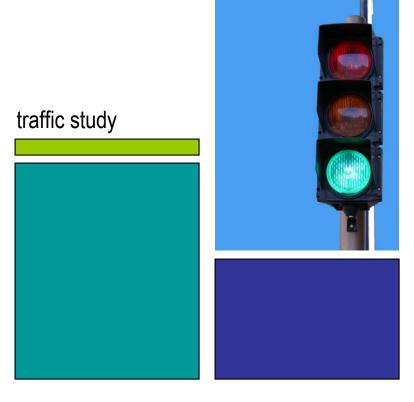
Pompano Beach Plaza Master Plan



prepared for: **Bermello, Ajamil & Partners, Inc.**





January 2, 2008

Mr. Alfredo C. Sanchez, AIA, AICP Partner - Bermello, Ajamil & Partners, Inc. 2601 South Bayshore Drive Miami, Florida 33133

Re: Pompano Beach Plaza Master Plan - Traffic Study

Dear Alfredo:

Traf Tech Engineering, Inc. is pleased to provide you with the results of the traffic study undertaken in connection with the Pompano Beach Plaza Master Plan project. It has been a pleasure serving Bermello, Ajamil & Partners, Inc. on this important beach project.

Sincerely,

TRAF TECH ENGINEERING, INC.

Joaquin E. Vargas, P.E., PTOE Senior Transportation Engineer

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INTRODUCTION

As a subconsultant to Bermello, Ajamil & Partners, Inc., Traf Tech Engineering has been retained by the City of Pompano Beach to conduct a traffic study in connection with the Pompano Beach Plaza Master Plan project. The project study area is generally bounded by:

- o The Atlantic Ocean on the east
- o The Intracoastal Waterways on the west
- o The intersection of SR A1A and N. Pompano Beach Boulevard on the north
- o Atlantic Boulevard on the south

The location of the study area is illustrated in Figure 1 on the following page.

The traffic study addresses the existing and future operating conditions of the study area, evaluates the effects of modifying existing traffic patterns such as implementing one-way streets, and provides recommendations regarding pedestrian facilities, public transportation, traffic calming, and access management in order to improve vehicular and pedestrian mobility within the study area.

This study is divided in six (6) sections, as listed below:

- 1. Existing Transportation System
- 2. Existing Traffic Counts
- 3. Future Traffic Volumes
- 4. Level of Service Analyses
- 5. Potential Transportation Improvements
- 6. Conclusions and Recommendations.



Traf Tech
ENGINEERING, INC.

STUDY AREA

FIGURE 1
Redevelopment Area
Pompano Beach, Florida

EXISTING TRANSPORTATION SYSTEM

This section addresses the existing transportation system located within the study area, including roadway system, intersections, pedestrian features, and public transportation.

Roadway System

The backbone of the transportation system located within the study area includes two principal arterial roadways. These arterial roadways are under the jurisdiction of the Florida Department of Transportation (FDOT) and they include Atlantic Boulevard (SR 814) and SR A1A. To supplement the arterial roadways located within the study area, there are two city collectors oriented in the north-south direction. These collector roadways include N. Riverside Drive and N. Pompano Beach Boulevard. Additionally, two east-west connector roadways are also found within the study area (NE 2nd Street and NE 3rd Street). The six different roadways/streets found within the study area are described in more details below:

Atlantic Boulevard is an east-west principal arterial roadway extending from the Sawgrass Expressway on the west to the Atlantic Ocean on the east. This roadway has a posted speed limit of 35 miles per hour east of the Intracoastal Waterways and provides two through lanes in each direction, except the segment located east of SR A1A. East of SR A1A, Atlantic Boulevard provides one eastbound through lane and two westbound through lanes. On-street parking is provided on both sides of Atlantic Boulevard, east of SR A1A.

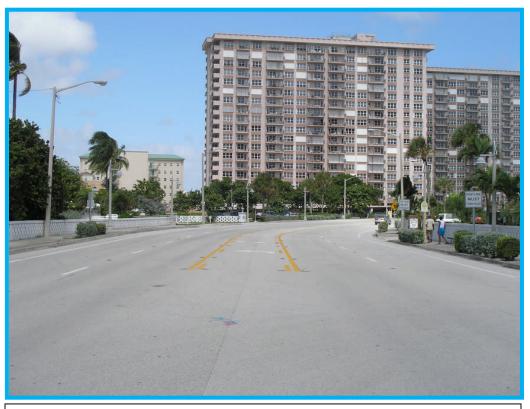
State Road A1A is a major arterial roadway providing north-south mobility through Broward County near the Atlantic Ocean. The posted speed limit of SR A1A through the study area is also 35 miles per hour. This facility provides two through lanes in each direction within the study area. A center two-way, left-turn lane is provided along SR A1A, between Atlantic Boulevard and N. Pompano Beach Boulevard. Bicycle lanes are also provided along SR A1A. North and south of the study area, SR A1A narrows to a two-lane undivided facility (one through lane in each direction).

N. Riverside Drive is located on the west side of the study area (east side of the Intracoastal Waterways). The posted speed limit along N. Riverside Drive is 25 miles per hour. This two-lane north-south facility provides access to residential land uses located on both sides of the roadway and to a municipal parking lot located near NE 2nd Street.

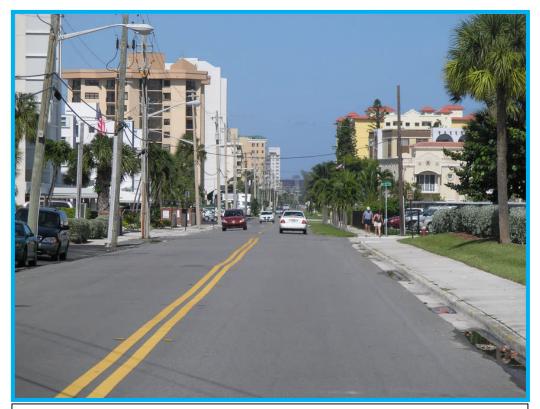
N. Pompano Beach Boulevard is located immediately west of the Atlantic Ocean (adjacent to the beach). The posted speed limit along this two-lane north-south facility is 25 miles per hour. This local roadway provides two wide lanes (one north and one south).



Easterly view of Atlantic Boulevard from the Intracoastal Waterways



Northerly view of SR A1A from NE 3rd Street



Northerly view of N. Riverside Drive approaching NE 2nd Street



Northerly view of N. Pompano Beach Boulevard from Atlantic Blvd



Easterly view of NE 3rd Street approaching N. Pompano Beach Blvd

The cross section of N. Pompano Beach Boulevard includes a 12-foot sidewalk (beach side), curb and gutter, 34 feet of pavement, curb and gutter, and a 7-foot sidewalk on the west side of the roadway. Additionally, two short drop-off lanes are provided along this local street, one north of Atlantic Boulevard and the other south of SR A1A.

NE 2nd Street connects SR A1A with N. Pompano Beach Boulevard and with N. Riverside Drive. At its intersection with SR A1A, NE 2nd Streets jogs between the east and west segments of NE 2nd Street. This east-west local roadway provides one through lane in each direction. On-street parking is provided on the north side of NE 2nd Street, between SR A1A and N. Pompano Beach Boulevard. Due to the short length of NE 2nd Street, no posted speed limit signs are found along this local facility.

NE 3rd Street connects SR A1A with N. Pompano Beach Boulevard. This east-west local roadway provides one through lane in each direction. On-street parking is provided on the south side of NE 3rd Street. Due to the short length of NE 3rd Street, no posted speed limit signs are found along this local facility.

Intersections

For purposes of this traffic study, ten intersections were evaluated. These intersections include two signalized intersections, two 3-way stopped-controlled intersections, and six two-way stopped-controlled intersections. The two signalized intersections are located along Atlantic Boulevard (one at SR A1A and one at N. Riverside Drive/Hibiscus Avenue). The two 3-way stopped-controlled intersections are located on N. Pompano Beach Boulevard (one at Atlantic Boulevard and one at NE 2nd Street). The east leg of

the Atlantic Boulevard/N. Pompano Beach Boulevard intersection is not well defined (it is an open area that provides access to a parking lot, as shown in the photo to the right). This open space should be eliminated and a well-defined east leg should provided at this intersection. The east leg should also be controlled by a stop the existing sign and "3-Way" supplemental plates located under the stop signs should be replaced with supplemental plates that have the message "All-Way".



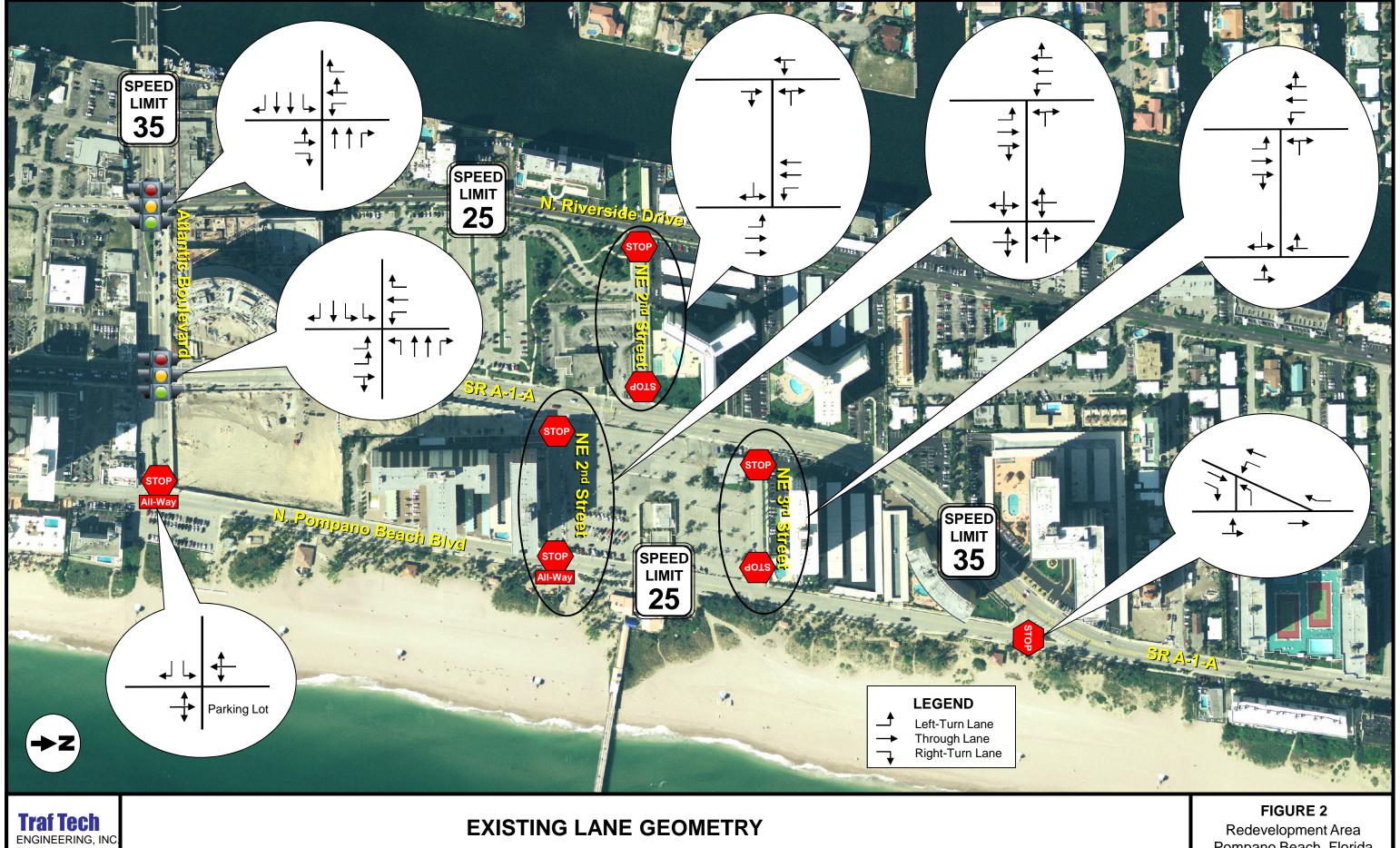
The intersection of N. Pompano Beach Boulevard and NE 2nd Street includes four stop signs (one on each approach). The stop signs located on the north, south, and west legs of the intersection have a supplemental plate with the message "3-Way". No supplemental plate is provided under the stop sign located on the east leg of the intersection (the exit from the pier parking lot). All stop signs should have supplemental plats with the message "All-Way".

Figure 2 depicts the location of the ten intersections and the traffic control devices provided at each location. The turning lanes provided at the study-intersections are also illustrated in the figure.

Pedestrian Features

The pedestrian features found within the study area include sidewalks, crosswalks, curb ramps, and pedestrian signals with push buttons.

Sidewalks are provided on both sides of Atlantic Boulevard, SR A1A, Pompano Beach Boulevard, and NE 2nd Street. N. Riverside Drive provides sidewalks on both sides of the roadway, with the exception of a short segment located on the west side of the street from NE 2nd Street to approximately 500 feet south of NE 2nd Street. A sidewalk is also provided on the north side of NE 3rd Street.



EXISTING LANE GEOMETRY

Redevelopment Area Pompano Beach, Florida

Pedestrian crosswalks are provided at the two signalized intersections located along Atlantic Boulevard (N. Riverside Drive and SR A1A). These signalized crosswalks are supplemented with pedestrian signals, push buttons, and curb ramps.

Three pedestrian signals are located on SR A1A, one located south of the intersection of SR A1A and N. Pompano Beach Boulevard, another located between the east and west segments of NE 2nd Street, and a third located approximately 550 feet north of Atlantic Boulevard. Painted crosswalks across SR A1A are provided at the three pedestrian-signal locations, including curb ramps and pedestrian push buttons.

Additionally, pedestrian crosswalks are provided at the four stopped-controlled intersections located along N. Pompano Beach Boulevard and at one midblock location. The midblock crossing is located near the pier (in front of the library). These five pedestrian crossing locations include curb ramps and provide crosswalks across N. Pompano Beach Boulevard, with one exception. At the intersection of Atlantic Boulevard and N. Pompano Beach Boulevard, a crosswalk is provided across Atlantic Boulevard (no crosswalk is provided to cross N. Pompano Beach Boulevard).

Public Transportation

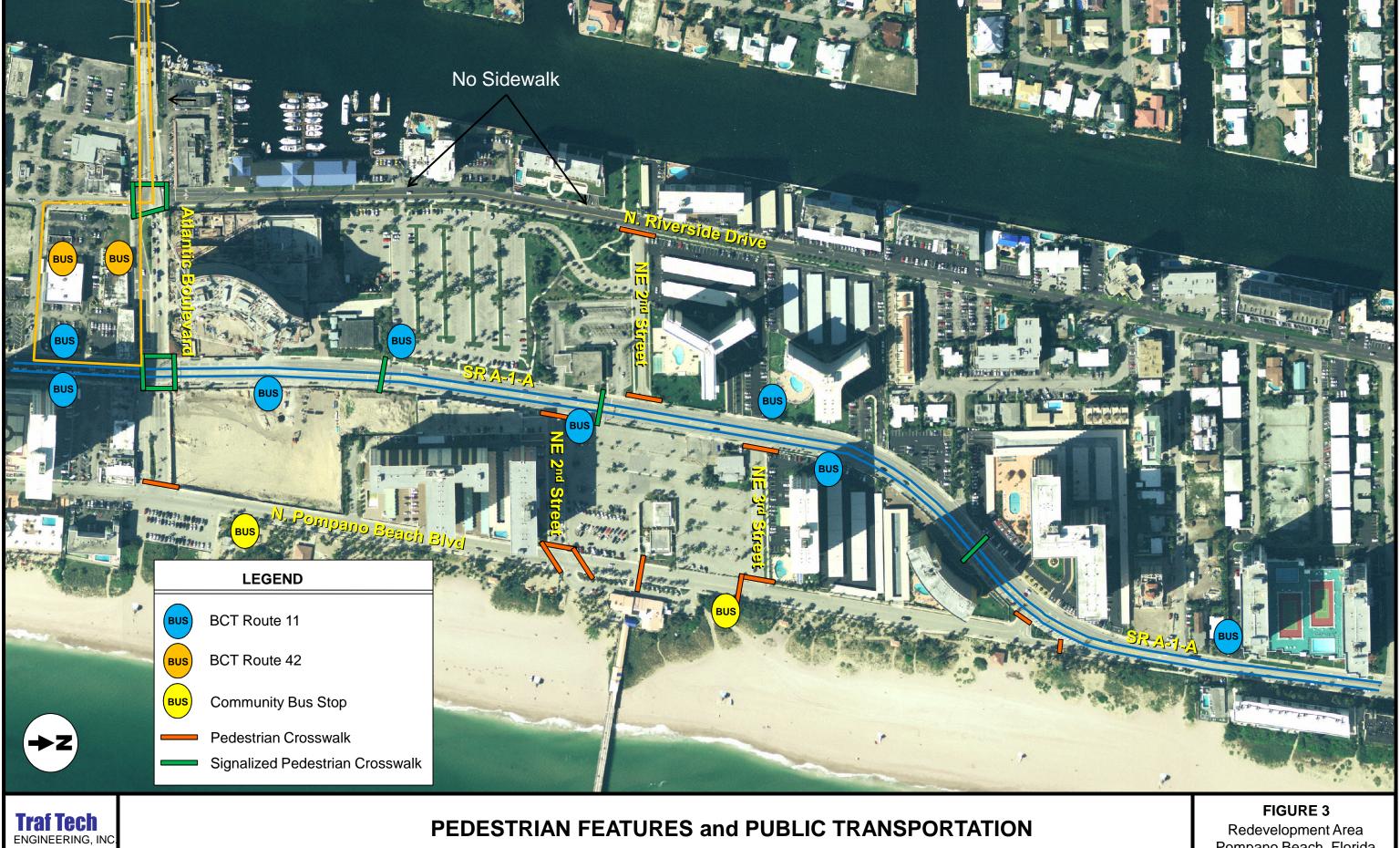
Broward County Transit (BCT) operates two bus routes within the study area. These bus routes include BCT routes 11 and 42. BCT Route 11 travels north and south along SR A1A with 30-minute headways Monday through Saturday from 5:00 AM to 11:00 PM. On Sundays, the headways increase to 45 minutes and the service hours are reduced to 7:00 AM - 8:00 PM.

BCT Route 42 travels along Atlantic eastbound Boulevard in the westbound directions. At the eastern terminus, this bus route turns south along SR A1A, then west along SE 1st Street, followed by a northbound direction on Hibiscus Avenue in order to access Atlantic Boulevard. The route heads westbound along Atlantic Boulevard by making a left-turn movement at the signalized intersection ofHibiscus Avenue and Atlantic Boulevard. This bus route operates with 30-minute headways



Monday through Friday, with headways increasing to 45 and 60 minutes on Saturdays and Sundays, respectively.

Additionally, two community bus stops were found along N. Pompano Beach Boulevard. Figure 3 presents the two bus routes, including bus stop locations. The pedestrian features located within the study area are also depicted in the figure. Appendix A contains the timetables associated with the two BCT routes.



PEDESTRIAN FEATURES and PUBLIC TRANSPORTATION

Redevelopment Area Pompano Beach, Florida

EXISTING TRAFFIC COUNTS

Traf Tech Engineering, Inc., in association with Crossroads Engineering Data, Inc., collected intersection turning movement counts at the following intersection:

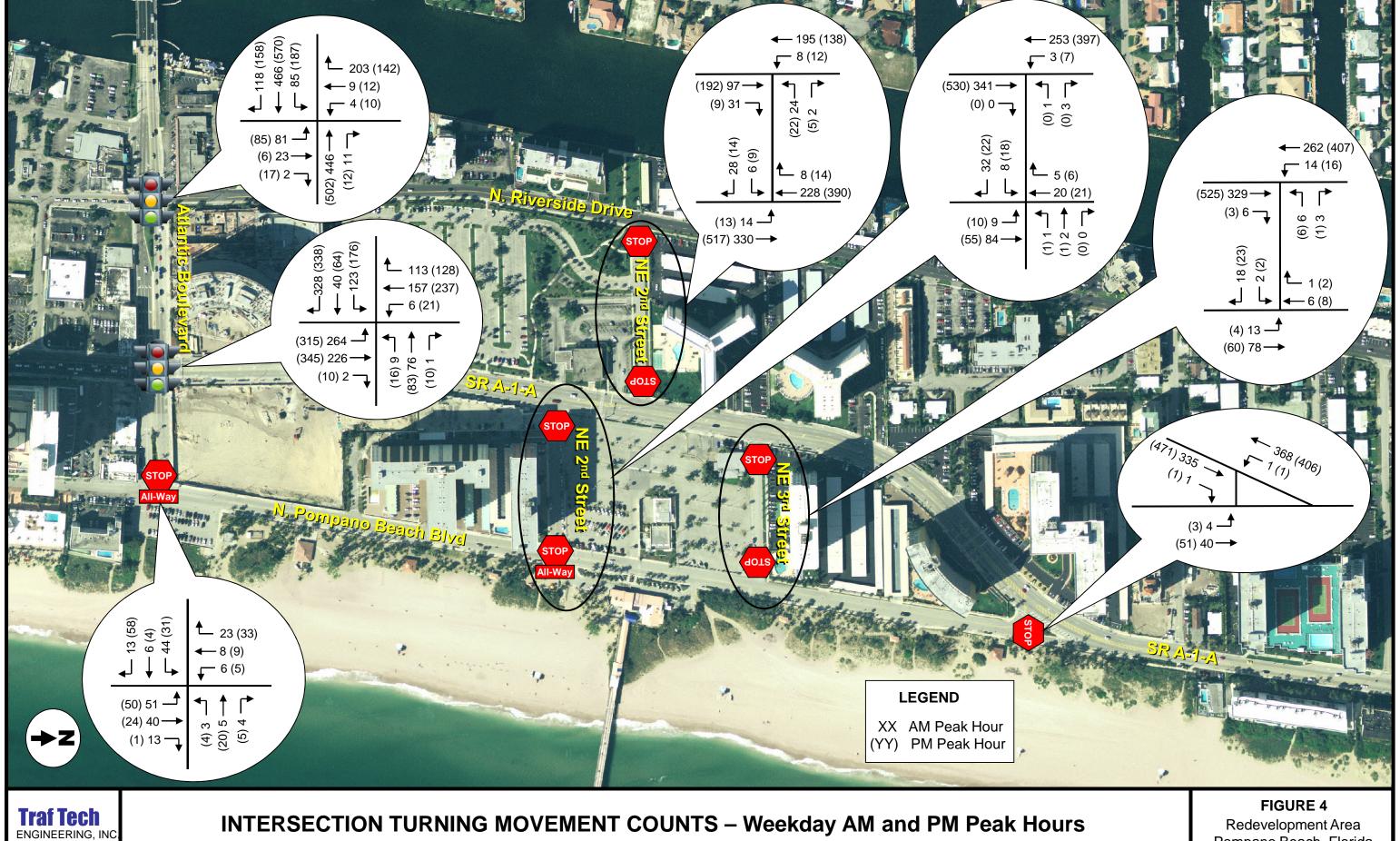
- 1. Atlantic Boulevard and N. Riverside Drive (signalized)
- 2. Atlantic Boulevard and State Road A1A (signalized)
- 3. Atlantic Boulevard and N. Pompano Beach Boulevard (stop controlled)
- 4. NE 2nd Street and N. Riverside Drive (stop controlled)
- 5. NE 2nd Street and State Road A1A (stop controlled) North Intersection
- 6. NE 2nd Street and State Road A1A (stop controlled) South Intersection
- 7. NE 2nd Street and N. Pompano Beach Boulevard (stop controlled)
- 8. NE 3rd Street and State Road A1A (stop controlled)
- 9. NE 3rd Street and N. Pompano Beach Boulevard (stop controlled)
- 10. State Road A1A and N. Pompano Beach Boulevard (stop controlled)

The above intersection turning movement counts were undertaken during the AM (7-9) and PM (4-6) peak hours on Wednesday, October 3, 2007. Additionally, four hour intersection turning movement counts were also collected on Saturday and Sunday, October 6 and 7, 2007. The weekend traffic counts were recorded between the hours of 12:00 PM and 4:00 PM. Figure 4 summarizes the results of the intersection turning movement counts undertaken during the AM and PM peak hours on a typical weekday. Figure 5 depicts the results of the intersection counts during a typical Saturday and a typical Sunday. Appendix B contains the intersection turning movement counts, as collected in the field. The existing signal timing plans for the two signalized intersections located on Atlantic Boulevard were obtained from Broward County and are contained in Appendix C.

In addition to the intersection turning movement counts recorded at the ten intersections listed above, seven-day machine traffic counts were collected at the following six midblock locations:

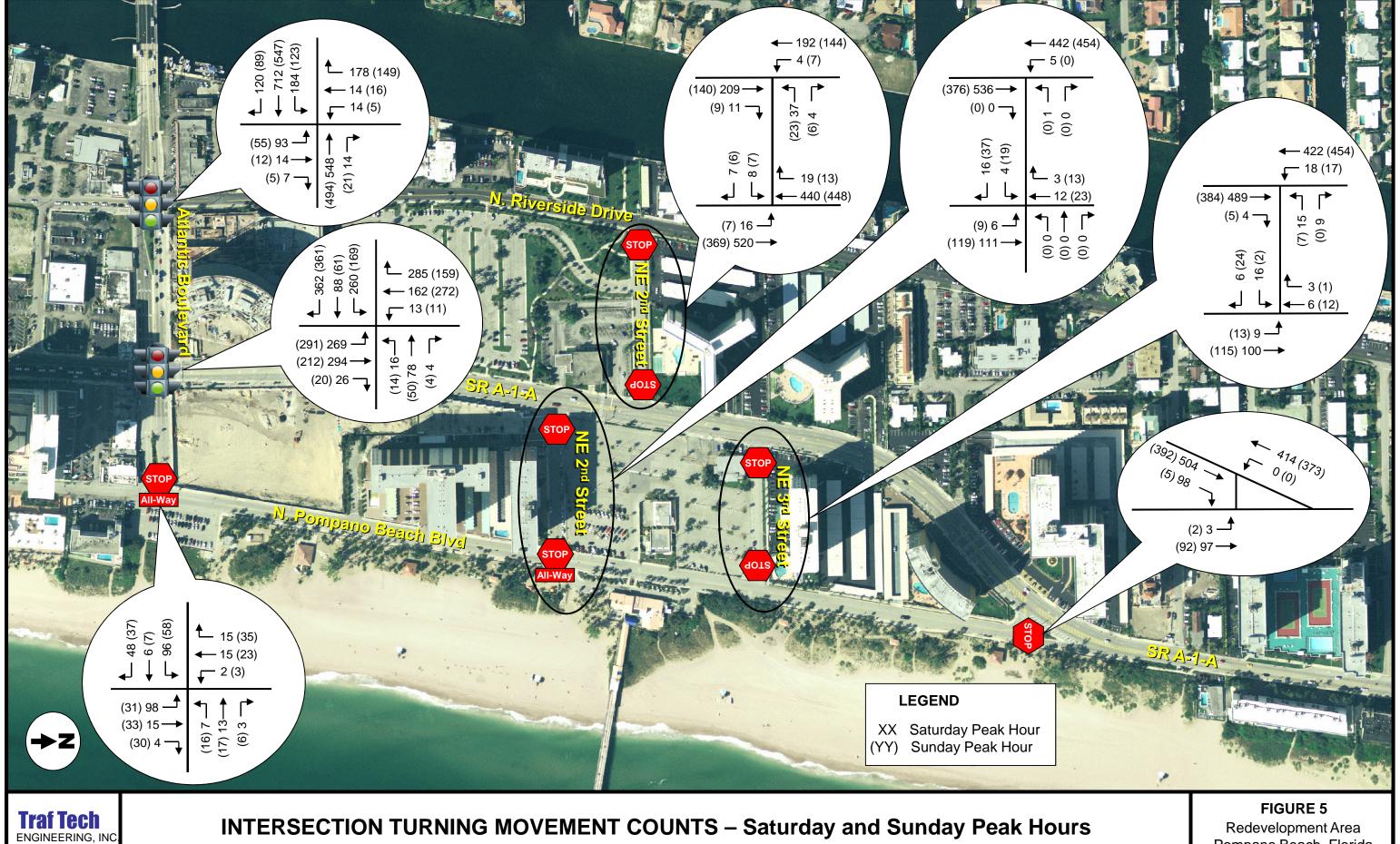
- 1. Atlantic Boulevard east of the Intracoastal Waterways
- 2. N. Riverside Drive near NE 2nd Street
- 3. SR A1A near NE 3rd Street
- 4. N. Pompano Beach Boulevard near SR A1A
- 5. S. Riverside Drive south of Atlantic Boulevard
- 6. Briny Avenue south of Atlantic Boulevard

The results of the 7-day machine traffic counts are graphically illustrated in Figure 6. The results of the machine traffic counts are contained in Appendix D.

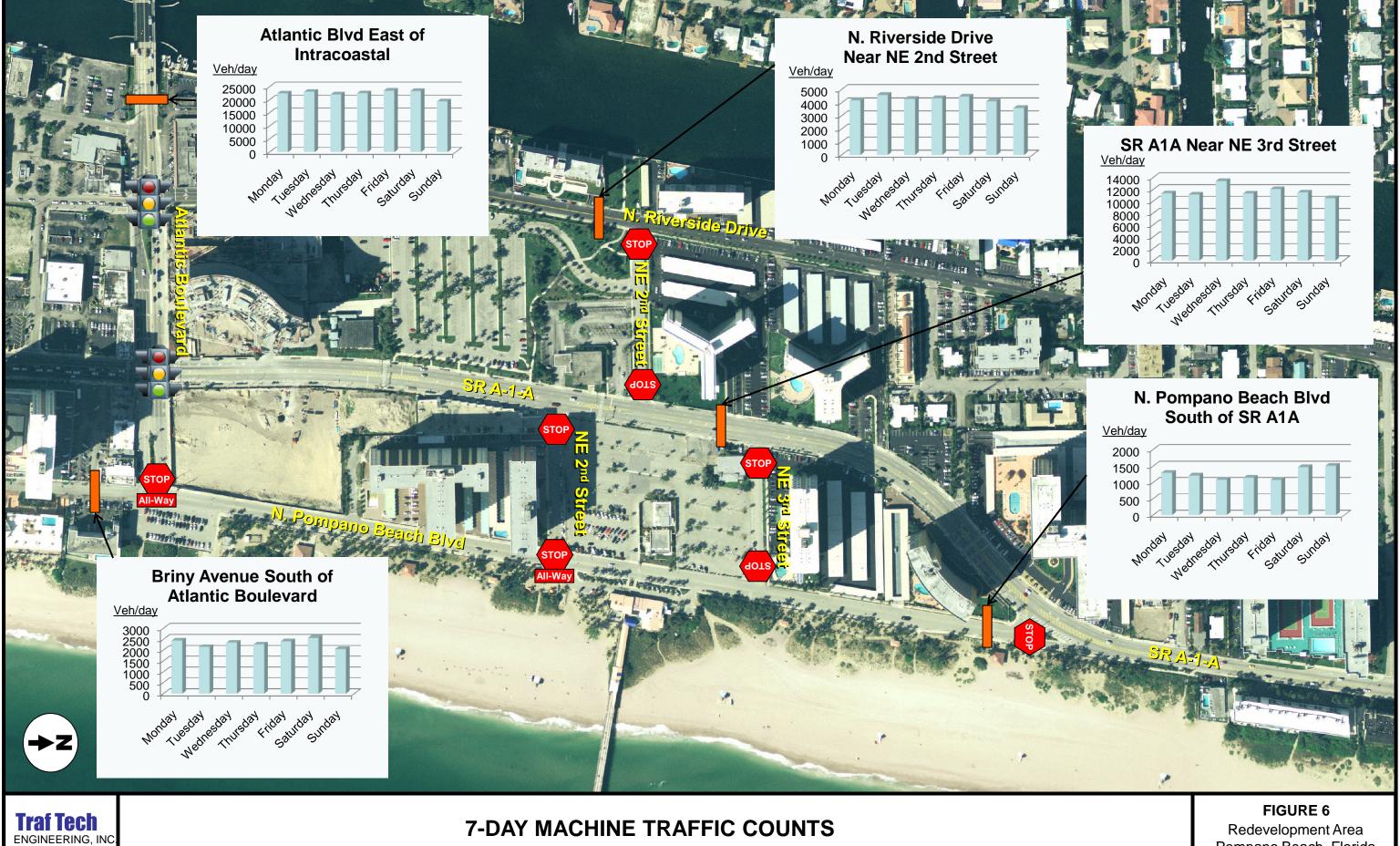


INTERSECTION TURNING MOVEMENT COUNTS - Weekday AM and PM Peak Hours

Redevelopment Area Pompano Beach, Florida



Pompano Beach, Florida



7-DAY MACHINE TRAFFIC COUNTS

Redevelopment Area Pompano Beach, Florida In reviewing the results of the traffic counts, the following observations can be made:

- Traffic volumes are similar Monday through Saturday, with Sunday volumes being the lowest on all traffic count locations with one exception. The exception includes N. Pompano Beach Boulevard. Traffic volumes are the highest on Saturday and Sunday on the subject beach-front roadway. The variation in traffic volumes observed on N. Pompano Beach Boulevard is consistent with recreational areas (highest volumes on weekends).
- o The majority of the traffic using N. Pompano Beach Boulevard is traveling in the northbound direction. The heavy directionality in the northbound direction occurs both on weekdays and weekends. Hence, the heavy northbound vehicular flow supports the conversion of this facility to a one-way northbound roadway.

FUTURE TRAFFIC VOLUMES

Future traffic volumes (year 2030) were developed for the study area. In order to develop year 2030 traffic volumes, two separate analyses were undertaken. The first analysis converts the existing traffic counts presented in Figures 4 and 5 to average peak season conditions. Based on FDOT's *Peak Season Factor Category* report, a factor of 1.30 is required to convert traffic counts collected in the first week of October to average peak season conditions (refer to Appendix E). The second analysis includes a growth factor to project 2007 peak season traffic volumes to the year 2030. Based on historical traffic data published by the FDOT for several traffic count stations located near the study area (refer to Appendix E), the study area has experienced negligible traffic growth during the past 10 to 14 years. Furthermore, FDOT's daily traffic volume forecasts for the study area indicate that traffic growth is projected to be minimal, at best. (The daily traffic volume forecasts are also contained in Appendix E). However, in order to assess impacts with a conservative approach, a 0.5% traffic growth rate, compounded annually, was assumed for the study area. The peak season adjustments and the traffic growth rate result in an overall traffic growth factor of approximately 45% for the study area.

Additionally, traffic associated with four approved/pending projects was added to the background traffic. The four approved/pending projects include the Liquid, the Place, Oceanside, and Pompano City Place. The future traffic calculations (peak season adjustments, traffic growth, and committed development trips) are contained in Appendix F.

LEVEL OF SERVICE ANALYSES

Intersection capacity/level of service analyses were performed for the 10 study intersections located within the study area. Since the 10 study intersections include three different types of traffic control devices (signal control, all-way stop control, or two-way stop control), the 10 intersections are presented in three different tables depending on the type of traffic control devices currently present. The analyses were undertaken following the capacity/level of service procedures outlined in the Highway Capacity Manual (HCS+ Version 5.2).

Tables 1, 2, and 3 present the results of the capacity/level of service analyses for the 10 study intersections for existing (year 2007) and future conditions (year 2030). Table 1 documents the results of the analyses for the signalized intersections, Table 2 presents to results for the all-way stop-controlled intersections, and Table 3 summarizes the results for the two-way stop-controlled intersections.

TABLE 1 LEVEL OF SERVICE ANALYSES SIGNALIZED INTERSECTIONS				
	Existing 2007 (Future 2030)			
	Peak Period			
Intersection	AM	PM	SAT	SUN
Atlantic Boulevard and N. Riverside Drive	D (D)	D (D)	D (D)	D (D)
Atlantic Boulevard and State Road A1A	E (E)	E (F)	F (F)	F (F)

Source: Highway Capacity Software

TABLE 2 LEVEL OF SERVICE ANALYSES ALL-WAY STOP-CONTROLLED INTERSECTIONS				
	Existing 2007 (Future 2030)			
	Peak Period			
Intersection	AM	PM	SAT	SUN
Atlantic Boulevard and N. Pompano Beach Blvd	A (A)	A (A)	A (A)	A (A)
N. Pompano Beach Boulevard and NE 2 nd Street	A (A)	A (A)	A (A)	A (A)

Source: Highway Capacity Software

As indicated in Table 1, the signalized intersection of Atlantic Boulevard and SR A1A is experiencing level of service deficiencies and will continue to operate at lower level of services through the year 2030. No additional auxiliary lanes can be accommodated at this intersection due to right-of-way constraints.

TABLE 3 LEVEL OF SERVICE ANALYSES TWO-WAY STOP - CONTROLLED INTERSECTIONS						
		Existing 2007 (Future 2030)				
	Controlled	Peak Period				
Intersection	Approach	AM	PM	SAT	SUN	
N. Pompano Beach and NE 3 rd Street	Eastbound	A (A)	A (A)	A (A)	A (A)	
	NB Left	A (A)	A (A)	A (A)	A (A)	
N. Pompano Beach and SR A1A	SB Left	A (A)	A (B)	A (B)	A (A)	
	WB Left	C (C)	C (D)	C (D)	C (C)	
	WB Right	A (A)	A (A)	A (A)	A (A)	
SR A1A and NE 3 rd Street	Westbound	B (C)	C (D)	C (D)	C (D)	
	SB Left	A (A)	A (B)	A (B)	A (A)	
SR A1A and NE 2 nd Street North	Eastbound	B (B)	C (C)	C (D)	B (C)	
	NB Left	A (A)	A (A)	A (A)	A (A)	
SR A1A and NE 2 nd Street South	Westbound	B(B)	A (A)	D (E)	A (A)	
	SB Left	A (A)	A (B)	A (A)	A (A)	
N. Riverside Drive and NE 2 nd Street	Westbound	B (B)	B (B)	B (C)	B (B)	
	SB Left	A (A)	A (A)	A (A)	A (A)	

Source: Highway Capacity Software

Table 2 presents the results of the all-way stop-controlled intersections located along N. Pompano Beach Boulevard. These intersections are currently operating at a very good level of service and are projected to operate adequately though the year 2030. These two intersections are also projected to operate at an acceptable level of service if N. Pompano Beach Boulevard is converted to a one-way northbound facility.

The results of the two-way stop-controlled intersection analyses, as presented in Table 3, indicate that most stop-controlled movements are operating adequately and will continue to operate at an acceptable level of service through the year 2030. The movement that require left-turning maneuvers to enter SR A1A from NE 2nd Street is projected to experience less-than-desirable delays due to the amount of traffic travelling north and south on SR A1A during the peak season.

POTENTIAL TRANSPORTATION IMPROVEMENTS

The transportation enhancements for the study area are broken down into four separate categories, as outlined below:

- o Pedestrian Improvements
- o Public Transportation Improvements
- o Traffic Calming Improvements
- o Access Management Improvements

Pedestrian Improvements

A review of the existing pedestrian signs located within the study area identified old signs that should be upgraded in order to be consistent with the latest standards regarding color and legend. All signs in advance of, and at the pedestrian crosswalks, include a "yellow" background color. These signs should be replaced with the latest color (fluorescent yellow-green) for added visibility during low light and foggy/rainy weather conditions. Moreover, the signs located at the crosswalks are the old standard with the double black lines underneath the pedestrian symbol. The "at the crosswalk" signs should be replaced with the latest standard including the arrow. The existing signs found within the study area are depicted below:

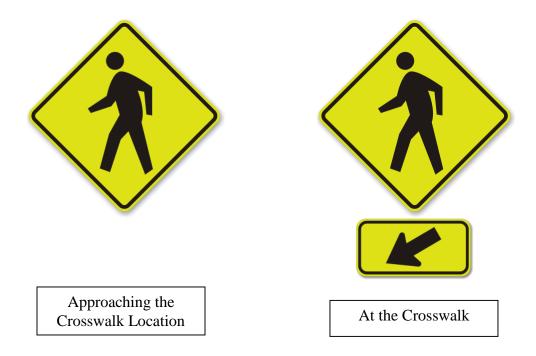




Existing yellow background color

Double black lines - Old Standard

The existing pedestrian signs should be replaced with the ones presented below (fluorescent yellow-green background):



Additionally, the four existing crosswalks located on N. Pompano Beach Boulevard, between NE 2nd Street and NE 3rd Street, should be refurbished (current paint is faded). A pedestrian crosswalk to cross N. Pompano Beach Boulevard, with the latest pedestrian signs illustrated above, should be provided near Atlantic Boulevard (no crosswalk is provided at this location, at present).

The missing sidewalk on the west side of N. Riverside Drive, near NE 2nd Street, should be constructed. The existing pavement width is wide enough to provide two 12-foot through lanes plus a sidewalk. (The width of the existing two lanes is approximately 33 feet). Sufficient dimension is also available to provide a sidewalk adjacent to the Harbor House, where on-street parking is provided on the west side of N. Riverside Drive. The addition of the sidewalk adjacent to the Harbor House development will not eliminate the existing on-street parking spaces.

Public Transportation Improvements

As depicted in Figure 3, there are 12 bus stop locations within the study area. Of these 12 bus stop locations, one has a shelter, seven provide a bus bench, and four only have a bus stop sign. The only bus shelter is located on the east side of SR A1A, just south of Atlantic Boulevard (for BCT Route 11). The four bus stop locations that do not provide a bus bench (only has a bus stop sign) include the two community bus stops located on N. Pompano Beach Boulevard, the bus stop located on the south side of Atlantic Boulevard,

west of SR A1A (for BCT Route 42), and the bus stop located on the east side of SR A1A, north of Atlantic Boulevard (for BCT Route 11).

The following public transportation improvement should be considered for the study area:

- Move the bus stop located on the east side of SR A1A, just north of Atlantic Boulevard, to the signalized pedestrian crossing located near the municipal parking lot.
- o Provide a bus stop for southbound traffic on SR A1A near NE 2nd Street (near the existing signalized pedestrian crossing).
- o Provide bus shelters at the bus stops located at the signalized crossings on SR A1A (a total of four bus shelters).
- o Provide bus shelters at the two community bus stops located on N. Pompano Beach Boulevard.
- o Provide a bus bench at the bus stop located on the south side of Atlantic Boulevard, just west of SR A1A.

Traffic Calming

The study area already provides low speed limit signs on the two state facilities and four local roadways located within the study area (35 miles per hour along SR A1A and Atlantic Boulevard and 25 miles per hour on all other local roadways). Additionally, N. Pompano Beach Boulevard has two all-way stopped-controlled intersections, which further reduces the travel speeds along this beach-front facility.

As indicated in the "Existing Traffic Counts" section of this report, the majority of the traffic using N. Pompano Beach Boulevard is traveling in the northbound direction. The heavy directionality in the northbound direction occurs both on weekdays and weekends. Hence, the heavy northbound vehicular flow supports the conversion of this facility to a one-way northbound roadway. The amount of traffic that would be re-routed if this roadway is converted to a one-way facility is minimal and therefore, the re-routed traffic is not anticipated to cause any degradation in level of service to nearby intersections and/or roadway segments. Additionally, due to the wide pavement width along N. Pompano Beach Boulevard, on-street parking can be provided adjacent to the beach, if the roadway is converted to a one-way northbound street. Two options are available for on-street parking (angle parking and parallel parking). With angle parking, more parking spaces can be provided adjacent to the beach areas. Parallel parking provides more opportunities for landscaping and could also support a bike lane along N. Pompano Beach Boulevard.

As indicated previously, SR A1A provides two through lanes in each direction and a center turn lane (five-lane section) between Atlantic Boulevard and N. Pompano Beach Boulevard. However, south of Atlantic Boulevard and north of N. Pompano Beach Boulevard (north and south of the study area), SR A1A narrows to one through lane in each direction. Hence, the five-lane section located within this study area has excess unused capacity. Moreover, SR A1A only has three lanes at the next Intracoastal Waterways crossings located north and south of Atlantic Boulevard (at NE 14th Street on the north and at Commercial Boulevard on the south). This further justifies that SR A1A could potentially be narrowed to a three lane section (one through lane in each direction with a center turn lane). This "road diet" alternative would further "calm" traffic within the study area and consequently, provide additional pedestrian safety by reducing the exposure time when pedestrian are crossing SR A1A. The 40% reduction in lane width (from five lanes to three lanes) should also encourage more pedestrian traffic between the municipal parking lot located on the west side of SR A1A and the beach areas.

Since SR A1A is under the jurisdiction of the FDOT, the suggested "road diet" option described above should be discussed with the FDOT. If the state agrees with the lane reduction alterative, the City of Pompano Beach should considered this roadway modification as part of the Pompano Beach Plaza Master Plan project.

Access Management

The access management section of this study addresses the access requirements of the parking lot located on the east end of Atlantic Boulevard, access to a property currently under construction located on the north side of Atlantic Boulevard and east of SR A1A, the library parking lot, the pier parking lot, and the municipal parking lot.

An open area provides access to the parking lot located at the easternmost terminus of Atlantic Boulevard. This open area should be eliminated and two well-defined access driveways should be provided. One of the driveways should be aligned with Atlantic Boulevard and the other should be located at the northwest corner of the subject parking lot.

On-street parking is provided on both sides of Atlantic Boulevard, between SR A1A and N. Pompano Beach Boulevard. The re-development project currently under construction on the north side of subject roadway segment should not provide an access driveway on Atlantic Boulevard. An access driveway at this location would be restricted to right-turns only and would eliminate most, if not all, of the existing on-street parking located on the north side of Atlantic Boulevard.

The library parking lot only enjoys one entrance/exit driveway off of N. Pompano Beach Boulevard. This parking lot provides approximately 315 surface parking spaces and therefore, one driveway is considered insufficient for this parking lot, especially during the peak season. Furthermore, there is a guard house located approximately 25 feet from the entrance street (25 feet of throat length). The guard-house attendant provides a

parking ticket to all entering vehicles into the subject parking lot. location of the guard-house is undesirable, as shown in the picture to the right. That is, if two vehicles arrive at the same time to the parking lot, the second vehicle will spill onto N. Pompano Beach Boulevard, conflicts with vehicles creating traveling north and south on the subject beach-front street. Hence, the library parking lot entrance driveway should provide sufficient throat length to allow on-site stacking for at least six to eight vehicles. Since the



frontage of the library parking lot along N. Pompano Beach Boulevard is approximately 500 feet in length (between NE 3rd Street and NE 2nd Street), two driveways could be provided for the subject parking lot (one for entering vehicles and one for exiting traffic). These driveways should be located at least 150 feet from either NE 3rd Street or NE 2nd Street.

Since on-street parking is provided adjacent to the library parking lot along NE 3^{rd} Street and on NE 2^{nd} Street, no entrance/exit driveways to/from the library parking lot are provided on these local east-west streets. The access restriction along NE 3^{rd} Street and on NE 2^{nd} Street to the library parking lot should remain.

No access is provided along SR A1A to the library parking lot. This section of SR A1A is classified by the FDOT as an Access Class 6 facility. With this access classification, driveways should have a horizontal spacing of at least 245 feet from adjacent driveways and/or intersections. Since the distance between NE 3rd Street and NE 2nd Street is approximately 500 feet in length, an access driveway could be provided along SR A1A for the library parking lot. However, in order to avoid traffic spilling back onto this major north-south arterial roadway, if a driveway is provided on SR A1A, it should be restricted to an exit-only driveway. A pre-application meeting would be required with the FDOT in order to pursue conceptual approvals for an exit driveway from the library parking lot onto SR A1A.

The pier parking lot currently provides one inbound-only driveway located approximately 130 feet south of SW 3rd Street and an outbound-only driveway located approximately 30 feet north of NE 2nd Street. If feasible, the exit-only driveway should be moved south approximately 30 feet in order to better align with NE 2nd Street. If a second driveway is provided for the library parking lot, it should align with the north driveway of the pier parking lot. The current restrictions of the pier parking lot driveways should be kept unchanged (one driveway for entering vehicles and one for exit-only traffic).

The municipal parking lot provides one full-access driveway off of NE 2nd Street and an inbound-only driveway on N. Riverside Drive. Similar to the library parking lot, no access is provided along SR A1A to the municipal parking lot. An access driveway could be provided along SR A1A for the municipal parking lot. However, in order to avoid traffic spilling back onto this major north-south arterial roadway, if a driveway is provided on SR A1A, it should be restricted to an exit-only driveway. A pre-application meeting would be required with the FDOT in order to pursue conceptual approvals for an exit driveway from the municipal parking lot onto SR A1A. Additionally, the inbound-only driveway located on N. Riverside Drive should also allow egress movements from the parking lot. A southbound left-turn lane should be constructed on N. Riverside Drive, at the subject driveway, in order to separate vehicles wishing to enter the municipal parking lot from vehicles that wish to continue south to Atlantic Boulevard. It appears that sufficient right-of-way is available in order to construct the southbound auxiliary lane for the municipal parking lot.

CONCLUSIONS AND RECOMMENDATIONS

This traffic report addresses the existing and future operating conditions of the area generally bounded by the Atlantic Ocean on the east, the Intracoastal Waterways on the west, the intersection of SR A1A and N. Pompano Beach Boulevard on the north, and Atlantic Boulevard on the south. This study is part of the Pompano Beach Plaza Master Plan project. Pedestrian mobility, public transportation, traffic calming, and access management were evaluated as part of this report and recommendations intended to improve the overall transportation system of the study area were made.

The following recommendations should be considered for the study area. These recommendations are divided into four areas including pedestrian improvements, public transportation improvements, traffic calming, and access management.

PEDESTRIAN IMPROVEMENTS

- o Refurbish all existing crosswalks located along N. Pompano Beach Boulevard.
- o Provide a pedestrian crosswalk across N. Pompano Beach Boulevard near Atlantic Boulevard. There is no crosswalk at this location, at present.
- Replace all existing pedestrian crossing signs with "yellow" background color with "fluorescent yellow-green" background color signs. The new crosswalk provided on N. Pompano Beach Boulevard near Atlantic Boulevard should also be supplemented with the latest pedestrian crossing sign standards (color and legend).
- O Construct the missing sidewalk link on the west side of N. Riverside Drive from NE 2nd Street to approximately 500 feet south of NE 2nd Street. There is sufficient horizontal dimension to provide the subject sidewalk.

PUBLIC TRANSPORTATION IMPROVEMENTS

- o Move the bus stop located on the east side of SR A1A, just north of Atlantic Boulevard, to the signalized pedestrian crossing located near the municipal parking lot.
- o Provide a bus stop for southbound traffic on SR A1A near NE 2nd Street (near the existing signalized pedestrian crossing).
- o Provide bus shelters at the bus stops located at the signalized crossings on SR A1A (a total of four bus shelters).
- o Provide bus shelters at the two community bus stops located on N. Pompano Beach Boulevard.

o Provide a bus bench at the bus stop located on the south side of Atlantic Boulevard, just west of SR A1A.

TRAFFIC CALMING IMPROVEMENTS

- O Convert N. Pompano Beach Boulevard to a one-way northbound facility. This roadway modification could be implemented from Atlantic Boulevard to either NE 2nd Street, NE 3rd Street, or for the entire length to SR A1A on the north. The section that is converted to a one-way northbound street should include on-street parking on the beach side of the roadway. Two options are available for on-street parking (angle parking and parallel parking). With angle parking, more parking spaces can be provided adjacent to the beach areas. Parallel parking provides more opportunities for landscaping and could also accommodate a bike lane along N. Pompano Beach Boulevard.
- Consider reducing the cross section of SR A1A from five lanes to three lanes.
 This "road diet" option should be discussed with the FDOT since SR A1A is under the jurisdiction of the Florida Department of Transportation District Four.

ACCESS MANAGEMENT

- O The open pavement area that provides access to the parking lot located on the eastern terminus of Atlantic Boulevard should be eliminated. Two well-defined access driveways should be provided. One of the driveways should be aligned with Atlantic Boulevard and the other should be located at the northwest corner of the subject parking lot. The newly created east leg of the Atlantic Boulevard/N. Pompano Beach Boulevard intersection should be controlled by a stop sign. This intersection will function as a four-way stopped-controlled intersection and therefore, the existing "3-Way" supplemental plates should be replaced with "All-Way" supplemental plates under each stop sign.
- No driveways should be provided on Atlantic Boulevard between SR A1A and N.
 Pompano Beach Boulevard. (The existing on-street parking on the north and south sides of the street should remain).
- O The library parking lot should provide two driveways on N. Pompano Beach Boulevard (one for entering vehicles and one for exiting traffic). These driveways should be located at least 150 feet from either NE 2nd Street or NE 3rd Street. The north driveway should align with the pier inbound-only driveway. Moreover, the inbound-only driveway should provide on-site stacking for at least six to eight vehicles.
- An egress-only driveway onto SR A1A should be considered for the library parking lot. The location of this driveway should be discussed with the FDOT since SR A1A is under the jurisdiction of the state.

- o If feasible, the exit-only driveway of the pier parking lot should be moved south approximately 30 feet in order to better align the driveway with NE 2nd Street. The newly aligned east leg of the N. Pompano Beach Boulevard/NE 2nd Street/Pier Exit Driveway intersection should be controlled by a stop sign. This intersection will function as a four-way stopped-controlled intersection and therefore, the existing "3-Way" supplemental plates should be replaced with "All-Way" supplemental plates under each stop sign.
- o The current restrictions of the pier parking lot driveways should be kept unchanged (one driveway for entering vehicles and one for exit-only traffic).
- O The inbound-only driveway providing access to the municipal parking lot off of N. Riverside Drive should be converted to a two-way driveway in order to allow egress movements as well. A southbound left-turn lane should be constructed on N. Riverside Drive, at the subject driveway, in order to separate vehicles wishing to enter the municipal parking lot from vehicles that wish to continue south to Atlantic Boulevard. It appears that sufficient right-of-way is available in order to construct the southbound auxiliary lane for the municipal parking lot.
- An egress-only driveway onto SR A1A should be considered for the municipal parking lot. The location of this driveway should be discussed with the FDOT since SR A1A is under the jurisdiction of the state.