PRELIMINARY CONCEPT DESIGN

COMPLETE STREETS

ATLANTIC BOULEVARD + DIXIE HIGHWAY

Pompano Beach, Florida

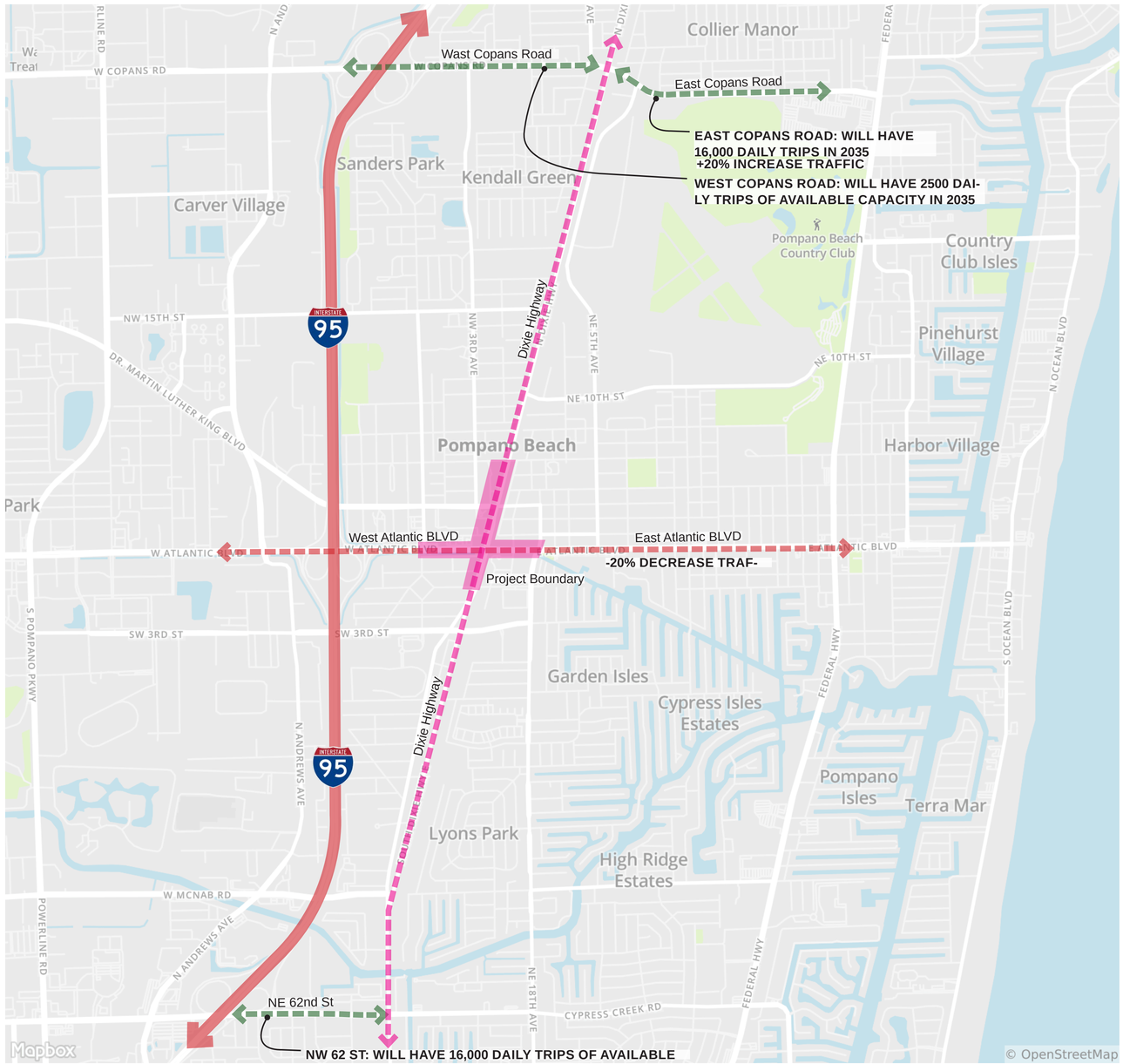
11.09.2016

Kimley»Horn | Traf Tech ENGINEERING, INC. | CRA POMPANO BEACH | EDSA

TRANSPORTATION

SITE INVENTORY + ANALYSIS

REGIONAL TRAFFIC RELOCATION



*** PRIOR TO YEAR 2035 BETTER TRAFFIC CONDITIONS**

As a sub-consultant to EDSA, Traf Tech Engineering evaluated the potential for lane reductions on Atlantic Boulevard, from NE 6th Avenue to east of Federal Highway and on Dixie Highway, both north and south of Atlantic Boulevard. The existing conditions of Atlantic Boulevard and Dixie Highway are described below:

Atlantic Boulevard is a principal east-west arterial roadway extending from the Sawgrass Expressway on the west to North Pompano Beach Boulevard on the east near the Atlantic Ocean. Within the City's Downtown and NW CRA, Atlantic Boulevard has a posted speed limit of 35 miles per hour. The subject arterial roadway provides three through lanes (six-lane divided facility) in each direction between NE 6th Avenue and NE 4th Avenue, and becomes a four-lane divided roadway from NE 4th Avenue to east of Federal Highway.

Current traffic volumes along Atlantic Boulevard range from 64,300 vehicles per day, west of Dixie Highway to 24,700 vehicles per day east of US 1. The segment immediately east of Dixie Highway processes approximately 53,500 vehicles per day while the segment located to the west of US 1 carries approximately 51,500 vehicles per day. Hence, approximately 10,000 vehicles per day drop on Atlantic Boulevard at Dixie Highway and the traffic volumes between Dixie Highway and Federal Highway remain relatively constant. At Federal Highway, approximately 26,800 vehicles per day divert from Atlantic Boulevard to US 1.

According to FDOT and Broward County, the acceptable carrying capacity of Atlantic Boulevard ranges from 59,900 vehicles per day, between NW 6th Avenue and Dixie Highway, to 32,400 vehicles per day east of Federal Highway. The short six-lane segment between Dixie Highway and NE 4th Avenue has an acceptable carrying capacity of 50,000 vehicles per day.

Dixie Highway is a State-maintained minor north-south arterial roadway providing north-south mobility within eastern Broward County and generally adjacent to the FEC Railroad. Within the City's Downtown and NW CRA, Dixie Highway has a posted speed limit of 35 miles per hour, north of Atlantic Boulevard and 30 miles per hour south of Atlantic Boulevard. The subject arterial roadway provides two through lanes (four-lane divided facility) in each direction.

Current traffic volumes along Dixie Highway range from approximately 26,300 vehicles per day, south of Atlantic Boulevard to 30,800 vehicles per day north of Atlantic Boulevard.

According to FDOT and Broward County, the acceptable carrying capacity of Dixie Highway is 32,400 vehicles per day.

DATA COLLECTION

The traffic data collected for purposes of this lane-reduction evaluation consisted of machine traffic counts, intersection turning movement counts, signal timing data, and peak season adjustment factors.

Four-Day Machine Traffic Counts were collected on four different segments of Atlantic Boulevard, on Dixie Highway, north and south of Atlantic Boulevard, on NW 3rd Street, west of Dixie Highway and SW 3rd Street, west of Dixie Highway. The machine traffic counts were recorded at the eight roadway segments described above in 15-minute increments from Thursday, June 9 to Sunday, June 12, 2016.

Intersection Turning Movement Counts we recorded at the signalized intersections of Atlantic Boulevard/Dixie Highway, Atlantic Boulevard/NE 1st Avenue and Atlantic Boulevard/ Cypress Road. The intersection turning movement counts were recorded on Thursday, September 29, 2016 during the typical morning (7-9) and afternoon (4-6) peak periods.

Signal Timing Data for the three signalized intersections described above were obtained from Broward County Traffic Engineering Division.

Peak Season Conversion Factors (PSCF) were obtained from the Florida Department of Transportation (FDOT). The FDOT publishes 52 adjustment factors in order to project traffic counts collected during the off-season to peak season conditions.

ANALYSES

Three types of analyses were undertaken for purposes of the lane-reduction evaluation; 1) future traffic volume calculations, 2) intersection capacity analyses and 3) roadway segment analysis.

Future Traffic Volume Calculations: In order to develop future-year traffic volumes, two separate analyses were undertaken. The first analysis converted the existing AM and PM peak hour traffic counts collected in the field during the month of September to average peak season conditions. Based on FDOT's Peak Season Factor Category report, an adjustment of 1.05 is required to convert traffic counts collected in the fourth week of September to average peak season conditions. The second analysis includes a growth factor to project existing peak season traffic volumes to future conditions. For purposes of this traffic study, a 1.0% growth rate was applied to the 2016 traffic counts in order to develop future traffic conditions.

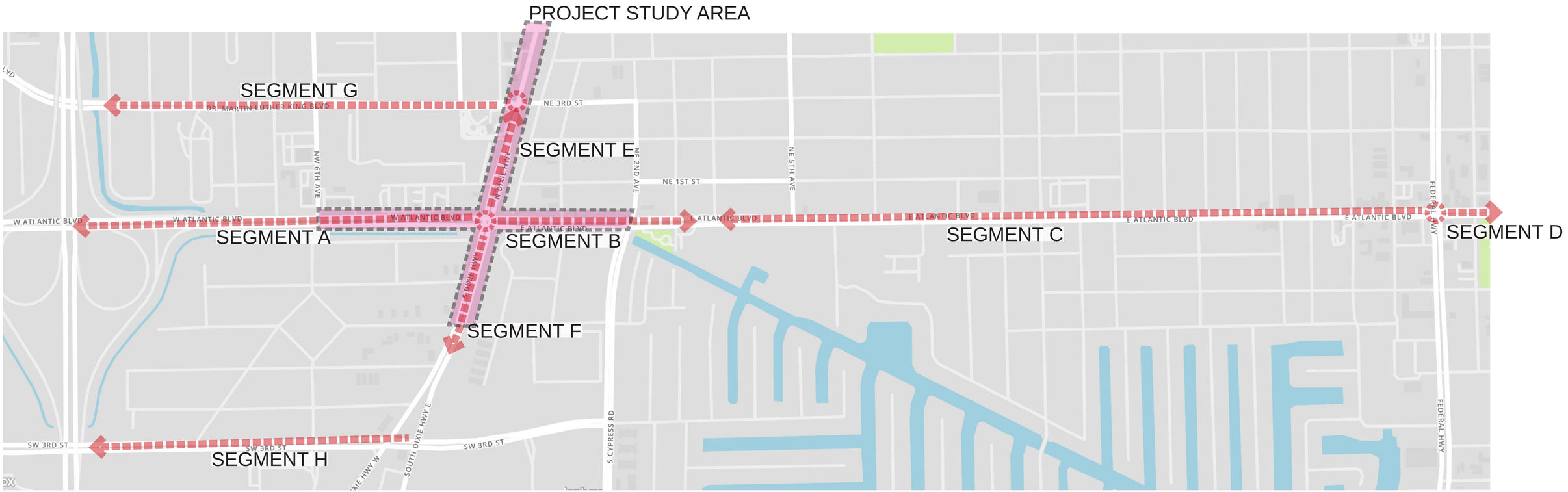
Intersection capacity analyses were performed for the three signalized intersections (Atlantic Boulevard/Dixie Highway, Atlantic Boulevard/NE 1st Avenue and Atlantic Boulevard/ Cypress Road). The analyses were undertaken following the capacity/level of service procedures outlined in the Highway Capacity Manual using the SYNCHRO software.

Roadway Segment Analyses were undertaken for the following eight (8) roadway links:

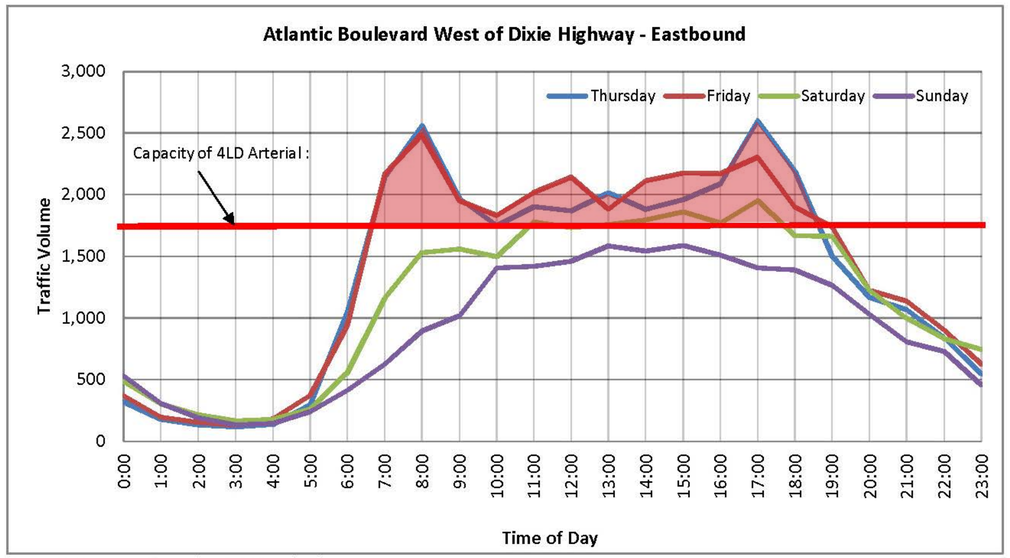
1. Atlantic Boulevard from NE 6th Avenue to Dixie Highway
2. Atlantic Boulevard just east of Dixie Highway
3. Atlantic Boulevard just west of Federal Highway
4. Atlantic Boulevard just east of Federal Highway
5. Dixie Highway north of Atlantic Boulevard
6. Dixie Highway south of Atlantic Boulevard
7. NE 3rd Street west of Dixie Highway
8. SE 3rd Street west of Dixie Highway

The analysis compares hourly volumes against the acceptable hourly carrying capacity during a four-day study period encompassing Thursday to Sunday of a typical week. Volume-capacity graphs were developed for each study roadway, by direction, for each of the four study days.

STREET NETWORK DIVERSION MAP



SEGMENT A



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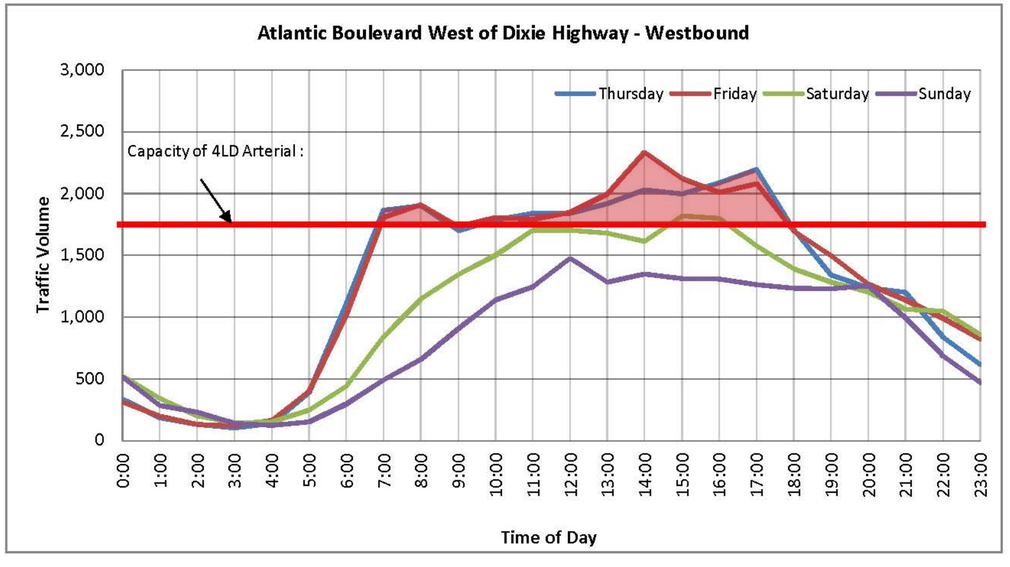
Speed: 35 mph
State Signalized Arterial Class II



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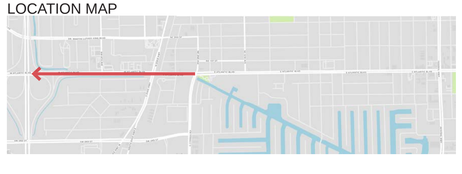
Speed: 35 mph
State Signalized Arterial Class II

LOCATION MAP



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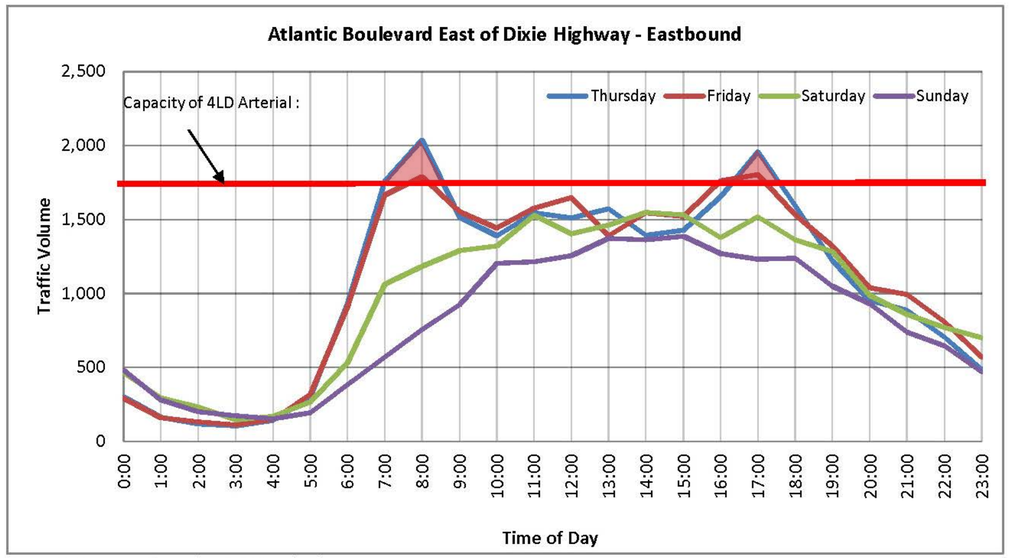

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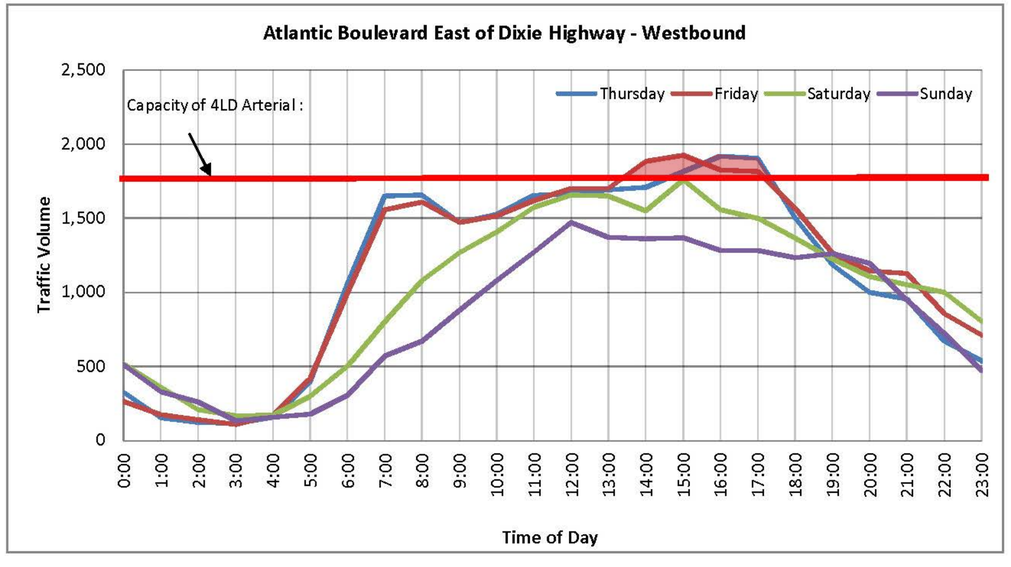

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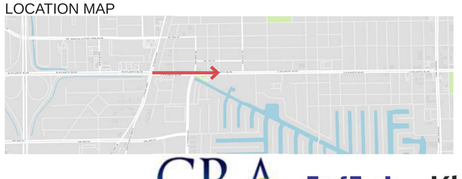
Speed: 35 mph
State Signalized Arterial Class II

LOCATION MAP



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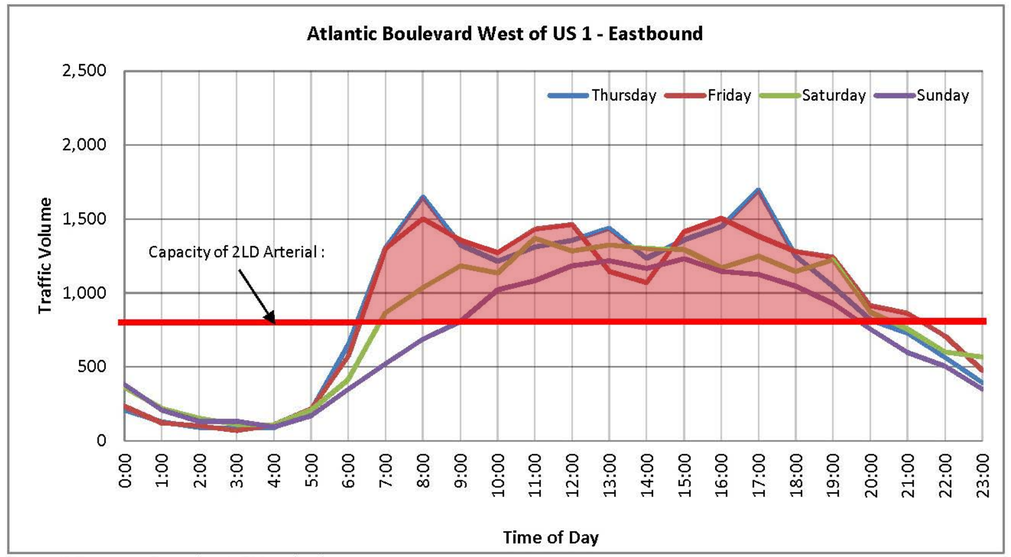

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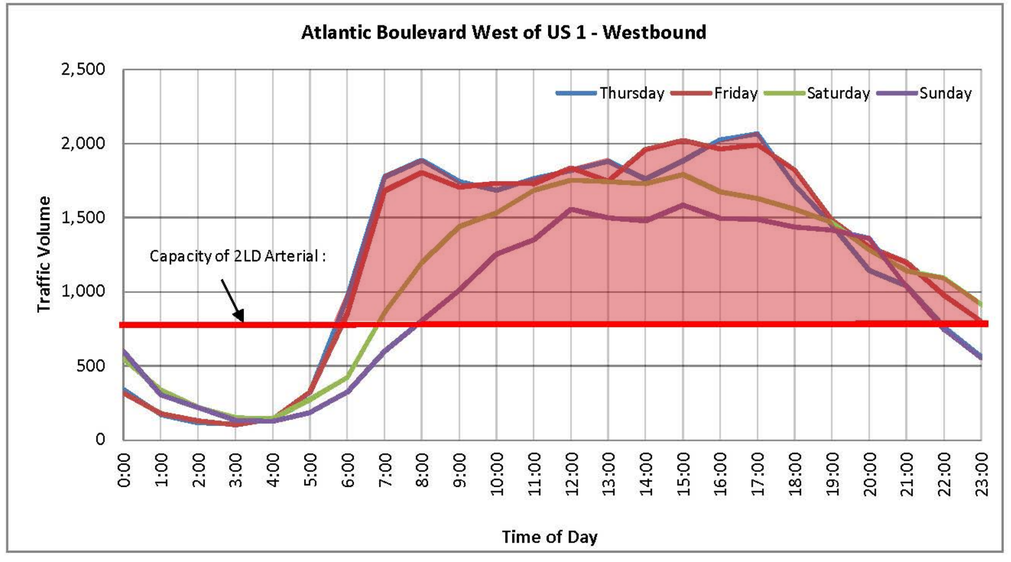

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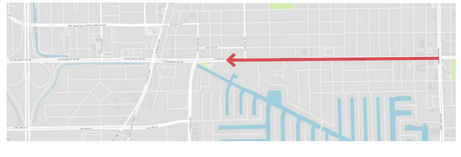
State Signalized Arterial Class II

LOCATION MAP



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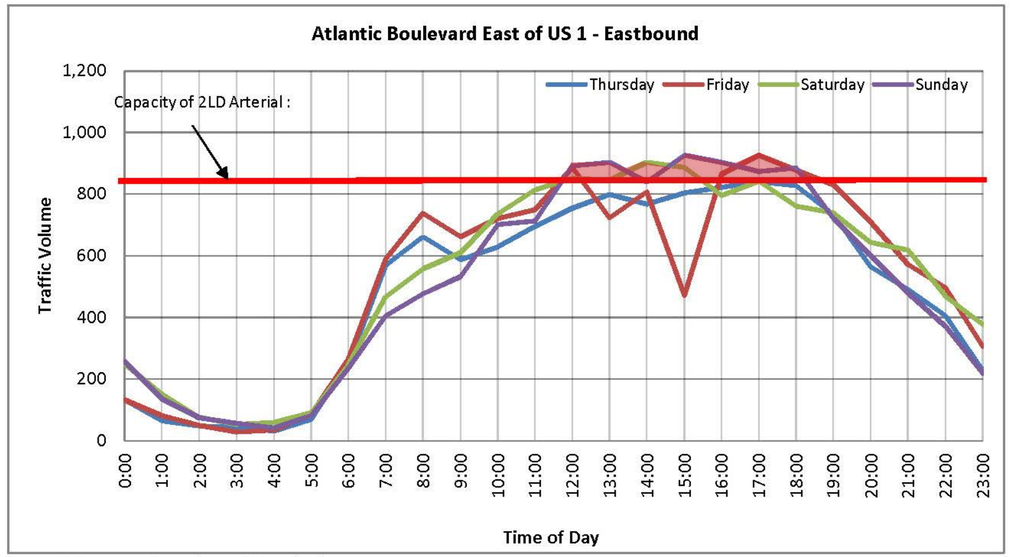

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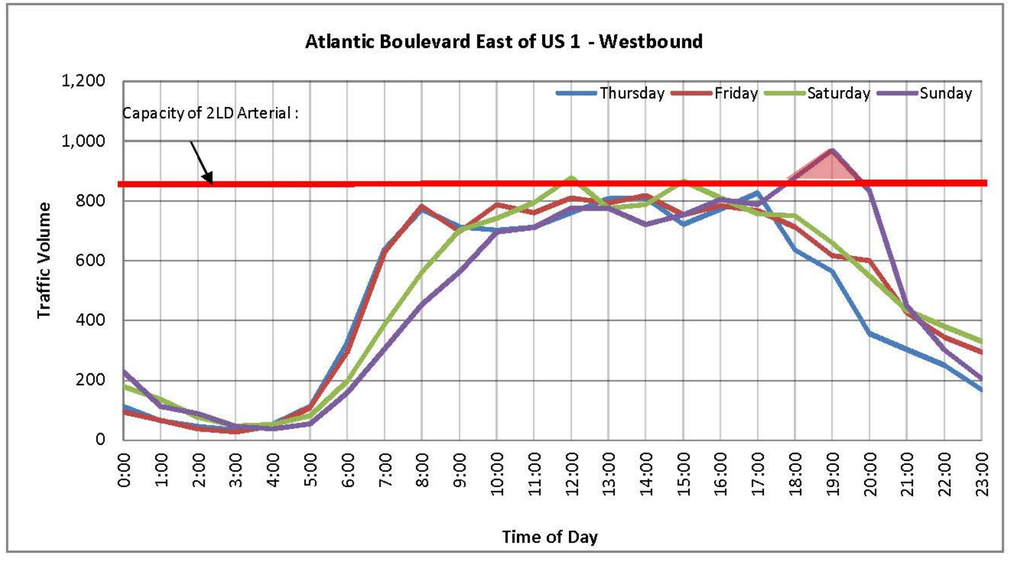

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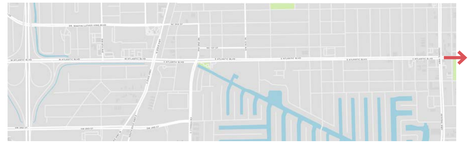
Speed: 35 mph
State Signalized Arterial Class II

LOCATION MAP



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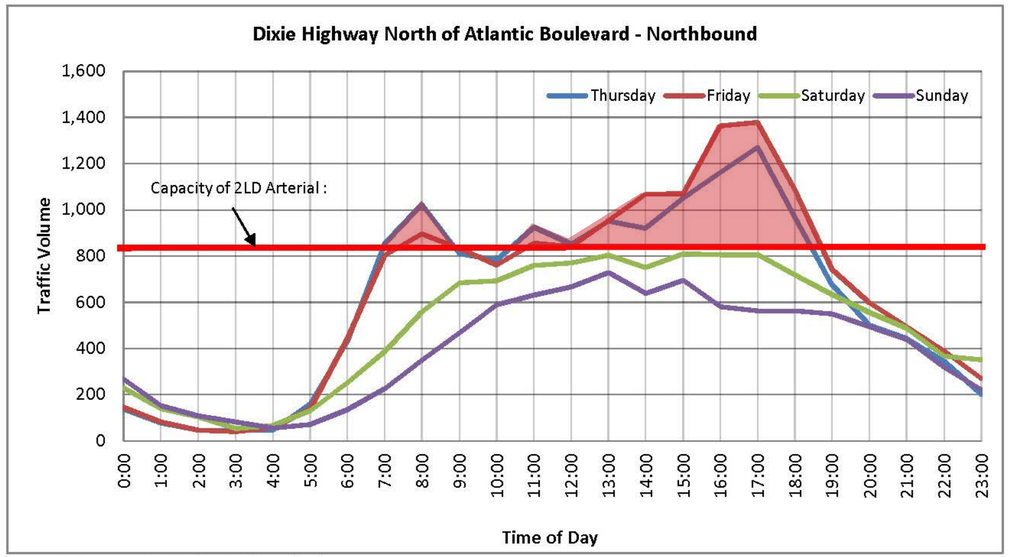

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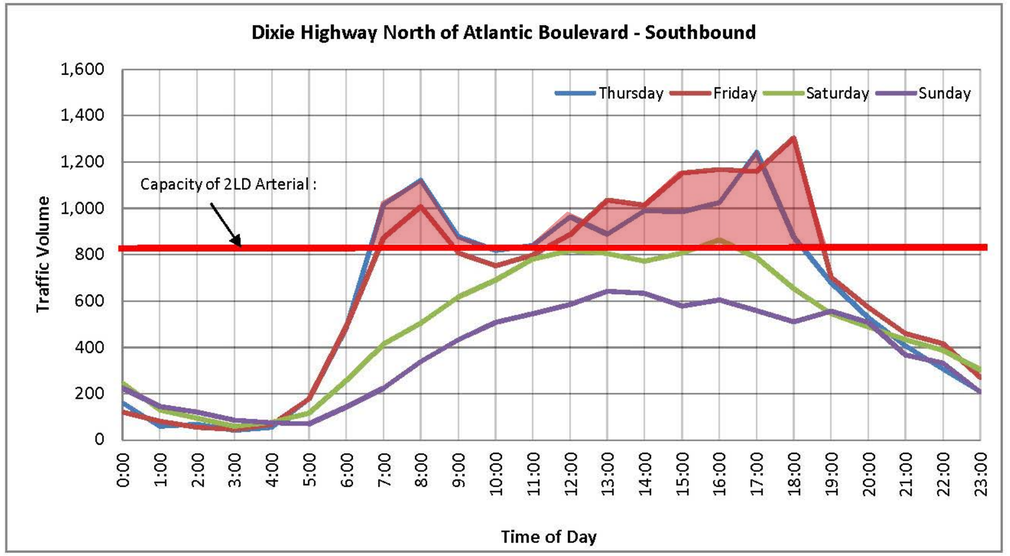
Speed: 35 mph
State Signalized Arterial Class II



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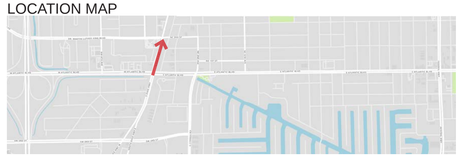
Speed: 35 mph
State Signalized Arterial Class II

LOCATION MAP



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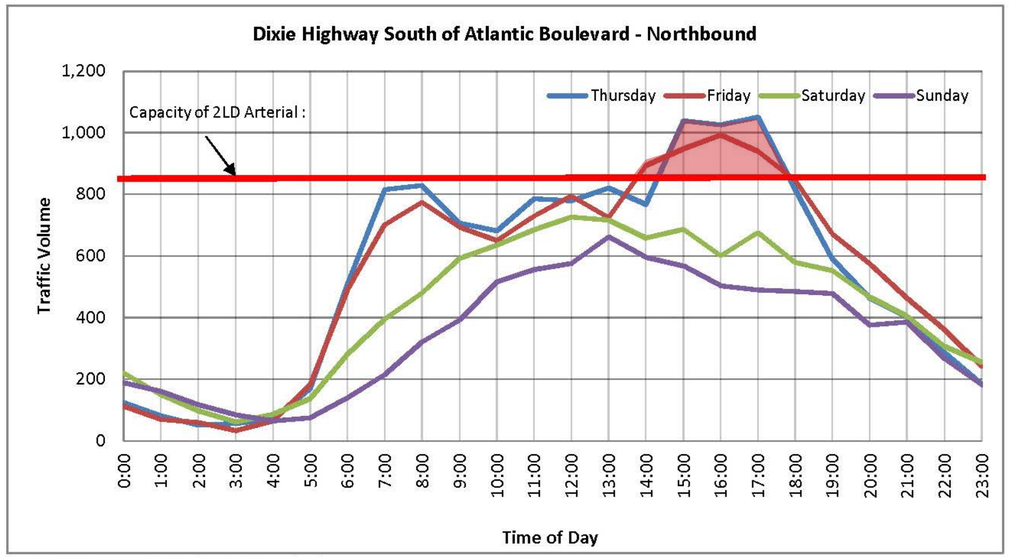

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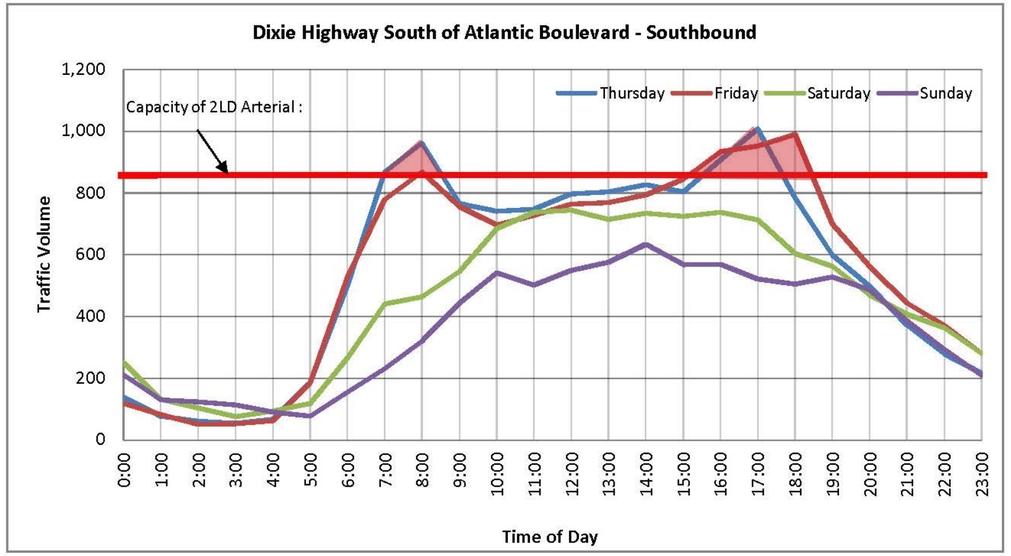

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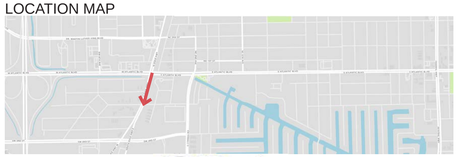
Speed: 30 mph
State Signalized Arterial Class II

LOCATION MAP



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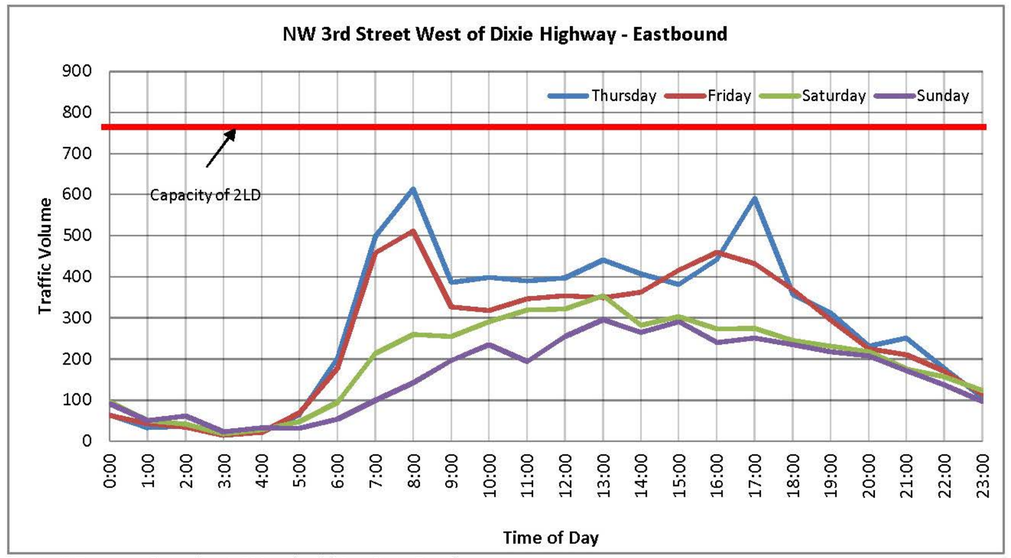

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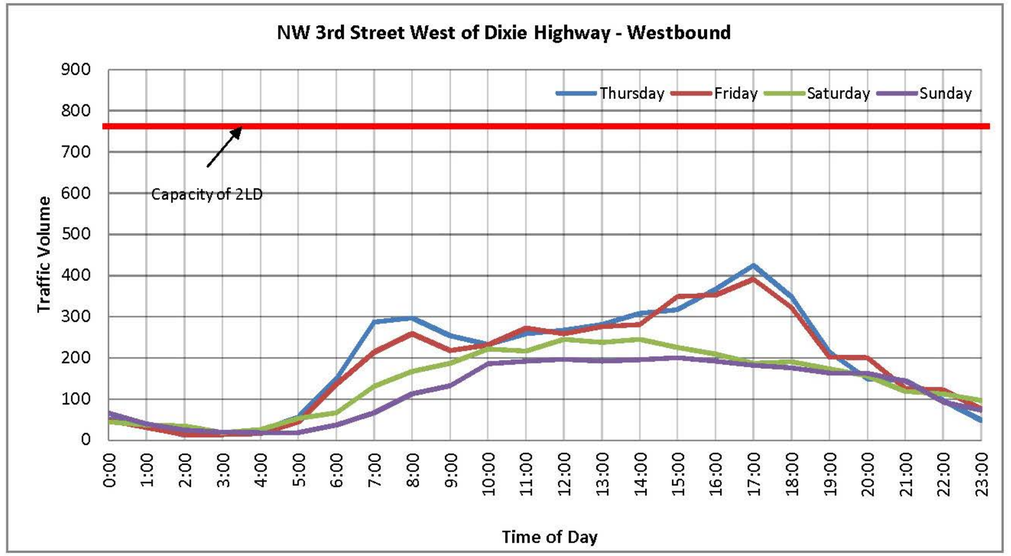
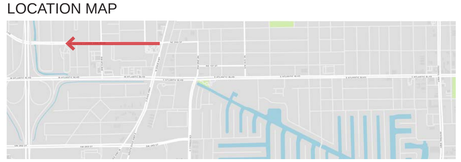
Speed: 25 mph
State Signalized Arterial Class II



Type: 4LD Capacity: 1,530 vphpd (Non-State Road)
Speed: 25 mph
State Signalized Arterial Class II

LOCATION MAP



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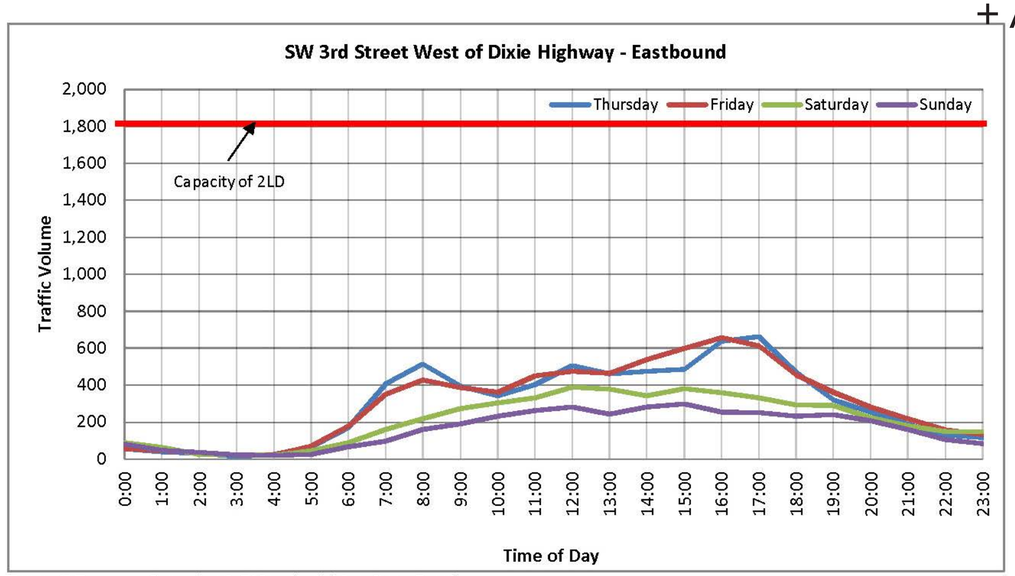
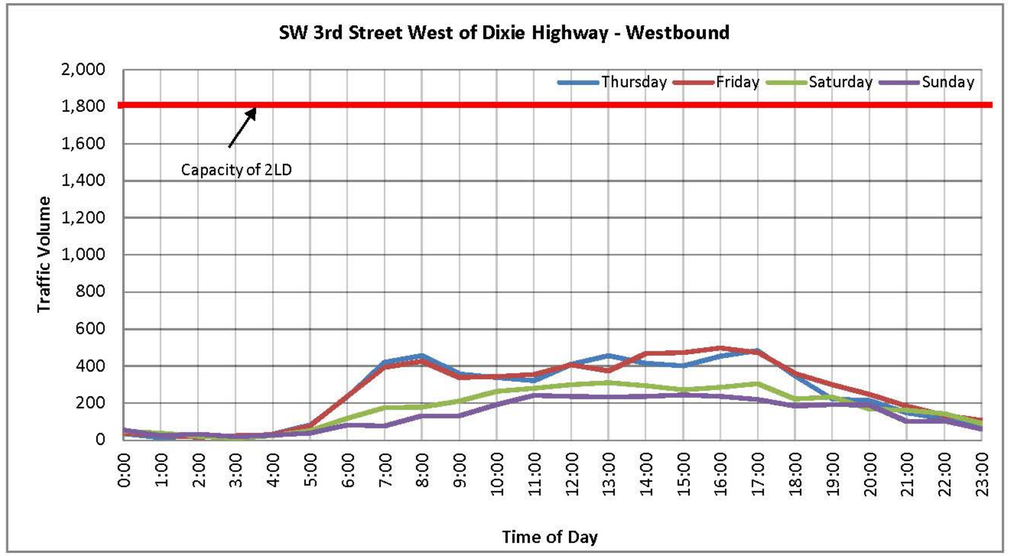
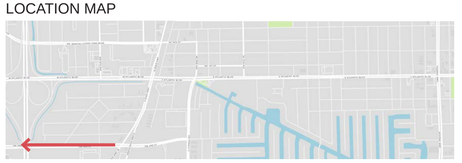


Type: 6LD Capacity: 2,718 vphpd (Non-State Road)
Speed: 40 mph
Non-State Signalized Arterial Class I



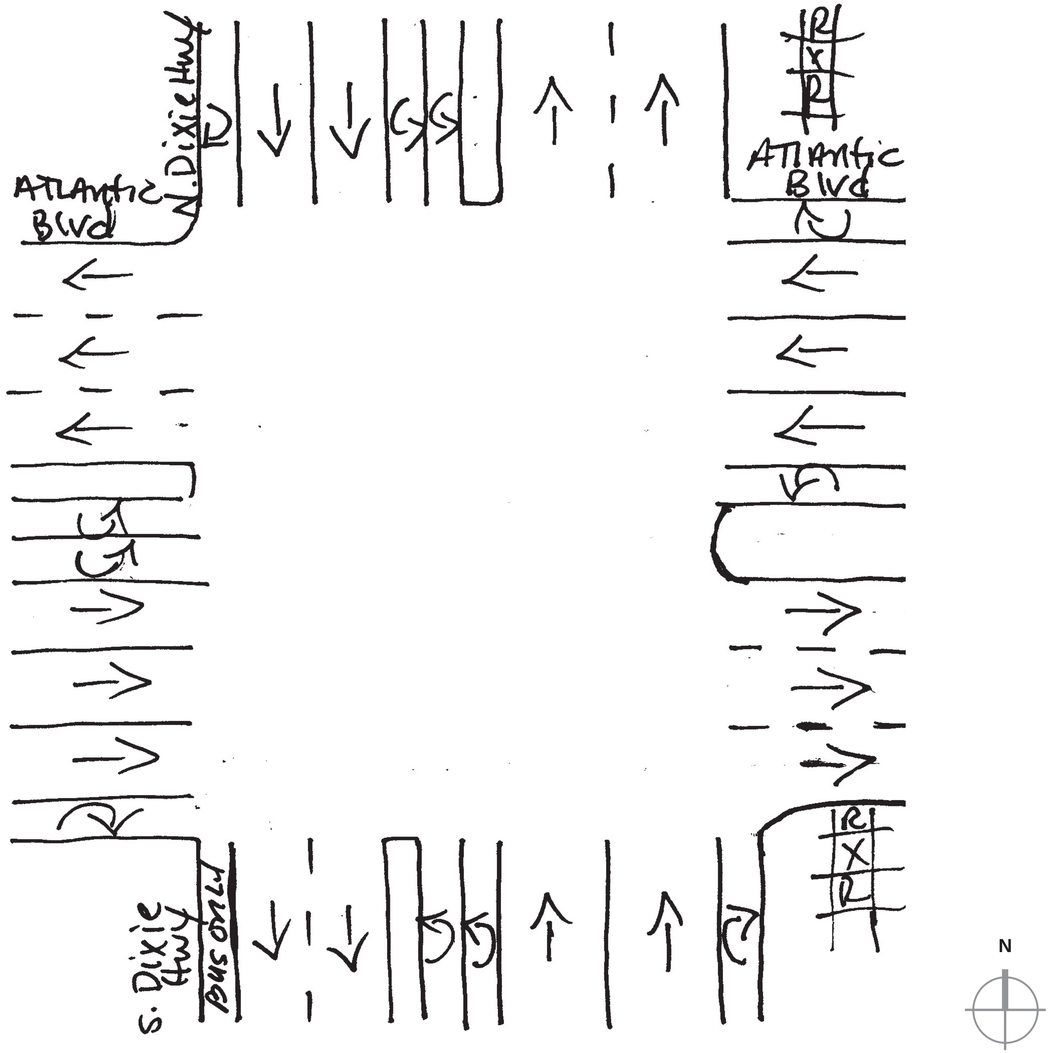
Type: 6LD Capacity: 2,718 vphpd (Non-State Road)
Speed: 40 mph
Non-State Signalized Arterial Class I

LOCATION MAP

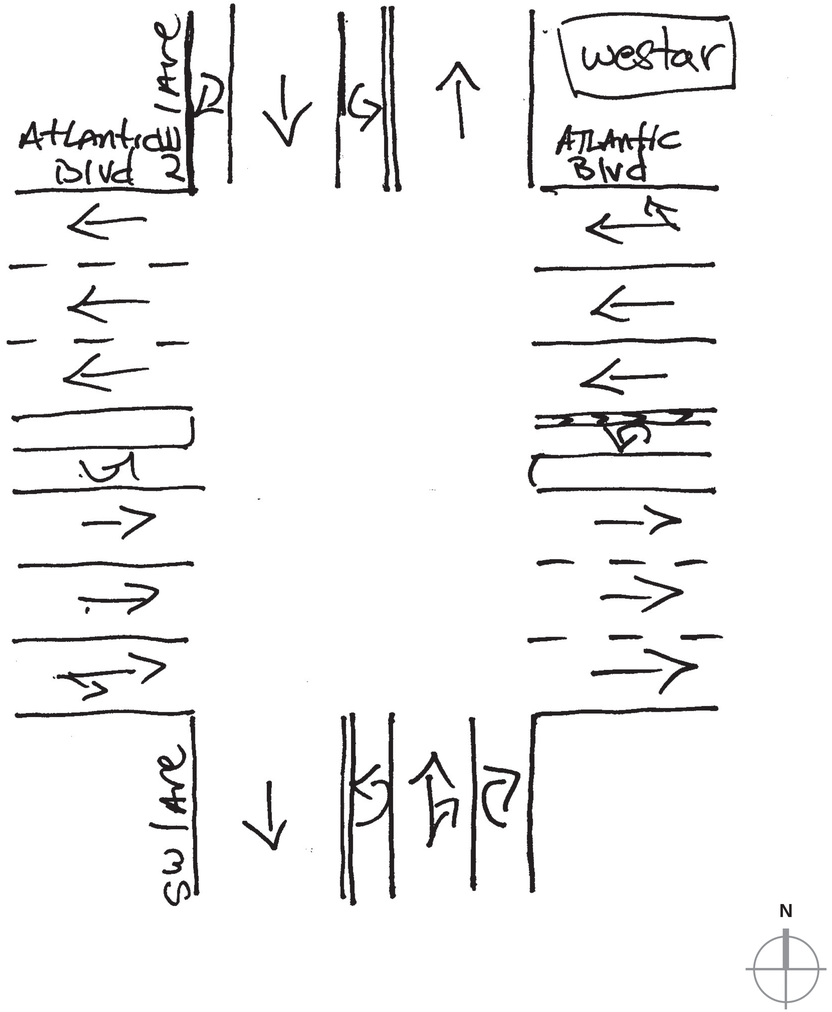


TRANSPORTATION
SITE INVENTORY + ANALYSIS

ATLANTIC BOULEVARD & DIXIE HIGHWAY INTERSECTION

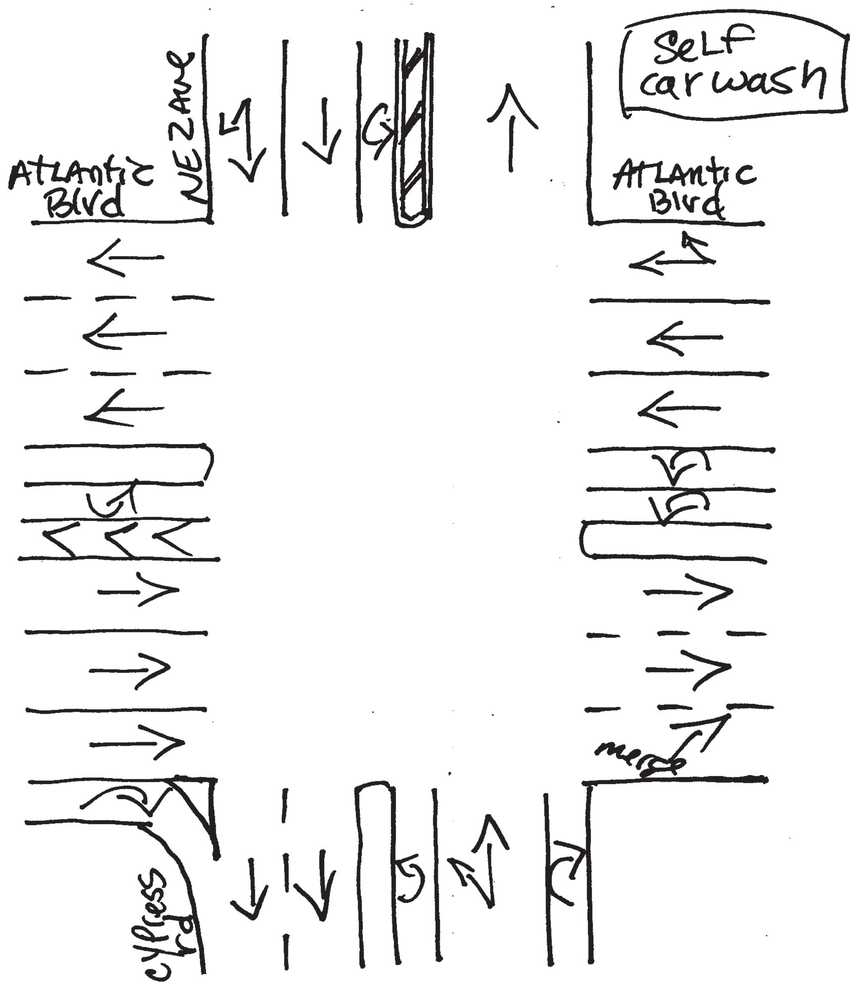


ATLANTIC BOULEVARD & 1ST AVENUE INTERSECTION



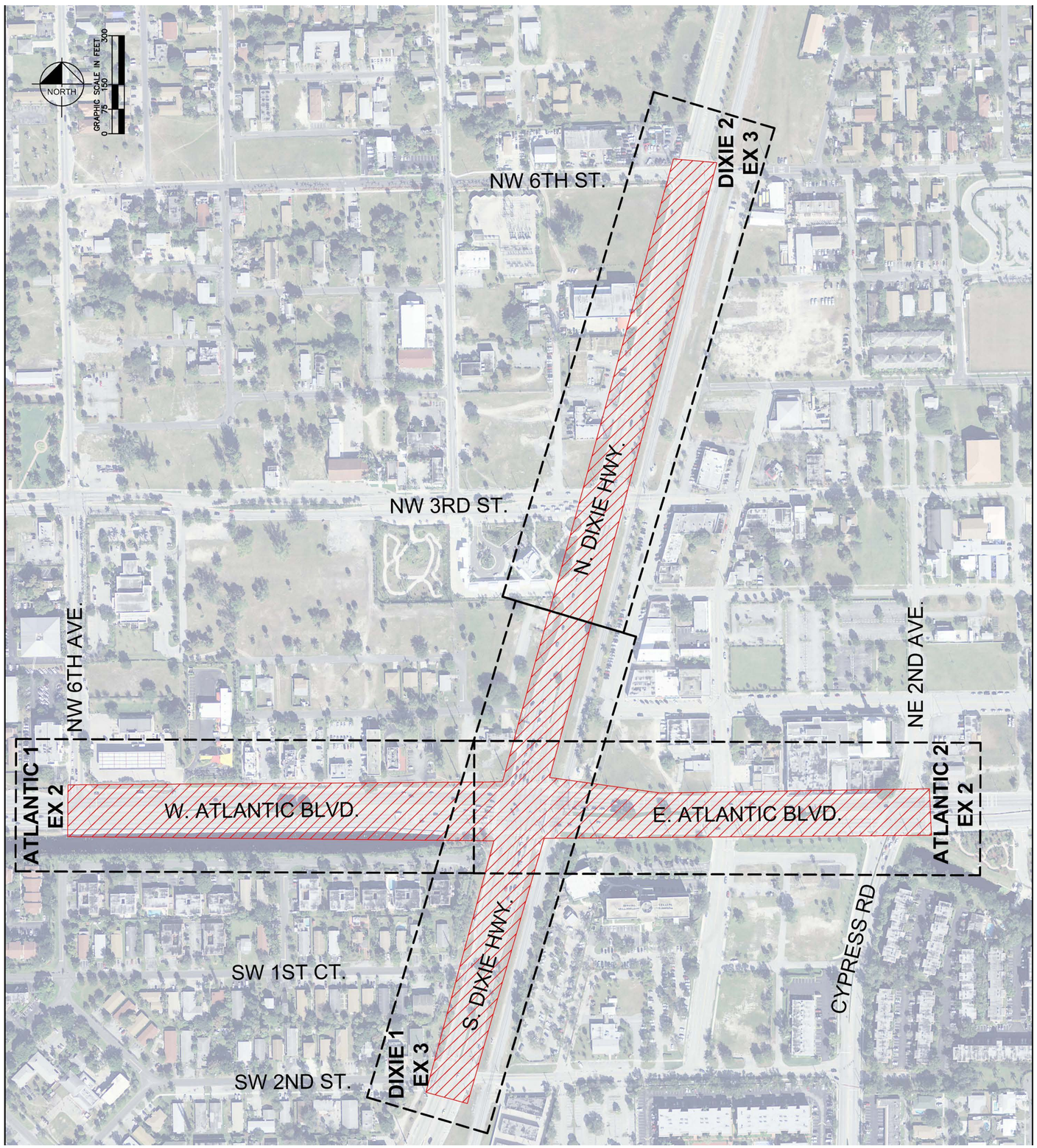
EXISTING INTERSECTION CONDITIONS

ATLANTIC BOULEVARD & 2ND AVENUE INTERSECTION



N

INFRASTRUCTURE
SITE INVENTORY



INTRODUCTION:

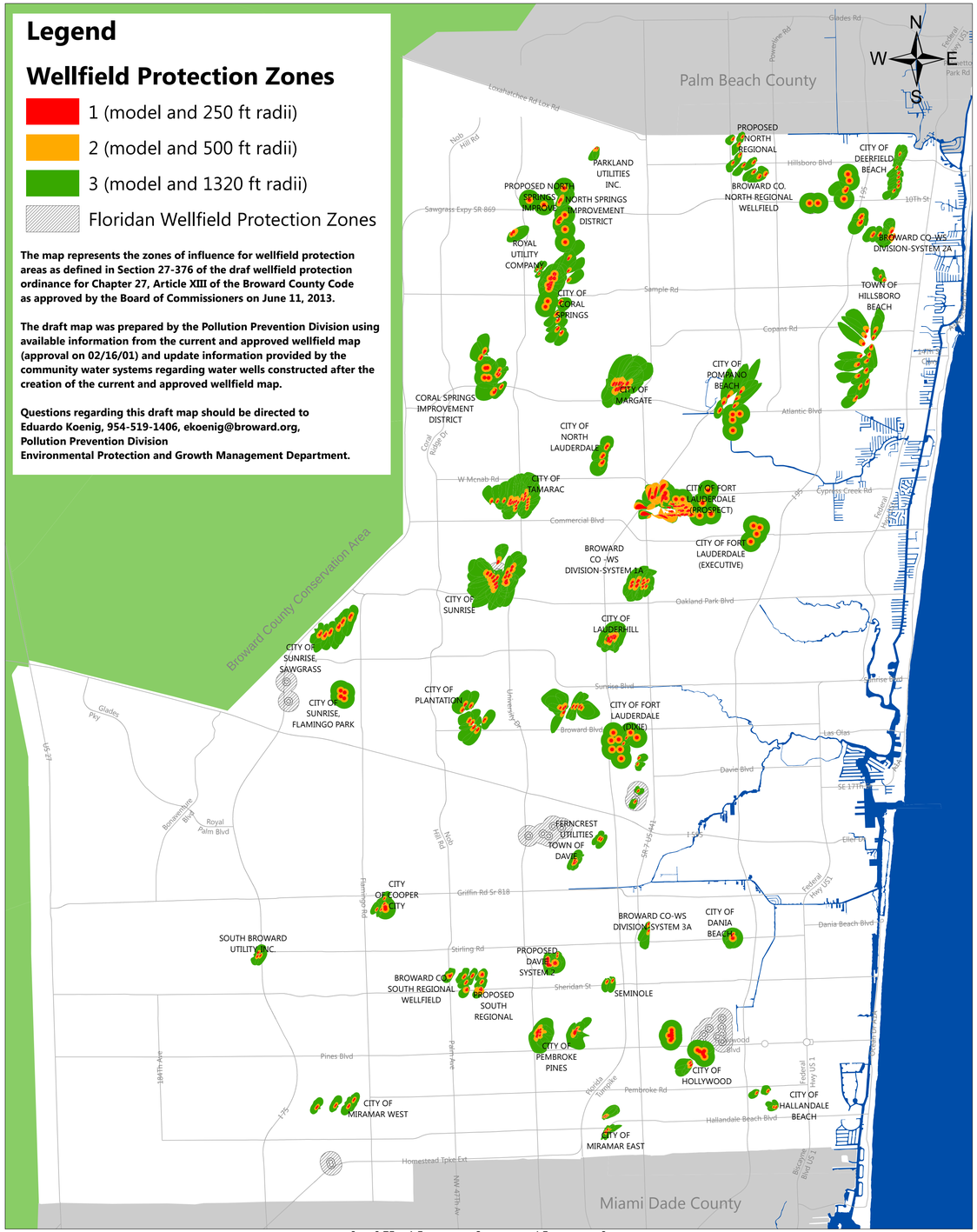
PROJECT GOALS AND SUPPORTING PRINCIPLES:

Identifying constraints and opportunities for water, sewer and stormwater infrastructure investments to support future commercial and residential developments along the corridors.

An assessment of the existing infrastructure was developed based on the information provided by the City Pompano Beach Utilities Department, available franchise utility information, and online available information from South Florida Water Management District for existing stormwater permits.

Broward County Wellfield Map

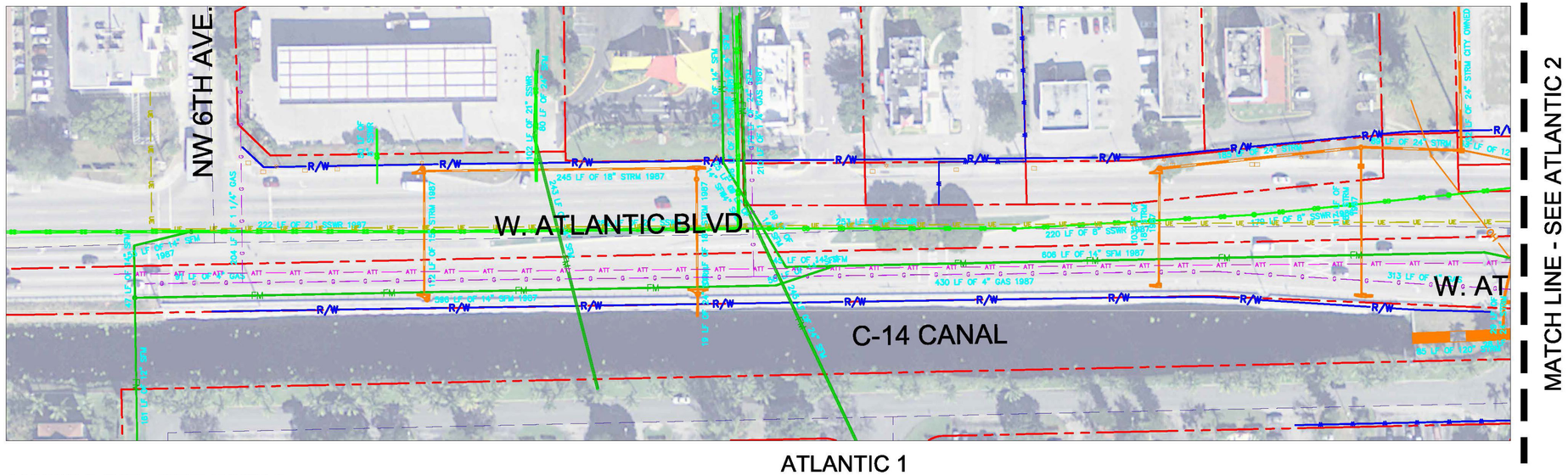
Broward County Board of County Commissioners Chapter 27- Article XIII Rule of 6/11/2013



Update By N. Herne - POLLUTION PREVENTION DIVISION: 1/15/2016

INFRASTRUCTURE
SITE INVENTORY

EXISTING UTILITY EXHIBIT



INVENTORY OF EXISTING CORRIDOR CONDITIONS

WATER SYSTEM:

The City of Pompano Beach Utilities Department provides water service for the study area. Based on as-built records, portions of these water mains are dated back to approximately 1986, however, some are newer.

Review of the water utilities along Atlantic Blvd. show a 12-inch water main east of Dixie Highway that runs just south of the centerline of the road and then shifts to the south side between NE 1st Ave. and Cypress Road while staying within the right of way. No water mains were identified west of Dixie Highway along Atlantic Ave. up to NW 7th Avenue.

The Dixie Highway Corridor indicates a 12-inch water main running north-south within the project boundaries predominantly Ductile Iron Pipe (DIP) and portions that are Cast Iron Pipe (CIP) with some 6-inch and 8-inch connections to adjacent lots and under the Florida East Coast Railway (FEC) right of way.

SEWER SYSTEM:

The City of Pompano Beach does not have its own waste water treatment plant and is served by Broward County's wastewater plant services. Based on as-built records, portions of the gravity sewer mains and force mains are dated back to approximately 1987, however, some are newer.

Review of the sewer utilities along Atlantic Blvd. indicate a 21-inch gravity sanitary sewer main that runs along the center of W. Atlantic Blvd. and flows north out of the project area between the Mr. Squeaky Car Wash and Taco Bell just east of NW 6th Ave. Additional 8-inch gravity sanitary sewer mains run on the north side of Atlantic Blvd. and continues along the north side of the road from the intersection of NE 2nd Ave through the intersection of W. Atlantic Boulevard and N. Dixie Highway and to the 21-inch gravity sewer main that flows north mentioned above.

There is a 14-inch sanitary sewer force main along the south side of W. Atlantic Blvd. between NW 6th Ave. and Dixie Highway with connections to the north lots as well as the residential developments to the south crossing the Pompano Canal C-14 and connecting with the gravity sanitary sewer system. This sewer force main continues on the south side of E. Atlantic Blvd. up to Cypress Road providing connections to parcels to the south and varies in size from 4-inch to 14-inch.

The Dixie Highway Corridor segment under the study limits shows no gravity sewer mains or force mains running north-south. There is 16-inch sanitary sewer force main along SW 1st Court crossing Dixie Highway and the FEC right of way.

The City of Pompano Beach's stormwater management system is regulated by the South Florida Water Management District (SFWMD) and Broward County Environmental Protection & Growth Management Department (BCEPGMD). Based on as-built records, most of the stormwater pipes in the study area were constructed in approximately 1987.

Review of the City's GIS data indicates a series of storm inlets and pipes along W. Atlantic Blvd. conveying runoff from the roadway with an outfall to Canal C-14, predominantly Reinforced Concrete Pipe (RCP) and varying in size from 15-inch to 24-inch. At the intersection of Atlantic Blvd and Dixie Highway and heading east to Cypress Road, there are a series of storm inlets and pipes, varying in size from 15-inch to 24-inch, that predominantly connect to a 120-inch RCP stormwater culvert. This 120-inch stormwater culvert runs on the south side of Atlantic Blvd. and interconnects both sides of Canal C-14.

The **Dixie corridor** indicates a 60-inch stormwater pipe south of Atlantic Blvd. along the west side of the road and connecting other portions of the road. North of the intersection with Atlantic Blvd., there is a series of storm inlets and pipes accepting roadway drainage that interconnect with the 120-inch stormwater culvert and continuing north to Cypress Road. The pipes vary in size from 12-inch to 36-inch and predominantly RCP.

There is a 48-inch City owned storm pipe running on the east side of Dixie Highway that is outside of the right of way, but crosses Atlantic Blvd.

INFRASTRUCTURE
SITE INVENTORY

LEGEND

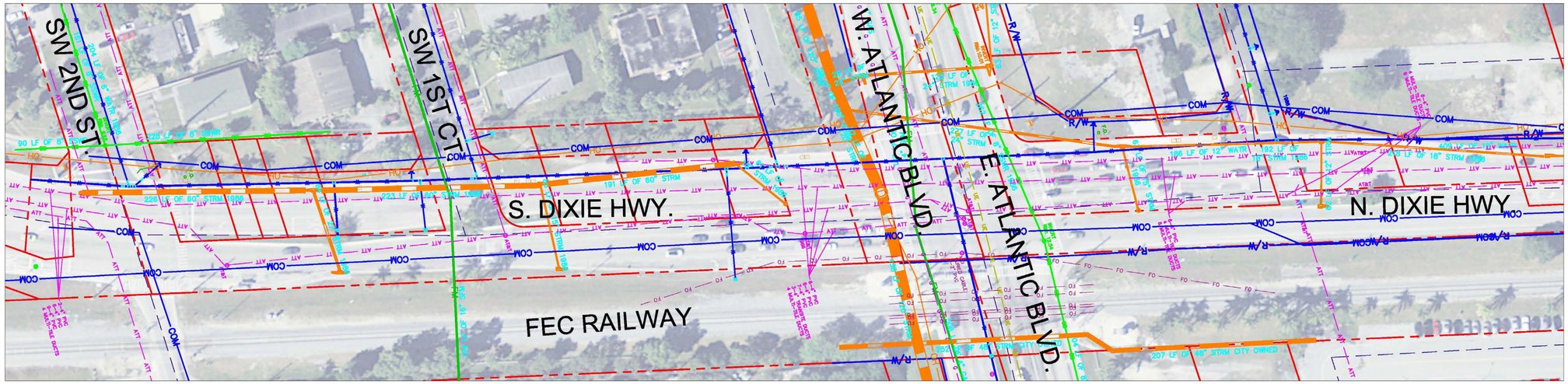
- R/W — RIGHT OF WAY LINE
- LOT LINE
- FM — SEWER FORCE MAIN
- SS — SANITARY SEWER MAIN
- W — WATER MAIN
- G — GAS MAIN
- STORM MAIN
- OH — OVERHEAD ELECTRIC
- UE — UNDERGROUND ELECTRIC
- ATT — ATT LINE
- COM — COMMUNICATION LINE
- FO — FIBER OPTIC LINE
- LIGHT POST

NORTH

GRAPHIC SCALE IN FEET
0 30 60 120

EXISTING UTILITY EXHIBIT

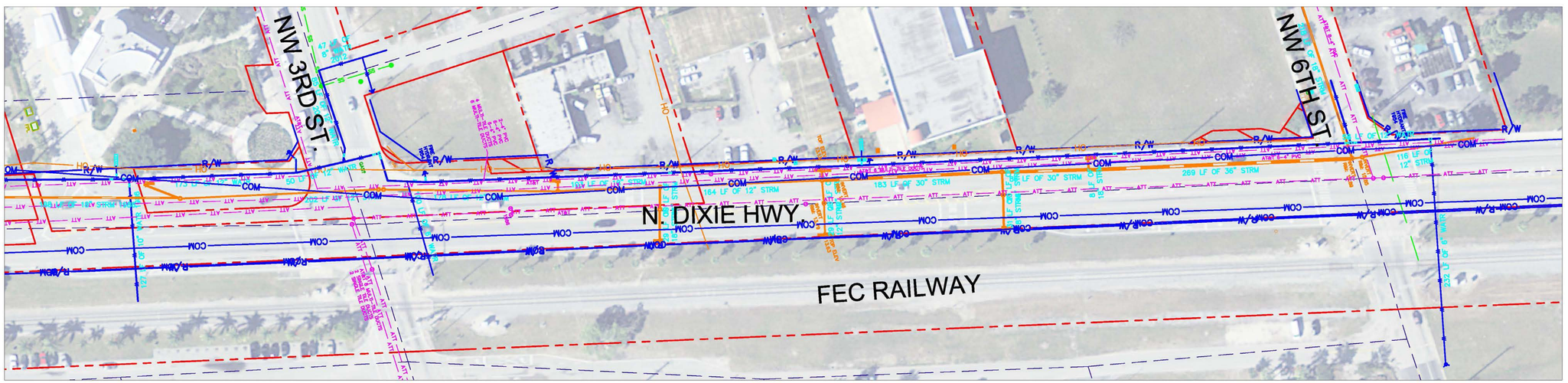
MATCHLINE - SEE ATLANTIC 1



DIXIE 1

MATCHLINE - SEE ATLANTIC 2

MATCH LINE - SEE DIXIE 1



DIXIE 2

MATCH LINE - SEE DIXIE 2

GAS - ELECTRIC - COMMUNICATIONS:

Franchise utilities provided available records of their infrastructure in the area of study which is summarized below. The below is based upon information received at the time of this report.

- Florida Power & Light (FPL) is the electrical provider for the project area. FPL has a major underground duct bank that runs along the approximate centerline of Atlantic Blvd. for the length of the project. FPL also has several overhead lines and street lights and service poles along Atlantic Blvd. and Dixie Highway.

- AT&T has a major duct bank that runs along the South side of W. Atlantic Blvd. just in the roadway between NW 6th Ave. and the intersection with N. Dixie Highway. Additionally, there are various duct banks running north-south along the west side of Dixie highway corridor.

- There is a 4-inch gas line that runs along the south side of W. Atlantic Boulevard between NW 6th Ave. and NE 2nd Avenue. The main crosses Atlantic four times within those boundaries, just north of NW 6th Ave, at the sanitary sewer force main north of NW 6th Ave, on the south side of NE 1st Ave, and on the north side of NE 2nd Ave. The main likely has multiple service connections that may not typically be provided in records. The gas main is dated back to approximately 1987.

- Along both the east and west sides of N. Dixie Highway from NW 6th Street to SW 2nd Street Level 3 Communications has underground lines. The east line runs in the center of the south bound lane of Dixie while the west line runs just outside of the roadway.

- Within the Florida East Coast Railway (FEC) r
ight of way there are multiple fiber optic lines that run north south crossing over E. Atlantic Boulevard just east of the intersection of N. Dixie Highway and Atlantic. If relocation of these lines are necessary, the conduits are owned by FEC and FEC will need to be coordinated with for any relocations.

SFWMD PERMITS IN THE PROJECT AREA:

- Both Atlantic Blvd and Dixie Highway were constructed and permitted with the SFWMD and received General Highway Permits and stormwater discharge certifications.

- Based on an initial review of the readily available permit information, the most recent SFWMD Environmental Resource Permit in the project area was issued in 2013 for the All Aboard Florida project for the rehabilitation and replacement of portions of the existing rail system within a 66-mile segment of the FEC rail Right of Way from West Palm Beach to Miami. It appears, based on aerial imagery that the construction of the tracks across Atlantic Blvd has been completed. The tracks are proposed to run on the east side of the existing FEC railway tracks within the FEC right of way and is not anticipated to have an adverse impact on this study.

INFRASTRUCTURE
SITE INVENTORY + ANALYSIS

DRY UTILITIES CONFLICTS

1. FLORIDA POWER & LIGHT UNDER GROUND ELECTRIC CURRENTLY UNDER LANDSCAPE
- UNDERGROUND ELECTRIC IN CONFLICT WITH PROPOSED LANDSCAPE/LARGE TREES
- UNDERGROUND AT&T DUCT BANK IN CONFLICT WITH PROPOSED LANDSCAPE/LARGE TREES
- UNDERGROUND COMMUNICATIONS IN CONFLICT WITH PROPOSED LANDSCAPE/LARGE TREES
- GAS MAIN IN CONFLICT WITH PROPOSED LANDSCAPE/LARGE TREES

WET UTILITIES CONFLICTS

1. STORM INLET TO BE RELOCATED TO NEW CURB EDGE
2. STORM PIPE CONSTRUCTED IN APPROXIMATELY 1980'S
- STORM PIPE IN CONFLICT WITH PROPOSED LANDSCAPE/LARGE TREES
1. FIRE HYDRANT IN CONFLICT WITH PROPOSED ROADWAY LAYOUT. FIRE HYDRANT MAY NEED TO BE RELOCATED
2. WATER MAIN CONSTRUCTED IN APPROXIMATELY 1980'S
- WATER MAIN IN CONFLICT WITH PROPOSED LANDSCAPE/LARGE TREES
- SEWER PIPE IN CONFLICT WITH PROPOSED LANDSCAPE/LARGE TREES

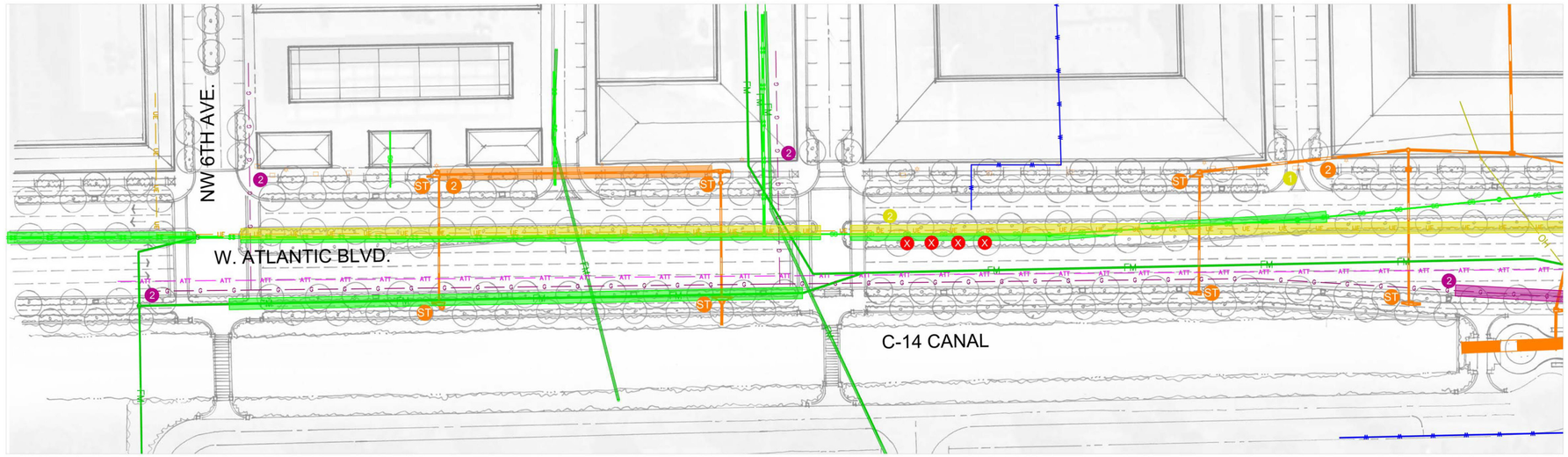
LEGEND

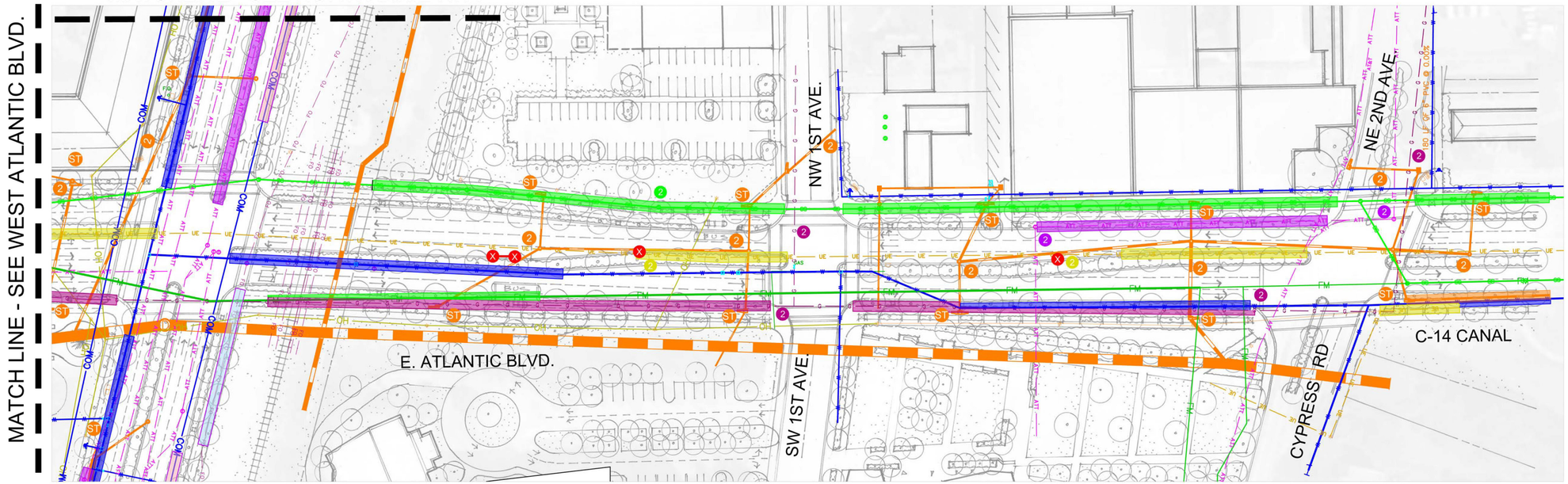
- RIGHT OF WAY LINE
- STORM MAIN
- WATER MAIN
- SANITARY SEWER MAIN
- SEWER FORCE MAIN
- OVERHEAD ELECTRIC
- LIGHT POST
- UNDERGROUND ELECTRIC
- AT&T LINE
- COMMUNICATION LINE
- FIBER OPTIC LINE
- GAS MAIN
- EXISTING TREES

NORTH

GRAPHIC SCALE IN FEET
0 30 60 120

UTILITY CONFLICTS EXHIBIT





ISSUES / CONSTRAINTS / CHALLENGES:

- Conflicts with franchise utilities such as FPL and ATT duct banks along the study will have to be evaluated as relocation of these utilities may incur a high cost and significant time for coordination/design (potentially 1 year) and construction. These facilities are potentially highly impactful to existing customers both within and outside of the project area.

- Stormwater facilities along E. Atlantic Blvd. may be located in a Wellfield zone and specific design and setback restrictions may apply. Depending on the wellfield protection zone, typical stormwater treatment methods such as exfiltration trenches may not be permitted to be installed or will need to meet specific design criteria with regards to the water table. Additionally, wet retention and detention areas will be required to follow specific design criteria based on their setbacks from public water supply wells.

- The absence of existing gravity sanitary sewer facilities along the Dixie Highway corridor may limit potential development in the area. Existing gravity sewer mains and sanitary sewer force mains along Atlantic Blvd. are approximately 30 years old and their current capacity and integrity is unknown.

- Existing water mains in the study area are typically dated back to approximately 1986 and possibly constructed of cast iron pipe. Existing 6-inch and 8-inch water mains will likely need to be upsized to provide additional capacity for future development.

- The Florida East Coast Railway (FEC) right of way on the east side of Dixie Highway is a potential constraint. Any utility crossings or work that is within their right of way will require coordination and approval from FEC. It also limits the direct connection from Dixie Highway to the properties east of the FEC right of way.

INFRASTRUCTURE
SITE INVENTORY + ANALYSIS

UTILITY CONFLICTS EXHIBIT

DRY UTILITIES CONFLICTS

1. FLORIDA POWER & LIGHT UNDER GROUND ELECTRIC CURRENTLY UNDER LANDSCAPE
2. UNDERGROUND ELECTRIC IN CONFLICT WITH PROPOSED LANDSCAPE/LARGE TREES
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5. GAS MAIN IN CONFLICT WITH PROPOSED LANDSCAPE/LARGE TREES

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6. WATER MAIN IN CONFLICT WITH PROPOSED LANDSCAPE/LARGE TREES
7. SEWER PIPE IN CONFLICT WITH PROPOSED LANDSCAPE/LARGE TREES

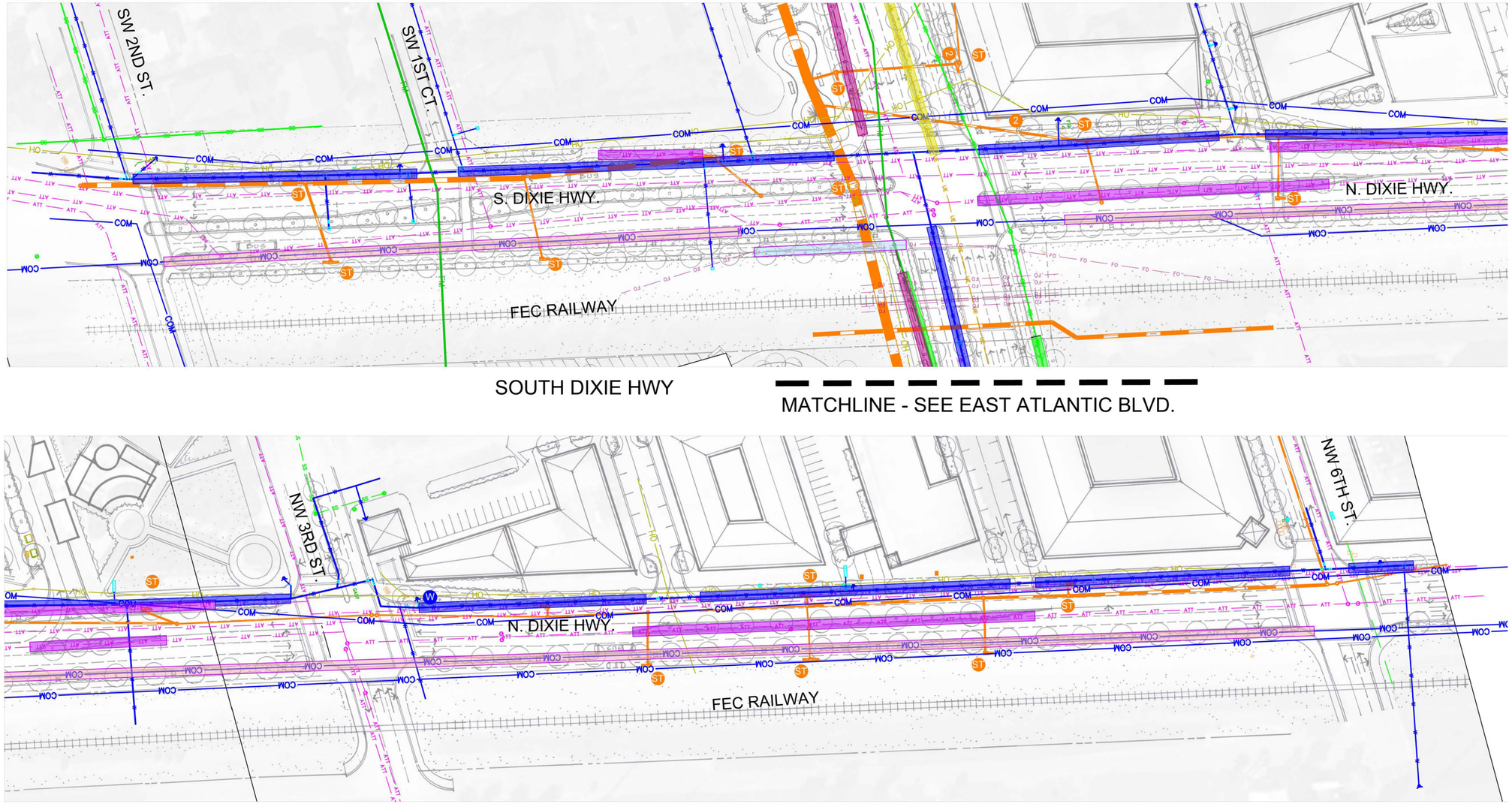
LEGEND

- RIGHT OF WAY LINE
- STORM MAIN
- WATER MAIN
- SANITARY SEWER MAIN
- SEWER FORCE MAIN
- OVERHEAD ELECTRIC
- LIGHT POST
- UNDERGROUND ELECTRIC
- AT&T LINE
- COMMUNICATION LINE
- FIBER OPTIC LINE
- GAS MAIN
- EXISTING TREES

NORTH

GRAPHIC SCALE IN FEET
0 30 60 120

MATCHLINE - SEE WEST ATLANTIC BLVD.



SOUTH DIXIE HWY

MATCHLINE - SEE EAST ATLANTIC BLVD.

MATCH LINE - SEE SOUTH DIXIE HWY

NORTH DIXIE HWY

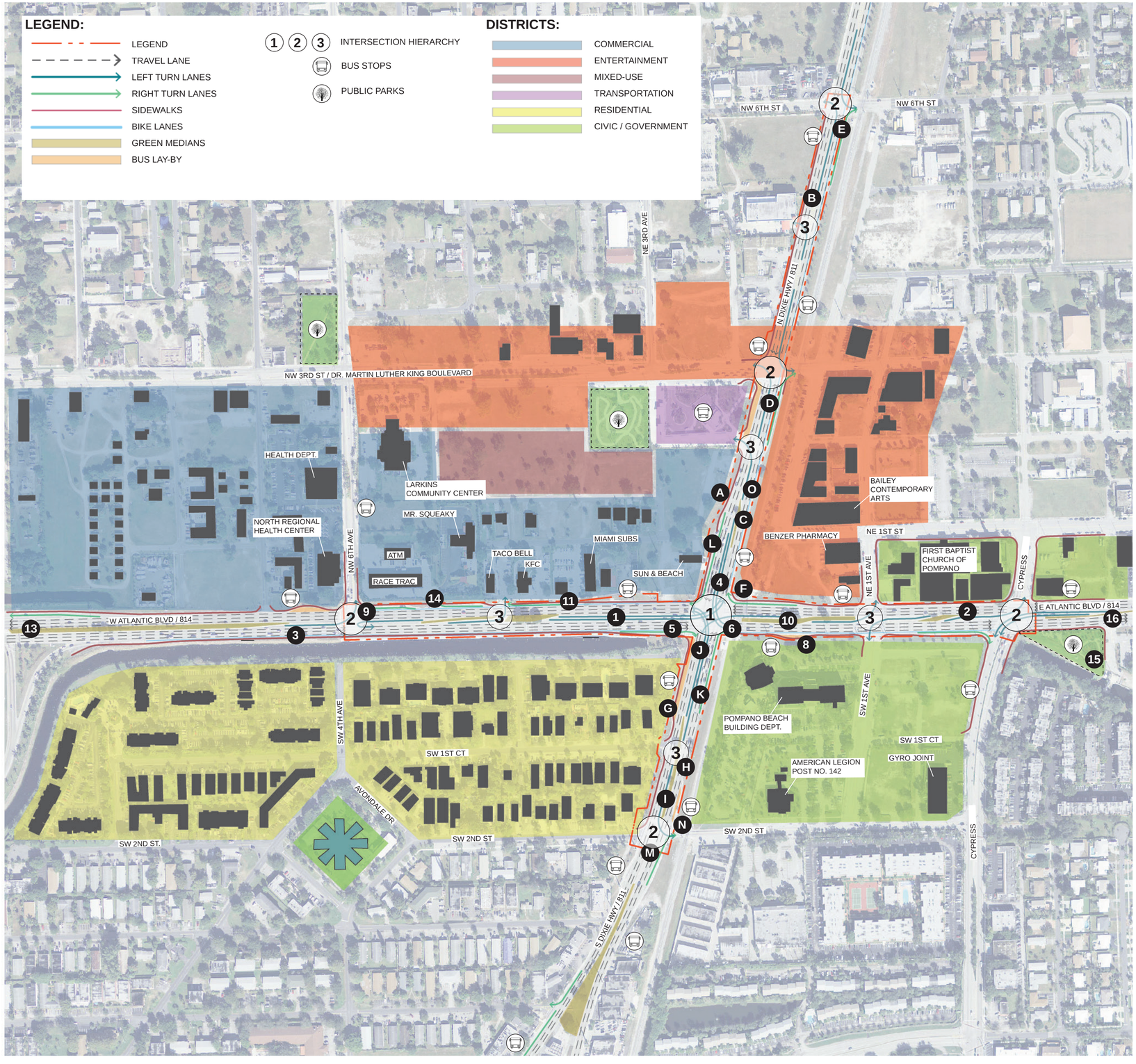
ASSETS / OPPORTUNITIES:

- Infrastructure improvements may be implemented as part of the current or future Capital Improvement Plan for the City of Pompano Beach. The City's adopted Capital Improvement Plan (Fiscal Years 2014-2018) allocates $21,532,360 for Water and Wastewater and $9,800,000 for Stormwater improvements.
- Water main replacements in these areas correlate with the City's goal to replace 3,700 feet of water main per year as noted in their strategic plan objectives. Furthermore, upsizing of the water supply system will provide more capacity for future development demand, particularly within the redevelopment area that has minimal intensity now and is proposed to have a significant intensity increase in the future.
- Evaluate existing irrigation systems or wells and conduct a study for the possible use/installation of reclaimed water to reduce the demand of potable water for irrigation use.
- Construction of a new sewer system along Dixie Highway Corridor will encourage development and existing septic systems may be eliminated.

o A sanitary sewer force main extension would be beneficial to the redevelopment of the area north of Atlantic Blvd to accommodate for future redevelopment.

- Improvements to the existing storm water system can be implemented by upsizing of pipes, construction of additional retention areas or swales (if space allows), implementation of different alternatives such as exfiltration trench systems in public right of way or drainage wells.
- Implementation of sustainable design and materials such as retentions areas to provide more open space, swales, pervious pavement and pavers, cisterns, rain barrels among others will reduce possible flooding for future growth. Similarly, the above sustainable design alternatives can contribute towards the required water quality for the Pompano Canal, as it was delisted in 2013 and is no longer considered an impaired water body by the Florida Department of Environmental Protection.
- The introduction of additional landscape islands and other green space in lieu of pavement and hardscape will provide for an improvement in stormwater quality and a decrease in stormwater runoff.

PUBLIC REALM
SITE INVENTORY



NOTABLE EXISTING CONDITIONS (Atlantic Boulevard):

1 Variable Road Right-of-Way:
The Atlantic Boulevard corridor has a +120'-135' existing Right-of-Way (assumed to back of sidewalk or beyond) that expands up to 145' R.O.W. at bus lay-bys. (Note: These dimensions will be further verified/refined upon receiving additional engineering mapping)

2 Travel Lanes:
There are currently six (6) designated travel lanes along Atlantic Boulevard with three (3) thru lanes in both an eastbound and westbound direction. (Note: See transportation engineering conditions for additional detailed information on existing travel lane dimensions/conditions)

3 Bike Lanes:
There are two (2) existing on-road bike lanes; one in both the eastbound and westbound direction with no physical barriers or buffers between the thru lanes, bike lanes, bus lanes and right turn lanes. (Note: See transportation engineering conditions for additional detailed information on existing bike lane dimensions/conditions)

4 Left Turn Lanes:
There are currently designated double left-turn lanes at Dixie Highway in both the eastbound and westbound direction as well as Cypress Road in the westbound direction. There are also single left-turn lanes provided at NW 6th Avenue, NE/SW 1st Avenue, Cypress Road and the frontage road entry to Taco Bell and other commercial outparcels. U-turns are currently understood to be permitted at all single- left turn lanes and the inside lane of the double left turn lanes. (Note: See transportation engineering conditions for additional detailed information on existing left turn lane dimensions/conditions. All intersections need to be checked to verify U-turn traffic movement)

5 Right Turn Lanes:
There are right-turn deceleration lanes at Dixie Highway and Cypress Road in the eastbound directions and at Dixie Highway, NW 6th Avenue and the Race Track Gas Station entrance in the westbound direction. (Note: See transportation engineering conditions for additional detailed information on existing right turn lane dimensions/conditions)

6 School Crossings:
The Atlantic Boulevard and Dixie Highway intersection is designated as a school crossing for nearby schools. School crossing signage is currently painted in the roadway approaching Dixie Highway from the West and East. (Note: Enhancing this crossing to "Safe Routes to School" standards with pedestrian refuge islands should be explored.)

7 Florida East Coast Railway Crossing:
FEC railway crossing signage is painted in the roadway approaching Dixie Highway from the both the West and East. There is a cantilevered railway signal truss on the westbound side of Atlantic Boulevard and an arched signal truss on the eastbound side. (Note: Discussions will need to be had with FEC Railway officials to determine conditions that must be respected in and around the railway and its signalization/signage)

8 "Bus Only" Lanes & Bus Stop Shelters:
There is one (1) eastbound transit stop and four (4) westbound stops along Atlantic Boulevard. Of those, there are only two designated bus lane/stop lay-bys located west of NW 6th Avenue in front of the Board of Health and east of Dixie Highway in front of the City Hall. Each bus stop is fitted with a rider amenities including: shade/rain canopy, seating, trash receptacle and bus route mapping and/or signage.

9 Intersection Hierarchy:
The Atlantic Boulevard and Dixie intersection is the largest, primary intersection with the NW 6th Avenue and Cypress Road intersections being secondary and the NE 1st Avenue intersection being tertiary in the hierarchy. A designated left turn median crossing at the Taco Bell entry for commercial outparcels also serves as a tertiary intersection.

10 **Landscaped Medians and Pedestrian Refuges:**
There are existing lawn medians that divide the roadway into a boulevard like character with only few mature trees. The medians taper to narrow sections of concrete median at the left turn lanes. There are no pedestrian refuges located at the ends of the medians on Atlantic Boulevard

11 **Overhead Utilities:**
Overhead utility poles and lines are located along the south side of Atlantic Boulevard/Route 814 in front of the City Hall campus, otherwise utilities are located underground. (Note: See civil engineering conditions for additional information on existing utility conditions)

12 **Lighting:**
Street lighting is located solely on the north side of Atlantic Boulevard consisting of tall mast arm, ‘cobra-head’ luminaire type fixtures. New pedestrian lights are being added in the vicinity of the New Pompano Civic Plaza and associated parking lot.

13 **Pompano Beach Identity & Branding:**
There are no existing gateway identity signs or wayfinding signs announcing the entry into Pompano Beach from the west on Atlantic Boulevard. Signage is currently limited to regulatory signs for traffic control and FDOT directional signs.

14 **Public Realm Furnishings:**
Furnishings such as trash receptacles, benches, etc. are currently limited to bus stop locations only Atlantic Boulevard

15 **Parks and Open Spaces:**
Iguana Park and the new Pompano Beach Civic Plaza are the only public realm open spaces touching the Atlantic Boulevard corridor.

16 **Ongoing & Planned Corridor Redevelopment:**
Construction of the new Pompano Beach Performing Arts Center and Pompano Beach Civic Plaza and parking lot are currently underway in the Atlantic Boulevard Corridor. Additional redevelopment activity is planned for the northwest section of Atlantic Boulevard in the Pompano Beach Office/Mixed-Use District.

NOTABLE EXISTING CONDITIONS (Dixie Highway):

A **Variable Road Right-of-Way:**
The N. Dixie highway corridor has a +85’-90’ existing Right-of-Way (assumed to back of sidewalk or beyond?) that expands up to +110’ at the NW Transit Center and some dedicated bus lane/stop lay-bys, and up to +120’ wide at the Atlantic Boulevard intersection (Note: These dimensions will be further verified/refined upon receiving additional engineering mapping)

B **Travel Lanes:**
There are four (4) designated travel lanes now along Dixie Highway consisting of two (2) thru lanes in both a northbound and southbound direction. (Note: See transportation engineering conditions for additional information on existing roadway conditions)

C **Bike Lanes:**
There are two (2) existing on-road bike lanes; one in both the northbound and southbound direction with no physical barriers or buffers between the thru lanes, bike lanes, bus lanes and right turn lanes. (Note: See transportation engineering conditions for additional detailed information on existing bike lane dimensions/conditions)

D **Left-Turn / U-Turn Lanes:**
There are both single and double left-turn lanes in the medians. U-turns are currently understood to be permitted at all single- left turn lanes and the inside lane of the double left turn lanes. (Note: See transportation engineering conditions for additional detailed information on existing left turn lane dimensions/conditions. All intersections need to be checked to verify U-turn traffic movement)

E **Right-Turn Lanes:**
There are right-turn deceleration lanes at SW 2nd Street, Atlantic Boulevard and NE 3rd Street in the northbound direction and at both the NW Transportation Center entrance and Atlantic Boulevard in the southbound direction. (Note: See transportation engineering conditions for additional detailed information on existing right turn lane dimensions/conditions)

F **Florida East Coast Railway Crossings:**
FEC railway crossing signage is consistently painted in the northbound, right lanes approaching each intersection with the FEC railway crossing to the east. (Note: Discussions will need to be had with FEC Railway officials to determine conditions that must be respected in and around the railway and its signalization/signage)

G **“Bus Only” Lanes & Bus Stop Shelters:**
There are three (3) northbound transit stops and three (3) southbound transit stops along this northern section of the Dixie Highway corridor. Of those, there are only two designated bus lane/stop lay-bys located south of Atlantic Boulevard in the vicinity of SW 1st Court (southbound) and SW 2nd Street (northbound). Each bus stop is fitted with a rider amenities including: shade/rain canopy, seating, trash receptacle and bus route mapping and/or signage. There is also a transfer stop provided within the NW Intermodal Transit Center.

H **Intersection Hierarchy:**
The Atlantic Boulevard and Dixie intersection is the largest, primary intersection with the Dr. Martin Luther King Boulevard, NW 2nd Street and SW Second Street intersections being secondary and the SW 1st Street intersection being a tertiary, right-in-right-out intersection in the hierarchy. Designated left turn crossings at both the NW Transit Center and Auto Tech and Body business also serve as tertiary, non-signalized intersections.

I **Landscape Medians & Pedestrian Refuges:**
There are relatively narrow, existing lawn medians that divide N. Dixie Highway into a boulevard character with only a few sporadic individual mature trees. The medians taper at the left turn lanes to double yellow lines approaching the intersections. There are no pedestrian refuges located at the ends of the medians on N. Dixie Highway.

J **Striped Lane Separations / Medians:**
The northern section of Dixie Highway, above Atlantic Boulevard, includes striped medians rather than the landscape medians found to the south and along Atlantic Boulevard. This occurs in large part due to the frequency of intersections and mid-block left-turn crossings.

K **Overhead Utilities:**
South of Atlantic Boulevard there are overhead utility poles and lines located along the west side of N. Dixie Highway/Route 811 between Atlantic Boulevard and SW 2nd Court, where they then cross to the east side of Dixie Highway and extend further South. North of Atlantic Boulevard the overhead utilities split to follow both the west side of N. Dixie Highway and a second system set back +200’ from the west side of the Dixie Highway to eventually join and follow the NW 3rd Avenue corridor northward. (Note: See civil engineering conditions for additional information on existing utility conditions)

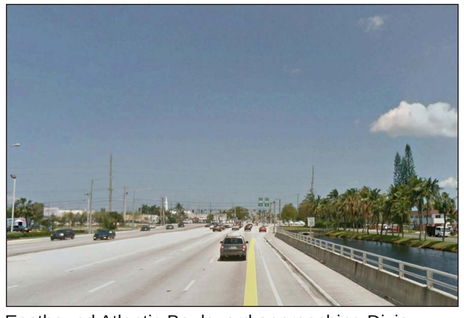
L **Lighting:**
Street lighting is located solely on the west side of Dixie Highway consisting of tall mast arm, ‘cobra-head’ luminaire type fixtures hung off of the existing utility poles located within the west side walkway.

M **Pompano Beach Identity & Branding:**
There are no existing gateway identity signs or wayfinding signs announcing the entry into Pompano Beach from the west on Atlantic Boulevard. Signage is currently limited to regulatory signs for traffic control and FDOT directional signs.

N **Public Realm Furnishings:**
Furnishings such as trash receptacles, benches, etc. are currently limited to bus stop locations only.

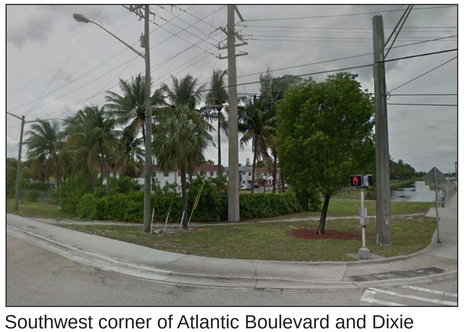
O **Ongoing & Planned Corridor Redevelopment:**
Additional redevelopment activity is planned for the northwest corner of N. Dixie Highway and Atlantic Boulevard intersection in the Pompano Beach Office/Mixed-Use District.

ATLANTIC BOULEVARD
EXISTING CONDITIONS


Eastbound Atlantic Boulevard approaching Dixie Highway along the Pompano Canal


Atlantic Boulevard dedicated bikeway and walkway along the Pompano Canal


Atlantic Boulevard median and mature shade trees west of Dixie Highway

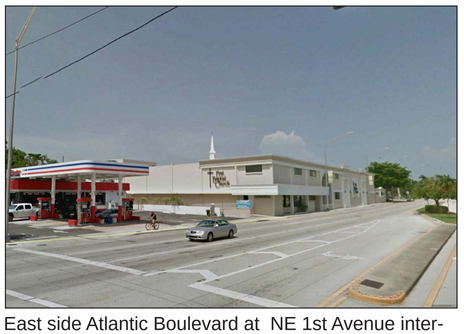

Southwest corner of Atlantic Boulevard and Dixie Highway with pedestrian 'desire line' footpath

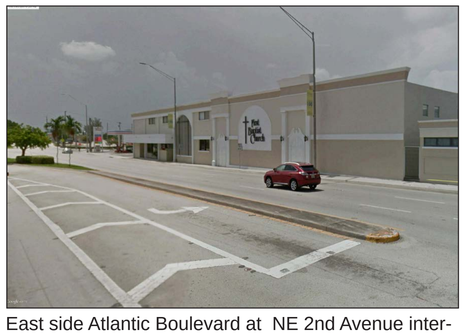

SW 4th Avenue street terminus at Pompano Canal (C-14)

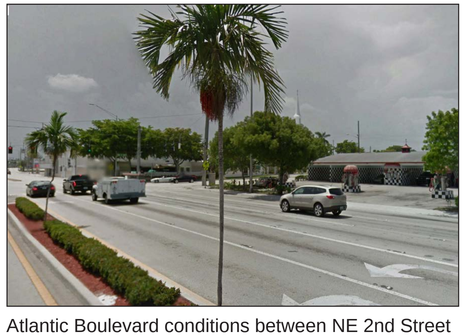

SW 3rd Avenue terminus at SW 1st Street and the Pompano Canal (C-14)

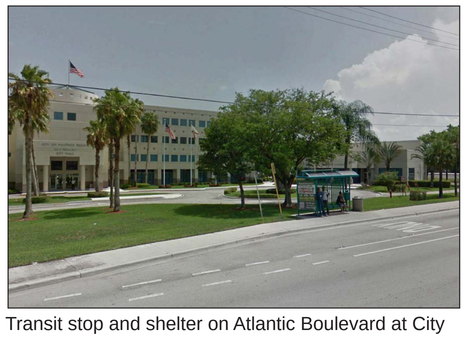

Pompano Canal C-14 headwall and 'lost' greenspace at the SW 1st Street cul-de-sac

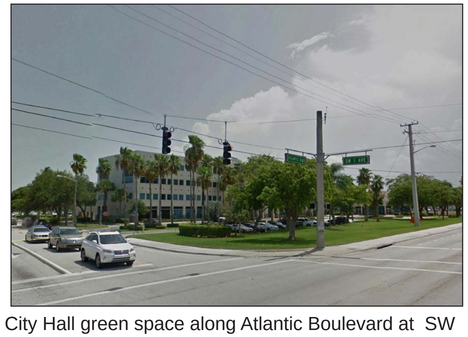

View of Atlantic Boulevard open space from SW 1st Street cul-de-sac

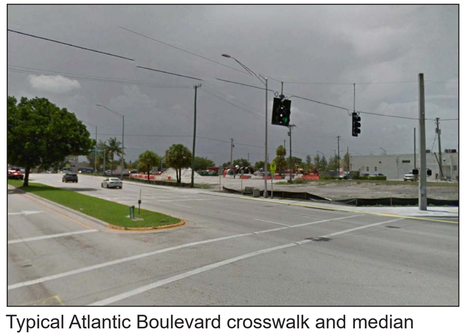

East side Atlantic Boulevard at NE 1st Avenue intersection and First Baptist Church campus block


East side Atlantic Boulevard at NE 2nd Avenue intersection and the First Baptist Church campus block


Atlantic Boulevard conditions between NE 2nd Street and NE 3rd Street


Transit stop and shelter on Atlantic Boulevard at City Hall


City Hall green space along Atlantic Boulevard at SW 1st Avenue intersection


Typical Atlantic Boulevard crosswalk and median treatment with no linkage or pedestrian refuge

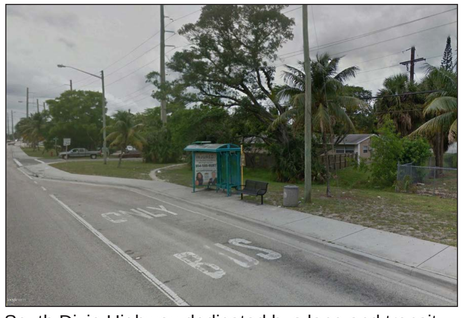

Typical overhead utility and walkway conditions along Atlantic Boulevard at SW 1st Avenue intersection

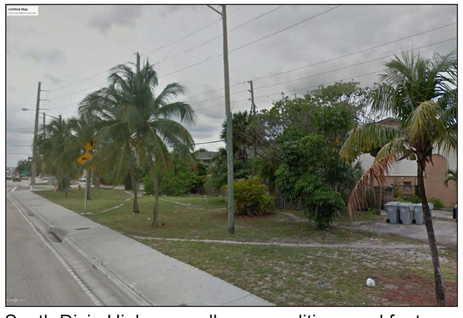

South Cypress Road and Atlantic Boulevard intersection overlooking the eastern portion of Pompano Canal


Atlantic Boulevard conditions at Iguana Park and South Cypress Road/NE 2nd Avenue

N. Flagler Avenue conditions along the east side of the Florida East Coast Railway right-of-way

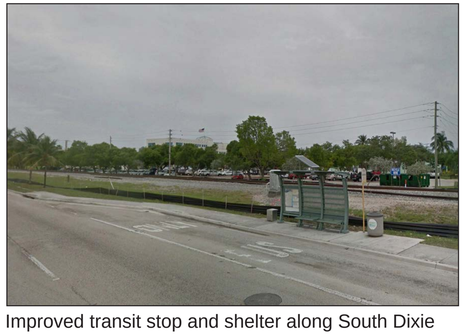
N. DIXIE HIGHWAY
EXISTING CONDITIONS


South Dixie Highway dedicated bus lane and transit stop at SW 1st Court


South Dixie Highway walkway conditions and foot-paths showing neighborhood pedestrian desire lines


South Dixie Highway narrow turf median with sporadic shade trees


South Dixie Highway conditions at intersection of SW 2nd Street


Improved transit stop and shelter along South Dixie Highway at SE 2nd Street


Typical east end walkway conditions along the east side of North Dixie Highway terminating at bus stop


Existing edge condition along the east side of Dixie highway and FEC rail corridor

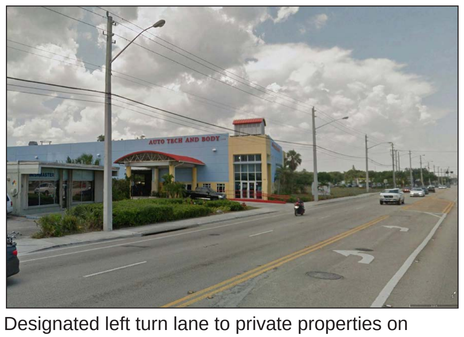

Previous signalization and crossing improvements at NE 6th Street and Dixie Highway.

Typical walkway and crosswalk conditions at Dixie Highway intersections and links over the FEC corridor


East side Dixie Highway at NE 3rd Street intersection at entry to Downtown Pompano Beach


East side Dixie Highway at NE 3rd Street intersection at entry to Downtown Pompano Beach


Atlantic Boulevard conditions between NE 2nd Street and NE 3rd Street



Designated left turn lane to private properties on North Dixie Highway

Example of striped medians used on North Dixie Highway at Auto Tech and Body


Recent intersection and streetscape improvements to MLK Jr. Boulevard and Northeast Transit Center

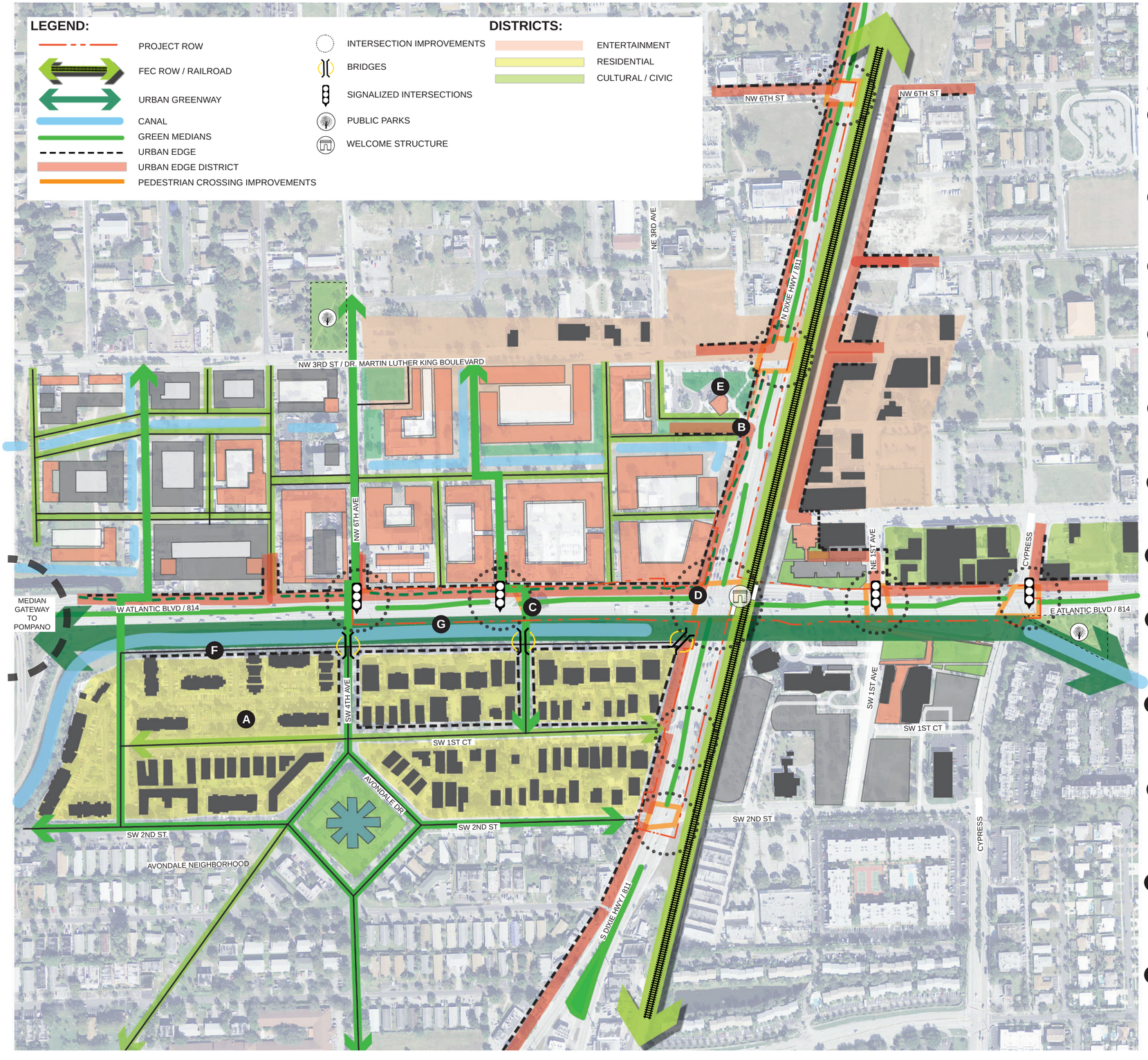
New Streetscape and Transit Stop treatment on Martin Luther King Boulevard & Dixie Highway.


The new Downtown Pompano Beach Civic Plaza showcases high quality materials and furnishings for use along Atlantic Boulevard and Dixie Highway.


New downtown public parking and bioretention swales along Atlantic Boulevard at the Civic Plaza


N. Flagler Street conditions along the east side of the Florida East Coast Railway right-of-way

PUBLIC REALM
SITE ANALYSIS



CONSTRAINTS:

A **Lack of Pedestrian Connections from the Avondale Neighborhood to Atlantic Highway –**

The neighborhood area around SW 1st Street and SW 2nd Street is limited to pedestrian walkway connections linking to Dixie Highway only.

- Additional neighborhood pedestrian and bicycle access may be possible by constructing pedestrian bridge crossings over the existing C-14 Canal to link with the NW 6th/Blanche Ely Avenue and Atlantic Boulevard intersection as well as the mid-block left turn access at Taco Bell on Atlantic Boulevard.

B **Lack of Continuous Walkway Linkages Along the East Side of Dixie Highway -**

The walkways on the east side of Dixie Highway are intermittent as they emerge from side streets and terminate at the nearest existing transit stops and crosswalks along the east side of Dixie Highway. Pedestrians that want to walk north-south along Dixie highway must cross at an intersection and walk on the west side or cross the FEC Railway to the east and walk along North Flagler Avenue.

C **Bus and Bike Route Crossing Conflicts –**

Transit buses must currently cross the designated bike lanes to get to the bus shelters. Although rare, this can create a safety conflict between cyclists and buses. Pedestrians that want to walk north-south along Dixie highway must cross at an intersection and walk on the west side or cross the FEC Railway to the east and walk along North Flagler Avenue.

D **Cantilevered traffic directional signage over walkways –**

There are instances where large scale roadway signage is cantilevered over the Atlantic Boulevard sidewalks.

- With reductions in number and width of road lanes, walkways should be able to be realigned to avoid conflicts between signage and pedestrian safety.

E **Dedicated Left Turn Lanes for Transit center and Private Uses –**

The dedicated left for the Transit Center is needed; however, the left turn lane for Auto Tech and Body is specifically serving a private use.

- This may be corrected by providing a median and U-Turn capabilities at the intersection of Dixie Highway and NW 6the Street to access west side uses from North bound Dixie Highway.

F **Canal Wall and Revetment on South Side of Atlantic Boulevard –**

The hard edged, crash wall and railing treatment along the north side of the Pompano Canal limits the visibility and gateway aesthetics that could be experienced along this water body when entering Downtown Pompano Beach. In contrast the south side of the canal presents a very green, lush and park-like appearance.

G **Railing Barriers Along Dixie Highway –**

There are periodic railing barriers along both the west and east sides of Dixie Highway walkways to discourage pedestrians from shortcutting the corners of the FEC Railway right-of-way at intersections and to protect pedestrians from grade changes at the back of sidewalk in the northwest section of Dixie Highway.

H **Right-Of-Way Width Limitations –**

The current right-of-way for the north end of Dixie Highway is too narrow to accommodate the existing northbound right turn lanes, bus transit stops and pedestrian walkways. These turn lanes, bus shelters and walkway segments are currently located on the western edge of the Florida East Coast Railway property. Coordination for a use easement with the FEC Railway would be required to continue to use the lands for any future improvements. Without this use easement improvements along the Dixie Highway corridor are more limited.

I **Lack of Pedestrian Crossing Refuges –**

Pedestrian crosswalks are currently provided at every intersection along the two study corridors; however, the crossings are not connected with existing landscaped medians and turn lanes to provide pedestrian crossing refuges. The result is that longer crossings and crossing times are required for pedestrians to safely cross six to ten lanes of traffic without stopping. The addition of pedestrian refuges and reduction in crossing widths and times would greatly improve the quality of the pedestrian and biking experience along the corridors.

J **Excessive Travel Lane and Turn Lane Requirements –**

The width of roadway required to accommodate the current travel lanes and turn lanes on Atlantic and Dixie Highway leaves little room for adequately scaled public realm improvements. Expanding upon and enhancing the dedicated public realm environment will be critical to improving the image and identity of the evolving Downtown Pompano Beach District. To best create a high quality, urban streetscape environment for Downton Pompano Beach, a better balance will need to be achieved between all modes of travel (pedestrians, bikes and vehicles) and the travel zones they require; walkways, bikeways, streets, etc.

K **One Sided Street Lighting –**

The lighting for the roadways and walkways along the two corridors relies entirely on tall mast arm lighting located along the north side of Atlantic Boulevard and the west side of Dixie Highway. The street lights are supported by the overhead utility poles along the corridors. As such they are difficult to relocate unless new free-standing poles are used. While this approach may meet the necessary standards for the roadways, it does not adequately light the walkways on the south side of Atlantic Boulevard and the east side of Dixie Highway. Supplemental pedestrian or bollard scale lighting will need to be considered to make the corridor safer for pedestrians and cyclists.

L **Narrow Sidewalk Widths –**

The current sidewalk widths along the north side of Atlantic Boulevard and the west side of Dixie Highway are very narrow and inadequate for accommodating ground floor sidewalk activity that would be desired in the Northwest Redevelopment Village District. Wider walkway zones need to be considered as part of the Complete Street improvements and/or additional width needs to be explored through private property setbacks. The current right-of-way boundary that borders the south and east sides of the District is staggered at key intersections to accommodate additional turn lanes. This will also conflict with the clean urban edge that is desired along the Atlantic and Dixie highway corridors as illustrated I the Downtown Pompano Beach Master Plan

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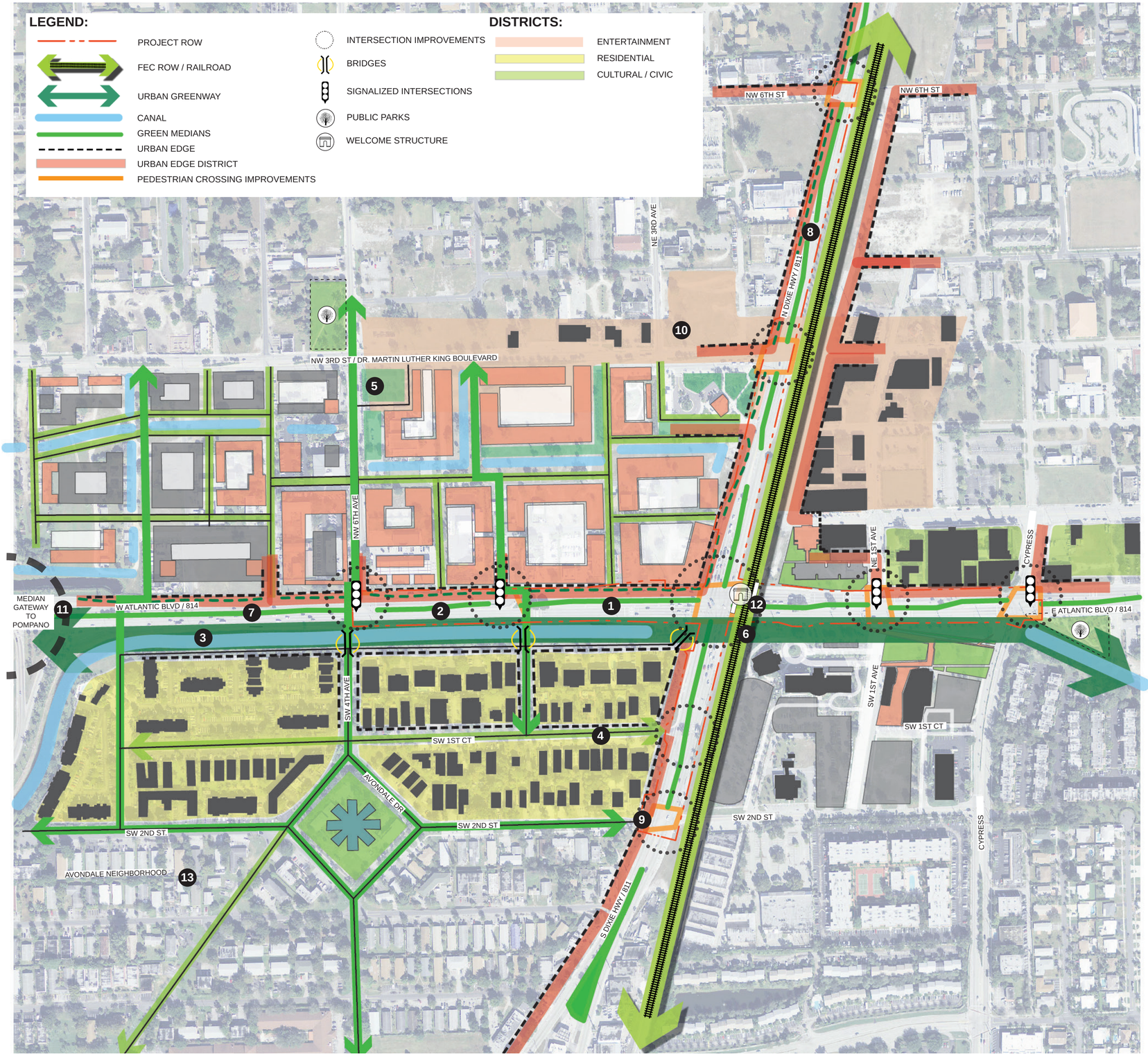
PUBLIC REALM
SITE ANALYSIS



OPPORTUNITIES:

1. **Reduction in Number of Travel Lanes on Atlantic Boulevard –**
Can the number of travel lanes on Atlantic Boulevard be reduced from three (3) lanes to two lanes in both the eastbound and westbound directions?

2. **Reduction in Lane Widths to Minimums –**
Can the remaining travel lanes on Atlantic Boulevard and Dixie Highway be reduced to eleven feet (11') with left turn lanes being reduced to ten feet (10')? This would reduce the time required for pedestrian.

3. **Pompano Canal (C-14) Greenway Opportunity –**
With the road diet suggestions above implemented there would be potential for reestablishing a softer, natural canal greenway edge on the north side of Canal C-14. This would allow for a grander greenway treatment stretching from the I-95 Interchange along the C-14 Canal, the Avondale Neighborhood, City Hall, new Performing Arts Center, Iguana Park and Canal. This treatment will require an aesthetic safety guardrail treatment for both autos and pedestrians if a multi-use pedestrian/bicycle trail is introduced along the canal.

4. **Expand Pedestrian Connectivity to Avondale Neighborhood -**
The neighborhood to the southwest of Atlantic Boulevard and Dixie Highway is limited in its pedestrian and bicycle connectivity due to the Pompano Canal and Atlantic Boulevard safety barriers to the north. With the Pompano Canal Greenway concept above, pedestrian and bike connectivity could be reestablished between the neighborhood and Atlantic Boulevard through pedestrian/bicycle only bridge connections at the end of SW 3rd Avenue and SW 4th Avenue.

5. **Pocket Park Opportunity –**
There is an unkempt open space at the SW corner of Atlantic Boulevard and Dixie Highway that could be better utilized as a greenway pocket park along the Pompano Canal. This would also allow a third location for pedestrian connectivity from the cul-de-sac at the end of SW 1st Street.

6. **FEC Edge Greenway Opportunity -**
With the road diet suggestions above implemented there is potential for reestablishing a softer, natural greenway/ trail edge along the sides of the FEC Railway right of way.

7. **Continuous & Widened Landscape Medians/ Pedestrian Refuges –**
With the road diet initiatives discussed above, the existing turf and concrete medians could be widened to provide a consistently wider green median with either Palm or Shade trees planted to help scale the street to a consistent urban boulevard. The medians could also be extended to receive the crosswalks at all intersections forming 'safe refuges' for pedestrian that may not be quick enough to traverse all lanes.

8. **Removal of Private Left Turn lanes –**
Can the dedicated 'private' left turn lanes to the restaurant parcels on Atlantic Boulevard and Auto Tech and Body on Dixie Highway be removed if U-turns are permitted at the nearby intersections?

9. **Gateway Transit Stops –**
With the lane realignments discussed above, would it be possible to relocate the bus stops and shelters inward so that the bikeways and bus travel lanes did not have to cross? Pedestrian walkways and the bike trails would still be able to access the bus stop and shelter from the outside edge of the right-of-way.

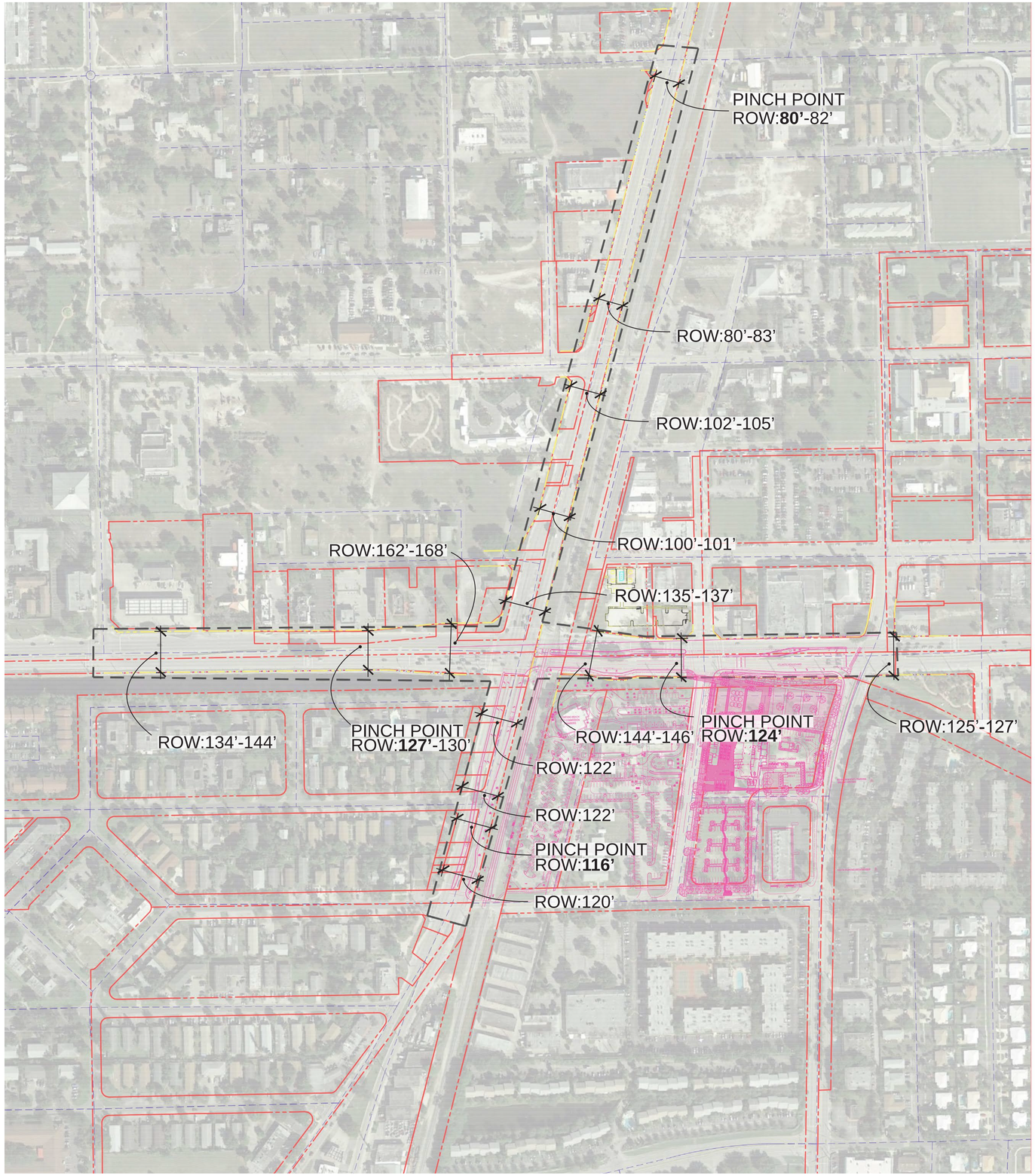
10. **Office Mixed–use District Promenade Opportunity –**
With the road diet suggestions above implemented there is also potential for reestablishing a new, multi-use urban promenade edge on the north side of Atlantic Boulevard and the west side of Dixie Highway. The promenade could be designed to accommodate pedestrians to the right, closest to the new development/buildings, with a designated off-road bike trail to the left. (I.e. Alabama Street, Indianapolis and Lemon Street Lakeland, FL, others?)

11. **"Welcome to Pompano Beach" Gateway –**
There is potential for expanding the presence of Pompano Beach to the west with new gateway signage/pylons in the median and sides between the I-95 Interchange and NW 6th Avenue (at the edge of the study area).

12. **Railway Signal Gateway Portal –**
The FEC Railway signal structures on Atlantic Boulevard may offer an opportunity to create a secondary architectural gateway portal into Pompano Beach. In partnership with Florida East Coast Railway, the City could work to replace or clad the existing structures with aesthetic façade treatments that are in keeping with the Pompano Beach style and character.

13. **Avondale Neighborhood Focal Point**
The focal block in the center of the Avondale Neighborhood at SW 4th Avenue and SW 2nd Street has the potential to be a new neighborhood focused public/community use with future relocation of the current use and implementation of an enhanced public realm environment that would link it to the NW Village area and Downtown Pompano Beach.

PUBLIC REALM
SITE ANALYSIS



GRAPHIC SCALE IN FEET
0 75 150 300

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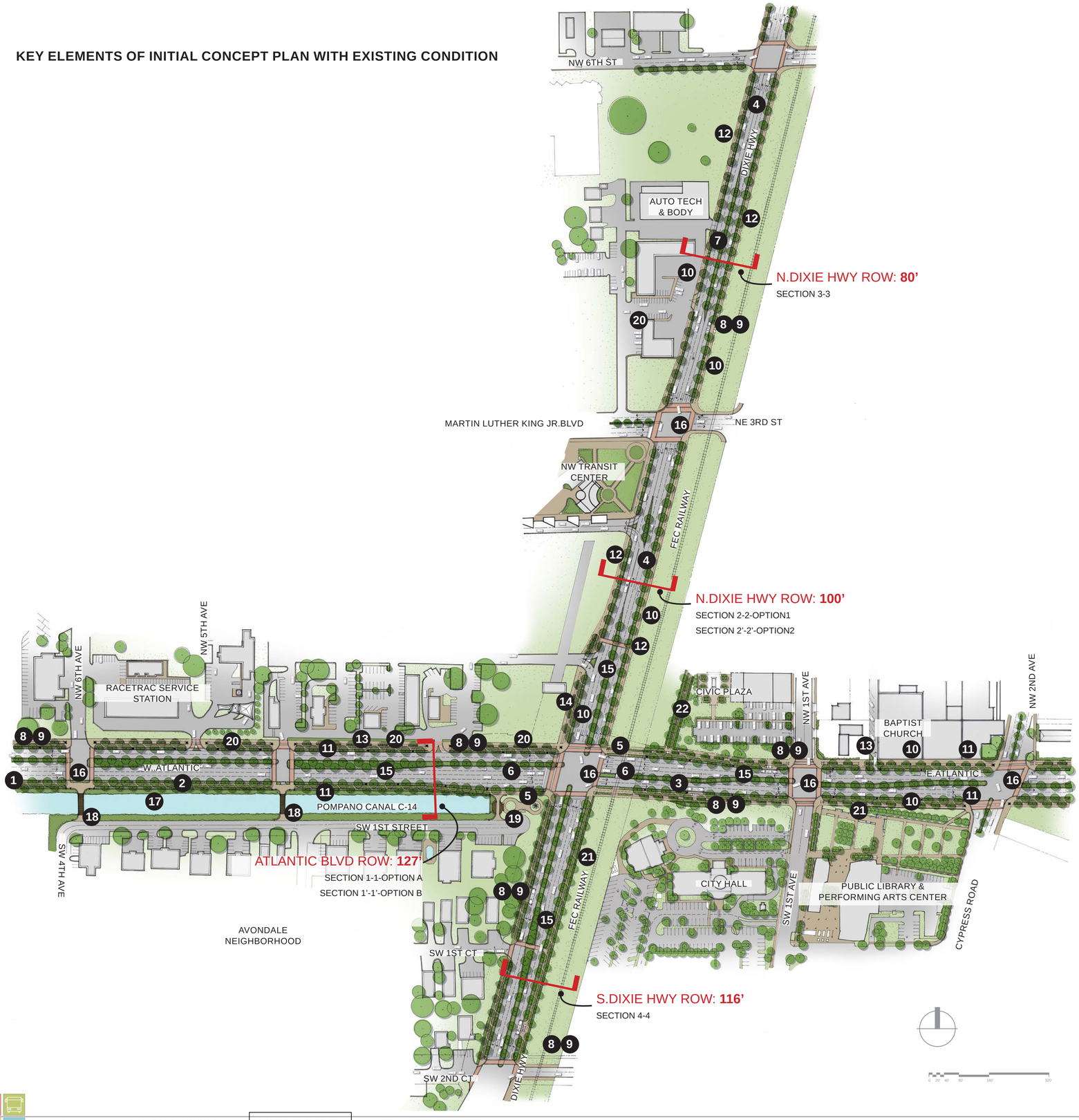
KEY ELEMENTS OF INITIAL CONCEPT PLAN WITH EXISTING CONDITION



ATLANTIC BOULEVARD & N. DIXIE HIGHWAY

PRELIMINARY CONCEPT DEVELOPMENT

1. **Five (5) total travel lanes between I-95 and NW 6th Avenue (Three eastbound and two westbound)**
   - Note: This section of Atlantic Boulevard may need to be maintained at six (6) travel lanes in final concept
2. **Five (5) travel lanes between NW 6th Avenue and Dixie Highway (Three eastbound and two westbound)**
   - Note: This section of Atlantic Boulevard may be able to be reduced to four(4) travel lanes
3. **Four (4) travel lanes between Dixie Highway and Cypress Road/NE 2nd Avenue (Two eastbound and two westbound)**
4. **Four(4) travel lanes on North Dixie Highway**
5. **Right turn lanes maintained on Atlantic Boulevard at Dixie Highway**
   - Note: Right turn from westbound Atlantic Boulevard to Northbound Dixie Highway may be able to be removed
   - Note: Other all other right turn lanes may need to be retained in final concept
6. **All existing double left turn lanes on Atlantic Boulevard and Dixie Highway are reduced to single turn lanes**
   - Note: Other all other left turn lanes may need to be retained in final concept
7. **The mid-block left turn lane on the northern portion of Dixie Highway has been removed in favor of creating landscaped medians between major intersections**
8. **All bus stop locations have been maintained; however, the dedicated bus lanes and pull-offs have been removed. Buses would travel and stop in the curbside travel lane in this concept**
9. **Transit shelter locations have been moved curbside to minimize conflicts between transit rider loading and pedestrian or cyclists**
10. **A minimum five foot (5') curbside tree lawn with street trees has been proposed along the entire length of Atlantic Boulevard and Dixie Highway**
11. **A ten to twelve foot (10-12') multi-use bike trail has been shown along both sides of Atlantic Boulevard inside of the proposed tree lawn**
12. **A ten to twelve foot (10-12') multi-use bike trail has also been shown along both sides of Dixie Boulevard inside of the proposed tree lawn**
13. **A minimum six foot (6'-8') urban walkway has been shown along the north side of Atlantic Boulevard separated from the multi-use trail by landscaped planters and seating areas.**
    - Note: A wider walkway could be achieved with additional allocations from urban setbacks in the NW Redevelopment Village area
14. **A minimum six foot (6') urban walkway has been shown along the west side of Dixie Highway separated from the multi-use trail by landscaped planters and seating areas**
    - Note: A wider walkway could be achieved with additional allocations from urban setbacks in the NW Redevelopment Village area
15. **Expanded 10' wide landscaped medians have been shown for both Atlantic Boulevard and Dixie Highway**
16. **Newly defined crosswalks for both pedestrians and cyclists are aligned with landscaped medians to provide crossing refuges for negotiating the divided roadways**
17. **A new crash rail design and naturally landscaped bank have been shown along the north side of the Pompano Canal (West of Dixie Highway)**
    - Note: This would require reconstruction of the north edge and minor narrowing of the canal
18. **Two locations for new pedestrian bridge connections over the Pompano Canal from the Avondale Neighborhood to Atlantic Boulevard have been identified for consideration**
19. **A new pocket park overlooking the Pompano Canal is shown at the southwest corner of the Atlantic Boulevard and Dixie Highway intersection**
20. **A high quality urban promenade treatment has been suggested for the north side of Atlantic Boulevard and the west side of Dixie Highway to help in putting a strong urban face on the expanding Downtown Pompano Beach District**
21. **A high quality, linear greenway park trail treatment has been suggested for the south side of Atlantic Boulevard and the east side of Dixie Highway (Along the FEC Railway corridor)**
22. **Walkway and bikeway linkages have been suggested between Atlantic Avenue and NE 1st Street to the west of the Pompano Beach Civic Plaza and parking lot sites**

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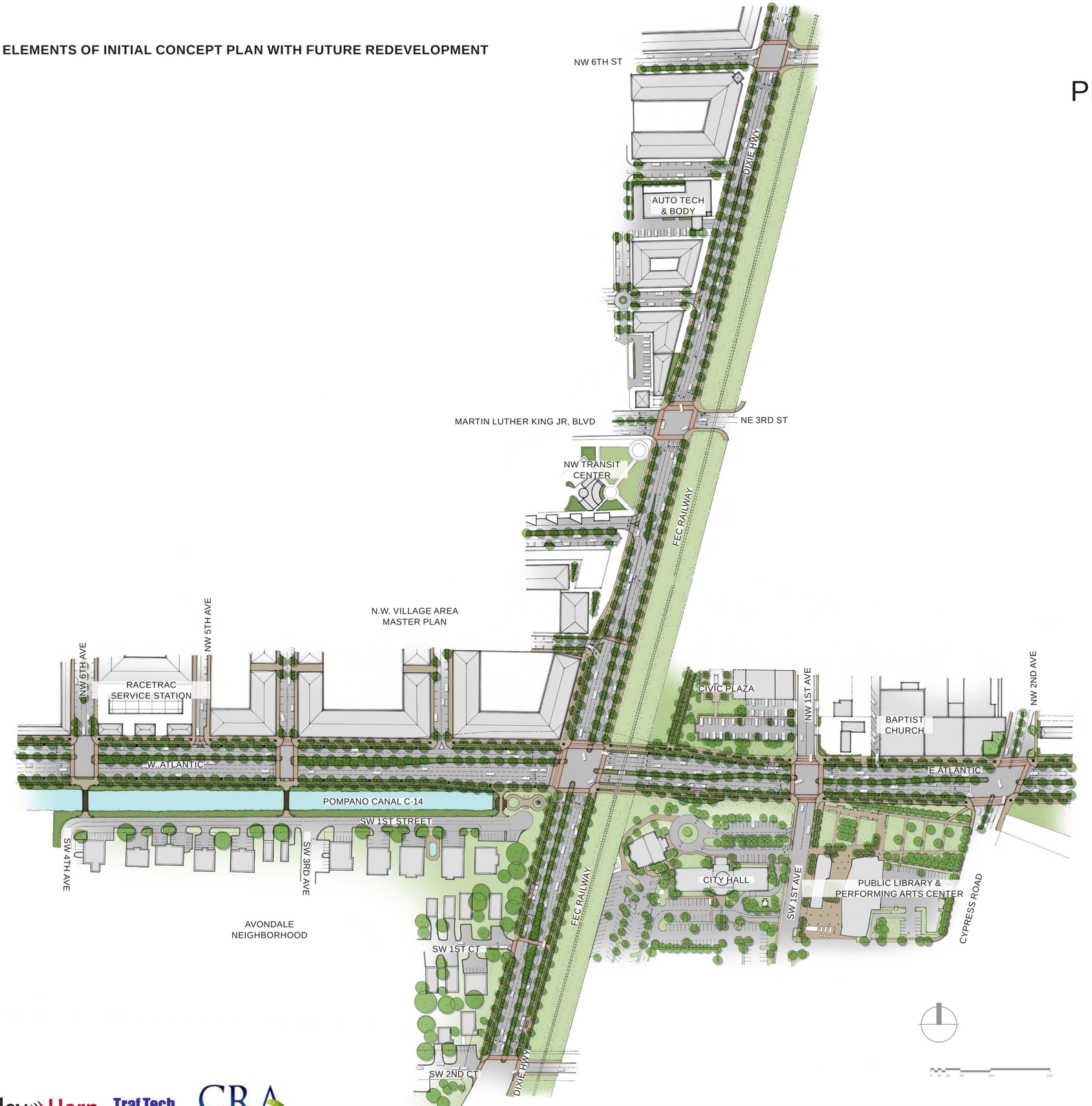
ATLANTIC BOULEVARD & N. DIXIE HIGHWAY

PRELIMINARYCONCEPT DEVELOPMENT

KEY ELEMENTS OF INITIAL CONCEPT PLAN WITH FUTURE REDEVELOPMENT



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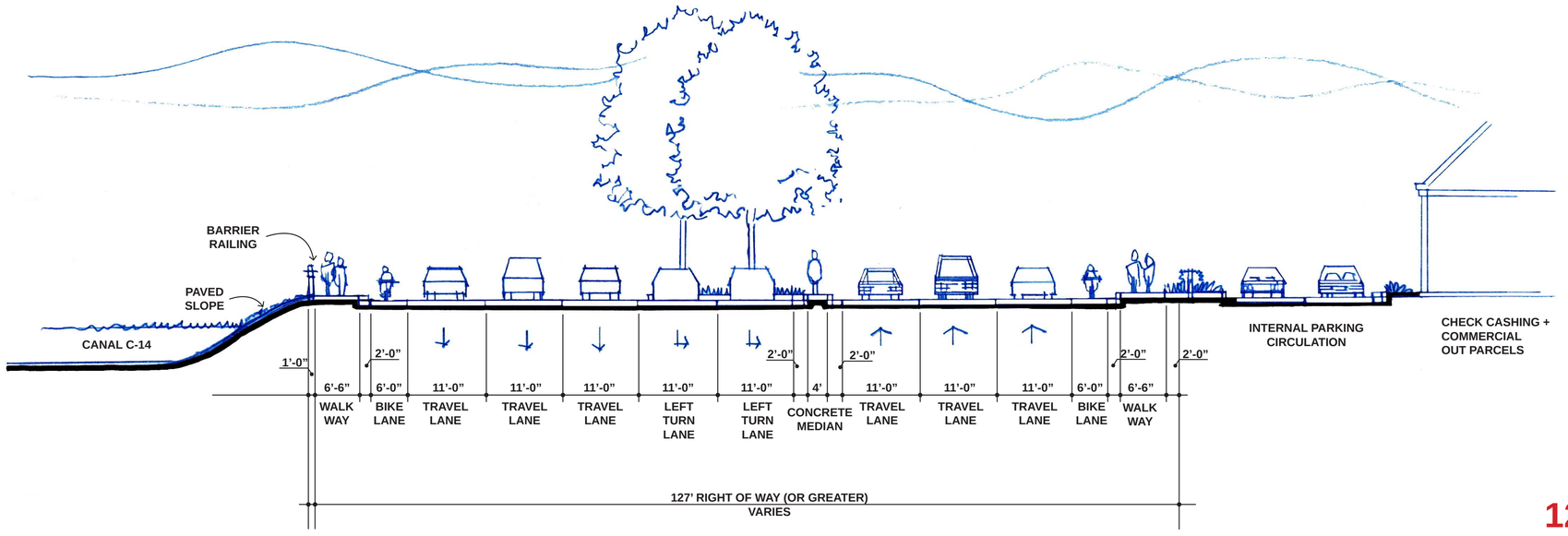
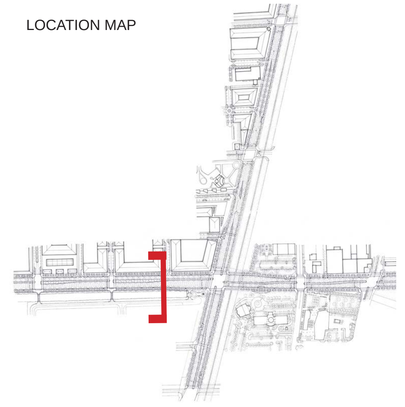
ATLANTIC BOULEVARD
SECTION1-1

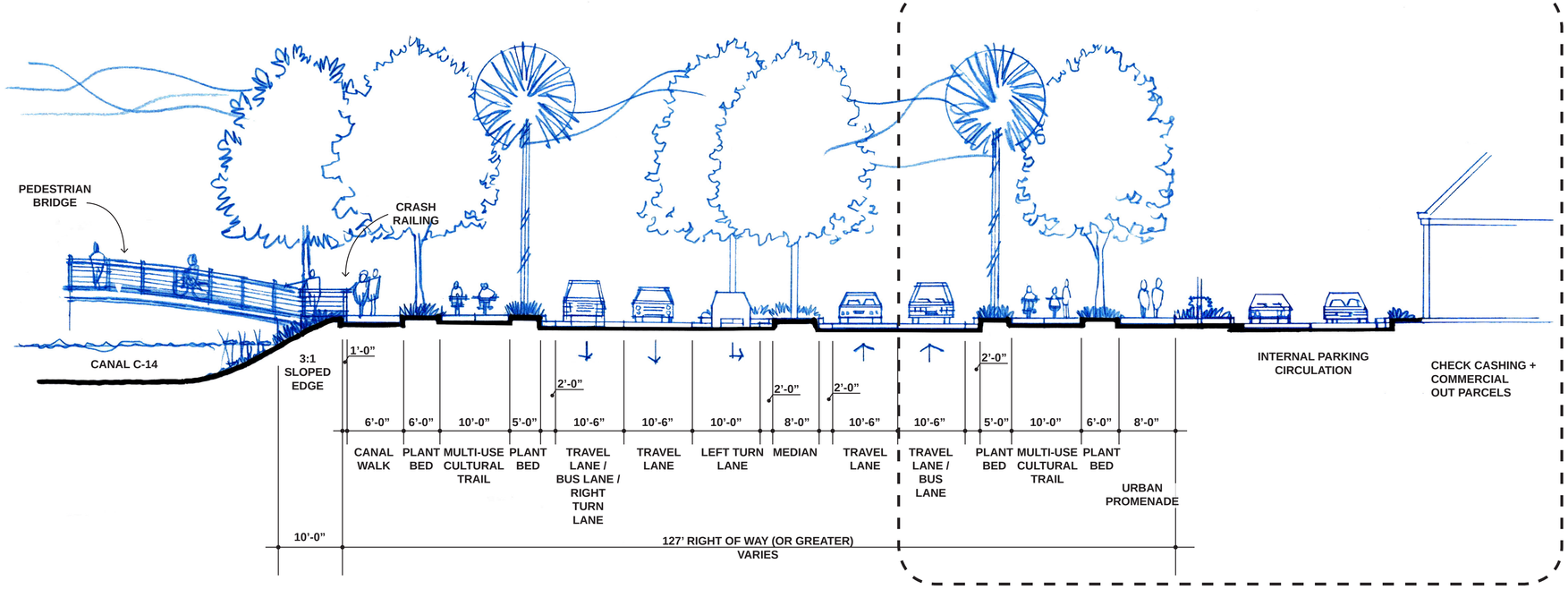


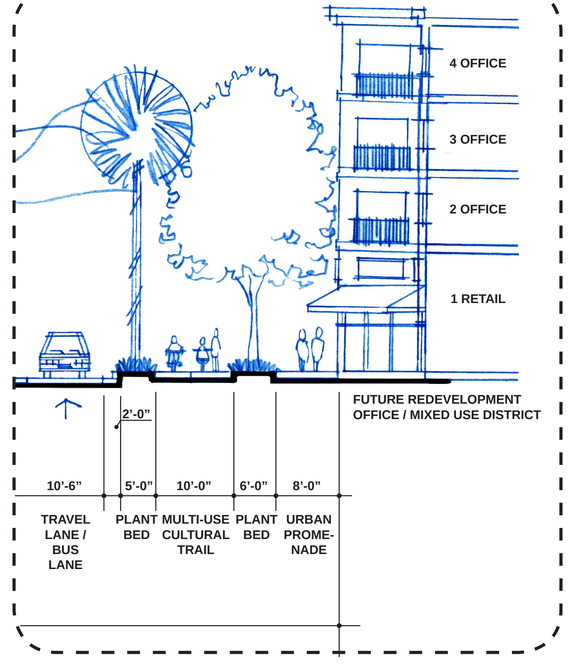
LOCATION MAP



127' R.O.W EXISTING CONDITIONS

SECTION LOOKING WEST // NTS





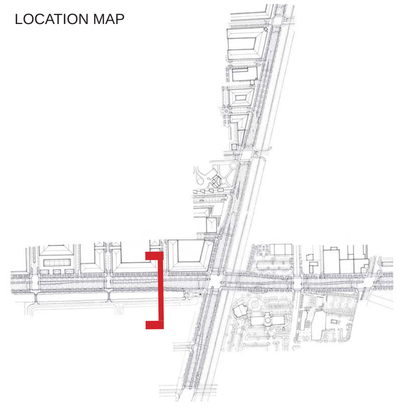
SECTION1-1:127' R.O.W IMPROVEMENT CONCEPT - OPTION A
4 TRAVEL LANES

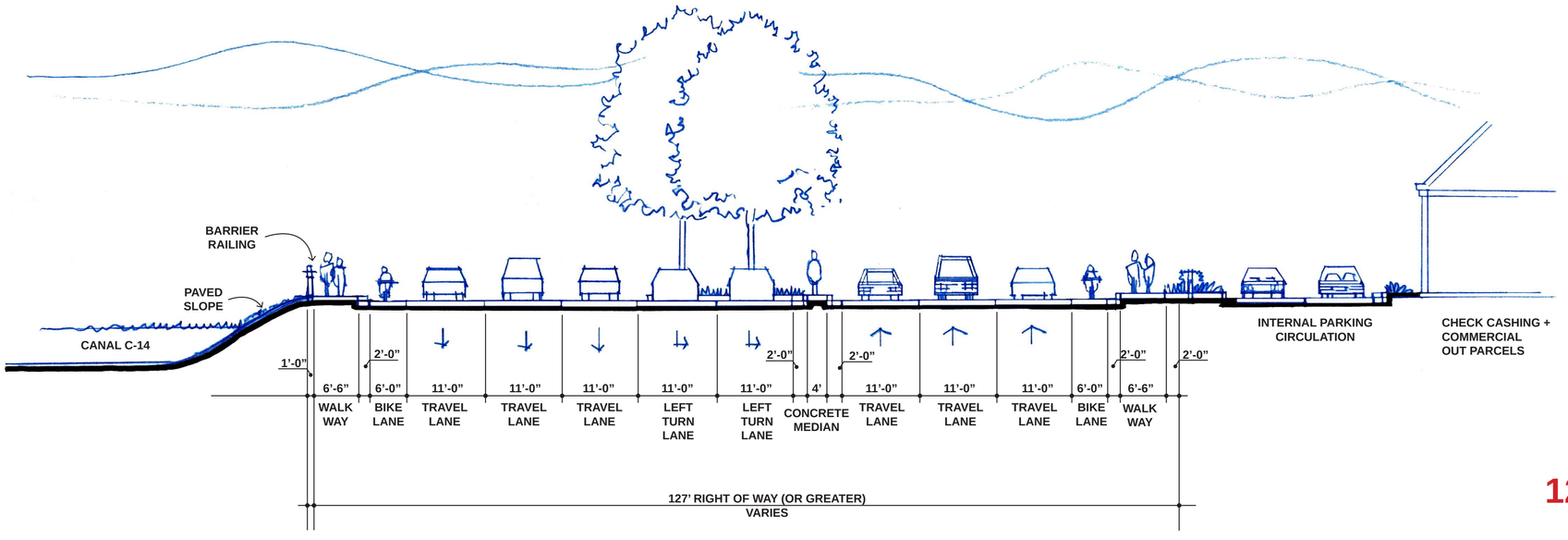
PREFERRED SECTION / 4 LANES EAST/WEST ATLANTIC

SECTION LOOKING WEST // NTS

ATLANTIC BOULEVARD
SECTION 1’-1’

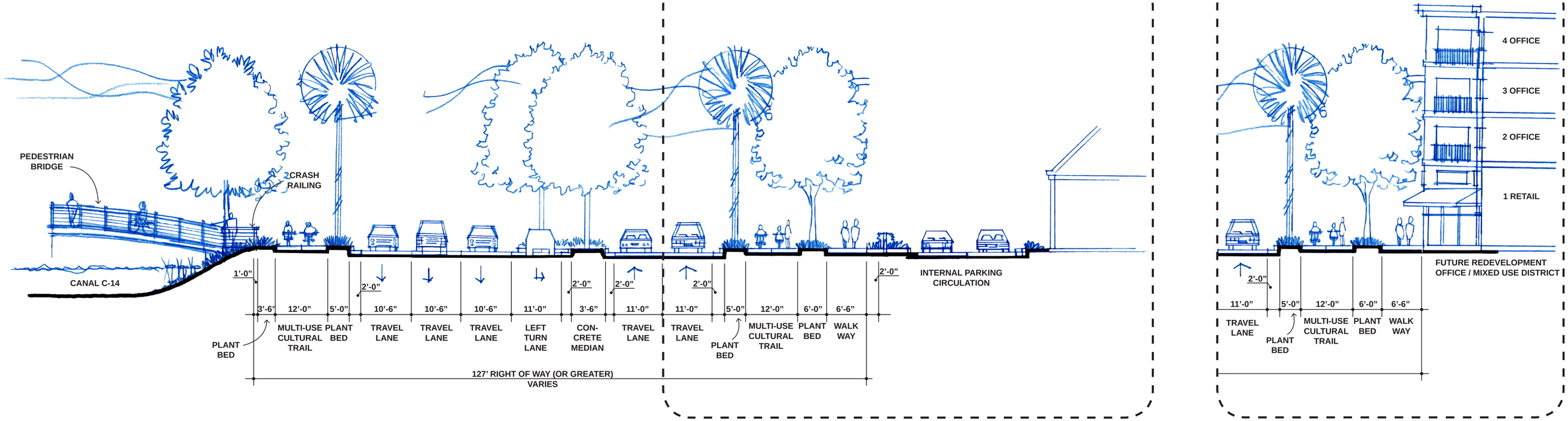
LOCATION MAP





127’ R.O.W EXISTING CONDITIONS

SECTION LOOKING WEST // NTS



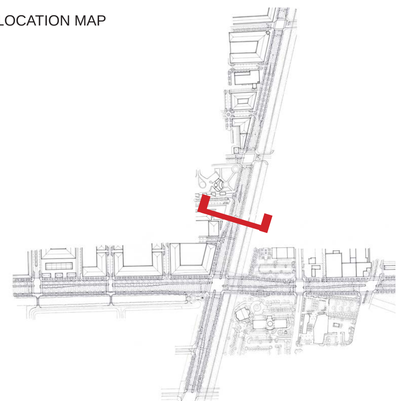
SECTION 1’-1’:127’ R.O.W IMPROVEMENT CONCEPT - OPTION B

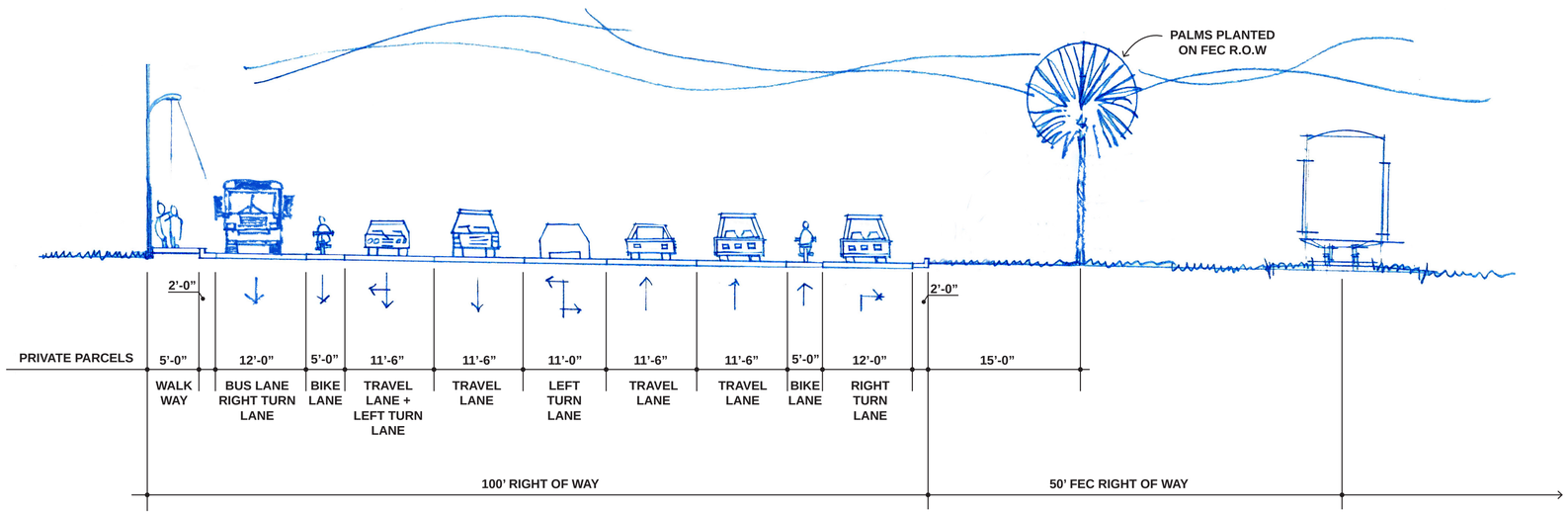
ALTERNATIVE SECTION / 5 LANES WEST ATLANTIC ONLY

SECTION LOOKING WEST // NTS

N. DIXIE HIGHWAY
SECTION 2-2

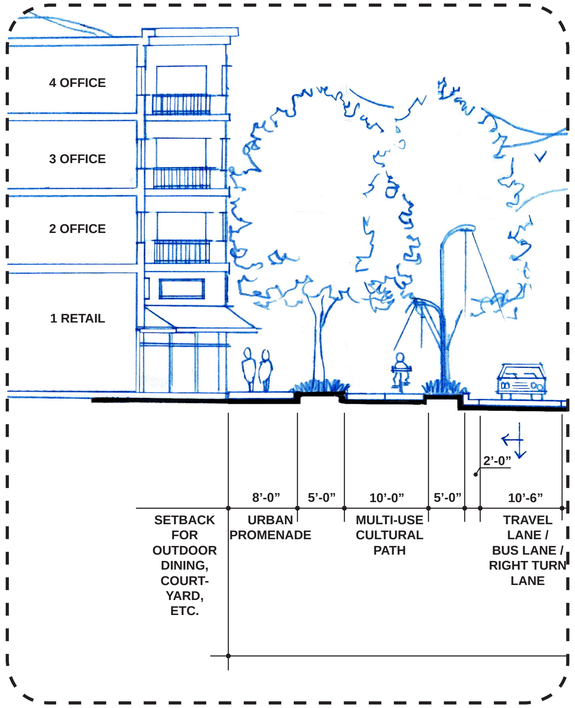
LOCATION MAP

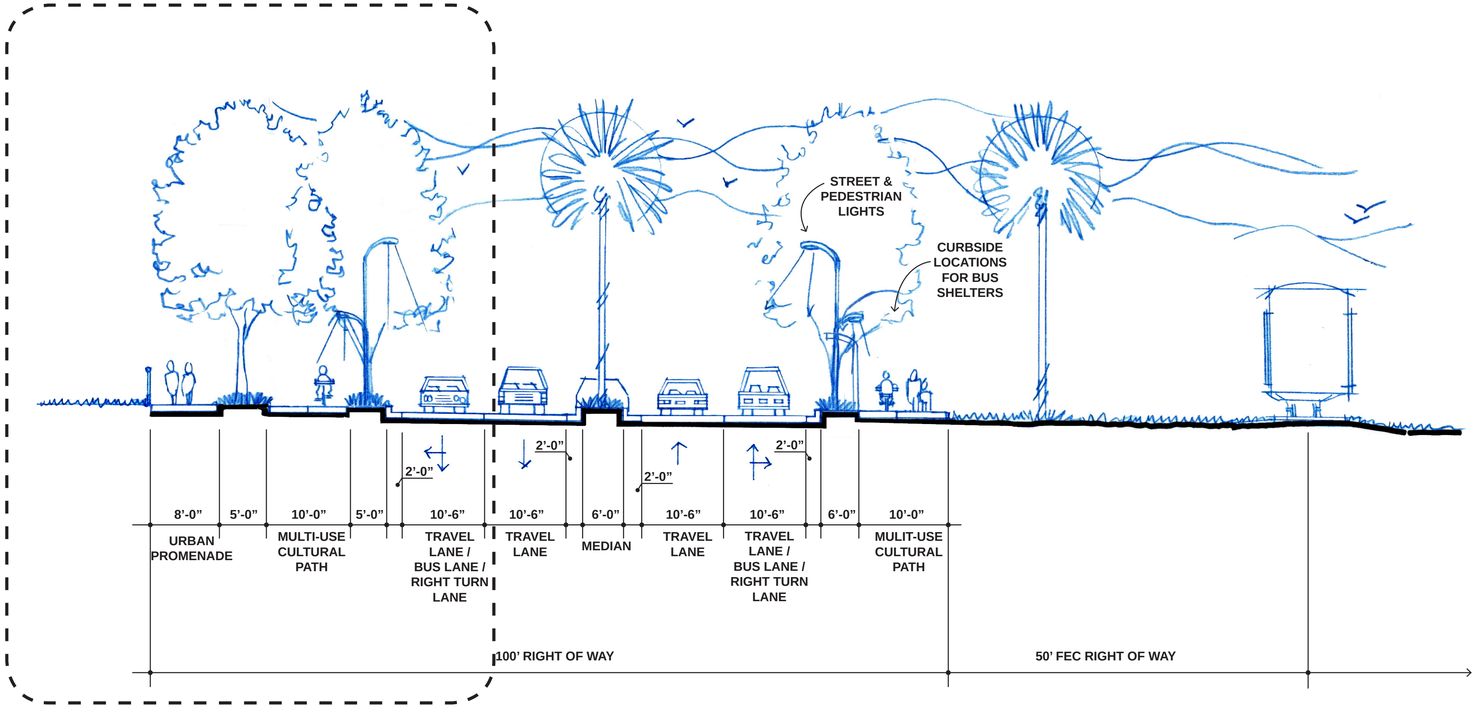




100' R.O.W EXISTING CONDITIONS

SECTION LOOKING NORTH // NTS





SECTION 2-2:100' R.O.W IMPROVEMENT CONCEPT - OPTION 1

SECTION LOOKING NORTH // NTS

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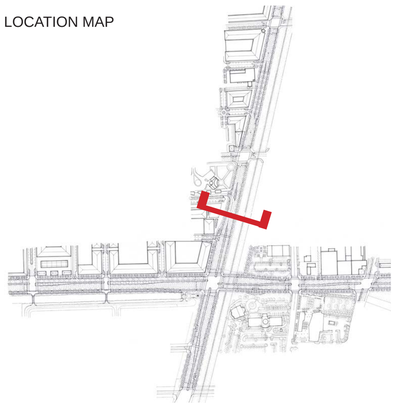
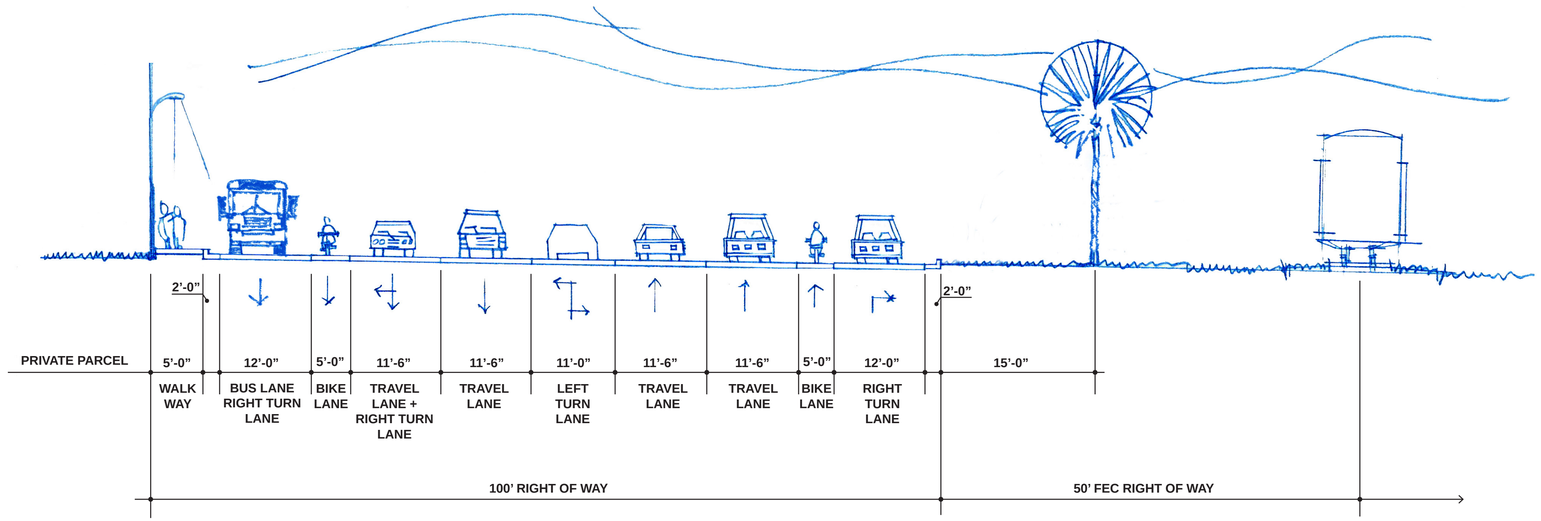
N. DIXIE HIGHWAY
SECTION 2’-2’

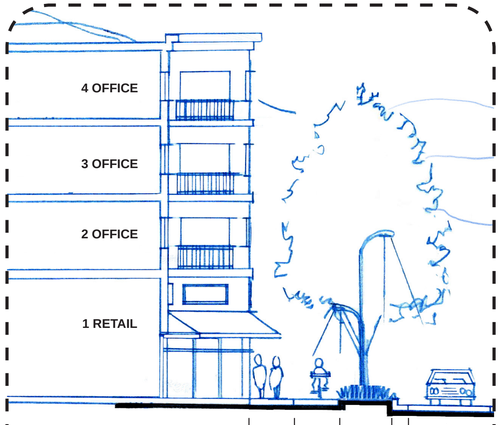
LOCATION MAP

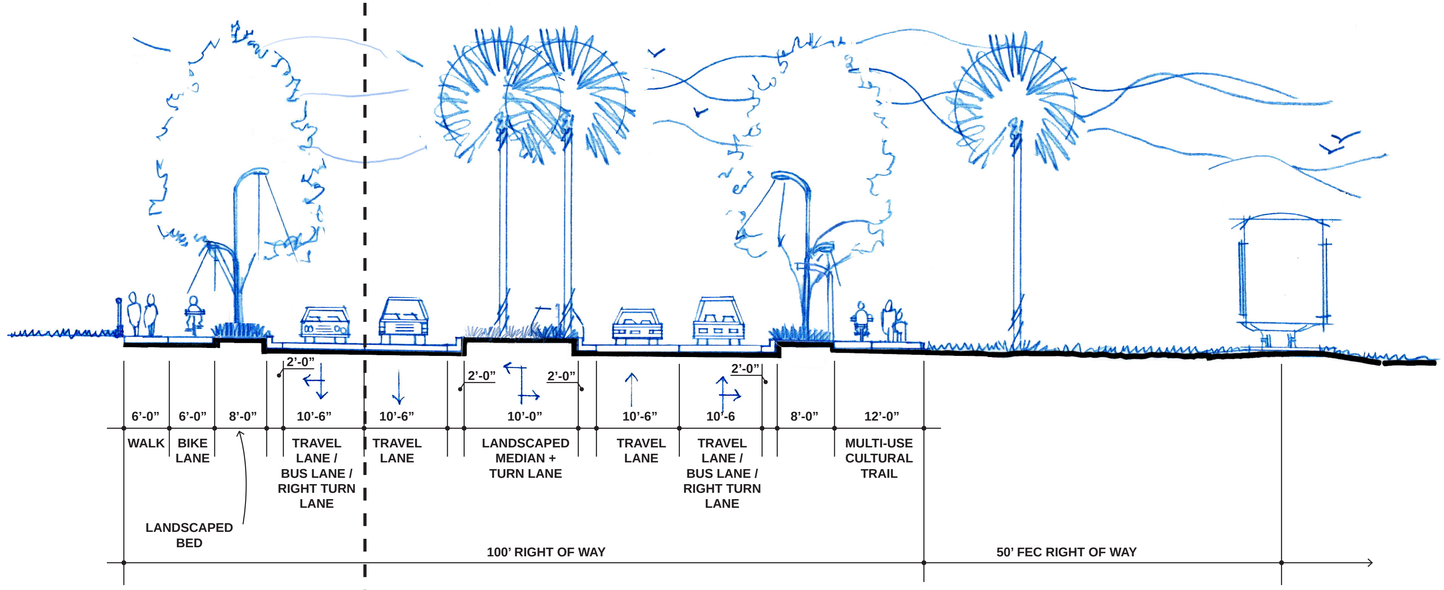




100’ R.O.W EXISTING CONDITIONS

SECTION LOOKING NORTH // NTS





SECTION 2’-2’: 100’ R.O.W IMPROVEMENT CONCEPT - OPTION 2

SECTION LOOKING NORTH // NTS

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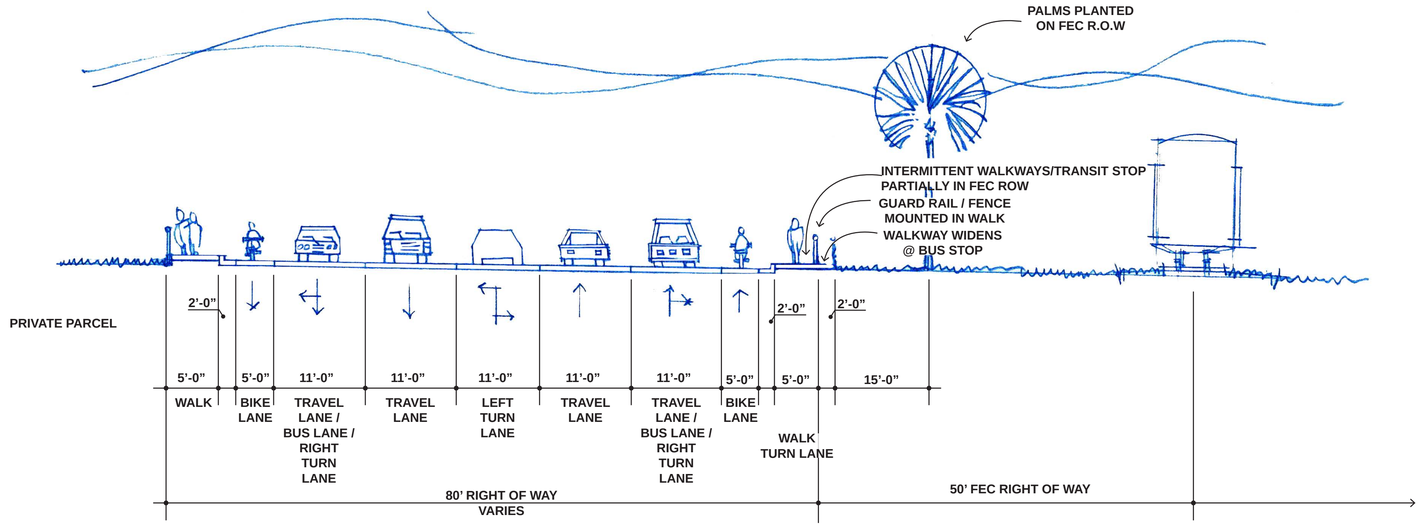
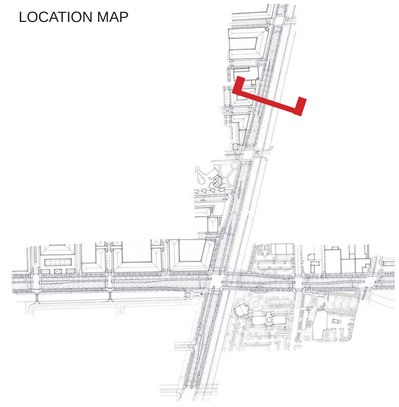
N. DIXIE HIGHWAY
SECTION 3-3



LOCATION MAP



80' R.O.W EXISTING CONDITIONS

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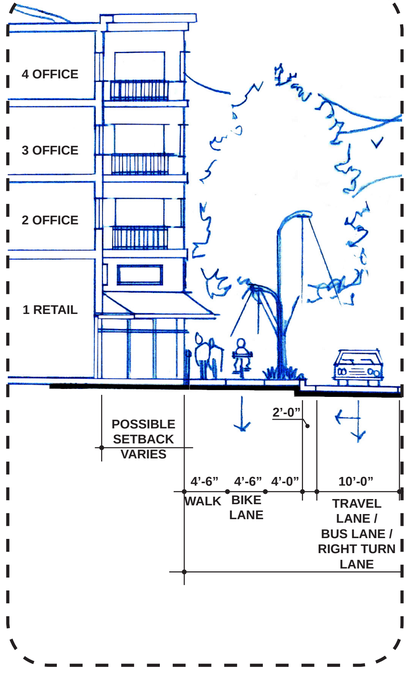

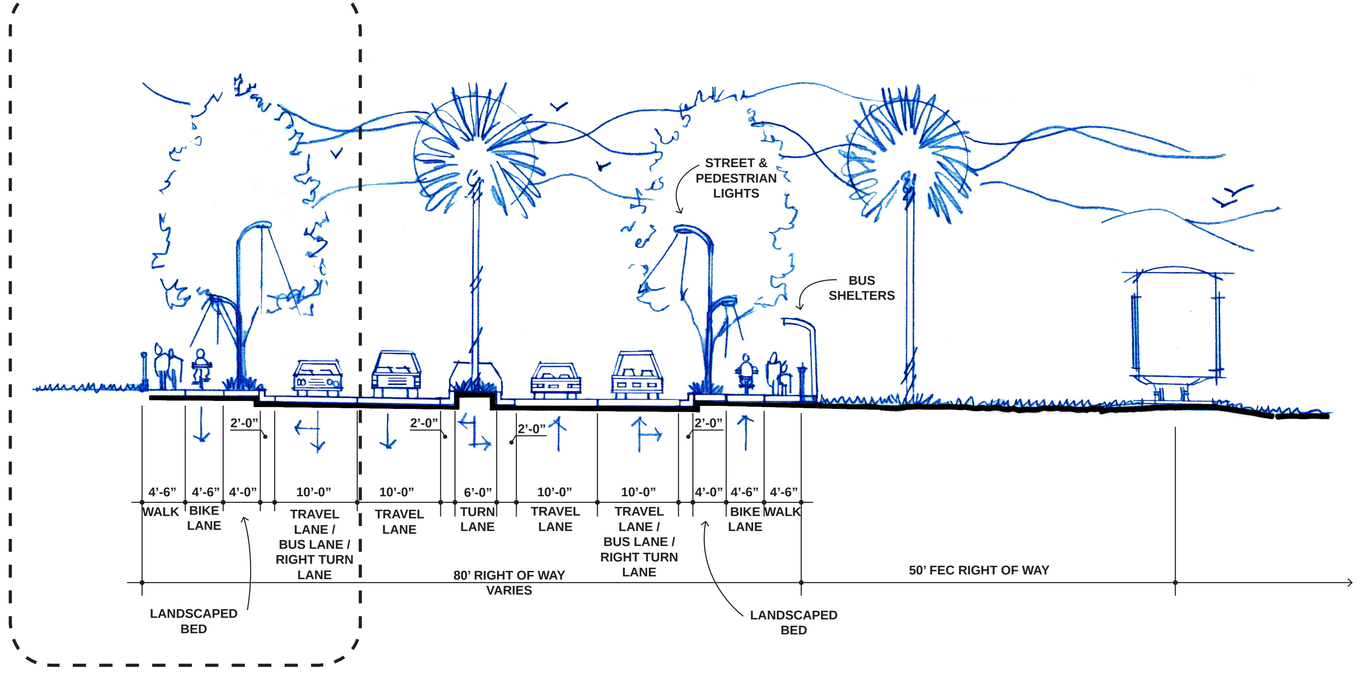

SECTION 3-3:80' R.O.W IMPROVEMENT CONCEPT

SECTION LOOKING NORTH // NTS

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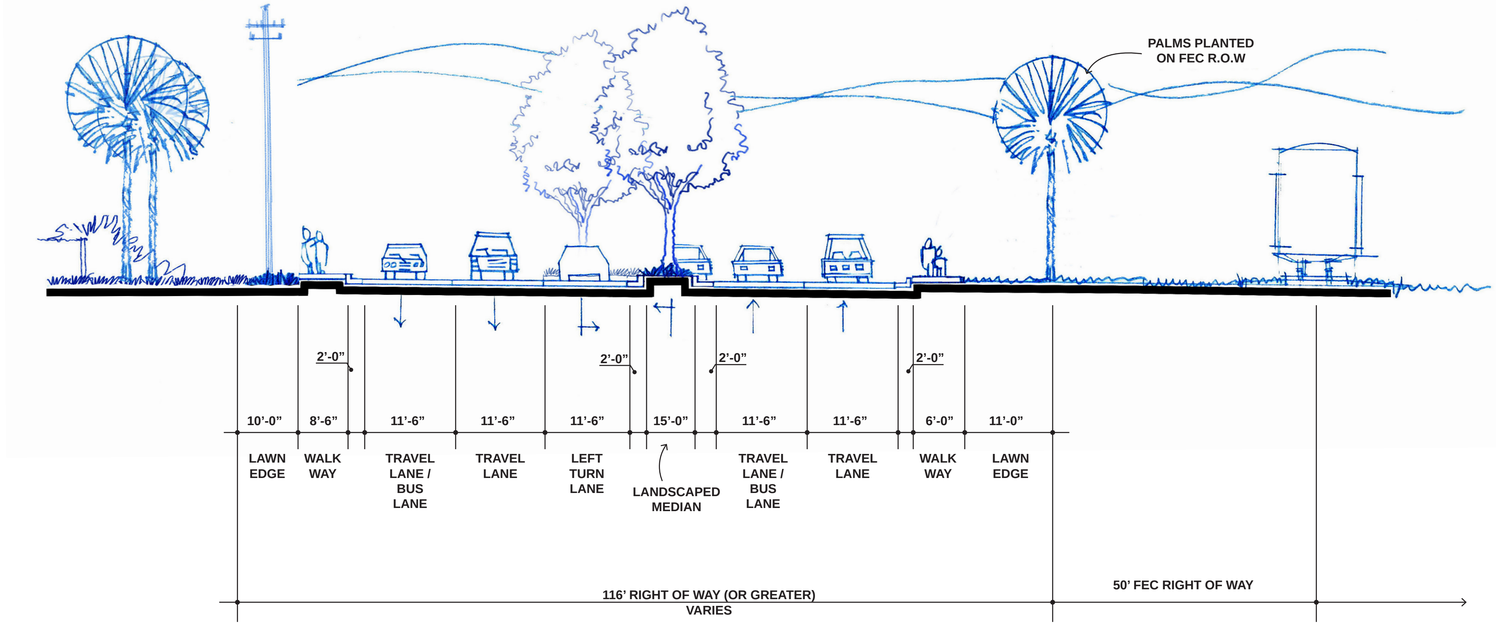
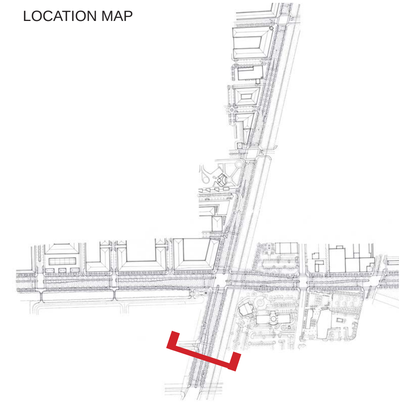
S. DIXIE HIGHWAY
SECTION 4-4

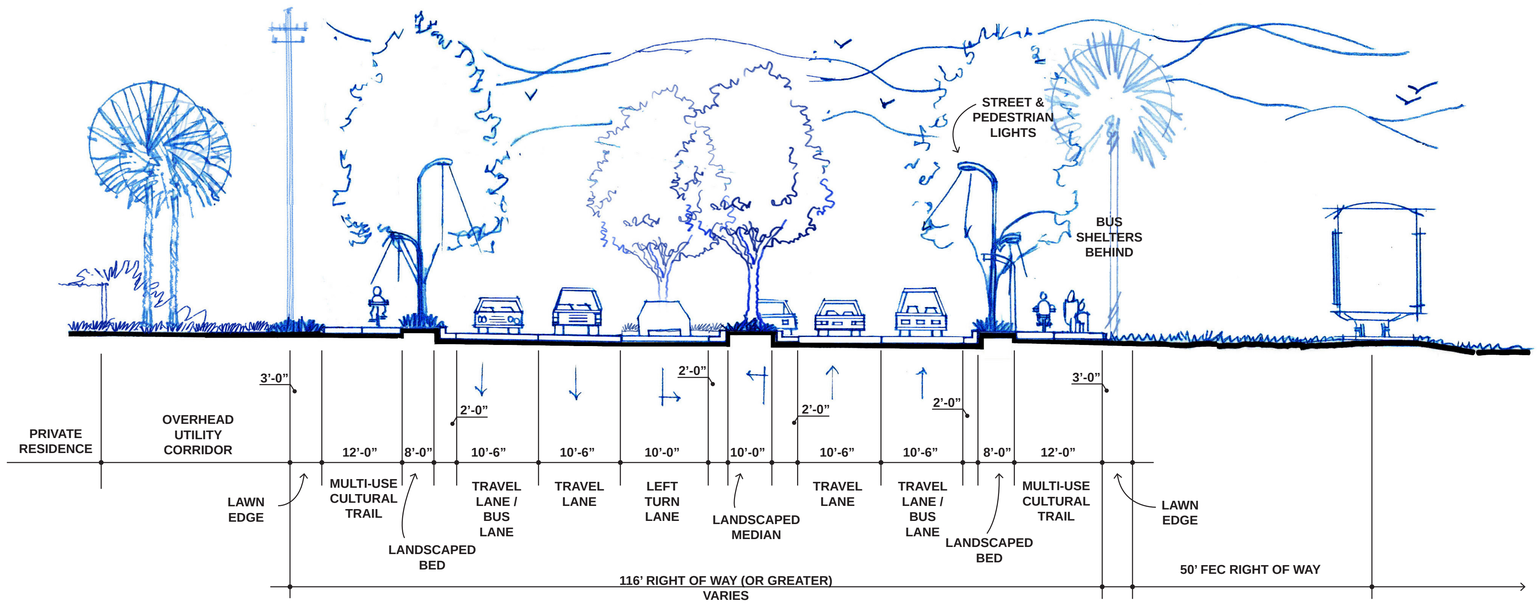


LOCATION MAP



116' R.O.W EXISTING CONDITIONS

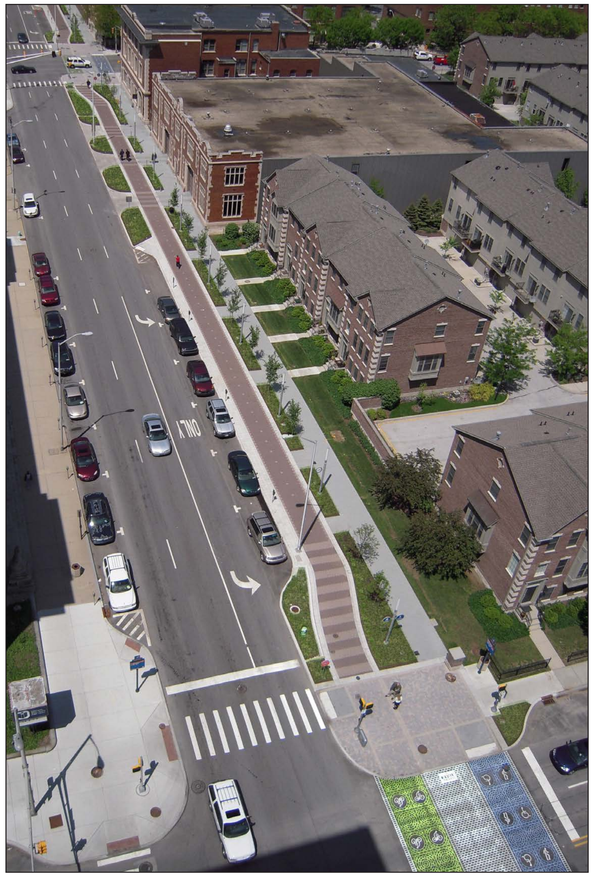
SECTION LOOKING NORTH // NTS



SECTON 4-4 :116' R.O.W IMPROVEMENT CONCEPT

SECTION LOOKING NORTH // NTS

ATLANTIC BOULEVARD & N. DIXIE HIGHWAY
COMPARABLE IMAGERY



Aerial view of paralleling walkway and multi-use promenade concept envisioned for the north side of Atlantic Boulevard and the west side of Dixie Highway

Simple messaging can help to clarify the pedestrian, bikeway, transit and vehicular priorities along a multi-modal complete street.

Walkway buffers along the roadway can be used for landscaped tree lawns, bioswales, seating areas and utility/infrastructure locations.

The multi-use promenade could become a recreational destination for residents, workers and visitors to Downtown Pompano Beach

Site furnishings can be incorporated between the parallel walkway and multi-use sections of the promenade to provide comfortable seating areas for all user groups.

Roadside transit stops and rider amenities can be incorporated along the curbside portion of the multi-use promenade without impacting the flow and function of the corridor.

The multi-use promenade would offer a safer alternative for families and children that are walking to school or riding bicycles together.

Removable bollards can be incorporated at intersections and road crossings to allow for free-flowing movement and emergency access.

Portions of the Dixie/Atlantic Promenade along narrower sections could be shared by all users through paver markings and signage.

Residents to the south of the Pompano Canal could be reconnected with the Dixie/Atlantic Corridors through beautiful bridge crossings.

ATLANTIC BOULEVARD & N. DIXIE HIGHWAY
COMPARABLE IMAGERY

Bike and pedestrian crossings can be clearly communicated and separated making the promenades more legible and safer for users.

The overarching themes adopted for the Dixie/Atlantic Corridors can be incorporated into site furnishings, signage and transit amenities.

Street trees can be incorporated to provide shade for users, while also creating a more human scale for the Dixie/Atlantic Corridors.

Identity and wayfinding signage can be designed to create a brand for the Dixie/Atlantic Corridors while also providing information for users.

Public art can be incorporated along building frontages on the pedestrian promenade in the most visible portions of redevelopment district.

Gateway signage and public art could be combined to create a new west gateway to Pompano Beach on Atlantic Boulevard.

The multi-use trail component of the streetscape could be at street level and separated by a small median or raised to top of curb.

Gateway portals like the one pictured above could be incorporated with the required railway crossing signal superstructures.

Trail crossings can be designed to accommodate and celebrate all modes of travel and user groups.

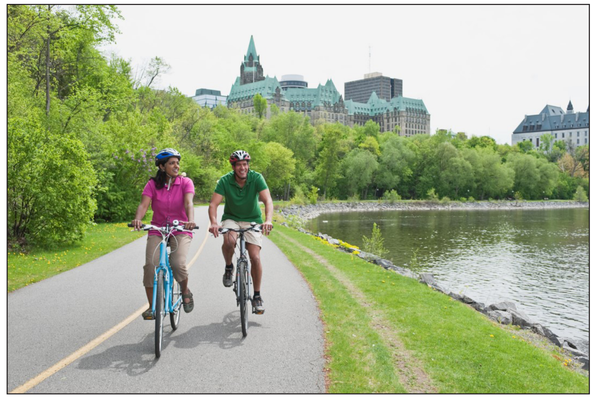
The parallel walkway and bikeway/multi-use trail could be brought together to share crossings and median refuges at key intersections.

Low maintenance perennial planting can be used along the greenway portions of the corridors.

ATLANTIC BOULEVARD & N. DIXIE HIGHWAY

COMPARABLE IMAGERY

The south side of Atlantic Boulevard and east side of Dixie Highway may be best suited for a multi-use greenway trail.



A greenway trail along the Pompano Canal would provide a pleasant link between the Avondale Neighborhood, the new Performing Arts Center and Iguana Park.

The parallel walkway and bikeway/multi-use trail could be a loop system within the downtown district if the suggested urban promenade and greenway trail systems are connected.

Portions of the walkway/bikeway on the south side of Atlantic Avenue could be cantilevered over the Pompano Canal revetment if the R.O.W. is too narrow and the bank condition cannot be changed

Universal, ground-mounted directional and use graphics can be incorporated into the multi-use promenade & trail systems for clarity between modes.

Light duty, arched pedestrian bridges could be incorporated along the Pompano Canal to better connect the Avondale Neighborhood.

Sample maintenance-free pedestrian and bikeway bridge crossing that could be incorporated over the Pompano Canal.

Clearspan pedestrian and bikeway bridge connections with signature pylons could set a theme for the south side of Atlantic Blvd.

The bridges over the Pompano Canal could be designed to provide a unique, iconic character for this Pompano Beach gateway corridor.

The parallel walkway and bikeway/multi-use trail could be brought together to share crossings and median refuges at key intersections.

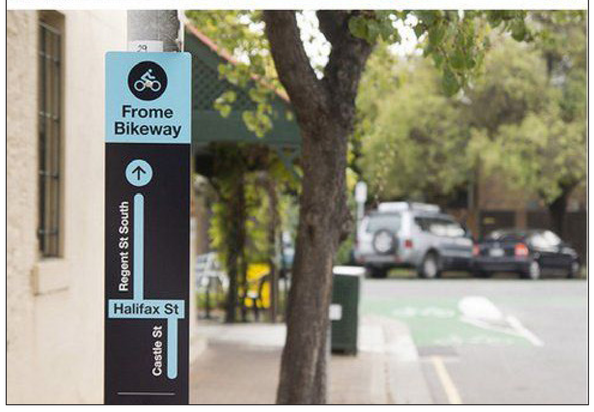
Sample transit stop incorporated within curbside travel lane with associated shelter and rider amenities in the multi-use promenade.

ATLANTIC BOULEVARD & N. DIXIE HIGHWAY
COMPARABLE IMAGERY

Sample bikeway located at-grade with neighboring roadway and separated by a well landscaped median and curbs. - Vancouver, Canada

Sample pedestrian promenade with single directional bikelane separated from road with elevation and planting. The pedestrian walkway is bi-directional to the left of the bikeway.

Pedestrian and bikeway systems must be clearly marked to avoid conflicts between user groups and transportation modes.



Both freestanding and ground-mounted universal graphic symbols and signage help to clarify wayfinding and regulations on multi-use trails.

The parallel walkway and bikeway/multi-use trail could be brought together to share crossings and median refuges at key intersections.

Green street bio-filtration systems can be incorporated between walk and bike lanes to gather, retain and treat stormwater if the local water table and grading can support these techniques.