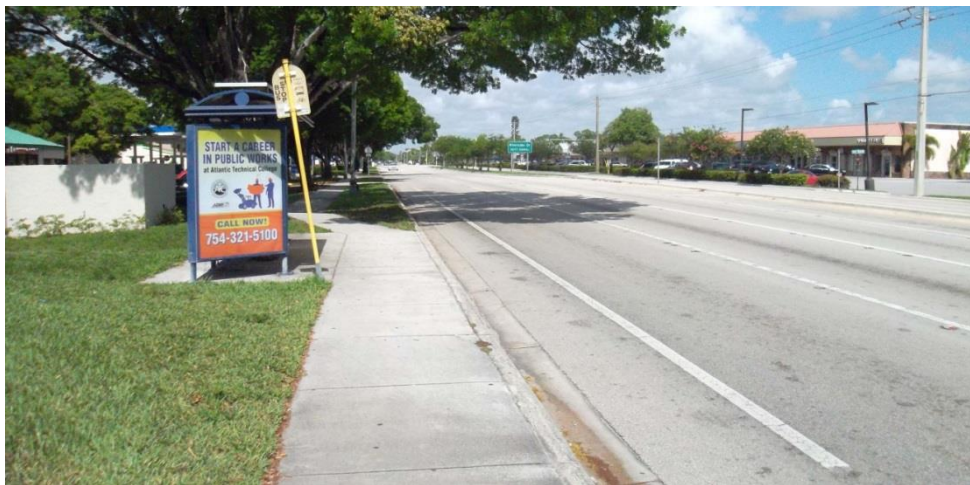
The Florida Department of Transportation (FDOT) has identified new requirements for bicycle lanes. The guidelines require a seven foot buffered bicycle lane on state roadways in or within one mile of an urban area. The requirements can be found in the FDOT, Plans Preparation Manual, Volume 1, Chapter 8: Pedestrian, Bicycle and Public Transit Facilities. The existing bicycle lanes do not satisfy the current criteria. Furthermore, the Federal Highway Administration (FHWA) has issued interim approval for the use of green colored pavement in marked bicycle lanes.

2.2.1 Coral Springs

Within Coral Springs, paved shoulders for bicycle use are provided along Sample Road between University Drive and SR 7. Sidewalks are also provided along this same segment of the corridor. However, better pedestrian connectivity with transit stops and land uses at SR 7 is recommended by the consultant team.

A complete streets initiative walkability audit was prepared for the City of Coral Springs in August 2013. The study focused on the downtown Coral Springs area and identified several enhancements such as missing sidewalks, the need for shade along sidewalks, pedestrian lighting, and crosswalk markings.

Figure 2-1: Coral Springs - Paved Shoulder for Bicycle Use



2.2.2 Margate

Within Margate, bicycle lanes are provided northbound along SR 7 from Sample Road to Copans Road and southbound along SR 7 from Sample Road to Colonial Drive. “Share the road” signage is provided continuing south along SR 7 to Atlantic Boulevard. Bicycle lanes are recommended by the consultant team in place of the “share the road” signage.

Figure 2-2: Margate – Share the Road Bicycle Facility



SR 7 has the highest transit ridership of any arterial in Broward County. This corridor has been the subject of extensive land use and economic development planning efforts. To evaluate the needs along SR 7, the Broward MPO has recently kicked-off a multimodal improvement corridor study from Miramar to Coral Springs. The transit service along this corridor requires continued monitoring and investment to meet the growing ridership demand. The MPO recognizes a high frequency of pedestrian and bicycle crashes along the corridor and are developing solutions. Also, there are segments and intersections along the corridor which exhibit high levels of congestion. The SR 7 multimodal improvement corridor study is to be completed in June of 2016.

Paved shoulders for bicycle use are provided along Coconut Creek Parkway from SR 7 to east of Banks Road. Sidewalks are provided along these same segments of the corridor. Construction has recently begun by Broward County to provide bicycle lanes and landscaping to provide a “complete street” for the community.

2.2.3 Coconut Creek

Within Coconut Creek, bicycle lanes are provided along Coconut Creek Parkway from east of Banks Road to Florida’s Turnpike. Sidewalks are provided along this same segment of the corridor. These improvements were recently completed by Broward County. They include bicycle lanes, sidewalks, transit shelters, hardscape, and landscaping to provide a “complete street” for the community. Other “complete street” projects

have been completed along Lyons Road. There is a high demand from the educational institutions for a pedestrian mid-block crosswalk to accommodate student crossings. The City of Coconut Creek has programed funding for a crossing to be located between Banks Road and Lyons Road.

Figure 2-3: Coconut Creek – Marked Bicycle Lane



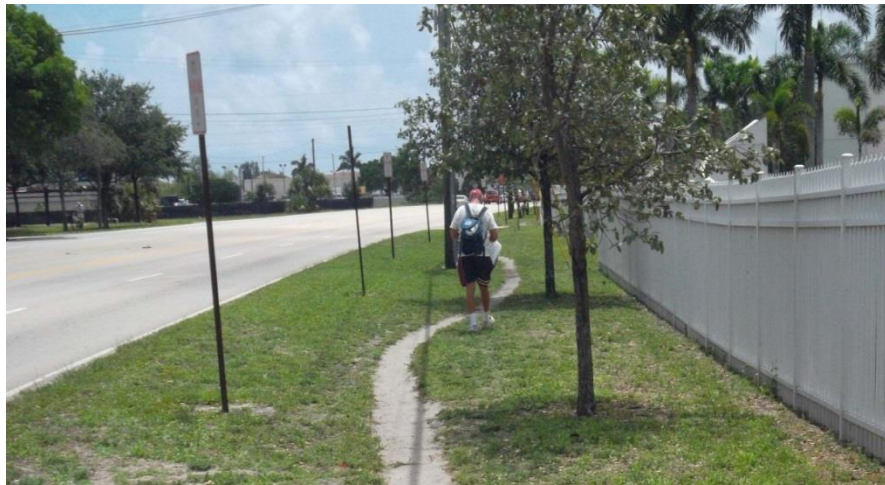
2.2.4 Pompano Beach

Within Pompano Beach, there are no bicycle lanes along Dr. MLK, Jr. Boulevard between Florida's Turnpike ramps and Dixie Highway. Paved shoulders with "share to road" signage were recently constructed as part of the "complete streets" project. There are no sidewalks between Florida's Turnpike ramps and Powerline Road. Bicycle lanes and pedestrian sidewalks are recommended by the consultant team. Additionally, better pedestrian connectivity is recommended at the intersection with Florida's Turnpike ramps.

Figure 2-4: Pompano Beach – Share the Road Bicycle Facility



Figure 2-5: Pompano Beach – Missing Sidewalk Connection



The bicycle and pedestrian needs along the Pompano Education Corridor are summarized in Table 2-2.

Table 2-2: Bicycle and Pedestrian Needs

Corridor Segment	Limits	Bicycle Facilities	Pedestrian Facilities
Sample Road	From University Dr. to Riverside Dr.	Existing	Improve crosswalk at NW 85th Avenue
	From Riverside Dr. to Rock Island Rd.	Existing	Existing
	From Rock Island Rd. to SR 7	Existing	Improve crosswalks at SR 7
SR 7	From Sample Rd. to Copans Rd.	Existing	Existing
	From Copans Rd. to Coconut Creek Pkwy.	Provide bicycle lanes	Existing
Coconut Creek Pkwy.	From SR 7 to Banks Rd.	Provide bicycle lanes	Existing
	From Banks Rd. to Broward Campus N.	Existing	Provide mid-block crossing E. of Banks
	From Broward Campus N. to FL Turnpike	Existing	Existing
Dr. Martin Luther King, Jr. Blvd.	From FL Turnpike to Powerline Rd.	Provide bicycle lanes	Provide Sidewalks
	From Powerline Rd. to I-95	Provide bicycle lanes	Existing
	From I-95 to NW 6th Ave.	Provide bicycle lanes	Existing
	From NW 6th Ave. to Dixie Hwy.	Existing	Existing

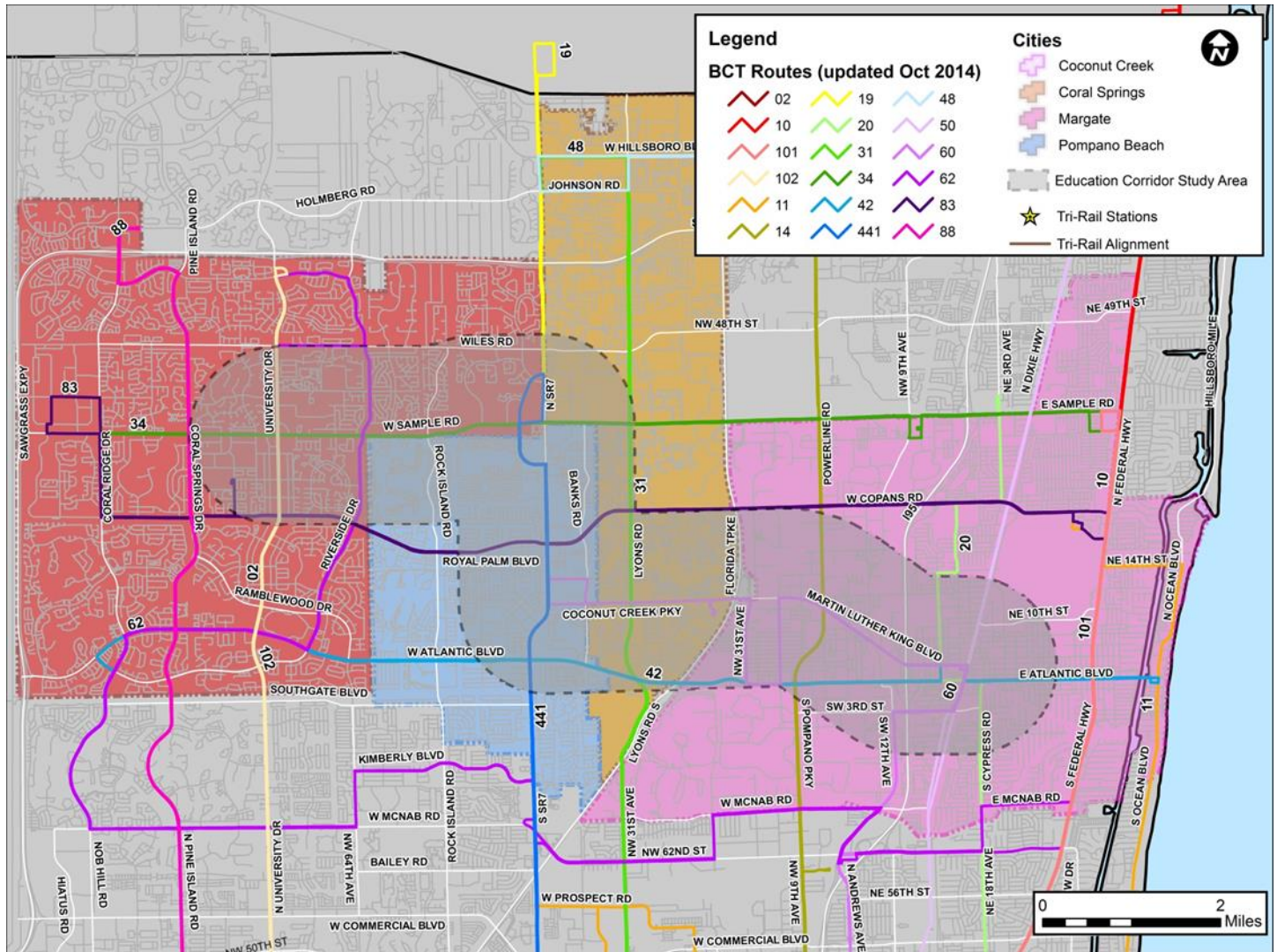
The City’s Community Redevelopment Agency created a vision in 2011 and passed a resolution to designate Dr. MLK, Jr, Boulevard as a context sensitive corridor. The vision included roadway features to encourage and support redevelopment; encourage mixed-use development; maximize the advantages of a Transit Oriented Corridor; and create an “urban” feel bringing sidewalks, bicycle, and cars closer to businesses. The plan identified landscaped medians, bicycle lanes or paved shoulders with “share the road” signage, on-street parking, curb and gutter, and sidewalks.

Construction along Dr. MLK, Jr. Boulevard is substantially complete from NW 6th Avenue to Dixie Highway. Construction is funded for the segment from Florida’s Turnpike ramps to Powerline Road. The segment from Powerline Road to I-95 is unfunded and is being considered for funding from a TIGER grant.

3.0 TRANSIT STOP FACILITIES

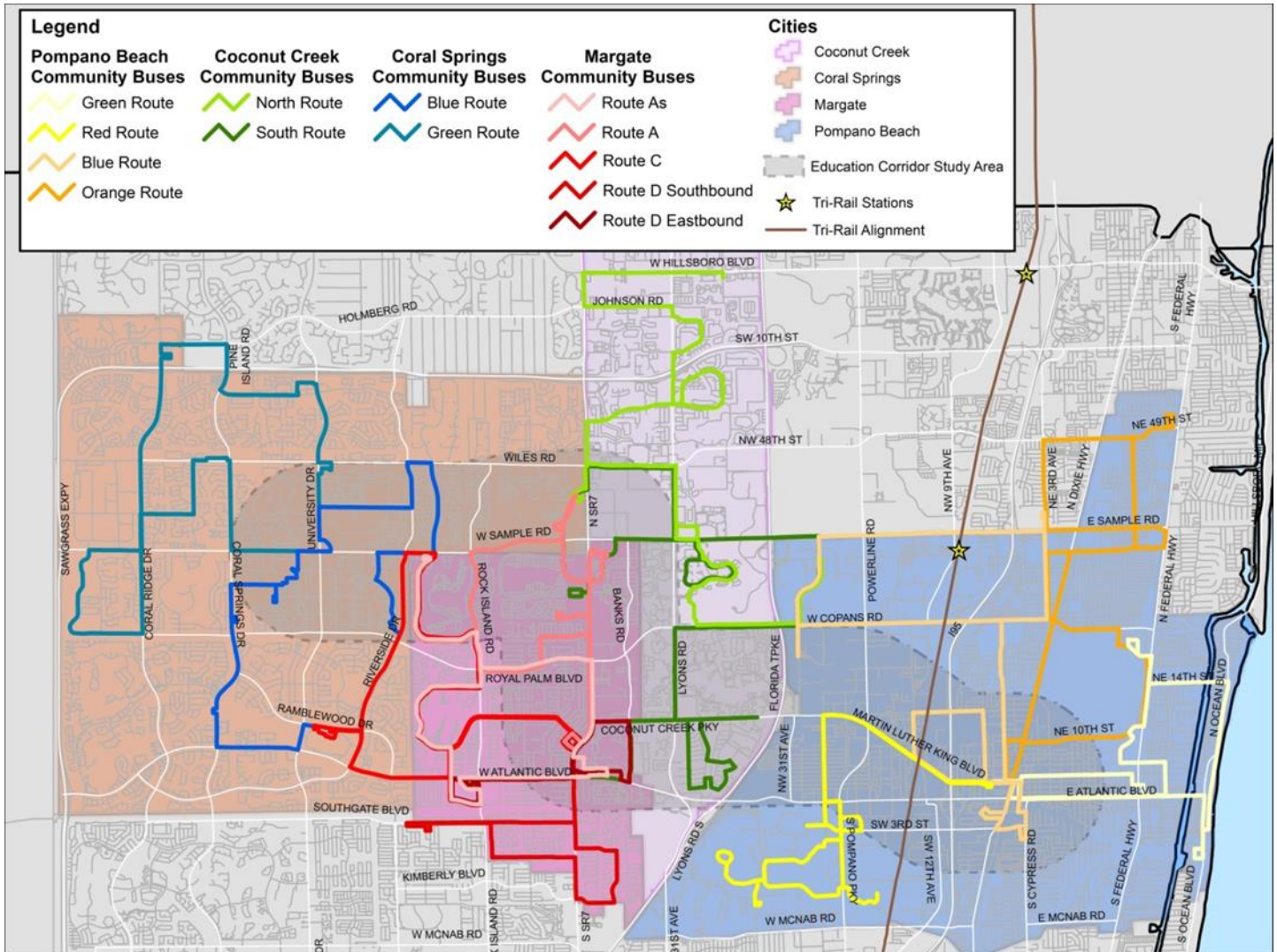
BCT operates 45 weekday bus routes throughout Broward County. Eighteen of these routes provide service within the study area.

Figure 3-1: Existing BCT Routes within the Study Area



BCT provides assistance for community bus service to operate in partnership through inter-local agreements with Broward municipalities. Coconut Creek operates their own service. Community bus serves the residential and commercial areas while the larger fixed-route buses serve the major thoroughfares.

Figure 3-2: Existing Community Bus Service within the Study Area



Tri-Rail provides shuttle service to and from its stations. The nearest stations to the study area are the Cypress Creek and Pompano stations. However, the shuttle routes traverse within the study area but not along the educational corridor.

A review of the existing transit stop facilities was conducted. The facilities consisted of three major groups: bus shelters with benches, bus stops with benches only, and bus stops with no facilities.

3.1 Coral Springs

Along Sample Road between University Drive and SR 7, there are 26 bus stops in both directions. Bus shelters with benches are provided at 10 stops; bus stops with benches only are provided at three stops; and the remaining 13 stops did not have any transit stop facilities. BCT Route 34 as well as community bus routes Blue, A, As, and C provide service along Sample Road in Coral Springs.

Figure 3-2: Coral Springs – Bus Shelter



3.2 Margate

Along SR 7 between Sample Road and Coconut Creek Parkway, there are 15 bus stops in both directions. Bus shelters with benches are provided at eight stops; bus stops with benches only are provided at seven stops; and there is one stop that did not have any transit stop facilities. BCT Routes 19, 60, and 441 as well as community bus routes A, As, and South provide service along SR 7 in Margate.

Figure 3-2: Margate – Bus Shelter



Along Coconut Creek Parkway, there are five bus stops in both directions between SR 7 and Banks Road. Bus shelters with benches are provided at one stop; bus stops with benches only are provided at three stops; and there is one stop that did not have any transit stop facilities. BCT Route 60 as well as community bus routes D and South provide service along Coconut Creek Parkway in Margate.

3.3 Coconut Creek

Along Coconut Creek Parkway, there are 13 bus stops in both directions between Banks Road and Florida's Turnpike ramps. Bus shelters with benches are provided at seven stops; bus stops with benches only are provided at three stops; and the remaining three stops do not have any transit stop facilities. BCT Route 60 as well as community bus route D provides service along Coconut Creek Parkway in Coconut Creek.

Figure 3-3: Coconut Creek Photo – Bus Shelter



3.4 Pompano Beach

Along Dr. MLK, Jr. Boulevard, there are 24 bus stops in both directions between Florida's Turnpike ramps and Dixie Highway. Bus shelters with benches are provided at three stops; bus stops with benches only are provided at 18 stops; and the remaining three stops do not have any transit stop facilities. BCT Routes 42 and 60 as well as community bus routes Red, Blue, and Green provides service along Dr. MLK, Jr. Boulevard in Pompano Beach.

At the Northeast Transit Center in Pompano Beach, transit stop facilities are provided in addition to restrooms, schedule information, transit passes for purchase, and security. The proposed transfer centers will have facilities similar to the existing Northeast Transit Center.

Figure 3-4: Pompano Beach Photo – Northeast Transit Center



Enhancements are recommended at the existing transit stops within all the cities. The transit stop needs along the Pompano Education Corridor are summarized in Table 3-1.

Table 3-1: Transit Stop Facility Needs

Corridor Segment	Limits	Transit Route No.	Transit Stops with Shelters	Transit Stops with Benches	Transit Stops w/o Facilities	Needs
Sample Road	From University Dr. to Riverside Dr.	34, Blue	4		7	Upgrade with benches.
	From Riverside Dr. to Rock Island Rd.	34, Blue, As, A, C	2	2	3	Upgrade with benches.
	From Rock Island Rd. to SR 7	34, A	4	1	3	Upgrade with shelters and benches.
SR 7	From Sample Rd. to Copans Rd.	19, 441, A, South	4	2	N/A	
	From Copans Rd. to Coconut Creek Pkwy.	19, 441, 60, As, A, South	4	5	N/A	
Coconut Creek Pkwy.	From SR 7 to Banks Rd.	60, D, South		1	1	Upgrade with bench.
	From Banks Rd. to Broward Campus N.	60, South	7	3	2	Upgrade with benches.
	From Broward Campus N. to FL Turnpike	60			1	Upgrade with bench.
Dr. Martin Luther King, Jr. Blvd.	From FL Turnpike to Powerline Rd.	60, Red		2	2	Upgrade with benches.
	From Powerline Rd. to I-95	60, Blue, Red		12	N/A	
	From I-95 to NW 6th Ave.	60, Blue, Red		3	1	Upgrade with bench.
	From NW 6th Ave. to Dixie Hwy.	42, 60, Blue, Red, Green	3	1	N/A	

4.0 SYSTEM OPPORTUNITIES

4.1 Future Tri-Rail Station

SFRTA conducted a study in 2013 to consider Tri-Rail Coastal Link station area opportunities. A site was evaluated on the east side of Dixie Highway north of Atlantic Boulevard. It is within the CRA and next to the historic downtown Pompano Beach.

The proposed circulator service loop around the existing Northeast Transit Center in Pompano Beach could be expanded to service the Tri-Rail Coastal Link station. Should this station be constructed, funding from Tri-rail for a shuttle service directly connecting the Education Corridor to a future station could be available for the circulator bus.

4.2 Future Transfer Centers

The 2035 Long Range Transportation Plan (LRTP) created the “mobility hub” concept to identify future activity centers that would be served with frequent transit service, high development potential, and a critical point for trip generation or transfers. The BCT Transit Development Plan (TDP) stated that any future system expansion may require developing additional intermodal mobility hubs or transfer centers at key transfer and trip-generating centers, as well as improving the connectivity and accessibility around transit stops.

Three types of hubs were developed, each with its own design, scale, and feel: Gateway, Anchor, and Community. These mobility hubs or transit centers are being considered in the following areas:

- Gateway: University Drive and Sample Road

This area is located within the Coral Springs CRA. This transfer center will be supported by key destinations such as City Hall, the Broward Library North Regional branch, and Broward College.

- Gateway: Sample Road and SR 7

This area is adjacent to the Coconut Creek Main Street District. This transfer center will be supported by land uses such as commercial/retail, office, civil/cultural, high and medium density residential, and casino/hotel.

- Community: SR 7 and Atlantic Boulevard

This area is located within the Margate Transit-Oriented Corridor (TOC). This transfer center will be supported by the increased density encouraged along the TOC.

4.3 Regionally Significant Corridors

There are three regionally significant corridors in the study area identified in the 2040 LRTP and also referenced in BCT’s TDP. The TDP labels these three corridors and five others in the County as enhanced

bus corridors. These corridors are: Sample Road, University Drive, and SR 7. The 2040 LRTP further identifies these projects as “affordable” or “improvements we can afford.”

Future service routes for circulator bus are being evaluated in the vicinity of the future transfer centers. The circulator service which provides first/last mile connections will provide a benefit to the BCT enhanced bus service. Once the circulator routes are approved, additional transit stop facilities may need to be provided.

4.4 Circulator Bus Service

One of the funding opportunities for new circulator service is the BCT Community Bus Program. The BCT application for funding includes six eligibility requirements which must be satisfied. These eligibility requirements will be considered for this project to satisfy future applications to BCT by any of the municipalities within the education corridor seeking funding. The eligibility requirements are discussed below.

Community Bus Tier

- Considers new applicants and new circulator bus routes.
- Considers current community bus partners seeking funding for new routes or for an existing route which does not receive any operations assistance.
- Considers current community bus partners seeking funding to expand service on a route which receives operations assistance.

Statement of Need

- Demonstrate how the circulator bus route will help to solve an existing problem and/or support established goals.
- Demonstration of Community Support.
- Provide documentation of community support such as community survey.
- Provide letters of support from homeowners associations, civic associations, cultural groups, local businesses, chambers of commerce, or other local interest.

Route Headway

- Identify route headways less than 45 minutes, between 45 and 60 minutes, and more than 60 minutes.

Transit Connections

- Identify at least two connections with other public transit routes or services, such as BCT, community bus routes, Tri-Rail, Tri-Rail shuttles, Miami-Dade Transit (MDT), or PalmTran bus routes.

Trip Generators, Population / Employment Density, Demographics

- Identify indicators for potential ridership, such as trip generators, population and employment densities, and transit supportive demographics.

5.0 EVALUATION CRITERIA FOR CIRCULATOR SERVICE

Several transit system opportunities are being considered for the Pompano Education Corridor including circulator bus service. Evaluation criteria were developed for the proposed circulator service.

A review of transit literature from the Transit Cooperative Research Program (TCRP), FDOT, and local agencies were performed. The purpose of the review was to recommend evaluation criteria and performance measures for assessing potential transit circulator routes along the education corridor. The following literature was reviewed:

- TCRP 88: A Guidebook for Developing a Transit Performance–Measurement System, 2003.
- TCRP 141: A Methodology for Performance Measurements and Peer Comparison in the Public Transportation Industry, 2010
- TCRP 165: Transit Capacity and Quality of Service Manual, Third Edition, 2013.
- FDOT Best Practices in Evaluating Transit Performances, July 2014.
- Broward County Transit Comprehensive Operations Analysis Service Standards
- Miami-Dade Transit Service Standards, 2009.

5.1 Evaluation Criteria

Based on the literature review of the TCRP 88 and FDOT's Best Practices in Evaluating Transit Performances, preliminary evaluation criteria were developed for consideration. The information was presented to the project management team (PMT), consisting for representatives from the cities, and Broward MPO. The project management team provided a ranking of the preliminary criteria listed below with their supporting opinions.

5.1.1 Ridership Potential

The PMT ranked ridership potential as the highest priority out of the five criteria. Some of the supporting opinions are provided below.

- More ridership corresponds to greater success of having an impact in the community.
- Ridership potential represents a demand for the service and will assist in determining the appropriate level of service.
- A strong demand for service can support future funding.
- With land development regulations geared towards transit, improving transit ridership will support transit oriented developments around transit stops.
- In order to create a sustainable system, there will need to be a high level of ridership.
- There are multiple types of riders, including students.

5.1.2 Community Impact

The PMT ranked community impact as the second highest priority out of the five criteria. Some of the supporting opinions are provided below.

- A major goal of the project is community impact.
- Represent a level of need for the project as well as community acceptance with potential for partnership in future funding and marketing.
- A TOC land use designation was adopted for a portion of the corridor to promote new development and redevelopment.
- A focus of the project is to reach non-choice riders.
- Requires buy-in from the community and senior citizens.
- Provide assurance than the system will be safe.

5.1.3 Travel Time and Speed

The PMT ranked travel time and speed as a third priority out of the five criteria. Some of the supporting opinions are provided below.

- Travel time and speed can affect the success of the project.
- Represent the level of convenience for users and efficiency of operations.
- If the system is not efficient, then choice ridership will not increase.
- Provide an incentive for riding such as reliability, timeliness, and minimize transfers.

5.1.4 Cost

The PMT ranked cost forth out of the five criteria and the second lowest priority. Some of the opinions are provided below.

- Disparity of cost between alignments would be insignificant when compared to the importance of the other criteria.
- Service operation cost will be a critical cost element.
- Cost will be a by-product of the first three criteria.
- A system plan that is realistic will receive consideration for funding.

5.1.5 Traffic Impacts

The PMT ranked traffic impacts fifth out of the five criteria and the lowest priority. Some of the opinions are provided below.

- Most of the system will operate during the off-peak hours.

- Traffic may not be impacted and therefore not a high priority in evaluating the service.
- If the top three criteria are considered, then transit should reduce auto reliance.
- Improve transit service and reduce the impact on traffic.

5.1.6 Criteria Weight

The ranking of the criteria by the PMT was summarized. Out of 100 points, a weight was assigned for the evaluation criteria as follows:

- Ridership Potential 30 Points
- Community Impact 25 Points
- Travel Time and Speed 20 Points
- Cost 15 Points
- Traffic Impacts 5 Points

5.2 Performance Measures

The FDOT Best Practices in Evaluating Transit Performance considers the most commonly used urban fixed route performance measures reported by Florida transit agencies in their TDPs. Performance measures were classified into five functional areas: service effectiveness, vehicle utilization and asset management, labor utilization, service efficiency, and safety and security.

Performance measures for the circulator service were developed for each of the five evaluation criteria based on the TCRP 88: A Guidebook for Developing a Transit Performance–Measurement System. The performance measures considered quantitative and qualitative criteria and are recommended below.

Ridership Potential (30 Points)

- Service Coverage
- Route Directness
- Accessibility
- Route Coverage

Community Impact (25 Points)

- Mobility
- Demographics
- Personal Economic Impacts
- Community Cohesion

Travel Time and Speed (20 Points)

- Travel Time
- Transit-Auto Travel Time
- Number of Transfers
- Transfer Time

Cost (15 Points)

- Capital Cost
- Operational Cost
- Cost Effectiveness

Traffic Impacts (5 Points)

- Roadway Level of Service

Standards for each performance measure were defined based on the literature review. The proposed scoring criteria, performance measures, and standards for the Pompano Education Corridor are summarized in Table 5-1.

Table 5-1: Proposed Scoring Criteria

Criteria	Measure	Standard	Points	Total
Ridership Potential	Service Coverage	Saturday is 80% of weekday; Sunday is 50% of weekday.	8	30
	Route Directness	Ratio of route length to the shortest-path length.	8	
	Accessibility	Degree of directness for getting to and from the system.	7	
	Route Coverage	Route miles per square mile.	7	
Community Impact	Mobility	Average travel time.	6	25
	Demographics	Percent of households in area without cars.	6	
	Personal Economic Impact	Cost per trip.	6	
	Land Development	Amount of new development or redevelopment.	7	
Travel Time & Speed	Travel Time	Travel time by route.	5	20
	Transit - Auto Travel Time	Transit travel time not more than 40% of auto travel time.	5	
	Number of Transfers	No more than one transfer between origin-destination.	5	
	Transfer Time	A maximum of 20 minutes of transfer time.	5	
Cost	Capital Cost	Cost per revenue mile.	5	15
	Operational Cost	Operating cost per revenue mile.	5	
	Cost Effectiveness	Farebox recovery ratio.	5	
Traffic Impacts	Roadway Level of Service	Volume to capacity ratio.	5	5

6.0 SUMMARY

The responses from the different City representatives on the PMT tended to emphasize similar goals such as: ridership, community impact, and travel time. Some of the more common themes that came out of these meetings were improved transit service and access for educational facilities, focused support for planned developments, and improved east-west connectivity. Future transit circulator bus service needs to directly serve the various educational institutions without regards to jurisdictional or municipal boundaries.

Deficiencies along the education corridor were identified. Bicycle facilities were recommended along primarily SR 7 and Dr. MLK, Jr. Boulevard and pedestrian facilities recommended primarily along Dr. MLK, Jr. Boulevard. Transit stop facilities such as benches were recommended throughout the corridor.

Each of the four municipalities has focused efforts to revitalize and increase density within their respective downtowns, mostly with the help of a CRA. These municipalities all expressed the desire to improve walkability and vibrancy in their downtowns, which is also supported by the Broward MPO's mobility hub plan and their complete streets vision.

There is a high degree of project success by implementing a new transit circulator system. With the various community plans and BCT's enhance bus service, the transit circulator system will provide and benefit to the community.