I. INTRODUCTION

The Transportation Element of the City of Pompano Beach Comprehensive Plan has been prepared consistent with the recent repeal of Rule 9J-5 of the Florida Administrative Code. This updated Element is multimodal with emphasis on the linkages between the City's public transportation system and the existing and future land uses within Pompano Beach. The Element incorporates the recommended EAR Based Amendments and the data and analysis is based on 2006 conditions unless otherwise stated in the Element. Goals, Objectives and Policies were amended slightly in 2012 to reflect changes to Chapter 163 and the repeal of Rule 9J-5 that were approved by the legislature in 2011.

The City's Transportation Element is comprised of two (2) sections. The Element's goals, objectives and policies and the data and analysis used as a basis for the updated Transportation Element goals, objectives and policies. This portion of the Element contains data and analysis for the following components of the City's multimodal transportation system: roadways, public transit, bicycle and pedestrian features, and airpark facilities.

II. TRANSPORTATION ELEMENT GOALS, OBJECTIVES AND POLICIES

Goal

02.00.00 To develop and maintain a multimodal system which will serve the transportation needs of all sectors of the Pompano Beach community in a safe, efficient, cost effective and aesthetically pleasing manner that promotes the reduction of greenhouse gas emissions.

Objective Multimodal Transportation System

02.01.00 The City of Pompano Beach shall coordinate activities with Broward County Metropolitan Planning Organization, the Florida Department of Transportation and other agencies to ensure that a safe, convenient and energy efficient multimodal transportation system is provided.

Policies

02.01.01 Develop an improved traffic engineering review process for land development or redevelopment projects to control connections and access points of driveways and roads to roadways.

02.01.02 Require the provision of handicapped parking facilities when reviewing development proposals.

02.01.03 Require the provision of landscaping treatments within parking facilities to reduce visual impacts.

02.01.04 The land development regulations will include provisions to control access points and minimize curb cuts on arterial roadways, provide safe and convenient on-site traffic flow and provide sufficient on-site parking for motorized and non-motorized vehicles.

02.01.05 Parking strategies will be provided in the Land Development Code or other appropriate codes including improved locations and access to promote the City's multimodal transportation goals and objectives.

02.01.06 Maintain active, positive relationship with FDOT, Broward County, adjacent municipalities, and other relevant public and private entities in order to support and engage in cooperative funding of transportation improvements.

02.01.07 Solicit the expenditure of County Transit Concurrency Impact fees on facilities which best benefit the City of Pompano Beach.

02.01.08 Subsequent to Plan adoption, continue to participate in the MPO Technical Coordinating Committee.

02.01.09 Recognize Broward County as the principal provider of highway and mass transit services in the City and annually coordinate activities with the County.

02.01.10 Through participation in the Broward County MPO, support the Broward County and the FDOT continued funding of local mass transit service consistent with existing service standards.

02.01.11 Coordinate with the Broward County MPO, Broward County Division of Mass Transit, Tri-Rail and FDOT strategies to minimize the average waiting time of transit connections at major transfer locations.

02.01.12 Annually, coordinate with the Broward County MPO, Broward County Division of Mass Transit and Tri-Rail to ensure that the required transit services as depicted on the Future Transit Network Map are available to meet the level of service criteria for Designated Redevelopment Areas as depicted in the Urban Infill and Concurrency Exception Areas Map.

02.01.13 Conduct an annual planning study to identify areas properly served by the Broward County Division of Mass Transit, especially those areas where peak hour headways are thirty minutes or less and average weekday boardings are higher than 400.

02.01.14 Annually conduct reviews of the adequacy of off-site vehicle circulation as depicted on the Recommended Roadway Network Map to determine the need for facility improvements.

02.01.15 Investigate reducing bridge openings during peak roadway operating conditions to improve system efficiency.

02.01.16 Initiate discussions with the FEC Railroad and the FDOT to identify remedies which could be implemented to reduce traffic congestion during freight car switching activities.

02.01.17 Initiate discussions with the FDOT relative to the timing of maintenance efforts on the Atlantic Boulevard and NE 14th Street Causeway Intracoastal Waterway bridges to minimize traffic congestion during the peak season tourist season.

02.01.18 Work with the Broward County MPO, Broward County Division of Mass Transit, Tri-Rail and FDOT to identify the City's needs in terms of providing appropriate intermodal facilities and access to airport and rail facilities.

02.01.19 In coordination with Broward County, State and regional transportation agencies, determine appropriate numerical indicators that measure mobility characteristics within the Broward County. Some indicators include, but are not limited to, transit ridership, daily traffic volumes and auto occupancy rate.

02.01.20 Monitor and coordinate with Broward County to participate in development of complimentary bike and pedestrian objectives and policies.

Objective Level of Service

02.02.00 Coordinate the transportation system with existing and future land uses as shown on the Future Land Use Map and ensure that existing and proposed population densities, housing and employment patterns and land uses are consistent with the transportation modes and services proposed to serve those areas.

Policies

02.02.01 For long range planning purposes for facilities on the Strategic Intermodal System (SIS) or Florida Intrastate Highway System (FIHS) adopt the peak hour LOS standard established by the FDOT as provided in policy 02.02.04.

02.02.02 Adopt the existing level of transit service by route, headway, peak hour, and service area as depicted on the Future Transit Map as the local level of service standards.

02.02.03 Based on an annual review of roadway facilities, determine if portions of the City or the redevelopment areas should be designated a Multi-Model Transportation District (MMTD). If a MMTD is required, coordinate the designation with the appropriate state, regional and county planning agencies.

02.02.04 Continue supporting a Development Management System that allows development to occur in concurrence with the Future Land Use Map and consistent with the Level of Service Standards as provided below.

- For the Strategic Intermodal System (SIS), SIS Connectors, and roadways depicted on the Broward County Trafficways Plan, the generalized two-way peak hour- peak direction LOS Standard shall be consistent with County and State adopted Levels of Service.

02.02.05 The City will incorporate the Broward County Transportation Concurrency Management System and will only issue development permits for projects which pay the Transit Fee prior to building permit issuance.

Within Northeast and Central Transportation Concurrency Management Districts, the transportation LOS standards, for the purpose of issuing development orders and permits, are to achieve and maintain the following by FY 2013:

Increase number of bus shelters by 25 percent from FY 2009 to FY 2013. Traffic volumes on arterial roadways in each District shall remain less than the maximum service volumes as displayed in Policy 02.02.05. These volumes do not apply to Strategic Intermodal System (SIS) and Transportation Regional Incentive Program-funded roadway facilities and cannot be used in a manner that would result in interference with mainline operations on SIS roadway corridors.

For the Northeast District - Maintain headways of 30 minutes or less on 90% of routes, establish and maintain service at one or more neighborhood transit centers. Reduce traffic signal communication failures by 50% by FY 2013. Increase peak-hour weekday fixed-route transit ridership by 17% from FY 2009 to FY 2013.

For the Central District - Maintain headways of 30 minutes or less on 80% of routes, establish and maintain service at one or more neighborhood transit centers. Reduce traffic signal communication failures by 50% by FY 2013. Increase peak-

hour weekday fixed-route transit ridership by 19% from FY 2009 to FY 2013. Maintain the current number of community bus routes (24) through 2013.

02.02.06 Investigate adopting revisions to the LOS standards, transit concurrency credits for economic development and/or employment generation and the potential for adopting a Community Design Concurrency District in the City's CRA's to alleviate transit concurrency requirements in order to support redevelopment efforts.

02.02.07 Consistent with Policy 3.5.8 of the Broward County Transportation Element, the City will coordinate land use changes to its Future Land Use Map with the County and FDOT in support of a transit-oriented corridor (TOC) zoning district along the 2030 Broward LRTP identified high-capacity transit corridors as a means to increase land use densities and intensity and ensure economic vitality.

02.02.07 Annually review and, if appropriate, support the recommended level of service provisions in the Broward County Transportation Element.

02.02.08 Adopt the recommended level of service standards for adjacent highway facility operation as contained on the 2030 Peak Hour Traffic and Level of Service and Future Functional Classifications Maps.

02.02.09 Consistent with Policy 3.5.8 of the Broward County Transportation Element, the City will coordinate land use changes to its Future Land Use Map with the County and FDOT in support of changes to Broward County's Future Land Use Element and Transportation Element to incorporate provisions for a transit village master development plan at an existing or proposed Tri-Rail station in the City.

02.02.10 The City will amend the Land Development Regulations for residential properties along major thoroughfares as necessary, and where feasible, to encourage higher densities which will in turn serve as a buffer between major roadways and low density neighborhoods, and support public transit. The City will coordinate amendments to its Future Land Use Plan with the County and FDOT and incorporate land use guidelines and site design guidelines in the Land Development Regulations based on the feasibility study and as needed to assure accessibility of new development and redevelopment to public transit.

02.02.11 Continue to work with appropriate County and State transportation agencies to establish strategies to alleviate demand upon the FIHS to protect its inter and intra-regional functions.

Objective Local Transportation

02.03.00 The City of Pompano Beach shall ensure that a safe, convenient and energy efficient local multimodal transportation system is provided in an environmentally sound manner.

Policies

02.03.01 Develop an improved traffic engineering review process for land development or redevelopment projects.

02.03.02 Conduct in depth studies of local neighborhood circulation and, where demonstrated problems exist, implement circulation modifications such as street closure, turn restrictions and allowing for one way movements only.

02.03.03 Maintain high profile enforcement of both vehicular and non-vehicular driving laws.

02.03.04 Incorporate safety attributes in the prioritizing of local road improvement funding.

02.03.05 At a minimum, continue roadway maintenance budget funding at existing levels.

02.03.06 Require unobstructed sight lines and non-obtrusive landscape plantings along medians and at development driveway/street locations.

02.03.07 Schedule traffic counts on City collectors and other major local roadways every three (3) years to evaluate existing operating conditions.

02.03.08 Participate in bicycle planning programs of the Broward MPO and District IV of the Florida Department of Transportation (FDOT) and include consideration of bicycle and pedestrian ways in transportation planning activities.

02.03.09 Where possible, include the construction of sidewalks and bikeways in all improvement projects; include ample signage or pedestrian signalization provisions to designate and promote preferred non-vehicular routes.

02.03.10 Maintain a computer database of area roadway and accident conditions.

02.03.11 Allocate funding on a yearly basis for driver/bicyclist education programs.

02.03.12 Continue to fund or seek funding for bikeway and pedestrian corridor improvements .

02.03.13 Investigate the feasibility of revising the Land Development Code or other appropriate codes to provide incentives for the incorporation of mass transit, car pool, pedestrian and bicycle amenities in major commercial, industrial and office buildings. .

02.03.14 Require pedestrian and bicycle facilities in highway improvement projects. .

02.03.15 Establish/maintain overall streetscape beautification program for public rights-of-way.

02.03.16 Provide for adequate funding for landscaping and irrigation components in City transportation projects.

02.03.17 Review potential locations for additional landscaping or other aesthetic improvements on Air Park property.

02.03.18 When feasible, incorporate "City Sense of Place" features and items into new transportation projects.

02.03.19 Review transit needs of new major trip generators/attractors and coordinate with the Broward MPO, Broward County Division of Mass Transit and FDOT any changes needed in the public transit network to serve new major trip generators/attractors.

02.03.20 Modify the Land Development Code to require the provision of on-site sidewalks that connect to transit facilities.

02.03.21 Continue to operate the Community Shuttle Buses as part of the multimodal transportation system.

02.03.22 Coordinate with Broward County, the Broward MPO and the FDOT to identify and pursue multimodal funding strategies such as concurrency or mobility fees,

matching programs, developer contributions and or additional options when appropriate.

Objective **Right of Way Protection**

02.04.00 For existing or future transportation rights-of-way and corridors designated in the City's comprehensive plan, establish measures for their acquisition, preservation or protection.

Policies

02.04.01 Continue to require conveyance of right of way, preferably through fee simple dedication, consistent with the City's Traffic Circulation Plan and/or the Broward County Planning Council's Trafficways Plan by application of all applicable Land Development Regulations or other planning efforts.

02.04.02 Work with the appropriate County and State transportation agencies to identify specific right of way needs for the Atlantic Boulevard Bridge and roadway approaches.

02.04.03 Promote local and County efforts to establish and secure future right-of-way for the Andrews Avenue corridor; consider corridor alternatives if necessary.

02.04.04 The City shall require all projects submitted for concurrency review to the Development Review Committee to satisfy County and City road right-of-way requirements prior to the issuance of a building permit.

02.04.05 The City shall establish measures requiring developments to provide sufficient right-of-way necessary to reserve land for existing and future public transit corridors

02.04.06 Continue to protect the right-of-way widths as depicted on the Broward County Trafficways Plan for existing or future roadways in the County (formerly 02.22.06).

Objective **Transit Oriented Design (Local Major Issue No. 2)**

02.05.00 Encourage transit oriented and or mixed land uses which promote and support public transportation in existing or planned high priority public transit corridors or in areas served by major regional transit stations relative to the City's multimodal system in conjunction with the Future Land Use Element.

Policies

02.05.01 Identify transit oriented land uses in designated public transportation corridors which may promote multimodal transportation.

02.05.02 The City shall consider implementing the Transit Oriented Corridor (TOC) land use category where appropriate as provided for in the Future Land Use Element Objective 01.16.00 and Policies 01.16.01 through 01.16.05.

02.05.03 The City shall consider implementing the Transit Oriented Development (TOD) land use category where appropriate as provided for in the Future Land Use Element Objective 01.17.00 and Policies 01.17.01 through 01.17.05.

02.05.04 A transportation impact analysis shall be prepared for proposed TOC and or TOD sites identifying the expected internal capture and the modal shift provided through the provision of transit and transit oriented design.

02.05.05 Support an investigation on a Tri-Rail Station at the Isle of Capri.

02.05.06 Support the South Florida FEC Corridor Study to provide additional transit services and new passenger terminals therefore providing a nucleus for residential redevelopment.

Objective **Coordinate Airpark Access with Transportation Plan**

02.06.00 Coordinate the surface transportation system access to ports, airports or related facilities with the traffic circulation system shown on the Future Transportation Map Series.

Policies

02.06.01 Promote the perpetuation of recreation and community facility uses on all Air Park property as depicted on the Air Park Facilities Map consistent with sound aviation standards.

02.06.02 During the review of all proposed land use amendments, the City shall determine how the proposed amendments will impact the multimodal transportation system.

02.06.03 As a component of the review of all proposed land use amendments, the City will ensure that the connections and access points of driveways and roads to roadways are consistent with the Future Land Use Map and the transportation modes and services proposed to serve these areas.

02.06.04 The City will establish parking strategies which promote the City's multimodal transportation system.

02.06.05 Existing and future transportation rights-of-way and corridors depicted on the Future Functional Classification Map will be protected.

02.06.06 Work with Broward County Mass Transit Division and the Broward MPO to secure bus bays along major transit corridors.

02.06.07 Provide, where feasible, for access to Air Park property uses through internal roadway improvements.

02.06.08 Incorporate existing bikeways and pedestrian pathway planning elements in conjunction with proposed land use amendments.

02.06.09 During the review of proposed land use amendments, the City shall identify transportation improvements needed to meet the transportation demands of future land uses.

02.06.10 If applicable during the review of future land use amendments, establish transportation system management strategies improve system efficiency and enhance safety.

02.06.11 Support Broward County's provision of elderly and handicapped transportation services under all Federal guidelines for such service.

02.06.12 The City shall work with the County and State to coordinate roadway and transit service improvements associated with future land use amendments with the future needs of seaports, airports and other related public transportation facilities.

02.06.13 As identified in the City's Air Park Master Plan, consider redesignating or rezoning certain parcels from residential to non-residential uses in the areas surrounding the facility.

02.06.14 The City shall review all proposed land use amendments for developments in exclusive public transit corridors to assure the accessibility of new development to public transit.

02.06.15 During the review of future land use amendments and development proposals, the City will coordinate with applicable County, regional and State agencies to implement the transportation, land use, parking and other provisions of the transportation element.

02.06.16 During the review of future land use amendments, the City shall determine if the proposed land use promotes public transportation in designated public transportation corridors.

02.06.17 The City shall review future land use amendments to determine if strategies are proposed to facilitate local traffic to use alternatives to the FIHS to protect its interregional and intrastate functions.

02.06.18 The City shall review all future land use amendments to determine if development strategies are provided to enhance intermodal terminals and positively impact access to aviation, rail and seaport facilities.

02.06.19 The City shall establish measures for the acquisition and preservation of existing and future public transit rights-of-way and exclusive public transit corridors.

Objective **Multimodal Transportation System Coordination**

02.07.00 The City shall coordinate the multimodal transportation system with the plans and programs of the Broward County Metropolitan Planning Organization, Broward County Mass Transit Division, Florida Transportation Plan and FDOT's adopted work program Federal Aviation Administration, South Florida Metropolitan Aviation System Plan, and the Florida Aviation Systems planning process.

Policies

02.07.01 The City shall annually review the efficiency of the local multimodal transportation system and compare with the County's and State's adopted work programs.

02.07.02 Review proposals for future land use amendments and additional city development in concert with maintenance of the efficiency of the City's multimodal transportation system.

02.07.03 Annually coordinate the City's Capital Improvement Plan with County and State work programs to ensure that required right-of-way is granted to meet the future demands of the multimodal transportation system.

02.07.04 Implement improvements to the Pompano Beach Air Park in a manner consistent with the Air Park Master Plan and the Pompano Beach Capital Improvement Plan.

02.07.05 The City shall amend the Land Development Code or other appropriate codes to establish strategies that promote the use of bicycle and pedestrian activity.

02.07.06 Require the payment of any applicable Broward County Transit Concurrency Impact Fees as a condition for building permit approval.

02.07.07 Maintain the requirements of developer sponsored funding of project-related transportation improvements through negotiation and/or application of project impact fees.

02.07.08 Require developers to construct transportation improvements in lieu of impact fee donations.

02.07.09 Require a traffic impact analysis for any development projects when necessary to determine post-development conditions of adjacent roadways and the local multimodal transportation system.

02.07.10 Secure the funding of additional needed road improvements as identified in the Transportation Element.

02.07.11 Establish transportation improvement priorities and provide or support funding in a consistent manner.

02.07.12 Provide local funding necessary to satisfy the City's Capital Improvement Plan/Program for road improvements.

02.07.13 Continue to monitor the progress of all programmed road improvements as identified in the Transportation Element and/or depicted in the Future Functional Classification Map.

02.07.14 Support Broward MPO funding for traffic operations improvements with particular emphasis on fully developed roadways such as US 1, Atlantic Boulevard and Powerline Road.

02.07.15 Seek funding from the Broward MPO and FDOT to prepare a study to identify strategies that encourage traffic to divert to Dr. Martin Luther King Jr. Boulevard and Pompano Park Place as alternate routes to Atlantic Boulevard.

Objective Efficient Multimodal Transportation Services

02.08.00 The City shall encourage County, Regional and State agencies to provide improved and efficient multimodal facilities based upon existing and proposed major trip generators and attractors, safe and convenient public transit terminals, land uses and accommodation of the special needs of the transportation disadvantaged in Pompano Beach that promotes the reduction of greenhouse gas emissions.

Policies

02.08.01 Cooperate with Broward County and other agencies to improve public transportation facilities and services to meet the demands of the proposed land uses and promote the reduction of greenhouse gas emissions.

02.08.02 Support the Broward MPO, Broward County Division of Mass Transit and Tri-Rail's transportation improvements aimed at providing new/expanded route coverage and improved headways to reduce impacts upon the FIHS.

02.08.03 Support all marketing activities of the Broward County MPO, Broward County Division of Mass Transit, Tri-Rail and FDOT.

02.08.04 The City shall cooperate with the Broward County MPO, Broward County Division of Mass Transit, Tri-Rail and FDOT to address the provision of efficient public transit services based upon existing and proposed major trip generators and attractors, safe and convenient public transit terminals, land uses and accommodation of the special needs of the transportation disadvantaged that promotes the reduction of greenhouse gas emissions.

02.08.05 Continue to support the transit shelter and terminal development programs of the Broward County Mass Transit Division and Tri-Rail operations to provide adequate facility capacity to serve existing and future land uses and the major trip generators and attractors detailed in the Future Transportation Network Map.

02.08.06 Modify the Land Development Code to establish procedures to notify the Broward County Mass Transit Division of new developments in the City that are major trip generators and attractors.

02.08.07 Notify Broward County Mass Transit Division and the Broward MPO of the proposed plans for development in the Designated Redevelopment Areas to ensure that those areas will be adequately served by mass transit including elderly and handicapped transportation.

02.08.08 Modify the Land Development Code to encourage the provision of transit related shelters in major land development projects.

02.08.09 Support funding of Broward County Mass Transit Division and Tri-Rail to maintain local multimodal facilities and corridors.

02.08.10 Coordinate with Broward County modifications to the Land Development Code that implement local design criteria to improve the aesthetics and comfort at multimodal facilities.

02.08.11 Amend the Land Development Code or other appropriate codes to require pedestrian features (sidewalks) and bicycle storage facilities at all transit terminals and other multimodal locations.

02.08.12 Continue to support the County's multimodal transportation system to reduce reliance upon the single occupant vehicle and thereby increasing the efficiency of the multimodal transportation system.

02.08.13 Investigate the feasibility of using CDBG and other funds to maintain a local mini bus transportation program to meet the demands of the City's elderly and residents in the northwest area of the City including urban infill areas.

02.08.14 Institute an on-site roadway maintenance program including provisions for periodic street/lot sweeping and restriping.

02.08.15 Coordinate with Broward County relative to modifications to the Land Development Code to increase efficiency and safety at the City's main transfer points.

02.08.16 Provide recommendations when needed for improvements at transit facilities to the Broward MPO that will improve aesthetics, comfort, efficiency and safety.

02.08.17 Cooperate with outside agencies to coordinate improvements needed for the multimodal transportation system based upon the trip generators/attractors and land uses within the City.

02.08.18 Support all marketing activities of the Broward County Division of Mass Transit and Tri-Rail.

02.08.19 Work with the Broward County MPO and Broward County Division of Mass Transit to provide new/expanded route coverage and improved headways as

shown in the Future Transit Network and described in the Transportation Element to promote the reduction of greenhouse gas emissions.

02.08.20 Maintain a close working relationship with the Broward County MPO, Broward County Division of Mass Transit, Tri - Rail and the FDOT to communicate the ongoing transit needs of the City due to land use amendments and development plans altering trip generators and attractors.

02.08.21 Work with the Broward County MPO, Broward County Division of Mass Transit and Tri-Rail to identify the City's needs in terms of connecting to rail stations via a feeder/distributor system.

02.08.22 Work with the Broward County MPO and Broward County Division of Mass Transit to ensure that the needs of the City's transit sensitive households are adequately met.

02.08.23 Annually assess the City's transit mobility goals based upon existing levels of service within the transit corridors.

02.08.24 Participate actively in the transportation planning process to express transportation needs based on local demands.

02.08.25 Continue to keep the Broward MPO and Broward County informed of the City's land use amendments.

02.08.26 Utilize Transportation System Management (TSM) and low cost capital improvements to maximize the efficiency of the existing transportation system and encourage land use patterns which promote the use of public transit whenever possible to promote the reduction of greenhouse gas emissions.

02.08.27 Identify future land uses that will not be consistent with future multimodal transportation facilities proposed to serve these areas or which impact the FIHS.

02.08.28 The City shall investigate providing development incentives in the industrial development areas as identified in the Future Land Use Element.

02.08.29 Support the funding and commuter rail and terminal improvements proposed by the South Florida Regional Transportation Authority (SFRTA).

02.08.30 Support the maintenance of the County's evacuation facilities as shown on the Local and Regional Transportation Evacuations Facilities Map.

02.08.31 Investigate strategies to increase the ridership and service area of the Community Shuttle Buses to improve multimodal transportation services that promotes the reduction of greenhouse gas emissions.

Objective Coordinate Airpark Expansion with the Comprehensive Plan

02.09.00 The City of Pompano Beach shall continue to coordinate the siting of new, or expansion of the existing Pompano Airpark or related facilities with the future land use, coastal management and conservation elements.

Policies

02.09.01 The City shall continue to coordinate roadway and transit service improvements with the future needs of the Pompano Airpark.

02.09.02 Allow for limited advertising provisions at local transit shelters or terminal facilities.

02.09.03 The City shall coordinate roadway and transit service improvements right-of-way requirements with the future needs of seaports, airports and other related public transportation facilities during the development review process.

02.09.04 Remove any identified physical obstructions remaining in runway clear zones and protect runway approaches as per property deeds and conveyances.

02.09.05 Ensure that updates of the Air Park Master Plan and future development or expansion of the Air Park are consistent with the Future Land Use, Coastal Management and Conservation Elements of the Comprehensive Plan and protect and conserve natural resources.

02.09.06 Continue public involvement in the operation of the Pompano Beach Air Park through periodic public meetings.

02.09.07 Consistent with the Conservation Element, the City shall continue to mitigate adverse structural and non-structural impacts from the Air Park upon adjacent natural resources and land uses.

02.09.08 The City shall continue to protect the Air Park from the encroachment of incompatible land uses when Future Land Use amendments are reviewed.

02.09.09 Utilize Chapter 333 Florida Statutes and Chapter 150 of the City's Land Development Regulations to prohibit obstructions in Pompano Airpark's runway approach airspace.

Objective Coordinate With Port, Aviation & Related Facility Plans

02.10.00 The City of Pompano Beach shall continue to coordinate with any ports, airports or related facilities plans of the appropriate airports or related facilities provider, United States Army Corps of Engineers, Federal Aviation Administration, Broward County Metropolitan Planning Organization, military services or resource planning and management plan prepared pursuant to Chapter 380, F.S., and approved by the Governor and Cabinet, the Florida Department of Transportation 5-Year Transportation Plan and the Continuing Florida Aviation System Planning Process as adopted.

Policies

02.10.01 Coordinate with the Florida Department of Transportation and the Broward County Metropolitan Planning Organization to insure the City's transportation priorities are reflected in the five-year work programs.

02.10.02 Utilize Airpark revenues, FDOT funds and FAA funds to develop aviation infrastructure and support improvement as detailed in the Support Documents.

02.10.03 Coordinate management of intermodal surface transportation needs when the Airport's Master Plan is updated and during the capital improvement planning process.

Objective **City Sense of Place**

02.11.00 Utilize the Transportation System to help create a "City Sense of Place".

Policies

02.11.01 When feasible, incorporate "City Sense of Place" features and logos into new and existing transportation projects.

02.11.02 Incorporate Pompano Beach Airpark, a unique area of the City, with several "sense of place" features including: the exclusive bike path surrounding the Airpark; the Sand Pine Scrub Area; the Blimp Base; scenic vistas from US 1, NE 10th Street, NE 5th Avenue and Copans Road to the Airpark; and the City Municipal Golf Course.

02.11.03 The City should pursue ways to enhance the Airpark area of the City so as to expand on the "Sense of Place."

02.11.04 The City should encourage more air shows or exhibits of aircraft at the Air Park as another way of expanding on the "Sense of Place."

02.11.05 The City will continue to maintain the landscape treatments installed at the Atlantic Boulevard and Copans Road Interstate 95 Interchanges and add signage and or logo features to the extensive landscaping to boost the "City Sense of Place."

02.11.06 The City will continue to require the installation of street trees and landscape amenities on the regional roadway network and on local roads, where they do not conflict with road safety and undergound utilities, to support pedestrian use and sense of place objectives.

III. ROADWAY SYSTEM

EXISTING TRAFFIC CIRCULATION SYSTEM

This Section of the Element provides a detailed inventory of the existing traffic circulation system in the City. It features narrative descriptions of each major road facility in terms of its design and functional characteristics. Trafficways currently on the Broward County Planning Council's Trafficways Plan are identified. The final portion of this chapter reviews the programmed roadway improvements within the City.

System Overview

The City of Pompano Beach is a mature coastal community located in the northeast region of Broward County. A component of the continuous urban development pattern which runs along the Southeast Florida coastal area, the City extends westward from the Atlantic Ocean to the west city limits at the Florida Turnpike. Arterial and collector highway facilities traverse the City in essentially a grid pattern and tend to define the various local neighborhoods. Most of the arterials are located on section line boundaries and are spaced at approximate one mile intervals.

There are several physical characteristics of the City which tend to control or restrict traffic movement in certain areas. Among these are the Intracoastal Waterway, the FEC and CSX railroads, Interstate 95, and the Cypress Creek and C-14 drainage canals. All of these physical barriers are oriented north and south except for the drainage canals. The Intracoastal and Interstate essentially define three separate areas of the City, each with their own distinctive land use and functional characteristics which affect traffic performance and roadway operations.

The beach area is characterized by significant traffic fluctuation between the “winter peak season” and off peak daily conditions, a mature high density residential development pattern and a higher than usual amount of social/recreational trips. The area between US 1 and I-95 is characterized by relatively dense commercial and residential uses, with typical workday and peak hour traffic patterns. The area of the City from I-95 west features a mix of residential, substantial industrial and commercial uses, and is where the majority of future development will occur. A summary of the existing highway system featuring existing lane designations and signalized intersection locations is presented on Figure 1.

Figure 1 - Existing Traffic Circulation System

East/West Facilities Description

Major east/west roadways include *Sample Road, Copans Road, Dr. Martin Luther King Jr. Boulevard, Atlantic Boulevard* and *McNab Road.*

Sample Road forms the northern City border from the Dixie Highway to the Florida Turnpike. The roadway accesses all expressways in northern Broward County, including I-95, the Florida Turnpike and the Sawgrass Expressway. The roadway has six lanes within Pompano Beach and functions as the principal means of access to western Broward County and other municipalities such as Coral Springs, Coconut Creek and Margate. Land use along the City portion of Sample Road is predominantly commercial including gas stations, branch banks, shopping centers and the Pompano Outlet Mall. Anticipated growth west of Pompano Beach and along the Sample Road corridor will likely lead to similar traffic growth on most roadways in this area.

Copans Road is six-lane divided from Powerline Road to US 1 and is four lane divided west of Powerline Road. Existing land use east of I-95, where the roadway was recently widen to six lanes, is mostly residential with commercial frontage uses along and at major intersections. The northern boundary of the Pompano Airpark/golf course property comprises the southern edge of the roadway between NE 5th Avenue and Pompano Citi Centre. The Pompano Citi Centre is located at the southwest corner of US 1 and Copans Road. From I-95 to Powerline Road, industrial and heavy commercial uses are predominant. The Broward County Mass Transit Division Bus Maintenance Facility, the County's Regional Wastewater Treatment Facility and industrial/warehousing uses are located from Powerline Road to the Florida Turnpike.

Dr. Martin Luther King, Jr. Boulevard (Hammondville Road) is a main collector roadway which serves the City's western section and terminates at the "Old Downtown" area. The facility is four-lane divided from the Turnpike overpass to Dixie Highway. The facility has an interchange with the Florida Turnpike but does not access I-95. The land use along the roadway west of I-95 is a combination of commercial, industrial and large scale distribution uses, and includes the South Florida State Farmers Market. Adjacent land use east of I-95 is mostly commercial and oriented to neighborhood residential needs.

Atlantic Boulevard is the City's main arterial, providing access to the "Old Downtown" area and the beach. The roadway design is six-lane divided from the Turnpike east to Cypress Road, and four-lane divided to its eastward terminus at the beach. Atlantic Boulevard provides access to I-95, access to and from the south at the Florida Turnpike, and, in far western Broward County, to

the Sawgrass Expressway. The facility serves the Palm-Aire development in the southwest portion of the City and the industrial area between the South Florida Rail Corridor and I-95. The facility includes on-street parking and dense commercial land use east of Cypress Road. The section of the roadway east of US 1 also includes commercial frontage which is increasingly oriented to tourism as the road crosses the Intracoastal. The Intracoastal Bridge is an older four lane structure which causes a significant amount of roadway congestion during openings for boat traffic.

McNab Road is currently a discontinuous facility through the City with a variable number of lanes. The eastern portion of the road terminates at the FEC Railroad. The section between SW 46 Avenue and Powerline Road is a four-lane divided facility which serves as a collector for the Palm-Aire development and industrial uses east of SW 36th Avenue. The section west and east of I-95 is a recently improved six-lane divided facility. No access is provided to I-95. The eastern section of McNab Road, from east of the FEC Railroad to US 1, is a two-lane collector serving a primarily low-medium density residential area.

North/South Facilities Description

The City's main north/south roadways include two expressways and several arterials. Limited-access expressways include the *Florida Turnpike* and *Interstate-95 (I-95)*; major arterials include *Powerline Road, Dixie Highway, US 1* and *State Road A1A (SR A1A)*.

The *Florida Turnpike* is a six-lane expressway and serves as the City's entire western boundary and includes interchanges at Sample Road, Dr. Martin Luther King Jr. Boulevard (DMLKJB) and restricted access to and from the south at Atlantic Boulevard. Recent improvements to the Turnpike in South Florida, with additional interchanges and "basket drop" toll collection system, are intended to increase local use of the facility. The Pompano Beach interchange at Dr. Martin Luther King Jr. Boulevard is also a truck staging area which attracts significant amounts of local and out-of-state trucking. A Turnpike service plaza is also located south of Atlantic Boulevard.

Interstate-95 is the major roadway throughout South Florida, with daily local traffic volumes ranging between 220,000 and 246,000 vehicles per day. Pompano Beach interchanges are located at Atlantic Boulevard, Copans Road and Sample Road; the facility is an eight-lane limited access design throughout the City with two auxiliary lanes at some locations. Two lanes next to the median are reserved for High Occupancy Vehicles (HOV) during peak hours. The

road functions as an urban expressway facility, typified by short trips and congestion during workday peak hour periods.

Powerline Road is the major arterial in the western area of the City. The roadway is six lanes throughout and primarily serves the industrial areas north of Dr. Martin Luther King Jr. Boulevard and south of the Cypress Creek Canal, the Palm-Aire and Cypress Bend residential developments, the Isle Casino and Racing at Pompano Park, and limited commercial uses near Atlantic Boulevard. Growth in traffic is anticipated along the facility since this area of the City has a large potential for extensive residential and non-residential land use growth.

Andrews Avenue is a four and six lane roadway. Missing portions of the roadway (in the vicinity of the State Farmers Market between Atlantic Boulevard and north of Dr. Martin Luther King Jr. Boulevard) are under construction and scheduled to be completed in 2009. The roadway corridor is generally industrial and non-residential land uses. The roadway is located west of I-95.

Dixie Highway is a four and six lane roadway through the City running parallel to and west of the FEC Railroad tracks. The railroad has inhibited intersection operation by restricting the use of turn lanes and limiting right-turn-on-red movements. Land use immediately adjacent to the facility is light industrial and heavy commercial; single and multi-family residential uses are located to the rear of the highway frontage uses. Historically one of the original and thus important regional roadways, the construction of I-95 and other parallel arterials have limited the use of the facility to shorter range trips.

US Highway 1 (US 1) is a heavily traveled arterial facility characterized by intensive adjacent commercial land use, minimal access controls and significant peak season traffic growth. The roadway is six-lanes through the City and provides access to many area attractions such as the beach, the Pompano Citi Centre, Pompano AirPark and the Municipal Golf Course. The facility serves the higher income, primarily single family area west of the Intracoastal Waterway. US 1 serves as the major coastal arterial facility for all of South Florida.

State Road A1A is the only arterial on the City's section of the State's coastal barrier islands. The roadway is primarily two-lanes north of NE 14th Street Causeway and two-lanes from NE 14th Street Causeway south. The roadway traverses an area of motels, high rise condominiums, beach and tourist related commercial uses and is characterized by a large traffic increase during the "winter peak season".

Other Roadway Facilities

Several minor arterials and collectors in the City provide for local movements between residential, recreational and business uses. These facilities include *NE 14th Street Causeway, NE 10th Street, NW 15th Street, Pompano Park Place (SW 3rd Street), NW 31st Avenue, Cypress Road, Andrews Avenue, NE 26th Avenue, NE 11th Avenue, NE 5th Avenue, NW 3rd Avenue, NW 6th Avenue*, NE 48th Street and NE 54th Street.

Functional Classification

The Florida Department of Transportation (FDOT) is responsible for classifying roadways into a hierarchical system based on overall function in the regional transportation system. This classification scheme is based on federal guidelines and known as the Federal Functional Classification (FFC). While the FFC uses a detailed set of ranking criteria to classify roadways, the following broad guidelines are used to define roadway types:

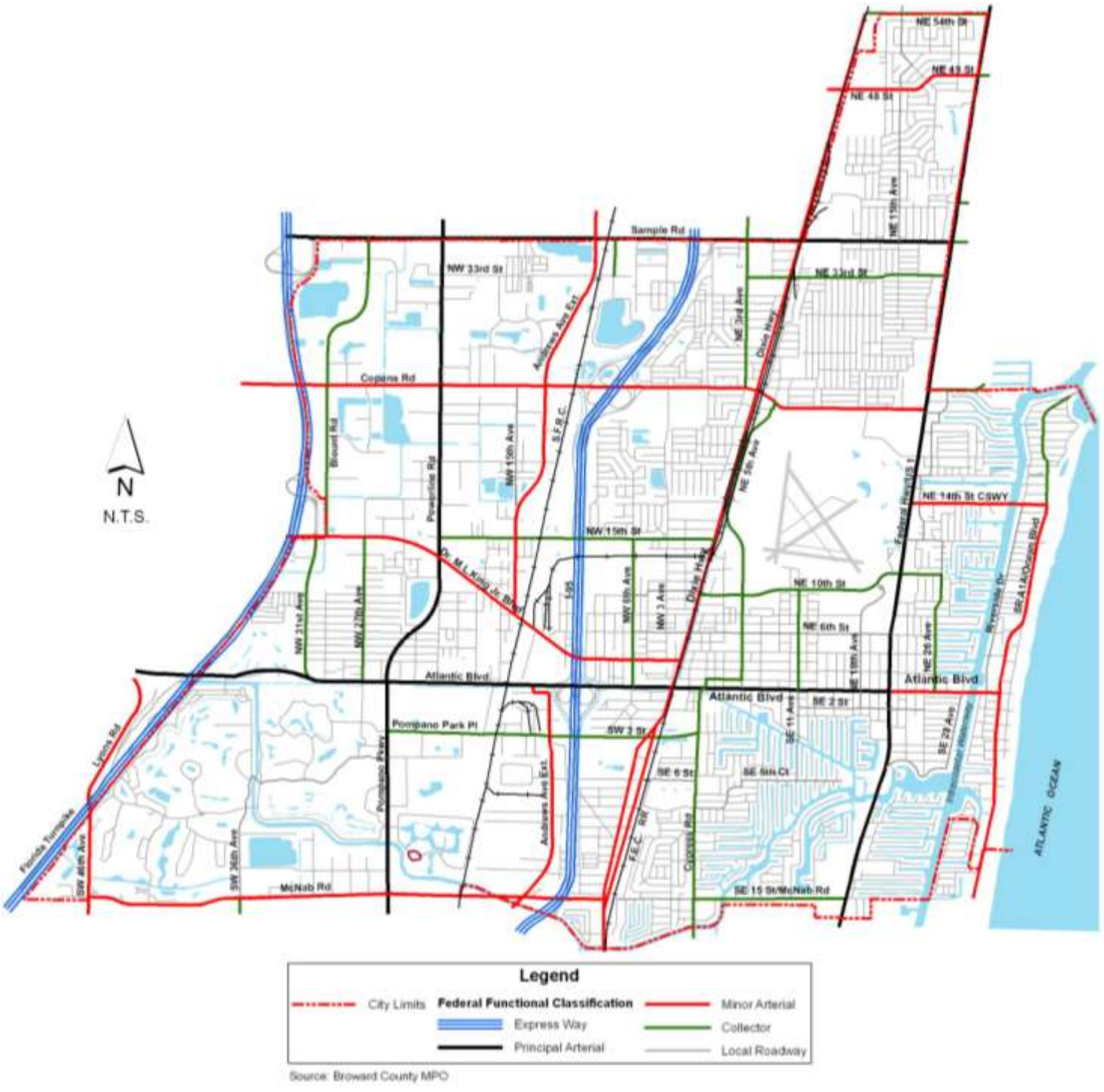
- *Principal Arterials* - Major highways serving regional activity centers. These facilities accommodate heavy volumes of traffic and channel traffic between other principal arterials and through the urban area. The Florida Turnpike, Powerline Road, I-95, Federal Highway, Sample Road and Atlantic Boulevard are identified as principal arterials in the City of Pompano Beach.

- *Minor Arterials* - Roadways carrying moderately heavy volumes of traffic which channel traffic to community activity centers. NW 31st Avenue, Dixie Highway, SR A1A, Copans Road, SW 46th Avenue and NE 14th Street Causeway are all designated as minor arterials.

- *Collectors* - Roadways carrying moderately low volumes of traffic and serving to channel traffic from neighborhoods to the arterial network or to other neighborhood activity centers. Andrews Avenue and NE 5th Avenue are identified as collectors. Some examples of East/West collectors include: NW 15th Street, Dr. Martin Luther King, Jr. Boulevard, NE 10th Street, N 6th Street, NE 4th Street, SE 2nd Street, Pompano Park Place (SW 3rd Street), North and South Palm Aire Drive, SE 5th Court, SW 6th Street and McNab Road. Some of the City's North/South collectors include: Riverside Drive, NE 26th Avenue, NE 18th Avenue, NE 11th Avenue, Cypress Road, NW 6th Avenue, NW 15th Avenue, W 27th Avenue, Blount Road and SW 36th Avenue.

Figure 2 displays the 2006 functional classification designations for City of Pompano Beach.

Figure 2 - Existing Functional Classifications



Source: Broward County MPO

Strategic Intermodal System

The Strategic Intermodal System (SIS) was established in 2003 to enhance the State's economic competitiveness by focusing state resources on the transportation facilities most critical for statewide and interregional travel. The SIS is a statewide network of high-priority transportation facilities, including the state's largest and most significant commercial service airports, spaceport, deepwater seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways and highways. These facilities are the workhorses of Florida's transportation system. The facilities carry more than 99 percent of all commercial air passengers and cargo, virtually all waterborne freight and cruise passengers, almost all rail freight and 89 percent of all interregional rail and bus passengers. They also account for more than 70 percent of all truck traffic and 55 percent of total traffic on the State Highway System.

The SIS comprises state highways owned by the Florida Department of Transportation (FDOT) as well as airports, seaports, waterways, rail lines and terminals and roads owned by local governments, independent authorities and the private sector. All SIS facilities are eligible for state transportation funding, regardless of mode or ownership, with state funding covering varying shares of the project costs. The SIS is a primary focus of FDOT and partner funding programs for state transportation capacity improvements; however, it is not a single grant program for funding all of these facilities and their needs.

There are several SIS Facilities in Broward County including I-95, the Florida Turnpike, Sawgrass Expressway, I-75, the FEC and CSX Railroads, Port Everglades, the Atlantic Intracoastal Waterway and Fort Lauderdale Hollywood International Airport. Figure 3 depicts the SIS Facilities within the City including the Pompano Beach Tri-Rail Station, the SIS connector to the Tri-Rail Station, the South Florida Rail Corridor (Tri-Rail and Amtrack), CSX and FEC Railroads, I-95 and the Florida Turnpike.

Figure 3 - Strategic Intermodal System (SIS) Facilities

Auto Occupancy and Modal Split

The South Florida development pattern and the relatively low urban densities result in a wide dispersion of trip ends within the urban area. Because of this, the automobile provides for almost all of the means for travel. The current modal split in Broward County is 98.9% automobile usage and 1.1% transit usage. In addition, the average vehicle occupancy rate equals 1.56. The vehicle occupancy rate for home-based work trips is 1.12. These auto occupancy numbers clearly reflect current modal choices and serve as indicators of future highway demand.

Parking Facilities

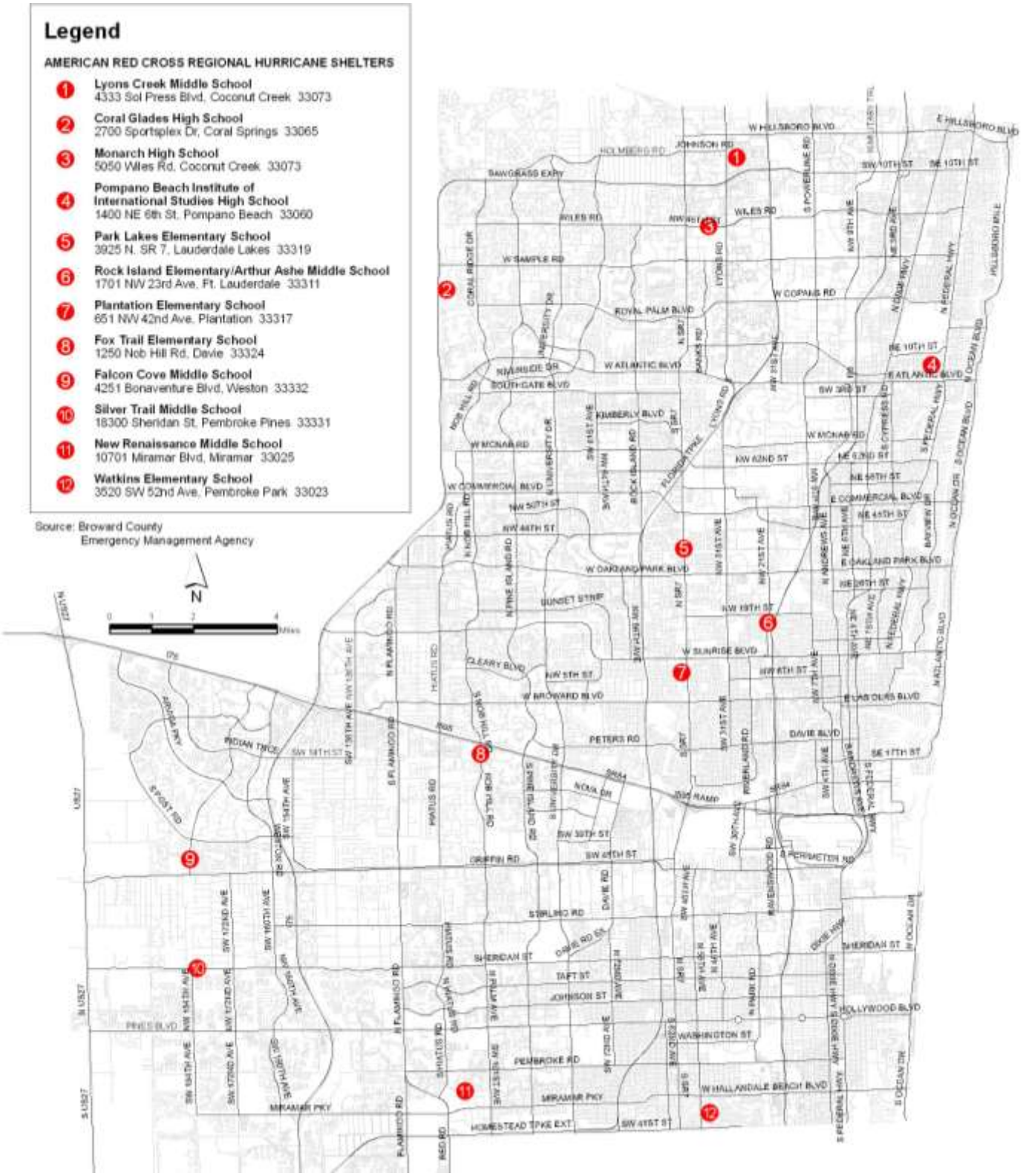
The City contains one (1) park-and-ride location. This parking lot is located at the Pompano Beach Tri-Rail Station at NW 8th Avenue and Sample Road. This parking facility contains approximately three hundred eleven (311) parking spaces. According to figures maintained by FDOT, approximately fifty percent (50%) of the vehicle parking spaces are used. Additionally, the City also includes seven hundred thirteen (713) parking spaces in two beach public parking lots near Atlantic Boulevard. Finally, the Isle of Capri parking lots contain approximately three-thousand six hundred (3,600) parking spaces for its patrons.

Transportation Evacuation Facilities

Figure 4 shows the local and regional transportation facilities critical for evacuation plus the location of shelters needed during emergencies. The major designated transportation evacuation facilities for the City are US 1, I-95 and the Florida Turnpike. The roadways designated to collect traffic and feed the major transportation evacuation facilities are Atlantic Boulevard, Copans Road, Sample Road, Dixie Highway and Powerline Road. At the regional level, the major designated facilities in addition to those already mentioned include the Sawgrass Expressway, I-75, I-595, SR 84 and US 27. As Figure 4 shows, there is an adequate system of arterials and limited access facilities to accommodate the evacuation of the City's residents.

One emergency shelter is located in the City at Pompano Beach Institute of International Studies High School (see Figure 4). There are 13 shelters located throughout Broward County.

Figure 4 - Hurricane Shelters
(4/5/2006)



Right-of-Way Preservation

The Broward County Planning Council Trafficways Plan is the official right-of-way (ROW) reservation and acquisition map for all of Broward County's existing and planned roadways. All of Pompano Beach's major roadway facilities are on this plan. Table 1 lists all roads in Pompano Beach included in the Trafficways Plan.

Table 1 Trafficways Plan Designation

ROW	Roadway	Limits
325'	I-95	Through City
	Florida's Tpke	Through City
200'	Sample Rd	Turnpike to I-95
144'	Powerline Rd	Through City
120'	Atlantic Blvd	From west City Limit to US 1
	Federal Highway	Through City
	Sample Rd	East of I-95 to US 1
100'-110'	Atlantic Blvd	US 1 to SR A1A
	Copans Rd	Turnpike to US 1
	DMLKJ Blvd*	Turnpike to NW 27 Ave
	Andrews Ave	Through City
	McNab Rd/SW 15 St	Lyons Rd to Dixie Hwy
	NE 14 St Causeway	Federal Hwy to SR A1A
	Pompano Park Place (SW 3rd St)	Powerline Rd to Cypress Rd
	NE 10 St	Old Dixie Hwy to US 1
	Lyons Rd	Turnpike to S of McNab Rd
	NW 31 Ave	DMLKJ Blvd* to Atlantic Blvd
	NE 48 St	Dixie Hwy to US 1
84'	Blount Road	Copans Road to Sample Road
80'	DMLKJ Blvd*	NW 27 Ave to Dixie Hwy
	Cypress Road	Atlantic Blvd to S City Limit
	Dixie Hwy	Through City
	SR A1A	Through City
	NE 5 Ave	Copans Rd to NE 10 St
	NE 3 Ave	Copans Rd to Sample Rd

Source: Broward County Planning Council Trafficways Plan (2008)
Note: DMLKJ Blvd* - Dr. Martin Luther King Jr. Blvd.

Historical Traffic Trends

Traffic count data was obtained from FDOT and the MPO from 2002 to 2006. Analysis of historical traffic indicates that traffic volumes increase during the peak winter tourist season. Traffic in the vicinity of the beach (East of US 1)(i.e. SR A1A, NE 14th Street Causeway) is approximately 13% to 23% higher during the winter peak season than the annual average. Non-beach areas (west of US 1) are 3% to 10% higher during the winter peak season. The analysis of historical traffic also indicates that traffic is increasing at an average rate of 1.2% annually. Table 2 presents the historic traffic analysis. This table provides the average annual rate of traffic growth for each of the major roadway segments in the City between 2002 and 2006.

Table 2 indicates the City's highest arterial traffic volumes are on Sample Road, Atlantic Boulevard and Federal Highway (US-1). Dr. Martin Luther King Jr. Boulevard, Powerline Road and Pompano Park Place have the highest growth rates of 9.64%, 9.50% and 8.03% respectively. However, traffic is decreasing on State Road A1A during 2002 and 2006. Other roads are experiencing annual traffic growth higher than the City average are Dixie Highway, Andrews Avenue, Powerline Road, McNab Road, Atlantic Boulevard, NW 31st Avenue, NE 14th St Causeway and NE 54th Street.

Table 2 - Historic Traffic Conditions

Roadway	Location	2002		2003		2004		2005		2006		Peak/ AADT Ratio	Avg Annual Growth
		Peak	ADT	Peak	ADT	Peak	ADT	Peak	ADT	Peak	ADT		
NE 54th St	E of Dixie Hwy	5,765	4,468	4,944	4,468	5,163	5,163	4,800	4,558	6,285	5,644	1.11	6.92%
	W of US 1	5,835	5,460	5,224	4,996	5,259	4,959	5,000	5,000	5,974	4,712	1.09	-3.54%
NE 48th St	E of Dixie Hwy	13,674	13,470	14,423	14,074	13,438	13,189	13,778	13,386	14,196	12,295	1.05	-2.12%
	W of US 1	8,175	8,420	11,372	9,994	9,583	9,401	8,646	7,781	9,054	7,439	1.09	-2.22%
Sample Road	W of Powerline Rd	72,623	65,000	65,376	64,000	68,412	65,500	70,149	65,500	73,333	66,000	1.07	0.39%
	E of Powerline Rd	-	-	-	-	37,143	37,143	50,665	50,665	55,134	49,621	1.04	
	E of Military Trail	61,439	57,500	58,629	58,000	66,957	62,000	67,604	63,500	72,222	65,000	1.07	3.14%
	W of NE 3 Ave	52,070	47,500	44,399	48,500	58,068	52,000	58,117	52,000	55,889	52,000	1.07	2.33%
	W of Dixie Hwy	40,279	41,283	47,255	46,104	42,359	42,013	44,546	42,926	53,333	48,000	1.03	1.71%
	E of Dixie Hwy	45,873	41,000	40,236	39,000	43,346	41,000	39,849	39,000	41,926	38,500	1.06	-1.48%
	W of US 1	35,881	33,000	34,990	34,000	35,139	34,500	36,212	34,000	33,679	32,500	1.05	-0.34%
Copans Road	W of US 1	26,061	25,845	24,821	24,412	24,975	25,072	25,364	25,361	28,940	25,857	1.03	0.07%
	E of Dixie Hwy	29,378	28,316	39,438	36,815	33,752	30,661	31,946	31,945	36,554	32,215	1.07	4.58%
	W of Dixie Hwy	44,865	42,581	37,451	34,027	35,642	35,674	35,317	35,313	45,885	45,614	1.03	3.23%
	E of I-95	46,816	44,000	50,815	45,500	50,362	45,000	52,818	49,000	48,162	45,500	1.09	1.01%
	E of Powerline Rd	66,258	58,500	56,705	57,500	63,470	60,000	60,079	58,000	61,811	58,000	1.06	-0.17%
	W of Powerline Rd	37,872	37,805	37,451	36,979	39,717	38,197	36,877	34,683	38,999	35,099	1.04	-1.72%
NE 14th St	W of A1A	15,136	13,300	16,187	14,700	17,585	15,100	17,260	15,700	16,922	15,000	1.13	3.19%
	E of US 1	15,304	16,900	19,698	18,200	21,170	17,600	19,295	18,200	18,576	16,500	1.08	-0.38%
NW 15th St	E of NW 15 Ave	10,554	10,194	10,991	10,512	9,565	9,728	9,277	8,979	9,357	8,421	1.04	-4.56%
	W of Dixie Hwy	4,813	4,740	5,118	4,915	4,301	4,033	3,941	3,902	4,859	4,590	1.04	0.03%
NE 10th St	E of Dixie Hwy	9,197	9,079	12,304	11,208	9,688	9,306	10,322	10,219	9,503	8,171	1.06	-0.94%
	W of US 1	12,091	10,645	9,193	8,530	8,803	8,301	7,872	7,793	9,452	9,088	1.07	-3.01%
DMLKJ Blvd*	W of Powerline Rd	26,308	23,543	28,740	26,425	27,386	26,534	27,150	26,412	33,900	33,377	1.05	9.64%
	W of NW 15 Ave	22,390	22,834	25,504	23,262	25,190	23,317	24,196	23,685	31,226	29,318	1.05	6.87%
	W of Dixie Hwy	14,536	14,694	16,732	16,090	15,643	15,194	16,641	16,475	16,411	15,780	1.02	2.04%
Atlantic Blvd	W of SR A1A	33,625	27,000	29,274	29,500	33,009	30,000	31,381	29,000	30,793	29,500	1.09	2.34%
	W of US 1	41,100	36,555	45,145	40,091	48,114	41,786	39,099	36,563	42,303	39,500	1.11	2.36%
	E of NE 5th Ave	50,182	44,500	47,789	44,500	49,195	46,500	52,196	49,000	44,313	43,500	1.07	-0.34%
	E of Cypress Rd	50,182	44,500	47,789	44,500	49,195	46,500	52,196	49,000	44,313	43,500	1.07	-0.34%
	E of I-95	60,276	54,500	55,408	57,500	60,127	59,000	59,470	55,500	57,813	57,500	1.03	1.45%
	W of I-95	54,409	52,500	56,836	52,000	58,937	58,500	62,335	59,500	64,295	60,500	1.05	3.73%
	E of Powerline Rd	60,876	54,500	57,500	55,000	59,783	58,500	59,804	58,000	59,461	58,500	1.05	1.82%
	W of Powerline Rd	54,501	51,776	55,332	52,565	55,730	51,829	55,328	50,902	55,506	51,621	1.07	-0.06%
Pompano Park Place	W of Cypress Rd	7,601	7,184	7,441	7,299	7,954	7,370	7,378	7,304	7,206	6,881	1.04	-1.03%
(SW 3rd St)	W of Dixie Hwy	13,118	12,605	13,409	12,438	17,429	15,505	12,994	12,864	14,820	13,632	1.07	3.07%
	W of Andrews Ave	17,460	15,106	15,194	14,454	15,616	15,427	17,014	15,576	21,809	20,051	1.08	8.03%
	E of Powerline Rd	17,460	15,106	15,194	14,454	15,616	15,427	17,014	15,576	21,809	20,051	1.08	8.03%
McNab Road	W of US 1	16,411	14,791	16,268	14,964	16,250	15,090	15,597	14,048	16,908	15,587	1.09	1.52%
	W of Dixie Hwy	11,124	11,303	12,103	11,513	11,583	10,794	12,467	12,342	12,751	11,908	1.04	1.61%
	E of Powerline Rd	21,129	20,461	22,639	21,475	21,773	19,658	19,919	18,302	21,835	20,984	1.06	1.06%
	W of Powerline Rd	25,014	24,475	30,938	26,632	24,018	23,762	23,875	23,754	31,002	27,429	1.07	3.37%
Florida's Turnpike	S of Sample Rd	79,111	71,200	89,000	80,100	96,556	86,900	102,111	91,900	104,000	93,600	1.11	7.15%
	S of Atlantic Blvd	77,333	69,600	85,889	77,300	92,889	83,600	98,222	88,400	100,556	90,500	1.11	6.83%
NW 31 Ave	S of DMLKJ Blvd*	17,432	15,500	18,152	17,400	18,428	16,900	18,021	16,700	18,374	16,600	1.09	1.90%
	N of Atlantic Blvd	17,432	15,500	18,152	17,400	18,428	16,900	16,700	16,700	18,374	16,600	1.07	1.90%
Powerline Rd	S of Sample Rd	38,220	35,000	32,509	31,000	34,806	34,000	34,302	33,500	34,017	32,000	1.05	-1.92%
	S of Copans Rd	30,739	30,432	40,498	39,597	44,995	43,645	48,382	44,995	45,747	42,545	1.05	9.50%
	S of DMLKJ Blvd*	42,435	38,000	38,825	37,500	42,701	40,500	39,247	36,500	40,753	37,900	1.07	0.16%
	S of Atlantic Blvd	43,424	44,500	57,519	51,000	53,515	48,500	51,010	46,500	48,288	47,000	1.07	1.66%

continued...

Table 2 - Historic Traffic Conditions (continued)

Roadway	Location	2002		2003		2004		2005		2006		Peak/ AADT Ratio	Avg Annual Growth
		Peak	ADT	Peak	ADT	Peak	ADT	Peak	ADT	Peak	ADT		
Andrews Ave	N of Copans Rd	22,748	21,156	22,135	21,037	22,055	20,653	22,280	20,451	23,874	22,203	1.07	1.30%
	S of Atlantic Blvd	13,575	12,514	12,769	12,202	14,259	12,672	13,644	12,495	12,969	12,061	1.09	-0.88%
	S of Pompano Park Pl	17,679	16,940	18,408	17,832	23,927	20,568	20,593	18,074	21,293	21,055	1.08	6.24%
Interstate 95	S of Copans Rd	236,076	230,000	232,891	228,000	227,404	228,000	230,631	226,000	236,761	220,000	1.03	-1.10%
	S of Atlantic Blvd	238,525	231,000	256,244	246,000	247,491	239,000	249,005	244,000	254,825	246,000	1.03	1.64%
Cypress Road	S of Atlantic Blvd	24,264	22,657	27,589	24,702	22,495	22,309	23,645	21,753	23,285	21,422	1.07	-1.17%
	N of McNab Rd	24,934	22,674	20,652	18,998	22,184	21,281	19,374	18,018	23,010	21,169	1.08	-0.51%
Dixie Highway	S of NE 54th St	18,568	17,800	20,652	19,000	19,778	18,800	21,511	19,300	22,283	20,500	1.08	3.64%
	S of NE 48th St	27,139	26,286	22,784	22,121	30,735	26,919	16,606	16,437	28,520	25,500	1.07	5.51%
	S of Sample Rd	19,190	18,600	19,653	19,200	20,580	19,400	20,854	20,000	22,283	20,500	1.05	2.47%
	N of NW 15 Street	26,862	26,500	28,533	27,000	27,104	26,000	28,495	26,500	30,435	28,000	1.06	1.44%
	S of Atlantic Blvd	28,889	24,000	28,440	24,500	25,927	25,000	26,237	25,500	25,389	24,500	1.09	0.55%
	N of McNab Rd NB	12,298	11,000	11,300	10,500	11,947	11,000	12,559	11,500	12,100	11,500	1.08	1.19%
	N of McNab Rd SB	11,132	10,500	11,579	11,000	11,268	11,000	12,183	11,000	12,221	11,500	1.06	2.33%
NE 5th Avenue	N of NE 10th St	6,563	5,912	5,615	5,583	4,261	4,145	4,237	4,195	5,086	4,391	1.06	-6.36%
	N of Atlantic Blvd	6,563	5,912	5,615	5,583	4,261	4,145	4,237	4,195	5,086	4,391	1.06	-6.36%
US Highway 1	S of NE 54th St	45,593	41,500	45,028	40,000	44,338	40,000	45,265	41,500	47,738	43,000	1.11	0.94%
	N of Sample Rd	46,345	45,169	44,980	38,412	60,150	54,135	48,532	43,679	55,556	50,000	1.10	5.28%
	S of Sample Rd	56,650	49,944	49,373	43,108	52,015	48,825	34,381	37,101	55,703	50,133	1.08	2.67%
	N of Copans Rd	42,632	40,000	45,973	44,000	50,955	46,500	48,986	46,000	49,108	47,000	1.06	4.20%
	N of 14th St	54,816	53,500	47,740	45,000	52,702	47,000	54,955	47,500	54,444	49,000	1.09	-1.81%
	N of Atlantic Blvd	38,587	35,500	38,975	35,500	41,304	38,000	40,202	39,000	44,465	42,000	1.07	4.34%
	S of Atlantic Blvd	39,210	35,924	38,348	35,821	42,590	37,563	37,697	39,297	43,732	41,000	1.06	3.38%
	N of McNab Rd	44,583	39,500	45,820	41,500	51,958	46,500	52,796	49,500	52,688	49,000	1.10	5.64%
State Road A1A	N of NE 14th St	11,420	10,400	12,309	10,300	12,763	10,500	12,820	10,200	9,689	9,300	1.16	-2.68%
	N of Atlantic Blvd	15,682	14,898	15,791	15,001	15,815	15,024	15,078	14,324	14,906	13,863	1.06	-1.76%
	S of Atlantic Blvd	28,380	22,500	27,271	22,500	27,418	23,500	27,934	23,000	28,285	21,500	1.23	-1.05%

Sources: Walter H. Keller, Inc.
Broward County, MPO
Florida Department of Transportation

Note: U-PA - Urban Principal Arterial
U-MA - Urban Minor Arterial
U-COLL - Urban Collector
*: DMLKJ Blvd - Dr. Martin Luther King Jr. Blvd

EXISTING CONDITIONS ANALYSIS

A link analysis was performed on roadway segments to determine daily levels-of-service (LOS). A LOS analysis for both average daily and winter "peak season" daily conditions was performed. The "peak season" is considered to be the first quarter of the calendar year (January, February, March) and is widely recognized as the peak period for tourist and seasonal residential traffic. Average daily conditions reflect a year round situation and are based on the average of traffic counts performed in winter and summer seasons.

Level of Service Definitions

Level of Service (LOS) designations provide standard means to summarize roadway and intersection facility operating conditions. Roadway capacity refers to the absolute maximum number of vehicles which could normally and safely traverse a specified roadway point within a specific time period. Relative to this absolute capacity, roadway LOS is usually defined as a measure of the maximum number of vehicles able to traverse a roadway segment while maintaining a given operating condition, and can range from excellent (A) to very poor (F). Generalized descriptions of these level of service categories are as follows:

LOS A: Highest LOS which describes primarily free-flow traffic conditions at posted traffic speed. Vehicles are totally unimpeded in their ability to maneuver within the traffic stream. Delay at intersections is non-existent or minimal.

LOS B: Reflects relatively unimpeded flow at posted travel speeds. The ability to maneuver within the traffic stream is only slightly restricted and intersection delays are minor.

LOS C: Represents stable traffic flow operations. Ability to maneuver and change lanes may be more restricted than in LOS B; longer queues occur at signalized intersections. Poor signal timing or coordination could contribute to a decrease in average speeds.

LOS D: This reflects a range in which small increases in traffic flow may cause substantial increases in approach delay and, hence, decreases in speed. This may be due to adverse signal progression, inappropriate signal timing, high volumes, or combinations of these.

LOS E: This represents traffic flow characterized by significant delays and lower operating speeds. Such operations are caused by some combination of adverse progression, high signal density, extensive queuing at critical intersections and inappropriate signal timing.

LOS F: This represents traffic flow characterized at extremely low speeds. Intersection congestion is likely at critical signalized locations, resulting in high approach delays.

Using these generalized definitions of level of service, specific analysis of roadway link operations can be performed and summarized according to the above descriptions.

Service Volumes

Roadway capacities for different levels of service are referred to as service volumes and vary by the type of roadway analyzed, the number of signals per mile and the number of lanes. Using figures developed by the Florida Department of Transportation, the following Table 3 lists the daily service volumes for different roadway types.

The values provided in Table 3 are based on the methods and definitions provided in the Level of Service Manual prepared by the Florida Department of Transportation, 2002 update. The Level of Service Manual measures, or determines, level of service based on average travel speed consistent with the 2002 Highway Capacity Manual.

Table 3 - Daily Roadway Capacities

GENERALIZED **ANNUAL AVERAGE DAILY** VOLUMES FOR FLORIDA'S **URBANIZED AREAS***

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Divided	Level of Service A	B	C	D	E
2	Undivided	2,000	7,000	13,800	19,600	27,000
4	Divided	20,400	33,000	47,800	61,800	70,200
6	Divided	30,500	49,500	71,600	92,700	105,400

STATE TWO-WAY ARTERIALS

Class I (>0.00 to 1.99 signalized intersections per mile)

Lanes	Divided	Level of Service A	B	C	D	E
2	Undivided	***	4,200	13,800	16,400	16,900
4	Divided	4,800	29,300	34,700	35,700	***
6	Divided	7,300	44,700	52,100	53,500	***
8	Divided	9,400	58,000	66,100	67,800	***

Class II (2.00 to 4.50 signalized intersections per mile)

Lanes	Divided	Level of Service A	B	C	D	E
2	Undivided	***	1,900	11,200	13,400	16,300
4	Divided	***	4,100	26,000	32,700	34,500
6	Divided	***	6,500	40,300	49,200	51,800
8	Divided	***	8,500	53,300	63,800	67,000

Class III (more than 4.5 signalized intersections per mile and not within primary city central business district of an urbanized area over 750,000)

Lanes	Divided	Level of Service A	B	C	D	E
2	Undivided	***	***	5,300	12,600	15,500
4	Divided	***	***	12,400	28,900	32,800
6	Divided	***	***	19,500	44,700	49,300
8	Divided	***	***	25,800	58,700	63,800

Class IV (more than 4.5 signalized intersections per mile and within primary city central business district of an urbanized area over 750,000)

Lanes	Divided	Level of Service A	B	C	D	E
2	Undivided	***	***	5,200	13,700	15,000
4	Divided	***	***	12,300	30,300	31,700
6	Divided	***	***	19,100	45,800	47,600
8	Divided	***	***	25,900	59,900	62,200

NON STATE ROADWAYS

Major City/County Roadways

Lanes	Divided	Level of Service A	B	C	D	E
2	Undivided	***	***	9,100	14,600	15,600
4	Divided	***	***	21,400	31,100	32,900
6	Divided	***	***	33,400	46,800	49,300

Other Signalized Roadways (signalized intersection analysis)

Lanes	Divided	Level of Service A	B	C	D	E
2	Undivided	***	***	4,800	10,000	12,600
4	Divided	***	***	11,100	21,700	25,200

Source: Florida Department of Transportation, Systems Planning Office, 605 Suwannee Street, MS 19, Tallahassee, FL 32399-0450 — 02/22/02
http://www11.myflorida.com/planning/systems/sm/los/default.htm

FREEWAYS

Interchange spacing ≥ 2 mi. apart

Lanes	Level of Service A	B	C	D	E
4	23,800	39,600	55,200	67,100	74,600
6	36,900	61,100	85,300	103,600	115,300
8	49,900	82,700	115,300	140,200	156,000
10	63,000	104,200	145,500	176,900	196,400
12	75,900	125,800	175,500	213,500	237,100

Interchange spacing < 2 mi. apart

Lanes	Level of Service A	B	C	D	E
4	22,000	36,000	52,000	67,200	76,500
6	34,800	56,500	81,700	105,800	120,200
8	47,500	77,000	111,400	144,300	163,900
10	60,200	97,500	141,200	182,600	207,600
12	72,900	118,100	170,900	221,100	251,200

BICYCLE MODE

(**Note**: Level of service for the bicycle mode in this table is based on roadway geometrics at 40 mph posted speed and traffic conditions, not number of bicyclists using the facility.) (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/ Bicycle Lane Coverage	Level of Service A	B	C	D	E
0-49%	**	**	3,200	13,800	>13,800
50-84%	**	2,500	4,100	>4,100	***
85-100%	3,100	7,200	>7,200	***	***

PEDESTRIAN MODE

(**Note**: Level of service for the pedestrian mode in this table is based on roadway geometrics at 40 mph posted speed and traffic conditions, not number of pedestrians using the facility.) (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	Level of Service A	B	C	D	E
0-49%	**	**	**	6,400	15,500
50-84%	**	**	**	9,900	19,000
85-100%	**	2,200	11,300	>11,300	***

BUS MODE (Scheduled Fixed Route)

(Buses per hour)

(**Note**: Buses per hour shown are only for the **peak hour** in the **single direction** of the higher traffic flow.)

Sidewalk Coverage	Level of Service A	B	C	D	E
0-84%	**	>5	≥4	≥3	≥2
85-100%	>6	>4	≥3	≥2	≥1

ARTERIAL/NON STATE ROADWAY ADJUSTMENTS

DIVIDED/UNDIVIDED

(alter corresponding volume by the indicated percent)

Lanes	Median	Left Turns Lanes	Adjustment Factors
2	Divided	Yes	+5%
2	Undivided	No	-20%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

ONE-WAY FACILITIES

Decrease corresponding two-directional volumes in this table by 40% to obtain the equivalent one directional volume for one-way facilities.

*This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Values shown are two-way annual average daily volumes (based on K_{100} factors) for levels of service and are for the automobile/truck modes unless specifically stated. Level of service letter grade thresholds are probably not comparable across modes and, therefore, cross-modal comparisons should be made with caution. Furthermore, combining levels of service of different modes into one overall roadway level of service is not recommended. The table's input value defaults and level of service criteria appear on the following page. Calculations are based on planning applications of the Highway Capacity Manual, Bicycle LOS Model, Pedestrian LOS Model and Transit Capacity and Quality of Service Manual, respectively for the automobile/truck, bicycle, pedestrian and bus modes.

**Cannot be achieved using table input value defaults.

***Not applicable for that level of service letter grade. For automobile/truck modes, volumes greater than level of service D become F because intersection capacities have been reached. For bicycle and pedestrian modes, the level of service letter grade (including F) is not achievable, because there is no maximum vehicle volume threshold using table input value defaults.

85

Link Analysis

Using the service volumes provided in Table 3 and 2006 traffic counts collected by the Broward County MPO and the Florida Department of Transportation (FDOT), existing daily LOS was determined for all arterials and collectors within the City limits. This information is summarized in Table 5. The information in Table 5 is consistent with Broward County's TRIPS Network File. This File also includes the results of special capacity studies accepted by Broward County, which reflect localized conditions.

Existing peak season conditions are shown on Figure 5; average annual daily traffic volumes and LOS are illustrated on Figure 6.

Table 4 - 2006 Daily Traffic LOS Analysis

Roadway	Location	2006 24 Hr. Volume Pk Season	2006 24 Hr. Volume ADT	Func Class	No. of Lanes	Sig per Mile	2002 LOS D Cap.	2006 LOS Pk Season	2006 LOS ADT
NE 54th St	E of Dixie Hwy	6,285	5,644	U-COLL	2	1.2	14,600	C	C
	W of US 1	5,974	4,712	U-COLL	2	1.2	14,600	C	C
NE 48th St	E of Dixie Hwy	14,196	12,295	U-MA	2	1.2	16,400	D	C
	W od US 1	9,054	7,439	U-MA	2	1.2	16,400	C	C
Sample Road	W of Powerline Rd	73,333	66,000	U-PA	6	3.0	53,500	F	F
	E of Powerline Rd	55,134	49,621	U-PA	6	3.0	53,500	F	C
(SIS Connector)	E of Military Trail	72,222	65,000	U-PA	6	3.0	53,500	F	F
	W of NE 3 Ave	55,889	52,000	U-PA	6	3.0	53,500	F	C
	W of Dixie Hwy	53,333	48,000	U-PA	6	3.0	53,500	D	C
	E of Dixie Hwy	41,926	38,500	U-PA	6	3.0	53,500	B	B
	W of US 1	33,679	32,500	U-PA	6	3.0	53,500	B	B
Copans Road	W of US 1	28,940	25,857	U-MA	6	3.7	46,800	C	C
	E of Dixie Hwy	36,554	32,215	U-MA	6	3.7	46,800	D	C
	W of Dixie Hwy	45,885	45,614	U-MA	6	4.4	46,800	D	D
	E of I-95	48,162	45,500	U-MA	6	4.4	46,800	E	D
	E of Powerline Rd	61,811	58,000	U-MA	6	1.8	53,500	F	F
	E of Turnpike	38,999	35,099	U-MA	4	2.3	35,700	F	D
NE 14th St	W of A1A	16,922	15,000	U-MA	4	2.4	32,700	D	D
	E of US 1	18,576	16,500	U-MA	4	2.4	32,700	D	D
NW 15th St	E of NW 15 Ave	9,357	8,421	U-COLL	2	1.6	12,600	D	D
	W of Dixie Hwy	4,859	4,590	U-COLL					
NE 10th St	E of Dixie Hwy	9,503	8,171	U-COLL	2	2.5	16,400	C	C
	W of US 1	9,452	9,088	U-COLL	2	2.5	16,400	C	C
DMLKJ Blvd*	W of Dixie Hwy	33,900	33,377	U-MA	4	1.0	21,700	F	F
	W of NW 15 Ave	31,226	29,318	U-MA	4	1.3	21,700	F	F
	W of Powerline Rd	16,411	15,780	U-MA	4	1.0	21,700	D	D
Atlantic Blvd	W of SR A1A	30,793	29,500	U-MA	4	5.4	28,900	E	E
	W of US 1	42,303	39,500	U-PA	4	4.2	32,700	F	F
	E of NE 5th Ave	44,313	43,500	U-PA	4	4.2	32,700	F	F
	E of Cypress Rd	44,313	43,500	U-PA	4	1.5	32,700	F	F
	E of I-95	57,813	57,500	U-PA	6	6.2	49,200	F	F
	W of I-95	64,295	60,500	U-PA	6	2.5	49,200	F	F
	E of Powerline Rd	59,461	58,500	U-PA	6	1.7	53,500	F	F
	W of Powerline Rd	55,506	51,621	U-PA	6	2.5	53,500	F	C
Pompano Park Pl	W of Cypress Rd	7,206	6,881	U-COLL	4	3.5	35,700	B	B
(SW 3rd St)	W of Dixie Hwy	14,820	13,632	U-COLL	6	1.6	53,500	B	B
	W of Andrews Ave	21,809	20,051	U-COLL	4	1.0	35,700	B	B
	E of Powerline Rd	21,809	20,051	U-COLL	4	1.0	35,700	B	B
McNab Road	W of US 1	16,908	15,587	U-COLL	2	2.0	10,000	F	F
	W of Dixie Hwy	12,751	11,908	U-MA	6	2.0	53,500	B	B
	E of Powerline Rd	21,835	20,984	U-MA	6	1.5	53,500	B	B
	W of Powerline Rd	31,002	27,429	U-MA	4	1.0	35,700	C	B

continued…

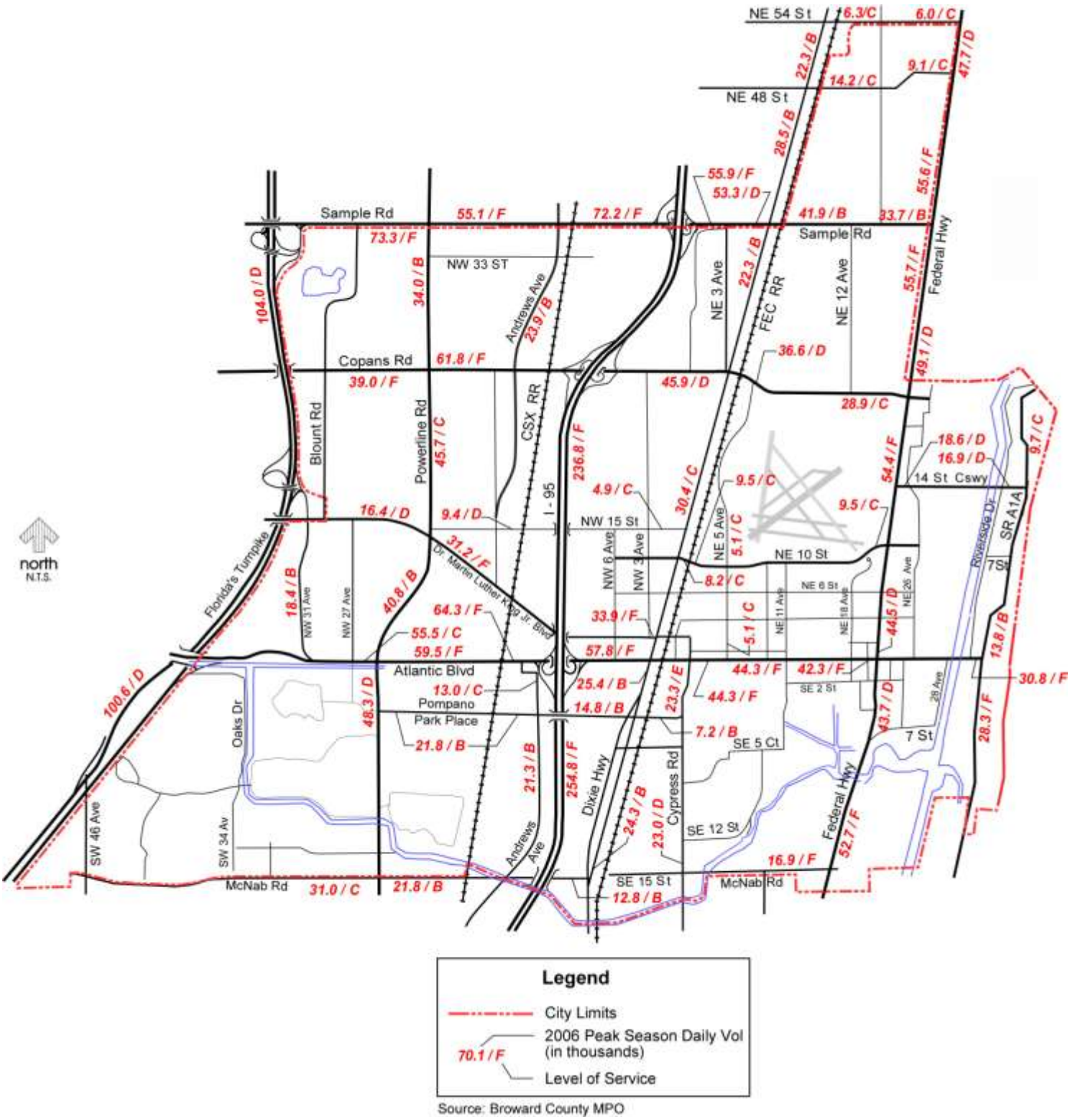
Table 4 - 2006 Daily Traffic LOS Analysis (continued)

Roadway	Location	2006 24 Hr. Volume Pk Season	2006 24 Hr. Volume ADT	Func Class	No. of Lanes	Sig per Mile	2002 LOS D Cap.	2006 LOS Pk Season	2006 LOS ADT
Florida's Tpke/	S of Sample Rd	104,000	93,600	U-PA	6	-	105,800	D	D
(SIS Corridor)	S of Atlantic Blvd	100,556	90,500	U-PA	6	-	105,800	D	D
NW 31 Ave	S of DMLKJ Blvd*	18,374	16,600	U-COLL	4	2.3	35,700	B	B
	N of Atlantic Blvd	18,374	16,600	U-COLL	4	2.2	35,700	B	B
Powerline Rd	S of Sample Rd	34,017	32,000	U-PA	6	2.1	53,500	B	B
	S of Copans Rd	45,747	42,545	U-PA	6	1.8	53,500	C	B
	S of DMLKJ Blvd*	40,753	37,900	U-PA	6	1.3	53,500	B	B
	S of Atlantic Blvd	48,288	47,000	U-PA	6	3.7	49,200	D	D
Andrews Ave	N of Copans Rd	23,874	22,203	U-MA	4	2.1	35,700	B	B
	S of Atlantic Blvd	12,969	12,061	U-MA	2	3.1	16,400	C	C
	S of Pompano Park Pl	21,293	21,055	U-MA	5	1.0	53,500	B	B
Interstate 95/	S of Sample Rd	236,761	220,000	U-PA	8	-	163,900†	F	F
(SIS Corridor)	S of Atlantic Blvd	254,825	246,000	U-PA	8	-	163,900†	F	F
Cypress Road	S of Atlantic Blvd	23,285	21,422	U-COLL	4	2.9	21,700	E	D
	N of McNab Rd	23,010	21,169		4	2.9	21,700	E	D
Dixie Highway	S of NE 54th St	22,283	20,500	U-MA	4	1.8	35,700	B	B
	S of NE 48th St	28,520	25,500	U-MA	4	1..8	35,700	B	B
	S of Sample Rd	22,283	20,500	U-MA	4	1.8	35,700	B	B
	N of NW 15 Street	30,435	28,000	U-MA	4	1.6	35,700	C	B
	S of Atlantic Blvd	25,389	24,500	U-MA	4	2.9	35,700	B	B
	N of McNab Rd	24,321	23,000	U-MA	6	2.9	53,500	B	B
NE 5th Avenue	N of NE 10th St	5,086	4,391	U-COLL	2	0.8	14,600	C	C
	N of Atlantic Blvd	5,086	4,391	U-COLL	2	1.1	14,600	C	C
US Highway 1	S of NE 54th St	47,738	43,000	U-PA	6	1.9	49,200	D	D
	N of Sample Rd	55,556	50,000	U-PA	6	1.9	49,200	F	E
	S of Sample Rd	55,703	50,133	U-PA	6	3.3	49,200	F	E
	N of Copans Rd	49,108	47,000	U-PA	6	3.3	49,200	D	D
	N of 14th St	54,444	49,000	U-PA	6	3.6	49,200	F	D
	N of Atlantic Blvd	44,465	42,000	U-PA	6	4.1	49,200	D	D
	S of Atlantic Blvd	43,732	41,000	U-PA	6	3.8	49,200	D	D
	N of McNab Rd	52,688	49,000	U-PA	6	3.8	49,200	F	D
State Road A1A	N of NE 14th St	9,689	9,300	U-COLL	2	0.6	16,400	C	C
	N of Atlantic Blvd	14,906	13,863	U-MA	4	0.3	35,700	B	B
	S of Atlantic Blvd	28,285	21,500	U-MA	2	1.5	16,400	F	F

Sources: Walter H. Keller, Inc.
Broward County, MPO
Florida Department of Transportation

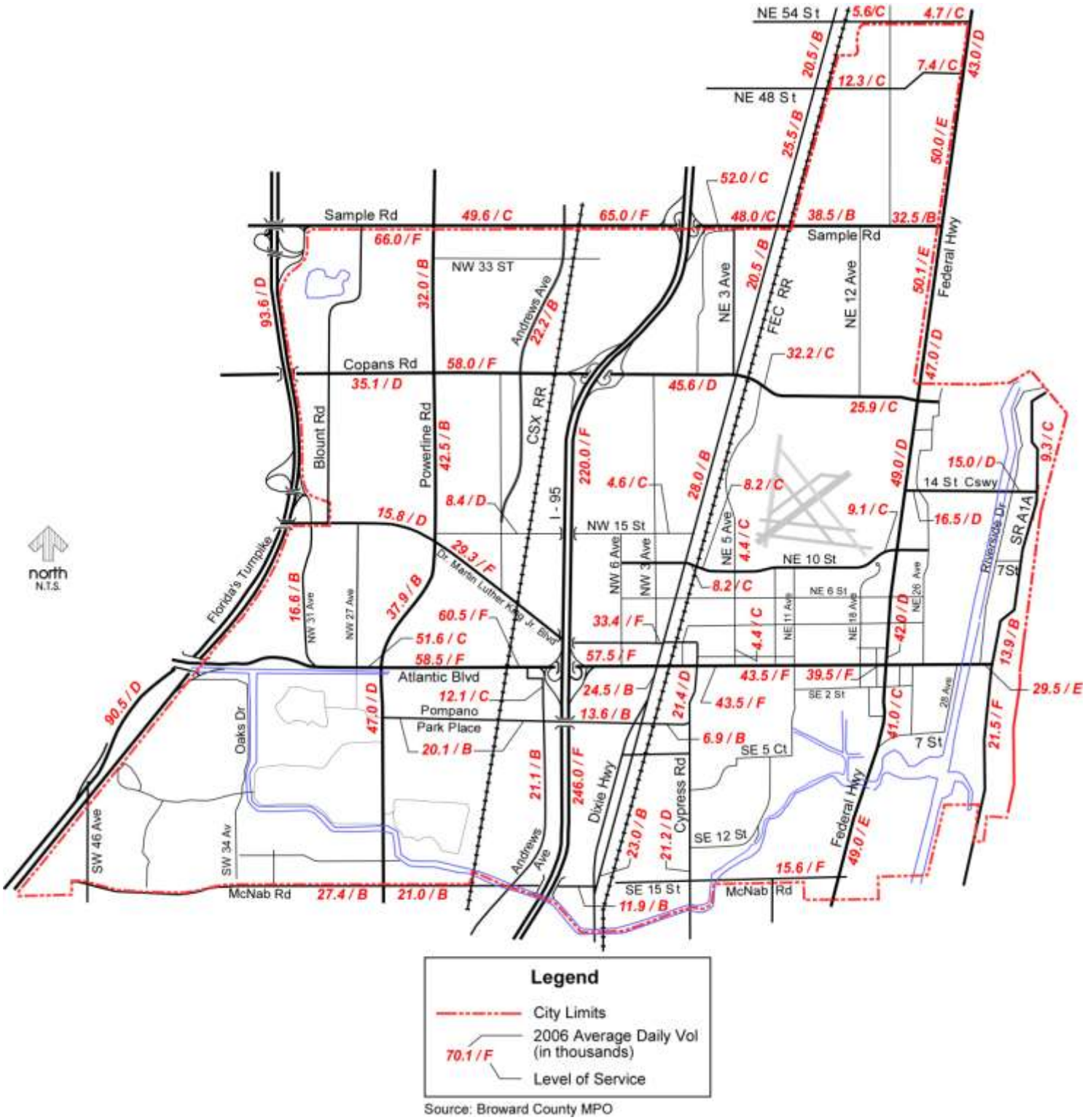
Note: U-PA - Urban Principal Arterial
U-MA - Urban Minor Arterial
U-COLL - Urban Collector
*: DMLKJ Blvd - Dr. Martin Luther King Jr. Blvd
† - LOS "E" Capacity

Figure 5 - 2006 Peak Season Daily Traffic



Source: Broward County MPO

Figure 6 - 2006 Average Annual Daily Traffic



Source: Broward County MPO

Peak Hour Analysis

Similar to the Link Analysis conducted for average daily traffic (ADT) conditions, the peak hour direction (PHD) analysis concentrates on peak hour directional volumes instead of average daily traffic volumes. Peak hour directional service volumes are provided in Table 6 and were obtained from the Florida Department of Transportation's Level of Service Manual 2002 Update. These service volumes are based on the methods and definitions provided in the 2002 Highway Capacity Manual.

Using the service volumes provided in Table 6 and recent turning movement counts collected by the Broward County Traffic Engineering Division, existing peak hour directional LOS were determined for major arterials and collectors within the City limits. This information is summarized in Table 7.

Table 5 - FDOT Peak Hour Service Volumes

GENERALIZED **PEAK HOUR DIRECTIONAL** VOLUMES FOR FLORIDA'S **URBANIZED AREAS***

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Divided	Level of Service A	B	C	D	E
1	Undivided	100	340	670	950	1,300
2	Divided	1,060	1,720	2,500	3,230	3,670
3	Divided	1,600	2,590	3,740	4,840	5,500

STATE TWO WAY ARTERIALS

Class I (>0.00 to 1.99 signalized intersections per mile)

Lanes	Divided	Level of Service A	B	C	D	E
1	Undivided	**	220	720	860	890
2	Divided	250	1,530	1,810	1,860	***
3	Divided	380	2,330	2,720	2,790	***
4	Divided	490	3,030	3,460	3,540	***

Class II (2.00 to 4.50 signalized intersections per mile)

Lanes	Divided	Level of Service A	B	C	D	E
1	Undivided	**	100	590	810	850
2	Divided	**	220	1,360	1,710	1,800
3	Divided	**	340	2,110	2,570	2,710
4	Divided	**	440	2,790	3,330	3,500

Class III (more than 4.5 signalized intersections per mile and not within primary city central business district of an urbanized area over 750,000)

Lanes	Divided	Level of Service A	B	C	D	E
1	Undivided	**	***	280	660	810
2	Divided	**	***	650	1,510	1,720
3	Divided	**	***	1,020	2,330	2,580
4	Divided	**	***	1,350	3,070	3,330

Class IV (more than 4.5 signalized intersections per mile and within primary city central business district of an urbanized area over 750,000)

Lanes	Divided	Level of Service A	B	C	D	E
1	Undivided	**	**	270	720	780
2	Divided	**	***	650	1,580	1,660
3	Divided	**	***	1,000	2,390	2,490
4	Divided	**	***	1,350	3,130	3,250

NON-STATE ROADWAYS

Major City/County Roadways

Lanes	Divided	Level of Service A	B	C	D	E
1	Undivided	**	**	480	760	810
2	Divided	**	***	1,120	1,620	1,720
3	Divided	**	***	1,740	2,450	2,580

Other Signalized Roadways (signalized intersection analysis)

Lanes	Divided	Level of Service A	B	C	D	E
1	Undivided	**	***	250	530	660
2	Divided	**	***	580	1,140	1,320

Source: Florida Department of Transportation 02/22/02
Systems Planning Office
605 Suwannee Street, MS 19
Tallahassee, FL 32399-0450
http://www11.myflorida.com/planning/systems/sm/los/default.htm

FREEWAYS

Interchange spacing ≥ 2 mi. apart

Lanes	Level of Service A	B	C	D	E
2	1,270	2,110	2,940	3,580	3,980
3	1,970	3,260	4,550	5,530	6,150
4	2,660	4,410	6,150	7,480	8,320
5	3,360	5,560	7,760	9,440	10,480
6	4,050	6,710	9,360	11,390	12,650

Interchange spacing < 2 mi. apart

Lanes	Level of Service A	B	C	D	E
2	1,130	1,840	2,660	3,440	3,910
3	1,780	2,890	4,180	5,410	6,150
4	2,340	3,940	5,700	7,380	8,380
5	3,080	4,990	7,220	9,340	10,620
6	3,730	6,040	8,740	11,310	12,850

BICYCLE MODE

(Note: Level of service for the bicycle mode in this table is based on roadway geometrics at 40 mph posted speed and traffic conditions, not number of bicyclists using the facility.) (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine maximum service volumes.)

Paved Shoulder/ Bicycle Lane Coverage	Level of Service A	B	C	D	E
0-49%	***	***	170	720	>720
50-84%	***	130	210	>210	***
85-100%	160	380	>380	***	***

PEDESTRIAN MODE

(Note: Level of service for the pedestrian mode in this table is based on roadway geometrics at 40 mph posted speed and traffic conditions, not the number of pedestrians using the facility.) (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine maximum service volumes.)

Sidewalk Coverage	Level of Service A	B	C	D	E
0-49%	***	**	**	330	810
50-84%	**	**	**	520	990
85-100%	**	120	590	>590	***

BUS MODE (Scheduled Fixed Route)

(Buses per hour)

Sidewalk Coverage	Level of Service A	B	C	D	E
0-84%	**	>5	≥4	≥3	≥2
85-100%	>6	>4	≥3	≥2	≥1

ARTERIAL/NON-STATE ROADWAY ADJUSTMENTS

DIVIDED/UNDIVIDED
(alter corresponding volumes by the indicated percent)

Lanes	Median	Left Turns Lanes	Adjustment Factors
1	Divided	Yes	+5%
1	Undivided	No	-20%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

ONE WAY FACILITIES
Increase corresponding volume 20%

*This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Values shown are hourly directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. Level of service letter grade thresholds are probably not comparable across modes and, therefore, cross modal comparisons should be made with caution. Furthermore, combining levels of service of different modes into one overall roadway level of service is not recommended. To convert to annual average daily traffic volumes, these volumes must be divided by appropriate D and K factors. The tables' input value defaults and level of service criteria appear on the following page. Calculations are based on planning applications of the Highway Capacity Manual, Bicycle LOS Model, Pedestrian LOS Model and Transit Capacity and Quality of Service Manual, respectively for the automobile/truck, bicycle, pedestrian and bus modes.
**Cannot be achieved using table input value defaults.
***Not applicable for that level of service letter grade. For automobile/truck modes, volumes greater than level of service D become F because intersection capacities have been reached. For bicycle and pedestrian modes, the level of service letter grade (including F) is not achievable, because there is no maximum vehicle volume threshold using table input value defaults.

97

Table 6 - 2006 Peak Hour Directional Analysis

Roadway	Location	2006 Pk Hour Dir	2006 Pk Hour Vol	Func Class	No. of Lanes	Sig per Mile	2002 LOS D Cap.	2006 Pk Hour LOS
NE 54th St	E of Dixie Hwy	EB	267	U-COLL	2	1.2	760	C
	W of US 1	EB	181	U-COLL	2	1.2	760	C
NE 48th St	E of Dixie Hwy	EB	559	U-MA	2	1.2	860	C
	W od US 1	EB	357	U-MA	2	1.2	860	C
Sample Road	W of Powerline Rd	WB	2,863	U-PA	6	3.0	2,790	F
	E of Powerline Rd	WB	2,009	U-PA	6	3.0	2,790	B
(SIS Corridor)	E of Military Trail	EB	2,822	U-PA	6	3.0	2,790	F
	W of NE 3 Ave	WB	2,258	U-PA	6	3.0	2,790	B
	W of Dixie Hwy	EB	2,083	U-PA	6	3.0	2,790	B
	E of Dixie Hwy	EB	1,669	U-PA	6	3.0	2,790	B
	W of US 1	EB	1,411	U-PA	6	3.0	2,790	B
Copans Road	W of US 1	EB	1,113	U-MA	6	3.7	2,450	C
	E of Dixie Hwy	WB	1,441	U-MA	6	3.7	2,450	C
	W of Dixie Hwy	WB	1,852	U-MA	6	4.4	2,450	D
	E of I-95	WB	2,538	U-MA	6	4.4	2,450	E
	E of Powerline Rd	WB	2,517	U-MA	6	1.8	2,790	C
	E of Turnpike	WB	1,722	U-MA	4	2.3	1,860	C
NE 14th St	W of A1A	WB	672	U-MA	4	2.4	1,710	C
	E of US 1	WB	717	U-MA	4	2.4	1,710	C
NW 15th St	E of NW 15 Ave	EB	346	U-COLL	2	1.6	660	D
	W of Dixie Hwy	EB	205	U-COLL	2	1.6	660	C
NE 10th St	E of Dixie Hwy	EB	350	U-COLL	2	2.5	860	C
	W of US 1	EB	435	U-COLL	2	2.5	860	C
DMLKJ Blvd*	W of Dixie Hwy	WB	1,429	U-MA	4	1.0	1,140	F
	W of NW 15 Ave	WB	1,302	U-MA	4	1.3	1,140	E
	W of Powerline Rd	WB	687	U-MA	4	1.0	1,140	D
Atlantic Blvd	W of SR A1A	EB	1,247	U-MA	4	5.4	1,510	D
	W of US 1	EB	1,335	U-PA	4	4.2	1,710	C
	E of NE 5th Ave	EB	1,925	U-PA	4	4.2	1,710	F
	E of Cypress Rd	EB	1,925	U-PA	4	1.5	1,710	F
	E of I-95	EB	2,091	U-PA	6	6.2	2,570	C
	W of I-95	WB	2,395	U-PA	6	2.5	2,570	D
	E of Powerline Rd	WB	2,125	U-PA	6	1.7	2,790	B
	W of Powerline Rd	WB	2,377	U-PA	6	2.5	2,790	C
Pompano Park Pl	W of Cypress Rd	WB	321	U-COLL	4	3.5	1,860	B
(SW 3rd St)	W of Dixie Hwy	WB	590	U-COLL	6	1.6	2,790	B
	W of Andrews Ave	WB	956	U-COLL	4	1.0	1,860	B
	E of Powerline Rd	WB	956	U-COLL	4	1.0	1,860	B
McNab Road	W of US 1	WB	703	U-COLL	2	2.0	530	F
	W of Dixie Hwy	WB	919	U-MA	2	2.0	530	F
	E of Powerline Rd	EB	1,033	U-MA	6	1.5	2,790	B
	W of Powerline Rd	WB	1,319	U-MA	4	1.0	1,860	B

continued…

Table 6 - 2006 Peak Hour Directional Analysis (continued)

Roadway	Location	2006 Pk Hour Dir	2006 Pk Hour Vol	Func Class	No. of Lanes	Sig per Mile	2002 LOS D Cap.	2006 Pk Hour LOS
Florida's Tpke /	S of Sample Rd	SB	5,056	U-PA	6	-	5,410	D
(SIS Corridor)	S of Atlantic Blvd	SB	4,889	U-PA	6	-	5,410	D
NW 31 Ave	S of DMLKJ Blvd*	NB	885	U-COLL	4	2.3	1,860	B
	N of Atlantic Blvd	NB	885	U-COLL	4	2.2	1,860	B
Powerline Rd	S of Sample Rd	NB	1,390	U-PA	6	2.1	2,790	B
	S of Copans Rd	NB	1,889	U-PA	6	1.8	2,790	B
	S of DMLKJ Blvd*	NB	1,607	U-PA	6	1.3	2,790	B
	S of Atlantic Blvd	NB	2,041	U-PA	6	3.7	2,570	C
Andrews Ave	N of Copans Rd	NB	1,065	U-MA	4	2.1	1,860	B
	S of Atlantic Blvd	NB	532	U-MA	2	3.1	860	C
	S of Pompano Park Pl	NB	1,097	U-MA	5	1.0	2,790	B
Interstate 95 /	S of Copans Rd	SB	9,396	U-PA	8	-	8,380†	F
(SIS Corridor)	S of Atlantic Blvd	SB	9,673	U-PA	8	-	8,380†	F
Cypress Road	S of Atlantic Blvd	SB	1,069	U-COLL	4	2.9	1,140	D
	N of McNab Rd	NB	954	U-COLL	4	2.9	1,140	D
Dixie Highway	S of NE 54th St	SB	889	U-MA	4	1.8	1,860	B
	S of NE 48th St	NB	1,106	U-MA	4	1..8	1,860	B
	S of Sample Rd	SB	889	U-MA	4	1.8	1,860	B
	N of NW 15 Street	NB	1,214	U-MA	4	1.6	1,860	B
	S of Atlantic Blvd	NB	1,065	U-MA	4	2.9	1,860	B
	N of McNab Rd	NB	501	U-MA	6	2.9	1,860	B
NE 5th Avenue	N of NE 10th St	NB	233	U-COLL	2	0.8	760	C
	N of Atlantic Blvd	NB	233	U-COLL	2	1.1	760	C
US Highway 1	S of NE 54th St	SB	2,109	U-PA	6	1.9	2,570	C
	N of Sample Rd	NB	2,450	U-PA	6	1.9	2,570	D
	S of Sample Rd	NB	1,971	U-PA	6	3.3	2,570	C
	N of Copans Rd	NB	2,305	U-PA	6	3.3	2,570	D
	N of 14th St	NB	2,403	U-PA	6	3.6	2,570	D
	N of Atlantic Blvd	NB	2,057	U-PA	6	4.1	2,570	C
	S of Atlantic Blvd	NB	2,057	U-PA	6	3.8	2,570	C
	N of McNab Rd	NB	2,403	U-PA	6	3.8	2,570	D
State Road A1A	N of NE 14th St	SB	493	U-COLL	2	0.6	860	C
	N of Atlantic Blvd	NB	749	U-MA	4	0.3	1,860	B
	S of Atlantic Blvd	NB	1,054	U-MA	2	1.5	860	F

Sources: Walter H. Keller, Inc.
Broward County, MPO
Florida Department of Transportation

Note: U-PA - Urban Principal Arterial
U-MA - Urban Minor Arterial
U-COLL - Urban Collector
*: DMLKJ Blvd - Dr. Martin Luther King Jr. Blvd
† - LOS "E" Capacity

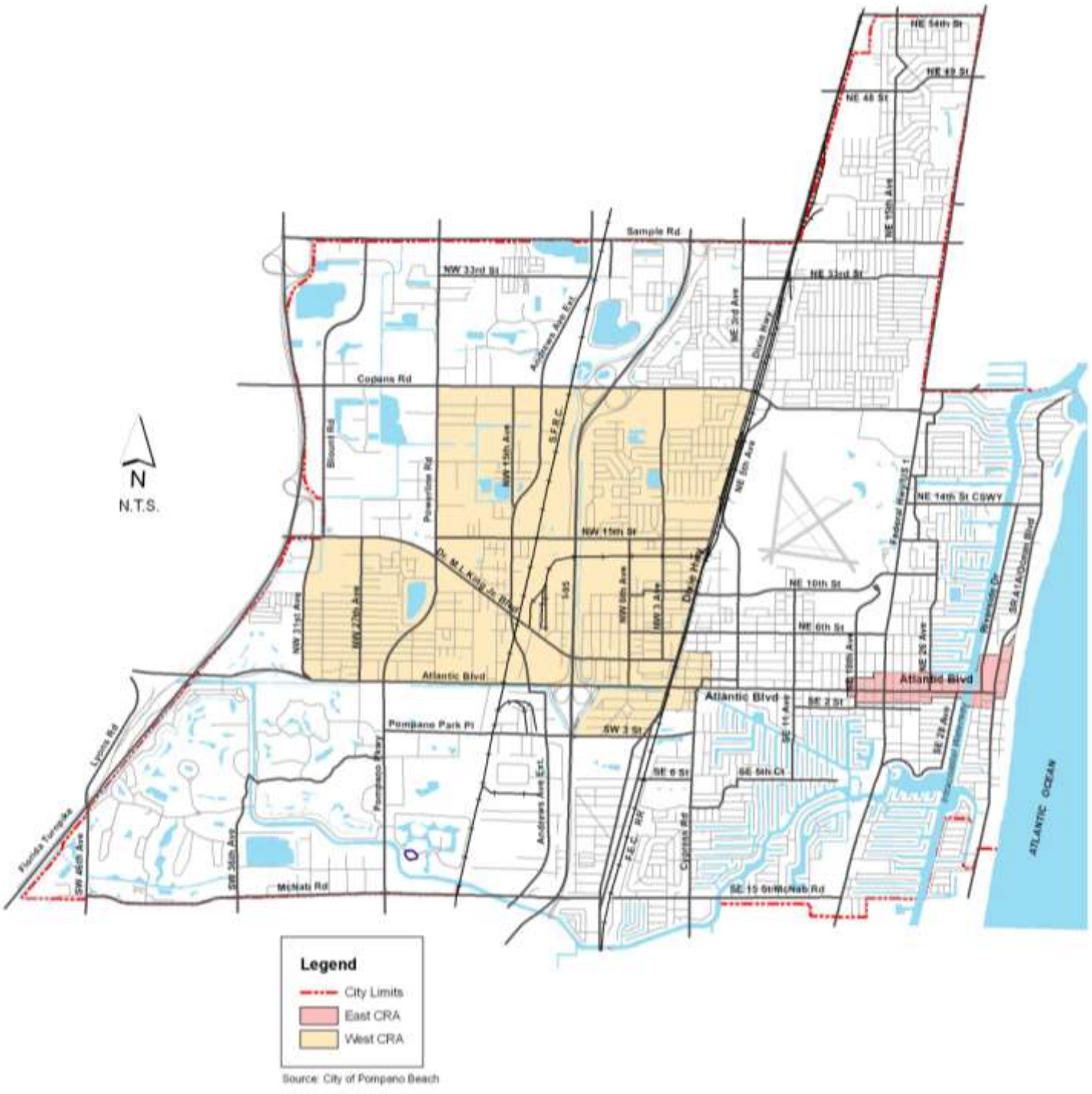
The peak hour directional LOS provided in Table 7 is almost identical to the ADT LOS except at two locations. First, the peak hour directional LOS for Atlantic Boulevard only shows one segment at LOS "F", whereas the ADT LOS shows LOS "F" for almost all the segments. Second, the segment on SR A1A south of Atlantic Boulevard shows LOS "B" in the PHD LOS, but it shows LOS "F" in the ADT LOS. Therefore, existing conditions in the PHD LOS analysis show less needs than the ADT LOS analysis.

Transportation Concurrency Management

Broward County revised Transportation Concurrency in December 2004. Prior to that time, the City of Pompano Beach adopted Comprehensive Plan Amendments relative to urban infill. These amendments became effective on October 3, 1995. Specifically, the City adopted policies to encourage the development in eastern Pompano Beach and certain neighborhoods in the western portion of the City. Figure 7 depicts the areas of the City targeted for urban infill and the concurrency exception areas.

Within the redevelopment area, the City utilized a special LOS for traffic consistent with Comprehensive Plan Amendment 90-02. Beyond the City's redevelopment area, the County had also adopted an exception area relative to transportation impact fees. The revised Transportation Concurrency Management System requires payment of a Transit Concurrency Impact Fee prior to building permit receipt based on the type of development and a fee schedule consistent with the Northeast Transit Concurrency District. Payment of the fee satisfies concurrency.

Figure 7 - Community Redevelopment Area Map



Programmed Improvements

The Broward County Transportation Improvement Program (TIP) 2006-2010 is a compilation of countywide transportation improvements proposed for initiation in the next five years. Projects planned by FDOT, Broward County and municipalities are included in the program. Table 8 lists road capacity, drainage and pedestrian improvements programmed for construction by 2001 in Pompano Beach.

Table 7 - 5-Year Programmed Road Improvements

Project Name	Limits / Type of Work	Length (mi)	Improvement	Status
Roadway Improvemets				
Andrews Ave Ext.	Bridge over CSX RR and roadway Approached	0.40	New (4LD)	Underway
	Pompano Park Pl to S of Atlantic Blvd	0.30	Add 2L (4LD)	PE 09-10
	S of Atlantic Blvd to S of RR Bridge approaches	0.31	New (4LD)	Underway
Fl. Turnpike	Atlantic Blvd to Sawgrass Exwy		Add 2L (8LX)	Cnst 06-07
I-95	Commercial Blvd to S of Atlantic Blvd	3.40	Add 2L (10LX)	PE 09-10
	Atlantic Blvd to S of Sample Rd	3.10	Add 2L (10LX)	PE 09-10
Copans Rd	Powerline Rd to E of Fl. Turnpike	0.90	Add 2L (6LD)	Underway
Mass Transit				
Tri-Rail Lot	Park & Ride Lots			CAP 06-07
Pompano Beach Neigborhood Transit Hub	Transit Mobility Center		Plan, Design, Prop Acquisition and Const.	Underway
Broward County	Pompano Station Parking Expansion		Park & Ride Lots	Underway
Commuter Rails				
Cypress Creek Tri-Rail Facility	Adjacent to Tri-Rail Cypress Creek Commuter Rail Station		Construct Intermodal Facility & Operation Center	Underway

Sources: Broward County Transportation Improvement Program 06-07 to 09-10
Notes: Cnst = Construction
PE = Preliminary Engineering

Existing Needs

A needs analysis was performed on existing conditions based upon existing levels of service and programmed improvements. The analysis was oriented towards determining the road improvements necessary to provide LOS "D" for 24 hour volumes and LOS "D" during the peak hour. These standards have been previously recognized by Broward County and the South Florida Regional Planning Council and are referenced for analysis purposes only. Recommended LOS standards for the City will be based on a comprehensive examination of existing and long range 2030 transportation needs as well as other planning goals and objectives of the City.

Table 9 includes an analysis of roadway improvements necessary to provide a daily LOS "D" operating condition throughout the City. These improvements are required in order to adequately serve 2006 traffic volumes. The Table indicates that, beyond the improvements programmed to

Sample Road, Copans Road, and Dixie Highway, additional improvements are needed along segments of Atlantic Boulevard, McNab Road, I-95, US 1 and SR A1A to provide LOS "D".

Note, the daily analysis has included programmed improvements as fully implemented; the analysis indicates programmed improvements are necessary to accommodate existing needs in several cases. The total needs inventory includes only the referenced additional physical improvements in order to meet or exceed the LOS standards used in the existing analysis.

During the presentation and review of the EAR with the LPA in 2006, concerns were raised relative to two (2) existing transportation issues: Intracoastal Waterway bridge renovations; and, traffic congestion associated with switching activities on the FEC Railroad. Recent repair and renovation activities on the City's two (2) Intracoastal Waterway bridges have created traffic congestion during the peak season tourist season. While it was not known whether the repair/renovation activities were scheduled or of an emergency nature, improved coordination between the Florida Department of Transportation and the City on the timing of these efforts would be beneficial.

The Florida East Coast Railroad conducts operations where freight trains are routed to a temporary side track to allow another train to pass by. In some instances, the freight train routed to the side track is long extending over arterial roadway crossings. The delays and congestion created during this operation can be excessive. Coordination efforts should be initiated with the FEC Railroad and the Florida Department of Transportation to identify methods that can be established to reduce this congestion.

Table 8 - Existing Roadway Improvement Needs

Roadway	Location	2006 24 Hr. Volume Pk Seaso	ADT	Func Class	No. of Lanes	Sig per Mile	2002 LOS D Cap.	2006 LOS Pk Season	ADT	Prog'd Imprv	LOS "D" Needs
NE 54th St	E of Dixie Hwy	6,285	5,644	U-COLL	2	1.2	14,600	C	C		
	W of US 1	5,974	4,712	U-COLL	2	1.2	14,600	C	C		
NE 48th St	E of Dixie Hwy	14,196	12,295	U-MA	2	1.2	16,400	D	C		
	W of US 1	9,054	7,439	U-MA	2	1.2	16,400	C	C		
Sample Road	W of Powerline Rd	73,333	66,000	U-PA	6	3.0	53,500	F	F		+2L
	E of Powerline Rd	55,134	49,621	U-PA	6	3.0	53,500	F	C		
(SIS Connector)	E of Military Trail	72,222	65,000	U-PA	6	3.0	53,500	F	F		+2L
	W of NE 3 Ave	55,889	52,000	U-PA	6	3.0	53,500	F	C		
	W of Dixie Hwy	53,333	48,000	U-PA	6	3.0	53,500	D	C		
	E of Dixie Hwy	41,926	38,500	U-PA	6	3.0	53,500	B	B		
	W of US 1	33,679	32,500	U-PA	6	3.0	53,500	B	B		
Copans Road	W of US 1	28,940	25,857	U-MA	6	3.7	46,800	C	C		
	E of Dixie Hwy	36,554	32,215	U-MA	6	3.7	46,800	D	C		
	W of Dixie Hwy	45,885	45,614	U-MA	6	4.4	46,800	D	D		
	E of I-95	48,162	45,500	U-MA	6	4.4	46,800	E	D		+2L
	E of Powerline Rd	61,811	58,000	U-MA	6	1.8	53,500	F	F		+2L
	E of Turnpike	38,999	35,099	U-MA	4	2.3	35,700	B	D	+2L	
NE 14th St	W of A1A	16,922	15,000	U-MA	4	2.4	32,700	D	D		
	E of US 1	18,576	16,500	U-MA	4	2.4	32,700	D	D		
NW 15th St	E of NW 15 Ave	9,357	8,421	U-COLL	2	1.6	12,600	D	D		
	W of Dixie Hwy	4,859	4,590	U-COLL							
NE 10th St	E of Dixie Hwy	9,503	8,171	U-COLL	2	2.5	16,400	C	C		
	W of US 1	9,452	9,088	U-COLL	2	2.5	16,400	C	C		
DMLKJ Blvd*	W of Dixie Hwy	33,900	33,377	U-MA	4	1.0	21,700	F	F		+2L
	W of NW 15 Ave	31,226	29,318	U-MA	4	1.3	21,700	F	F		+2L
	W of Powerline Rd	16,411	15,780	U-MA	4	1.0	21,700	D	D		
Atlantic Blvd	W of SR A1A	30,793	29,500	U-MA	4	5.4	28,900	E	E		+2L
	W of US 1	42,303	39,500	U-PA	4	4.2	32,700	F	F		+2L
	E of NE 5th Ave	44,313	43,500	U-PA	4	4.2	32,700	F	F		+2L
	E of Cypress Rd	44,313	43,500	U-PA	4	1.5	32,700	F	F		+2L
	E of I-95	57,813	57,500	U-PA	6	6.2	49,200	F	F		+2L
	W of I-95	64,295	60,500	U-PA	6	2.5	49,200	F	F		+2L
	E of Powerline Rd	59,461	58,500	U-PA	6	1.7	53,500	F	F		+2L
	W of Powerline Rd	55,506	51,621	U-PA	6	2.5	53,500	F	C		
Pompano Park Pl	W of Cypress Rd	7,206	6,881	U-COLL	4	3.5	35,700	B	B		
(SW 3rd St)	W of Dixie Hwy	14,820	13,632	U-COLL	6	1.6	53,500	B	B		
	W of Andrews Ave	21,809	20,051	U-COLL	4	1.0	35,700	B	B		
	E of Powerline Rd	21,809	20,051	U-COLL	4	1.0	35,700	B	B		
McNab Road	W of US 1	16,908	15,587	U-COLL	2	2.0	10,000	F	F		+2L
	W of Dixie Hwy	12,751	11,908	U-MA	2	2.0	10,000	F	E		+2L
	E of Powerline Rd	21,835	20,984	U-MA	6	1.5	53,500	B	B		
	W of Powerline Rd	31,002	27,429	U-MA	4	1.0	35,700	C	B		

continued…

Table 8 - Existing Roadway Improvement Needs (continued)

Roadway	Location	2006 24 Hr. Volume Pk Seaso	2006 24 Hr. Volume ADT	Func Class	No. of Lanes	Sig per Mile	2002 LOS D Cap.	2006 LOS Pk Season	2006 LOS ADT	Prog'd Imprv	LOS "D" Needs
Florida's Tpke /	S of Sample Rd	104,000	93,600	U-PA	6	-	105,800	D	D	+2L	
(SIS Corridor)	S of Atlantic Blvd	100,556	90,500	U-PA	6	-	105,800	D	D		
NW 31 Ave	S of DMLKJ Blvd*	18,374	16,600	U-COLL	4	2.3	35,700	B	B		
	N of Atlantic Blvd	18,374	16,600	U-COLL	4	2.2	35,700	B	B		
Powerline Rd	S of Sample Rd	34,017	32,000	U-PA	6	2.1	53,500	B	B		
	S of Copans Rd	45,747	42,545	U-PA	6	1.8	53,500	C	B		
	S of DMLKJ Blvd*	40,753	37,900	U-PA	6	1.3	53,500	B	B		
	S of Atlantic Blvd	48,288	47,000	U-PA	6	3.7	49,200	D	D		
Andrews Ave	N of Copans Rd	23,874	22,203	U-MA	4	2.1	35,700	B	B		
	S of Atlantic Blvd	12,969	12,061	U-MA	2	3.1	16,400	C	C	+2L	
	S of Pompano Park Pl	21,293	21,055	U-MA	5	1.0	53,500	B	B		
Interstate 95 /	S of Copans Rd	236,761	220,000	U-PA	8	-	163,900†	F	F	+2L	
(SIS Corridor)	S of Atlantic Blvd	254,825	246,000	U-PA	8	-	163,900†	F	F	+2L	
Cypress Road	S of Atlantic Blvd	23,285	21,422	U-COLL	4	2.9	21,700	E	D		
	N of McNab Rd	23,010	21,169		4	2.9	21,700	E	D		
Dixie Highway	S of NE 54th St	22,283	20,500	U-MA	4	1.8	35,700	B	B		
	S of NE 48th St	28,520	25,500	U-MA	4	1..8	35,700	B	B		
	S of Sample Rd	22,283	20,500	U-MA	4	1.8	35,700	B	B		
	N of NW 15 Street	30,435	28,000	U-MA	4	1.6	35,700	C	B		
	S of Atlantic Blvd	25,389	24,500	U-MA	4	2.9	35,700	B	B		
	N of McNab Rd	24,321	23,000	U-MA	6	2.9	53,500	B	B		
NE 5th Avenue	N of NE 10th St	5,086	4,391	U-COLL	2	0.8	14,600	C	C		
	N of Atlantic Blvd	5,086	4,391	U-COLL	2	1.1	14,600	C	C		
US Highway 1	S of NE 54th St	47,738	43,000	U-PA	6	1.9	49,200	D	D		
	N of Sample Rd	55,556	50,000	U-PA	6	1.9	49,200	F	E		+2L
	S of Sample Rd	55,703	50,133	U-PA	6	3.3	49,200	F	E		+2L
	N of Copans Rd	49,108	47,000	U-PA	6	3.3	49,200	D	D		
	N of 14th St	54,444	49,000	U-PA	6	3.6	49,200	F	D		
	N of Atlantic Blvd	44,465	42,000	U-PA	6	4.1	49,200	D	D		
	S of Atlantic Blvd	43,732	41,000	U-PA	6	3.8	49,200	D	D		
	N of McNab Rd	52,688	49,000	U-PA	6	3.8	49,200	F	D		+2L
State Road A1A	N of NE 14th St	9,689	9,300	U-COLL	2	0.6	16,400	C	C		
	N of Atlantic Blvd	14,906	13,863	U-MA	4	0.3	35,700	B	B		
	S of Atlantic Blvd	28,285	21,500	U-MA	2	1.5	16,400	F	F		+2L

Sources: Walter H. Keller, Inc.
Broward County, MPO
Florida Department of Transportation

Note: U-PA - Urban Principal Arterial
U-MA - Urban Minor Arterial
U-COLL - Urban Collector
*: DMLKJ Blvd - Dr. Martin Luther King Jr. Blvd
† - LOS "E" Capacity

Greenhouse Gas Emissions

According to the "Ecological Impacts of Climate Change" by the National Academy of Sciences (NAS), the world's climate is changing, and it will continue to change throughout the 21st century and beyond. Rising temperatures, new precipitation patterns, and other changes are already affecting many aspects of human society and the natural world. A relatively rapid increase in temperature has been documented during the past century, both at Earth's surface and in the oceans. The average surface temperature for Earth as a whole has risen some 1.3° Fahrenheit since 1850, the starting point for a global network of thermometers. If emission rates for greenhouse gases (which trap heat inside Earth's atmosphere) continue on their current track, models indicate that the globe will be 4.3 to 11.5°F warmer by 2100 than it was in 1990.

The greenhouse effect is a natural phenomenon that is essential to keeping the Earth's surface warm. Like a greenhouse window, greenhouse gases (GHG) allow sunlight to enter and then prevent heat from leaving the atmosphere. Water vapor (H2O) is the most important greenhouse gas, followed by carbon dioxide (CO2), methane (CH4), nitrous oxide (N2O), halocarbons and ozone (O3). Human activities, primarily burning fossil fuels, are increasing the concentrations of these gases, amplifying the natural greenhouse effect.

The warmer temperatures not only cause glaciers and land ice to melt (adding more volume to oceans) but also cause seawater to expand in volume as it warms. The global average sea level rose by just under .07 inches per year during the 20th century, but that number has risen to .12 inches per year since the early 1990s. Under a "business-as-usual" greenhouse gas emissions scenario, models indicate that sea levels could rise 2 feet or more by 2100 compared to 1990 levels.

The State of Florida with almost 1,350 miles of shoreline and the associated coastal population concentrations is particularly susceptible to rising sea levels associated with climate change. In response to the climate change threats, Governor Charlie Crist signed three (3) Executive Orders on July 13, 2007 establishing immediate actions to reduce greenhouse gas emissions within Florida.

Total U.S. GHG emissions in 2008 were approximately 7,503 million metric tons of equivalent carbon dioxide according to the U.S. Energy Information Administration's "Emission of Greenhouse Gases in the United States 2008". The majority of the GHG emissions, approximately 81%, are attributable to energy related carbon dioxide. Of this U.S. energy GHG

component, the conversion of energy to produce electricity accounts for about 41% of the end use, emissions from fuel use in transportation is approximately 33% and direct fuel use in homes and business is about 26%.

In 2005, Florida's gross GHG emissions from fossil fuel were also primarily attributable to power generation (electricity) at 42% and to transportation at 36% according to "Florida's Energy & Climate Change Action Plan" released on October 15, 2008. The report also indicates the direct use of fuel in the residential, commercial and industrial (RCI) sectors accounted for 6% of the State's gross GHG emissions. The State's GHG emissions in 2005 were approximately 4.9% of the total U.S. net GHG emissions. The State's population energy usage directly relates to the amount of GHG emissions.

The Governor's Executive Order 127 establishes GHG emission targets for 2017, 2025 and 2050. The 2050 GHG target reduces GHG emissions to 80% of the 1990 level. Improvements in the energy efficiency in new and existing buildings, using renewable resources and low-GHG energy sources to replace fossil fuels for producing electricity and heat and increasing distributed electricity generation based on combined heat and power are ways to reduce the electric GHG emissions. For the transportation sector, improvements in vehicle fuel efficiency, reducing the amount of single occupant vehicles, the use of low-GHG emission fuels and the reduction of total vehicle miles of travel can provide significant reductions in transportation GHG emissions.

Factors where the Transportation Element can reduce future GHG emissions include:

- Providing modal alternatives to the single occupant vehicle such as bus and upgraded transit services, car pooling, van pooling, bicycle facilities and pedestrian facilities;
- Using travel demand management strategies to reduce vehicle miles of travel;
- Incorporating transportation system management strategies to reduce congestion and improve traffic flow; and,
- Improving traffic operations using various techniques such as traffic signal coordination, incident management systems and intersection improvements (turn lanes, roundabouts, etc.).

MAJOR ISSUES

The 2005 Evaluation and Appraisal Report included 6 Major Local Issues. This portion of the Transportation Element addresses the Major Local Issues affecting this Element.

Major Issue No. 2: Transit Orient Development (Design)

The population of the City of Pompano Beach in 2005 was approximately 102,000 people with the recent annexation areas included. Recent population estimates from the Bureau of Economic and Business Research at the University of Florida indicate a 2005 population of 101,712 people. The Bureau's population forecasts suggest the City population will increase to about 120,000 over the next ten (10) years. Because much of the City's residential areas are existing, a major portion of the new population growth will be associated with redevelopment.

Transit Oriented Design offers the potential to address housing needs and provide new non-residential development that facilitates pedestrian activity, transit usage and fosters urban design efforts. The South Florida Regional Transportation Authority's Tri-Rail Commuter Line runs through the City with an existing station near Sample Road. A new station is proposed in the vicinity of Racetrack Road. Studies are also underway by the State to evaluate the possible conversion of the FEC Railroad to commuter use.

This Major Issue has implications and dependence on the other major local issues being assessed in the Evaluation and Appraisal Report. For example, Major Issue No.1 – Redevelopment, proposes to incorporate Transit Oriented Design into the redevelopment efforts. The redevelopment efforts may also provide for affordable housing opportunities (Major Issue No. 3), Capital Improvements (Major Issue No. 4) and City Sense of Place (Major Issue No.5).

The Broward County MPO 2030 Cost Feasible Long Range Transportation Plan proposes major transit facilities and or premium transit routes within the City. The FEC Railroad is proposed to be studied for possible rail use in the future although the technology and corridor location is to be determined. Atlantic Boulevard, Sample Road and Powerline Road are proposed for express bus with limited stops. The City should also investigate future transit improvements arising from implementation of Broward County's Transit Concurrency Impact Fee for Federal Highway and Dixie Highway. Additionally, Transit Oriented Corridor and Transit Oriented Development Objectives and Policies have been incorporated.

Major Issue No. 5: City Sense of Place

The City is almost 25 square miles in size and includes a wide variety of land uses, building types, structure age, public places and visually attractive features. In 2005, the City was selected by the National Civic League as an "All-America City". While the City has adopted beautification and community enhancement projects as major goals, the object of this Major Issue is to provide guidance to the City to facilitate redevelopment efforts and improve the urban environment and overall quality of life of the City's residents, workers and visitors. These efforts will be coordinated with Broward County's Urban Design Programs, other City Major Issues and local input.

Broward County's Community Design Book is oriented to improve Broward's sense of place. Key findings of this study suggest the Transportation Network plays an important part of shaping the overall sense of place of Broward County's residents. The study further suggests " …..the regional roadways and mass transit systems have the greatest direct influence on urban design county-wide. Therefore, the greatest potential for realizing the community goal of improving the overall quality of life in Broward County lies in connecting transportation with actual land use, and acknowledging that the key functions of the transportation corridor should provide:

- public space for wayfinding and exchange;
- access to properties and land;
- a route for multiple modes of transportation; and,
- infrastructure for supporting services and utilities."

The City of Pompano Beach has a unique opportunity to capitalize on its key transportation corridors, its major attractions and the Northwest and East Redevelopment CRA's to improve on its sense of place. The City has several key transportation corridors that cross these areas including SRA1A, US1, Dixie Highway, Andrews Avenue, Powerline Road, Copans Road, Atlantic Boulevard and McNab Road. These facilities and Broward County's mass transit routes, the City's Community Bus Routes and the Tri-Rail Commuter Rail (and possibly FEC Corridor Commuter Rail in the future) can play a key role in shaping the City's sense of place.

FUTURE CONDITIONS ANALYSIS

This portion of the Roadway System Section discusses future highway conditions. It includes discussions of the methodology used to forecast future travel demand, data summaries of land use growth, as well as, a traffic operations analysis of the system.

Methodology

The Broward County MPO is responsible for developing Broward County's Long Range Transportation Plan. The MPO recently completed a Year 2030 Transportation Plan. This Plan was developed considering continued population growth, urban infill and land development. The FSUTMS travel demand model process was utilized to project future travel demands within the urban area. The Pompano Beach Transportation Element Future Conditions Analysis has been developed to be consistent with the MPO travel demand process and incorporates the analysis, findings and recommendations as appropriate for the City.

Study Area

Land use and socio-economic data used in the Broward County MPO's future transportation model was summarized by City Planning Area. This data base includes socio-economic factors such as: dwelling units, population, employment and school enrollment for the base year of 2006 and the future year of 2030.

The socio-economic data is provided by the County for individual Traffic Analysis Zones (TAZ's). In order to summarize the land use and socio-economic data, the analysis zone information was aggregated into larger zones roughly consistent with the comprehensive planning units of the City. Figure 8 depicts the approximate boundaries of the City planning units.

Future Land Use and Socio-Economic Data

Based on the County's future transportation model, projections for housing units and employment by traffic zone was collected for traffic forecast purposes. The 2030 data set was developed primarily from the Broward County "Build-Out" Land Use and Socio-Economic Data Set. Considering the mature state of development in the City of Pompano Beach, the assumption of a build-out condition in the City by the Year 2030 was considered appropriate for long range local traffic projections.

Figure 8 - City Planning Units

The 2030 data set reflects a variety of assumptions concerning the perpetuation of existing and the magnitude of additional land use growth. In terms of housing units, growth has been allocated to vacant parcels of property designated for residential uses. The amount of unit growth in a particular area was based upon the amount of property available in the specific area times the maximum density allowable for each individual parcel.

Employment growth was associated with property designated for commercial, office service or industrial uses. Table 10 presents the 2000 and 2030 data base information stratified by City planning units. Because the MPO traffic zone data for Planning Unit "J" includes a portion of Fort Lauderdale, this zone has been intentionally omitted from the summary tables of future land use and socio-economic data.

Table 9 - Socio-Economic Data Year 2000 & Year 2030

City Planning Unit	Households without Children	Households with Children	Vehicles in Households w/o Children	Vehicles in Households with Children	Workers in Households w/o Children	Workers in Households with Children	Persons in Households w/o Children	Persons in Households with Children	Occupied Hotel/Mote Rooms	Ind Emp	Com Emp	Serv Emp	Total Emp	Total School Enrllment
Year 2000														
A	3,651	131	4,080	257	1,417	146	5,565	432	718	26	543	1,018	1,587	0
B	3,107	129	3,680	217	1,721	201	4,785	403	723	26	229	1,050	1,305	0
C	1,102	218	1,582	380	940	313	1,754	750	0	216	297	257	770	0
D	1,731	375	2,378	688	1,473	555	2,761	1,315	0	185	1,073	1,098	2,356	0
E	25	22	28	28	37	35	66	98	0	160	691	408	1,259	0
F	934	389	1,410	680	1,045	712	1,727	1,604	0	142	369	2,277	2,788	2,398
G	1,900	396	2,492	637	1,809	659	2,891	1,325	50	130	589	1,228	1,947	60
H	1,673	473	2,404	991	1,612	751	2,785	1,644	0	44	151	195	390	0
I	1,084	364	1,692	874	1,038	592	1,844	1,324	0	89	849	622	1,560	1,458
K	2,538	1,293	3,397	2,091	2,445	2,132	4,128	5,328	0	1,034	845	3,097	4,976	695
L	0	0	0	0	0	0	0	0	0	3,539	1,714	1,425	6,678	0
M	1,346	1,703	1,764	2,819	1,734	2,962	2,621	7,982	46	285	947	1,841	3,073	3,050
N	894	504	1,182	816	907	1,011	1,511	2,015	0	1,233	1,455	452	3,140	0
O	301	308	221	426	341	396	554	1,452	11	403	390	209	1,002	0
P	43	42	37	51	47	54	82	194	0	2,648	1,168	661	4,477	541
Q	1,459	102	2,033	200	857	144	2,303	308	0	33	105	472	610	0
R	0	0	0	0	0	0	0	0	0	129	151	148	428	0
S	1,580	173	2,303	169	849	199	2,631	551	0	1,974	972	1,313	4,259	0
T	5,395	656	7,366	1,151	4,292	1,066	8,564	2,190	390	113	439	1,389	1,941	0
U	610	551	750	815	729	738	1,255	2,737	0	33	246	374	653	586
V	0	7	0	0	0	0	0	21	0	3,185	1,614	1,409	6,208	111
W	356	226	484	363	386	285	585	829	0	1,922	2,277	1,347	5,546	0
X	1,878	1,176	2,548	2,338	2,023	2,161	3,160	4,579	0	977	1,362	637	2,976	1,330
Y	1,146	509	1,426	1,041	1,135	1,052	1,988	2,220	0	51	211	513	775	2,083
Z	1,329	1,001	2,072	2,115	1,492	1,957	2,404	4,106	85	639	796	994	2,429	1,025
Total	**34,082**	**10,748**	**45,329**	**19,147**	**28,329**	**18,121**	**55,964**	**43,407**	**2,023**	**19,216**	**19,483**	**24,434**	**63,133**	**13,337**
Year 2030	.													
A	5,246	180	5,812	354	2,033	202	8,222	604	718	27	673	1,131	1,831	0
B	4,232	174	5,007	290	2,347	269	6,621	548	723	27	279	1,127	1,433	0
C	1,401	277	2,011	483	1,195	397	2,294	980	0	224	351	267	842	0
D	2,213	488	3,008	873	1,874	729	3,573	1,740	0	192	1,359	1,170	2,721	0
E	26	23	29	30	38	36	69	102	0	1,012	817	409	2,238	0
F	1,126	472	1,696	832	1,254	864	2,131	1,981	0	147	528	2,561	3,236	3,505
G	2,557	534	3,356	858	2,435	887	4,029	1,851	50	135	755	1,395	2,285	87
H	1,834	519	2,636	1,088	1,767	825	3,116	1,844	0	46	193	230	469	0
I	1,567	514	2,409	1,209	1,492	840	2,760	1,952	0	93	1,077	677	1,847	2,111
K	3,776	1,740	5,108	2,783	3,601	2,861	6,659	8,104	0	1,074	1,218	3,719	6,011	1,004
L	0	0	0	0	0	0	0	0	0	3,950	2,327	2,528	8,805	0
M	1,877	2,301	2,299	3,707	2,389	3,902	3,884	11,533	46	296	1,656	2,790	4,742	4,439
N	1,030	582	1,362	942	1,045	1,167	1,832	2,445	0	2,277	2,177	2,019	6,473	0
O	859	921	631	1,248	974	1,184	1,778	4,759	11	420	871	898	2,189	0
P	32	248	34	367	26	313	27	636	0	2,805	1,643	1,588	6,036	782
Q	1,707	119	2,378	235	1,003	169	2,728	366	0	34	2,842	3,160	6,036	0
R	0	0	0	0	0	0	0	0	0	134	179	154	467	0
S	1,942	213	2,832	208	1,044	244	3,286	688	0	2,064	1,217	1,819	5,100	0
T	6,715	772	9,075	1,332	5,185	1,225	10,867	2,639	390	515	1,202	1,918	3,635	0
U	898	813	1,105	1,202	1,074	1,089	2,002	4,373	0	34	760	1,163	1,957	847
V	0	0	0	0	0	0	0	0	0	8,357	3,660	7,123	19,140	161
W	532	338	723	544	577	427	906	1,289	0	2,189	3,020	2,417	7,626	0
X	2,333	1,465	3,146	2,880	2,509	2,691	4,172	6,134	0	1,139	1,653	722	3,514	1,925
Y	1,424	676	1,827	1,416	1,428	1,410	2,724	3,258	0	53	337	686	1,076	3,056
Z	1,754	1,335	2,736	2,824	1,971	2,610	3,445	5,909	85	701	927	1,340	2,968	1,482
Total	**45,081**	**14,704**	**59,220**	**25,705**	**37,261**	**24,341**	**77,125**	**63,735**	**2,023**	**27,945**	**31,721**	**43,011**	**102,677**	**19,399**
Difference														
A	1,595	49	1,732	97	616	56	2,657	172	0	1	130	113	244	0
B	1,125	45	1,327	73	626	68	1,836	145	0	1	50	77	128	0
C	299	59	429	103	255	84	540	230	0	8	54	10	72	0
D	482	113	630	185	401	174	812	425	0	7	286	72	365	0
E	1	1	1	2	1	1	3	4	0	852	126	1	979	0
F	192	83	286	152	209	152	404	377	0	5	159	284	448	1,107
G	657	138	864	221	626	228	1,138	526	0	5	166	167	338	27
H	161	46	232	97	155	74	331	200	0	2	42	35	79	0
I	483	150	717	335	454	248	916	628	0	4	228	55	287	653
K	1,238	447	1,711	692	1,156	729	2,531	2,776	0	40	373	622	1,035	309
L	0	0	0	0	0	0	0	0	0	411	613	1,103	2,127	0
M	531	598	535	888	655	940	1,263	3,551	0	11	709	949	1,669	1,389
N	136	78	180	126	138	156	321	430	0	1,044	722	1,567	3,333	0
O	558	613	410	822	633	788	1,224	3,307	0	17	481	689	1,187	0
P	-11	206	-3	316	-21	259	-55	442	0	157	475	927	1,559	241
Q	248	17	345	35	146	25	425	58	0	1	2,737	2,688	5,426	0
R	0	0	0	0	0	0	0	0	0	5	28	6	39	0
S	362	40	529	39	195	45	655	137	0	90	245	506	841	0
T	1,320	116	1,709	181	893	159	2,303	449	0	402	763	529	1,694	0
U	288	262	355	387	345	351	747	1,636	0	1	514	789	1,304	261
V	0	-7	0	0	0	0	0	-21	0	5,172	2,046	5,714	12,932	50
W	176	112	239	181	191	142	321	460	0	267	743	1,070	2,080	0
X	455	289	598	542	486	530	1,012	1,555	0	162	291	85	538	595
Y	278	167	401	375	293	358	736	1,038	0	2	126	173	301	973
Z	425	334	664	709	479	653	1,041	1,803	0	62	131	346	539	457
Total	**10,999**	**3,956**	**13,891**	**6,558**	**8,932**	**6,220**	**21,161**	**20,328**	**0**	**8,729**	**12,238**	**18,577**	**39,544**	**6,062**

Source: Walter H. Keller, Inc,.
Broward County, MPO

Land Use Growth

As can be seen on Table 10, the majority of future land use growth is projected to occur in the western area of the City. This is consistent with the vacant land study conducted in 2005 in conjunction with the City's Evaluation and Appraisal Report. This study found that the majority of the vacant parcels were located in the western area of Pompano Beach. The beach area reflects growth in seasonal housing units and could be construed as additional hotel/motel units and, to a lesser extent, more intensive redevelopment of existing year round residential units.

Sub-area employment growth is consistent with growth in housing units; the western area of the City reflects the largest share of the City's overall growth in total employment. Most of the growth is anticipated along the Andrews Avenue and Powerline Road corridors, and is for the most part associated with office/ service and industrial uses. Approved DRI's such as Park Central, the Pompano Industrial Center, Arvida Pompano Park and other significant developments such as the Andrews Avenue Business Park comprise a large share of the overall growth in non-retail employment.

Significant growth in service employment is also projected along the Powerline Road corridor and Andrews Avenue. However, several other areas of the City are projected to have a slight reduction in the amount of service employment. The majority of the areas which are predicted to experience a decrease in service employment are located in the eastern area of the City. This reduction may be off-set if the eastern portion of the City continues to benefit from redevelopment.

Recent adoption of policies targeted to encourage redevelopment in eastern Pompano Beach and specific residential areas to the west of the City are expected to increase urban development in those specific areas. Expansion of commercial uses in the beach area, as well as an increase in residential densities in the immediate area are expected to occur during the next decades. This will lead to increased traffic volumes and additional public transit service to serve future transportation demands.

Travel Patterns

Employment and transportation services in Pompano Beach and Broward County had been concentrated in downtown areas until the mid 1950s. The subsequent expansion of development to other portions of Broward County has led to a dispersal of employment throughout the entire county. Today, the City's Old Downtown does not have a strong attraction as in previous years and commercial development is scattered throughout the City. Downtown Fort Lauderdale continues to be the largest employment concentration in Broward County although significant office, commercial and industrial developments are located throughout the county. Major developments areas within Pompano Beach include the McNab Road and Gateway Drive area, Andrews Avenue between Atlantic Boulevard and the Cypress Creek Canal, North Andrews Avenue, the Pompano Citi Centre and the US1 corridor and East Atlantic Boulevard. As more people are employed at various locations throughout the county, the commuting patterns are changing from a downtown focus to multiple destinations.

The City's existing highly developed roadway network, when compared to the transit network, promotes the usage of private vehicles. This fact is clearly demonstrated by the current 98.9% automobile and 1.1% transit modal split for Broward County. Moreover, the existing vehicle occupancy rate for home-based work trips is only 1.12.

Future Traffic Volumes and Link LOS Analysis

Future traffic volumes for the year 2030 were obtained from the Broward County MPO. These traffic projections were developed using the Florida Standard Urban Transportation Model Structure (FSUTMS) in the Broward 2030 Long Range Transportation Plan. In order to forecast future traffic volumes, the FSUTMS model incorporates land use and socio-economic data projections, estimates the number of trips for the forecast year and assigns those trips in the proposed highway and transit networks. The year 2030 peak season daily and peak hour traffic volumes are presented in Table 11 and Figure 9. As a clarification note, the number of lanes shown in Table 11 incorporate future improvements.

Highway segment loadings were compared to the daily LOS “D” service volumes associated with the existing and programmed highway system. As a result, Figure 9 and Tables 11 and 12 summarize the forecast traffic, level of service and LOS “D” needs for 2030 peak season conditions. However, consistent with the concurrency exception areas, LOS is not provided for segments within TCEAs.

Table 10 - 2030 Daily and Peak Hour LOS Analysis

			Daily				Pk Hour		
Roadway	Location	Func Class	# of Lanes	"D" Cap	Pk Season ADT	LOS	"D" Cap	Peak Season	LOS
NE 54th St	E of Dixie Hwy	U-COLL	2	14,600	16,425	F	1,390	1,502	F
	W of US 1	U-COLL	2	14,600	10,392	D	1,390	774	C
NE 48th St	E of Dixie Hwy	U-MA	2	16,400	15,089	D	1,560	1,327	D
	W of US 1	U-MA	2	16,400	7,961	C	1,560	738	C
Sample Road	W of Powerline Rd	U-PA	6	53,500	85,123	F	5,080	7,145	F
	E of Powerline Rd	U-PA	6	53,500	65,852	F	5,080	5,242	F
(SIS Connector)	E of Military Trail	U-PA	6	53,500	67,115	F	5,080	5,638	F
	W of NE 3 Ave	U-PA	6	53,500	75,185	F	5,080	6,318	F
	W of Dixie Hwy	U-PA	6	53,500	55,329	F	5,080	4,645	C
	E of Dixie Hwy	U-PA	6	53,500	49,243	C	5,080	4,131	B
	W of US 1	U-PA	6	53,500	36,066	B	5,080	3,030	B
Copans Road	W of US 1	U-MA	6	46,800	36,298	D	4,450	3,024	C
	E of Dixie Hwy	U-MA	6	46,800	43,827	D	4,450	3,793	D
	W of Dixie Hwy	U-MA	6	46,800	47,508	E	4,450	3,732	D
	E of I-95	U-MA	6	46,800	43,808	D	4,450	4,150	D
	E of Powerline Rd	U-MA	6	53,500	65,978	F	5,080	5,540	F
	W of Powerline Rd	U-MA	6	53,500	59,360	F	5,080	5,637	F
NE 14th St	W of A1A	U-MA	4	32,700	19,149	D	3,110	1,813	C
	E of US 1	U-MA	4	32,700	27,655	D	3,110	2,615	D
NW 15th St	E of NW 15 Ave	U-COLL	2	12,600	15,961	F	1,200	1,270	E
	W of Dixie Hwy	U-COLL	2	12,600	8,631	D	1,200	747	D
NE 10th St	E of Dixie Hwy	U-COLL	2	16,400	13,553	C	1,560	1,123	C
	W of US 1	U-COLL	2	16,400	13,010	C	1,560	1,205	C
DMLKJ Blvd*	W of Powerline Rd	U-MA	4	21,700	39,352	F	2,070	3,260	F
	W of NW 15 Ave	U-MA	4	21,700	32,630	F	2,070	2,805	F
	W of Dixie Hwy	U-MA	4	21,700	18,732	D	2,070	1,579	D
Atlantic Blvd	W of SR A1A	U-MA	4	28,900	33,068	F	2,750	3,139	F
	W of US 1	U-PA	6	49,200	40,444	D	4,680	3,399	C
	E of NE 5th Ave	U-PA	6	49,200	42,620	D	4,680	3,948	D
	E of Cypress Rd	U-PA	6	49,200	40,289	C	4,680	3,733	C
	E of I-95	U-PA	6	49,200	56,633	F	4,680	4,757	E
	W of I-95	U-PA	6	49,200	47,926	D	4,680	4,024	D
	E of Powerline Rd	U-PA	6	53,500	47,649	C	5,080	3,999	B
	W of Powerline Rd	U-PA	6	53,500	71,559	F	5,080	6,377	F
Pompano Park Place	W of Cypress Rd	U-COLL	4	35,700	18,828	B	3,390	1,702	B
(SW 3rd St)	W of Dixie Hwy	U-COLL	6	53,500	31,922	B	5,080	2,674	B
	W of Andrews Ave	U-COLL	4	35,700	19,961	B	3,390	1,842	B
	E of Powerline Rd	U-COLL	4	35,700	29,105	B	3,390	2,685	B
McNab Road	W of US 1	U-COLL	2	10,000	9,583	D	950	836	C
	W of Dixie Hwy	U-MA	6	53,500	31,000	B	5,080	4,631	C
	E of Powerline Rd	U-MA	6	53,500	22,547	B	5,080	2,147	B
	W of Powerline Rd	U-MA	4	35,700	27,193	B	3,390	2,531	B

continued…

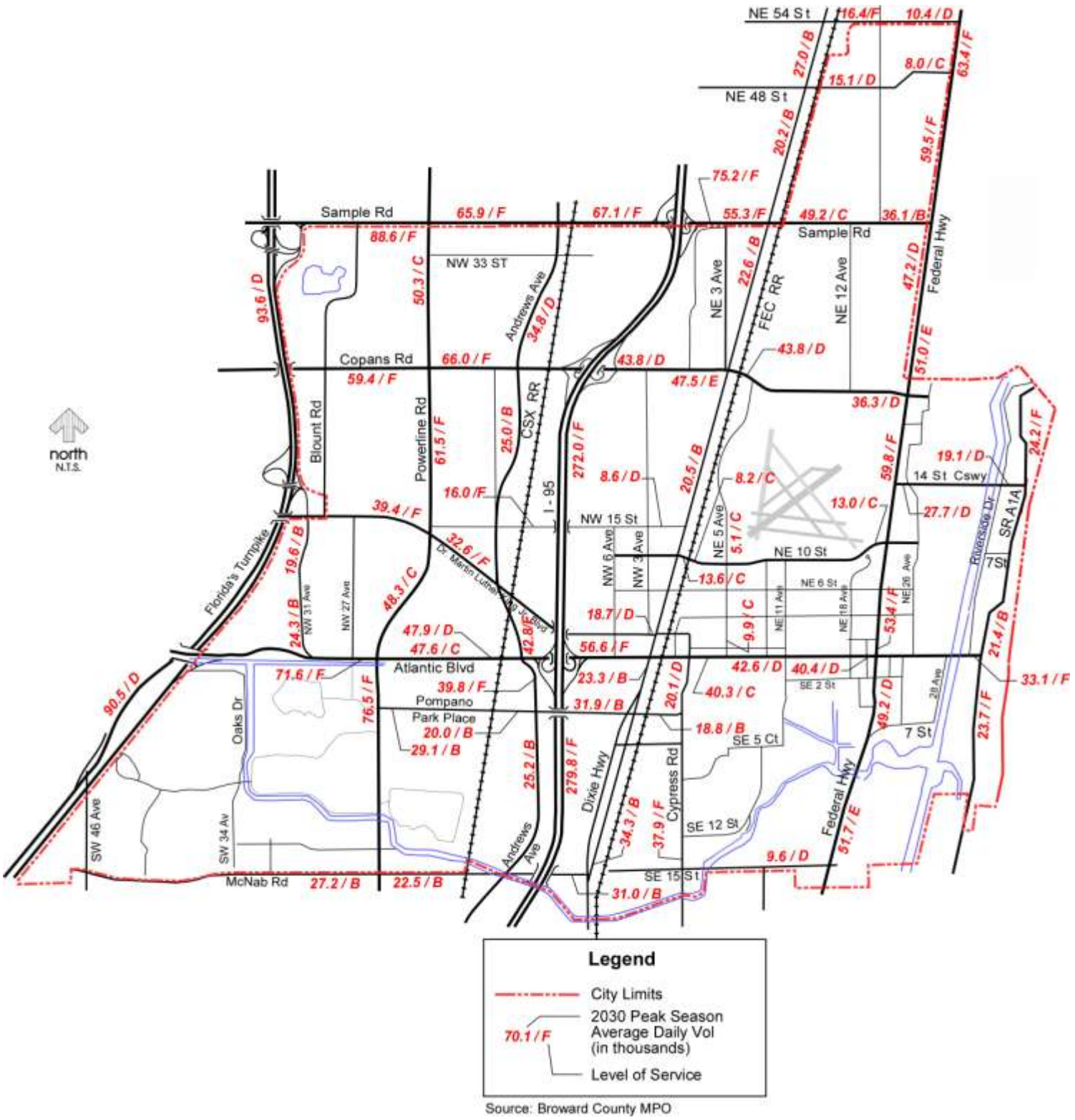
Table 10 - 2030 Daily and Pk Hour LOS Analysis (continued)

Roadway	Location	Func Class	Daily # of Lanes	Daily "D" Cap	Daily Pk Season ADT	Daily LOS	Pk Hour "D" Cap	Pk Hour Peak Season	Pk Hour LOS
Florida's Turnpike/	S of Sample Rd	U-PA	8	144,300	142,866	D	13,420	13,401	D
(SIS Corridor)	S of Atlantic Blvd	U-PA	8	144,300	163,184	E	13,420	15,309	F
NW 31 Ave	S of DMLKJ Blvd*	U-COLL	4	35,700	19,621	B	3,390	1,643	B
	N of Atlantic Blvd	U-COLL	4	35,700	24,269	B	3,390	2,032	B
Powerline Rd	S of Sample Rd	U-PA	6	53,500	50,319	C	5,080	4,230	B
	S of Copans Rd	U-PA	6	53,500	61,548	F	5,080	5,288	F
	S of DMLKJ Blvd*	U-PA	6	53,500	48,266	C	5,080	3,961	B
	S of Atlantic Blvd	U-PA	6	49,200	76,526	F	4,680	6,431	F
Andrews Ave	N of Copans Rd	U-MA	4	35,700	30,500	C	3,390	2,831	C
	S of Copans Rd	U-MA	4	35,700	25,041	B	3,390	2,324	B
	N of Atlantic Blvd	U-MA	4	35,700	42,802	F	3,390	3,973	F
	S of Atlantic Blvd	U-MA	4	35,700	39,767	F	3,390	3,396	E
	S of Pompano Park Pl	U-MA	5	53,500	25,174	B	5,080	2,538	A
Interstate 95/	S of Copans Rd	U-PA	10	207,600†	272,072	F	19,310†	20,987	F
(SIS Corridor)	S of Atlantic Blvd	U-PA	10	207,600†	279,788	F	19,310†	19,869	F
Cypress Road	S of Atlantic Blvd	U-COLL	4	21,700	20,134	D	2,070	1,945	D
	N of McNab Rd	U-COLL	4	21,700	37,882	F	2,070	3,303	F
Dixie Highway	S of NE 54th St	U-MA	4	35,700	26,999	B	3,390	2,265	B
	S of NE 48th St	U-MA	4	35,700	20,157	B	3,390	1,692	B
	S of Sample Rd	U-MA	4	35,700	22,600	B	3,390	1,896	B
	N of NW 15 Street	U-MA	4	35,700	20,547	B	3,390	1,724	B
	S of Atlantic Blvd	U-MA	4	35,700	23,302	B	3,390	1,959	B
	N of McNab Rd	U-MA	6	53,500	34,348	B	5,080	1,449	B
NE 5th Avenue	N of NE 10th St	U-COLL	2	14,600	5,147	C	1,390	529	C
	N of Atlantic Blvd	U-COLL	2	14,600	9,909	D	1,390	1,018	C
US Highway 1	S of NE 54th St	U-PA	6	49,200	63,390	F	4,680	6,015	F
	N of Sample Rd	U-PA	6	49,200	59,499	F	4,680	5,641	F
	S of Sample Rd	U-PA	6	49,200	47,204	D	4,680	3,590	C
	N of Copans Rd	U-PA	6	49,200	51,015	E	4,680	4,841	E
	N of 14th St	U-PA	6	49,200	59,800	F	4,680	5,675	F
	N of Atlantic Blvd	U-PA	6	49,200	53,436	F	4,680	5,064	F
	S of Atlantic Blvd	U-PA	6	49,200	49,193	D	4,680	4,775	E
	N of McNab Rd	U-PA	6	49,200	51,692	E	4,680	4,905	E
State Road A1A	N of NE 14th St	U-COLL	2	16,400	24,223	F	1,560	2,292	F
	N of Atlantic Blvd	U-MA	4	35,700	21,432	B	3,390	2,242	B
	S of Atlantic Blvd	U-MA	2	16,400	23,660	F	1,560	2,245	F

Sources: Walter H. Keller, Inc.
Broward County, MPO
Florida Department of Transportation

Note: † - LOS "E" Capacity

Figure 9 - 2030 Peak Season ADT and LOS



Source: Broward County MPO

2030 Transportation Improvements

Table 12 includes transportation improvements programmed for construction by the Year 2030 in Pompano Beach. These improvements are contained in the Year 2030 Long Range Transportation Plan (LRTP). Broward County is required to update the LRTP every three years since it has been designated an air quality maintenance area. The plan is updated to address transportation system planning needs for a minimum of 20 years.

The LRTP guides the expenditure of federal, state and local transportation funds. Once a year, the MPO updates its TIP, which identifies projects and funding for those projects for the next five years. The LRTP is the primary source for identifying projects that should be considered for inclusion in the TIP. In addition to guiding the expenditure of transportation funds, the LRTP informs the public well in advance of transportation improvements that may affect their community. The transportation impacts of future growth are identified, allowing communities to adjust growth management and transportation strategies if appropriate.

Table 11 - 2030 Transportation Improvements

Project ID	Project	Limits	Project Description	Length (mi)	Cost ($000)
	Highway Improvements				
	Andrews Ave	Pompano Park Pl to Atlantic Blvd	New (4LD)	0.4	$35,040
		NW 18th St to Copans Rd	New (4LD)	0.5	$19,500
	Atlantic Blvd	Cypress Rd to Federal Hwy (US 1)	Restripe for 6LD	1.1	$1,000
	Blount Rd	Sample Rd to Dr. Martin Luther King Jr. Blvd	Add 2L or New 2L	1.8	$20,852
	NE 3rd Ave	Copans Rd to Sample Rd	from 2 to 4 lanes (4LD)	1.0	$9,834
		Sample Rd to NE 54th St	from 2 to 4 lanes (4LD)	1.5	$12,023
	NW 31st Ave	McNab Rd to N of Fl. Turnpike	from 4 to 6 (6LD)	1.3	$14,748
	I-95	Commercial Blvd to Sample Rd	from 8 to 10 lanes (AUX)	6.5	$131,500
	Transit Improvements				
	Regular Bus	Routes: 10, 11, 14, 20, 31, 50, 60, 62, 83	Headway Improvements		
	Atlantic Blvd	From Sawgrass Exwy to Pompano TC at Dixie Hwy	New Express Bus w/ Limited Stop	10.94	$1,890
	Sample Rd	From Sawgrass Exwy to Pompano Square Mall via Dixie Hwy	New Rapid Bus	13.61	$36,529
	Rail Transit	From Miami-Dade to Palm Beach County	FEC RR Transit Corridor & Crossing Imp	24.15	$402,895
	Powerline Rd	From Downtown Ft. Lauderdale to Palm Beach Co.	New Express Bus w/ Limited Stop	15.05	$27
	Construction	Dixie Hwy & Dr. Martin Luther King Jr. Blvd	Build Neighborhood & Regional Transit Center		$8,150
	Bicycle Facility Improvements				
	Atlantic Blvd	Powerline Rd to I-95	Add bike lane	1.3	$940
	Dixie Hwy	McNab Rd to SW 2nd St	R/R for bike lane	1.3	$149
	Dr. MLK Jr. Blvd	Powerline Rd to I-95	Add bike lane	1.8	$1,366
	Sample Rd	Fl. Turnpike to Powerline Rd	Add bike lane	1.0	$769
	Greenway Projects				
	Dixie Hwy (North)	North perimeter Rd to Broward Palm Beach County Line	Greenway Projects	14.6	$10,000
	Dixie Hwy (South)	North perimeter Rd to Broward Miami-Dade County Line	Greenway Projects	14.6	$10,000
	SR A1A	Miami-Dade County Line to Palm Beach County Line	Greenway Projects	25.7	$28,000
	Pedestrain Facility Improvements				
3	Atlantic Blvd	NW 31st Ave to NW 15th Ave	Pedestrian Project	1.3	$288
4		NW 15th Ave to S Cypress Rd	Pedestrian Project	1.3	$306
5		S Cypress Rd to US 1	Pedestrian Project	1.2	$282
6		US 1 to SR A1A	Pedestrian Project	0.7	$168
13	Dr. Martin Luther King Jr. Blvd	Fl. Turnpike to Powerline Rd	Pedestrian Project	0.9	$193
21	US 1	NE 10th St to NE 16th St	Pedestrian Project	0.7	$150
35	NE 11th Ave	SW 6th Ter (Canal S of Atlantic Blvd) to NE 10th St	Pedestrian Project	1.0	$234
40	NE 6th St	E of Dixie Hwy to NE 3rd Ave	Pedestrian Project	0.2	$49
46	NW 15th St	W of NW 6th Ave to Dixie Hwy	Pedestrian Project	0.3	$71
53	NW 31st Ave	Atlantic Blvd to Dr. Martin Luther King Jr. Blvd	Pedestrian Project	1.0	$219
62	NW 6th Ave	Atlantic Blvd to NW 15th St	Pedestrian Project	1.0	$224
68	Powerline Rd	N of NW 3rd St to Atlantic Blvd	Pedestrian Project	0.3	$61
		S of NW 62nd St to S SW 3rd St	Pedestrian Project	1.6	$357
72	Powerline Rd	N of Atlantic Blvd to NW 15th St	Pedestrian Project	0.9	$215
73		Copans Rd to S of Sample Rd	Pedestrian Project	0.8	$180
79	Sample Rd	Fl. Turnpike to S Powerline Rd	Pedestrian Project	0.9	$194
83	Cypress Rd	SE 2nd St to Atlantic Blvd	Pedestrian Project	0.1	$26
84	SE 2nd St	NE 11th Ave to US 1	Pedestrian Project	0.6	$137
86	SE 5th Ct	SE 4th Ave to Canal W of US 1	Pedestrian Project	0.5	$122
87	SE 8th/6th St/3rd Ter	Cypress Rd to SE 5th Ct	Pedestrian Project	0.9	$206

Source: Broward County, MPO

Future Needs

Consistent with previous discussions concerning land use and trip generation growth, the various tables and figures referenced indicate that the projected traffic growth in the eastern area of the City is relatively minor. Conversely, most roadways west of I-95 are characterized by significant increases in projected daily volumes. In most cases, the increase in daily traffic can be accommodated on the existing plus committed highway network. Other roadways will have to be expanded and, in some cases, improved beyond the range of already programmed improvements.

If areawide growth in land use occurs as projected, and in order to maintain the LOS standard of the analysis, additional highway improvements will be necessary on segments of several roadways including Andrews Avenue, Atlantic Boulevard, Copans Road, Dr. Martin Luther King, Jr. Boulevard, NW 31st Avenue, Powerline Road and Sample Road by the year 2030.

Summary of Roadway Needs

The summary of roadway needs presented in Table 13 for the year 2030 traffic includes both programmed improvements and LOS D needs (not programmed). Programmed improvements were obtained from the 2006-2010 Broward County Transportation Improvement Plan and 2030 Broward County Long Range Transportation Plan.

Discussion of roadway needs is highly dependent upon the consideration of a proposed set of level of service standards. Moreover, the physical and fiscal feasibility of certain road improvements, the issue of concurrence and the impact on potential future development must be recognized as they relate to Chapter 163 F.S. and 9J-5 F.A.C. For these reasons, roadway improvement needs have been assessed relative to peak LOS "D" for all non-TCEA roadways. By the year 2030 a complete LOS "D" network is not obtainable in many areas due to the number of traffic signals, urban character and fiscal restraints. For instance, expansion of six-lane roads such as Atlantic Boulevard, Powerline Road and US 1 go beyond physical and fiscal restraints. This has been reflected in the County's Long-Range Transportation Plan which did not include any local improvements from six (6) to eight (8) lanes. In place of road widenings, the County's Long-Range Plan places a greater emphasis upon transit including the Sample Road HPT Corridor.

Table 12 - Future Roadway Improvements and LOS D Needs

Roadway	Location	Func Class	Daily # of Lanes	Daily "D" Cap	Daily Pk Season ADT	Daily LOS	Pk Hour "D" Cap	Pk Hour Peak Season	Pk Hour LOS	2030 Cost Feasible Imprv	LOS "D" Needs
NE 54th St	E of Dixie Hwy	U-COLL	2	14,600	16,425	F	1,390	1,502	F		+2L
Sample Road	W of Powerline Rd	U-PA	6	53,500	88,648	F	5,080	7,441	F		+4L
	E of Powerline Rd	U-PA	6	53,500	65,852	F	5,080	5,242	F		+2L
(SIS Connector)	E of Military Trail	U-PA	6	53,500	67,115	F	5,080	5,638	F		+2L
	W of NE 3 Ave	U-PA	6	53,500	75,185	F	5,080	6,318	F		+4L
	W of Dixie Hwy	U-PA	6	53,500	55,329	F	5,080	4,645	C		+2L
Copans Road	W of Dixie Hwy	U-MA	6	46,800	47,508	E	4,450	3,732	D		+2L
	E of Powerline Rd	U-MA	6	53,500	65,978	F	5,080	5,540	F		+2L
	W of Powerline Rd	U-MA	6	53,500	59,360	F	5,080	5,637	F		+2L
NW 15th St	E of NW 15 Ave	U-COLL	2	12,600	15,961	F	1,200	1,270	E		+2L
DMLKJ Blvd*	W of Powerline Rd	U-MA	4	21,700	39,352	F	2,070	3,260	F		+2L
	W of NW 15 Ave	U-MA	4	21,700	32,630	F	2,070	2,805	F		+2L
Atlantic Blvd	W of SR A1A	U-MA	4	28,900	33,068	F	2,750	3,139	F		+2L
	E of I-95	U-PA	6	49,200	56,633	F	4,680	4,757	E		+2L
	W of Powerline Rd	U-PA	6	53,500	71,559	F	5,080	6,377	F		+2L
Florida's Turnpike/ (SIS Corridor)	S of Atlantic Blvd	U-PA	8	144,300	163,184	E	13,420	15,309	F		+2L
Powerline Rd	S of Copans Rd	U-PA	6	53,500	61,548	F	5,080	5,288	F		+2L
	S of Atlantic Blvd	U-PA	6	49,200	76,526	F	4,680	6,431	F		+2L
Andrews Ave	N of Atlantic Blvd	U-MA	4	35,700	42,802	F	3,390	3,972	F	New 4L	+2L
	S of Atlantic Blvd	U-MA	4	35,700	39,767	F	3,390	3,396	E		+2L
Interstate 95/	S of Copans Rd	U-PA	10	207,600†	272,072	F	19,310†	20,987	F		+2L
(SIS Corridor)	S of Atlantic Blvd	U-PA	10	207,600†	279,788	F	19,310†	19,869	F		+2L
Cypress Road	N of McNab Rd	U-COLL	4	21,700	37,882	F	2,070	3,303	F		+2L
US Highway 1	S of NE 54th St	U-PA	6	49,200	63,390	F	4,680	6,015	F		+2L
	N of Sample Rd	U-PA	6	49,200	59,499	F	4,680	5,641	F		+2L
	N of Copans Rd	U-PA	6	49,200	51,015	E	4,680	4,841	E		+2L
	N of 14th St	U-PA	6	49,200	59,800	F	4,680	5,675	F		+2L
	N of Atlantic Blvd	U-PA	6	49,200	53,436	F	4,680	5,064	F		+2L
	S of Atlantic Blvd	U-PA	6	49,200	49,193	D	4,680	4,775	E		+2L
	N of McNab Rd	U-PA	6	49,200	51,692	E	4,680	4,905	E		+2L
State Road A1A	N of NE 14th St	U-COLL	2	16,400	24,223	F	1,560	2,292	F		+2L
	S of Atlantic Blvd	U-MA	2	16,400	23,660	F	1,560	2,245	F		+2L

Sources: Walter H. Keller, Inc.
Broward County, MPO
Florida Department of Transportation

Note: † - LOS "E" Capacity

The feasibility of developing these respective roadways should be addressed. The alternatives to not developing these facilities include accepting lesser levels of service or increased roadway designs (additional lanes) on parallel corridors. Expansion of parallel corridors will be difficult since many of these facilities were previously expanded and community opposition would be expected. Increased transit usage and other Transportation Demand Management (TDM) strategies may offer the best possibilities for future capacity increases.

Level of Service Standards

Because of the State requirement that additional development must occur in a manner consistent with local level of service standards, a closer examination of these standards must be made relative to anticipated financial, physical and time constraints associated with facility expansion.

Currently, roadways or segments of Sample Road, Copans Road and Dixie Highway are either undergoing or programmed for improvement. Completion of these improvements will achieve the maximum typical section of each respective facility relative to the corridor rights-of-way reserved on the County's Trafficways Plan.

The analysis of existing and future traffic conditions has been conducted on the basis of attaining LOS "D" for average and peak season daily conditions. The LOS "D" standard is unobtainable on many roadway segments. If the LOS "D" standard is to be met, development must occur in concert with programmed and planned improvements. It is critical that the current 5 year road improvement program be implemented as presently outlined.

RECOMMENDED TRAFFIC CIRCULATION PLAN

Based on the analysis of existing and Year 2030 traffic conditions, the City land use plan, and future roadway alternatives, a Recommended Traffic Circulation Plan has been developed for the City of Pompano Beach. The Recommended Traffic Circulation Plan includes Figure 10 on the next page and Table 13 (see page 76). These two items identify the roadway and location, design type (existing and future), right-of-way requirement, functional classification and provides a comparison of the City's Recommended Traffic Circulation Plan with the Plans of the Broward MPO and Broward County Trafficways Plan.

The Recommended Traffic Circulation Plan has been developed to wherever possible attain a LOS "D" operating condition throughout the City and to "Maintain" operations where the physical and fiscal constraints necessitate. As appropriate, the LOS has been omitted for roadways within the TCEA.

Pursuant to state planning requirements, Figure 11 (see page 78) identifies a future roadway functional classification scheme for the recommended plan.

Figure 10 - Recommended Roadway Network

Table 13 - Recommended Traffic Circulation Plan (page 1 of 2)

			BC CF 2030				County	City Future Circulation Plan		
Roadway	Location	Func Class	# of Lanes	"D" Cap	Peak Hour	LOS	Trffwys ROW	# of Lanes	ROW	Func Class
NE 54th St	E of Dixie Hwy	U-COLL	2	1,390	1,502	F		2		U-COLL
	W of US 1	U-COLL	2	1,390	774	C		2		U-COLL
NE 48th St	E of Dixie Hwy	U-MA	2	1,560	1,327	D		2		U-MA
	W of US 1	U-MA	2	1,560	738	C		2		U-MA
Sample Road	W of Powerline Rd	U-PA	6	5,080	7,441	F	200'	6	200'	U-PA
	E of Powerline Rd	U-PA	6	5,080	5,242	F	200'	6	200'	U-PA
(SIS Connector)	E of Military Trail	U-PA	6	5,080	5,638	F	200'	6	200'	U-PA
	W of NE 3 Ave	U-PA	6	5,080	6,318	F		6		U-PA
	W of Dixie Hwy	U-PA	6	5,080	4,645	C		6		U-PA
	E of Dixie Hwy	U-PA	6	5,080	4,131	B		6		U-PA
	W of US 1	U-PA	6	5,080	3,030	B		6		U-PA
Copans Road	W of US 1	U-MA	6	4,450	3,024	C	106'	6	106'	U-MA
	E of Dixie Hwy	U-MA	6	4,450	3,793	D	106'	6	106'	U-MA
	W of Dixie Hwy	U-MA	6	4,450	3,732	D	106'	6	106'	U-MA
	E of I-95	U-MA	6	4,450	4,150	D	106'	6	106'	U-MA
	E of Powerline Rd	U-MA	6	5,080	5,540	F	110'	6	110'	U-MA
	W of Powerline Rd	U-MA	6	5,080	5,637	F	110'	6	110'	U-MA
NE 14th St Cswy	W of A1A	U-MA	4	3,110	1,813	C	106'	4	106'	U-MA
	E of US 1	U-MA	4	3,110	2,615	D	106'	4	106'	U-MA
NW 15th St	E of NW 15 Ave	U-COLL	2	1,200	1,270	E		2	60'	U-COLL
	W of Dixie Hwy	U-COLL	2	1,200	747	D		2	60'	U-COLL
NE 10th St	E of Dixie Hwy	U-COLL	2	1,560	1,123	C	106'	4	106'	U-COLL
	W of US 1	U-COLL	2	1,560	1,205	C	106'	4	106'	U-COLL
DMLKJ Blvd*	W of Powerline Rd	U-MA	4	2,070	3,260	F	80'	4	80'	U-MA
	W of NW 15 Ave	U-MA	4	2,070	2,805	F	80'	4	80'	U-MA
	W of Dixie Hwy	U-MA	4	2,070	1,579	D	80'	4	80'	U-MA
Atlantic Blvd	W of SR A1A	U-MA	4	2,750	3,139	F	120'	4	120'	U-MA
	W of US 1	U-PA	6	4,680	3,399	C	120'	4	120'	U-PA
	E of NE 5th Ave	U-PA	6	4,680	3,948	D	120'	6	120'	U-PA
	E of Cypress Rd	U-PA	6	4,680	3,733	C	120'	6	120'	U-PA
	E of I-95	U-PA	6	4,680	4,757	E	120'	6	120'	U-PA
	W of I-95	U-PA	6	4,680	4,024	D	120'	6	120'	U-PA
	E of Powerline Rd	U-PA	6	5,080	3,999	B	120'	6	120'	U-PA
	W of Powerline Rd	U-PA	6	5,080	6,377	F	120'	6	120'	U-PA
Pompano Park Place	W of Cypress Rd	U-COLL	4	3,390	1,702	B	106'	4	106'	U-COLL
(SW 3rd St)	W of Dixie Hwy	U-COLL	6	5,080	2,674	B	106'	4	106'	U-COLL
	W of Andrews Ave	U-COLL	4	3,390	1,842	B	106'	4	106'	U-COLL
	E of Powerline Rd	U-COLL	4	3,390	2,685	B	106'	4	106'	U-COLL
McNab Road	W of US 1	U-COLL	2	950	836	C		2	106'	U-COLL
	W of Dixie Hwy	U-MA	6	5,080	4,631	C		2	106'	U-MA
	E of Powerline Rd	U-MA	6	5,080	2,147	B	106'	6	106'	U-MA
	W of Powerline Rd	U-MA	4	3,390	2,531	B	106'	4	106'	U-MA

continued…

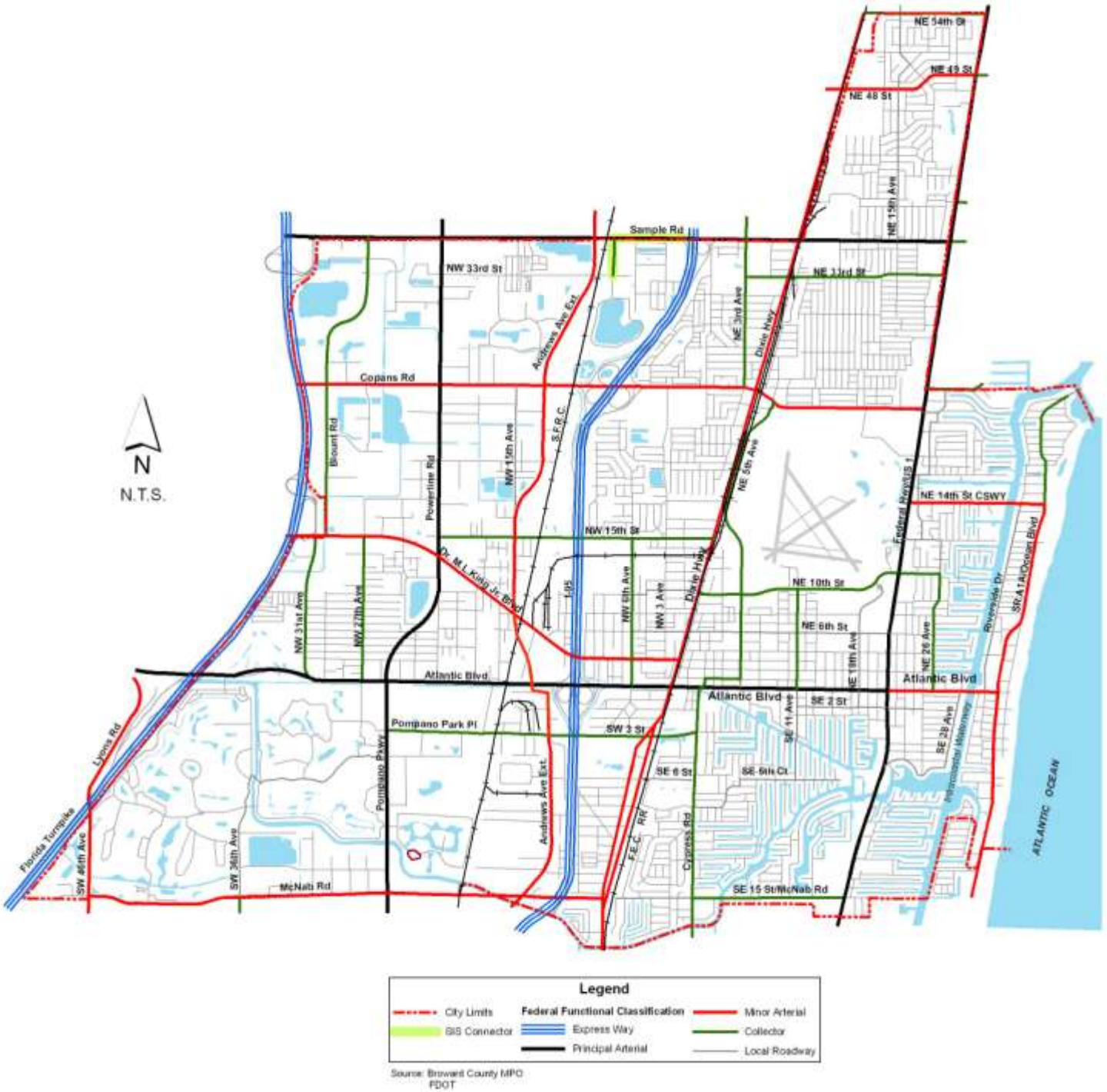
Table 13 - Recommended Traffic Circulation Plan (Page 2 of 2)

Roadway	Location	Func Class	BC CF 2030 # of Lanes	BC CF 2030 "D" Cap	BC CF 2030 Peak Hour	BC CF 2030 LOS	County Trffwys ROW	City Future Circulation Plan # of Lanes	City Future Circulation Plan ROW	City Future Circulation Plan Func Class
Florida's Turnpike/	S of Sample Rd	U-PA	8	13,420	13,401	D	325'	6	325'	U-PA
(SIS Corridor)	S of Atlantic Blvd	U-PA	8	13,420	15,309	F	325'	6	325'	U-PA
NW 31 Ave	S of DMLKJ Blvd*	U-COLL	4	3,390	1,643	B		4		U-COLL
	N of Atlantic Blvd	U-COLL	4	3,390	2,032	B		4		U-COLL
Powerline Rd	S of Sample Rd	U-PA	6	5,080	4,230	B	Varies	6	144'	U-PA
	S of Copans Rd	U-PA	6	5,080	5,288	F	Varies	6	144'	U-PA
	S of DMLKJ Blvd*	U-PA	6	5,080	3,961	B	Varies	6	144'	U-PA
	S of Atlantic Blvd	U-PA	6	4,680	6,431	F	Varies	6	144'	U-PA
Andrews Ave	N of Copans Rd	U-MA	4	3,390	2,831	C	110'	4	110'	U-MA
	S of Copans Rd	U-MA	4	3,390	2,324	B	110'	4	110'	U-MA
	N of Atlantic Blvd	U-MA	4	3,390	3,973	F	110'	4	110'	U-MA
	S of Atlantic Blvd	U-MA	4	3,390	3,396	E	106'	4	106'	U-MA
	S of Pompano Park Pl	U-MA	5	5,080	2,538	A	106'	4	106'	U-MA
Interstate 95/	S of Copans Rd	U-PA	10	19,310†	20,987	F	325'	8	325'	U-PA
(SIS Corridor)	S of Atlantic Blvd	U-PA	10	19,310†	19,869	F	325'	8	325'	U-PA
Cypress Road	S of Atlantic Blvd	U-COLL	4	2,070	1,945	D		4	80'	U-COLL
	N of McNab Rd	U-COLL	4	2,070	3,303	F		4	80'	U-COLL
Dixie Highway	S of NE 54th St	U-MA	4	3,390	2,265	B	80'	4	80'	U-MA
	S of NE 48th St	U-MA	4	3,390	1,692	B	80'	4	80'	U-MA
	S of Sample Rd	U-MA	4	3,390	1,896	B	80'	4	80'	U-MA
	N of NW 15 Street	U-MA	4	3,390	1,724	B	80'	4	80'	U-MA
	S of Atlantic Blvd	U-MA	4	3,390	1,959	B	80'	4	80'	U-MA
	N of McNab Rd	U-MA	6	5,080	1,449	B	80'	4	80'	U-MA
NE 5th Avenue	N of NE 10th St	U-COLL	2	1,390	529	C	80'	2	80'	U-COLL
	N of Atlantic Blvd	U-COLL	2	1,390	1,018	C	80'	2	70'	U-COLL
US Highway 1	S of NE 54th St	U-PA	6	4,680	6,015	F	120'	6	120'	U-PA
	N of Sample Rd	U-PA	6	4,680	5,641	F	120'	6	120'	U-PA
	S of Sample Rd	U-PA	6	4,680	3,590	C	120'	6	120'	U-PA
	N of Copans Rd	U-PA	6	4,680	4,841	E	120'	6	120'	U-PA
	N of 14th St	U-PA	6	4,680	5,675	F	120'	6	120'	U-PA
	N of Atlantic Blvd	U-PA	6	4,680	5,064	F	120'	6	120'	U-PA
	S of Atlantic Blvd	U-PA	6	4,680	4,775	E	120'	6	120'	U-PA
	N of McNab Rd	U-PA	6	4,680	4,905	E	120'	6	120'	U-PA
State Road A1A	N of NE 14th St	U-COLL	2	1,560	2,292	F	80'	3	70'	U-COLL
	N of Atlantic Blvd	U-MA	4	3,390	2,242	B	80'	4	70'	U-MA
	S of Atlantic Blvd	U-MA	2	1,560	2,245	F	80'	4	80'	U-MA

Sources: Walter H. Keller, Inc.
Broward County, MPO
Florida Department of Transportation

Note: † - LOS "E" Capacity

Figure 11 - Future Functional Classification



Implementation

Implementation of the recommended LOS "D" and "Maintain" Standards will require all proposed new development, and/or redevelopment to provide traffic impact studies verifying the maintenance of appropriate LOS unless located in the TCEA. The City has adopted procedures in the Land Development Code to provide for Traffic Concurrency Management, redevelopment and mitigation.

Development approval will be based on the ability of the applicant to show the project is within the City's LOS Standards or will mitigate impacts to meet those Standards. Roadway capacity will be based on the capacities provided in this document and methods documented in the FDOT LOS Manual.

Traffic mitigation may be achieved through the provision of adequate capacity or through the development of an executable Action Plan. Action Plans are a package of improvements and/or innovations to the transportation system that can be proven to mitigate the impacts of a proposed development. Action Plans may include, but are not limited to, signal timing/phasing improvements, progressive signal phasing, exclusive intersection turn lanes, median closure, access control, turn prohibitions, ride sharing, staggered work hours, customer/resident van service, extension or provision of additional transit facilities or any method that can be demonstrated to uphold the stated LOS Standards and/or "Maintain" traffic operations where applicable. The "Maintenance" of LOS Standards will be synonymous with Broward County definitions as shown in the Broward County Transportation Element. In instances where County approval of the Action Plan is required, City approval will also be required.

Roadway Level of Service Designations

The determination of specific roadway level of service is revised to be consistent with Florida Department of Transportation standards for the SIS/FIHS Roadways and for other non-SIS/FIHS roadway consistent with Broward County's Transit Concurrency standards as noted below.

For the Strategic Intermodal System (SIS) and SIS Connectors the generalized two-way peak hour- peak direction LOS Standard shall be as follows:

Type of Facility	Affected Rdwy Segment	LOS Standard
SIS/FIHS Roadways:		
Interstate 95	Cypress Creek to Sample Rd	E
Florida Turnpike	Cypress Creek to Sample Rd	D
SIS Connectors:		
Sample Rd	I-95 to 8th Ave and to Tri-Rail Station Entrance	D

Source: Florida Department of Transportation
Office of Policy Planning

Non-SIS transportation facilities and transportation facilities functionally classified as nonresidential collector roads or higher, the Table below will provides the Peak Hour Two Way Maximum Service Volume*:

Peak Hr 2-Way Maximum Service Volume

	Northeast & Central Transportation Management District
Two - Lane Arterials	2,555
Four - Lane Arterials	5,442
Six - Lane Arterials	8,190
Eight - Lane Arterials	10,605

*The Maximum Service Volumes are calculated from "Generalized Peak Hour Two-Way Volumes for Florida Urbanized Areas", published by the Florida Department Transportation as 75% above the volumes for Class II S Two-Way Arterials, for Level of Service D.

- *Local Roadways*- All roadways specified as such, or not shown, on the City 2020 Traffic Circulation Plan will be provided with a LOS "C" Standard.

The City will annually update its roadway classification and LOS Standards to include programmed improvements and new development. Also, if a roadway operating condition is adversely affected by development outside the City, the City will consider whether the roadway classification, operating condition and/or LOS Standard may be lowered to that level.

The implementation of the recommended traffic circulation plan and development management system, through recognition and adoption of the Goals, Objectives and as provided in the initial portion of this element will provide the City of Pompano Beach a working guideline to schedule and construct the required future roadway network. In addition, it will allow for educated policy decisions regarding the location and scale of future land development and redevelopment.

IV. PUBLIC TRANSIT SYSTEM

EXISTING TRANSIT CONDITIONS

This section of the Transportation Element addresses the Public Transit System. The existing routing, service area coverage and programmed improvements of the Broward County Mass Transit System are described. Mass transit operations including frequency of service, ridership, revenue and major origins/destinations of the existing system are analyzed. The projected mass transit needs and level of service will be reviewed and improvements programmed by Broward County and the Florida Department of Transportation will be tabulated. Since Broward County operates and maintains a county-wide system, this element will limit its analysis to City level considerations.

Existing Transit Providers

Mass transit service in the City of Pompano Beach is provided by Broward County Transit (BCT) and private carriers. The major provider of service is the Broward County Mass Transit Division which operates the countywide bus system. The county also contracts with private vendors for public school busing and Social Service Transportation (SST). Other service providers include private taxi service companies based in the greater Pompano Beach area and the Greyhound/Trailways Bus Company. The City is also served by the South Florida Regional Transportation Authority (Tri-Rail) system. This commuter train service has eighteen (18) stations located in Palm Beach, Broward and Dade Counties.

Broward County is characterized by a suburban land development pattern and consequently by relatively low residential land use densities and few activity focal points. There are few major corridors with significant transit trip origins and destinations. With thirty-one municipalities, a dense roadway network, an average vehicle occupancy ratio of 1.56 and a relatively affluent population, the transit modal split is only 1.1 percent of total daily trips.

Because transit service is provided by BCT and Tri-Rail, the City's role in transit planning is limited to the community bus shuttles. With City representation on the Broward County Metropolitan Planning Organization (MPO) and the MPO's Technical Coordinating Committee, the City's primary role in transit planning activities is to monitor County actions and provide for local input where necessary.

Broward County Division of Mass Transit

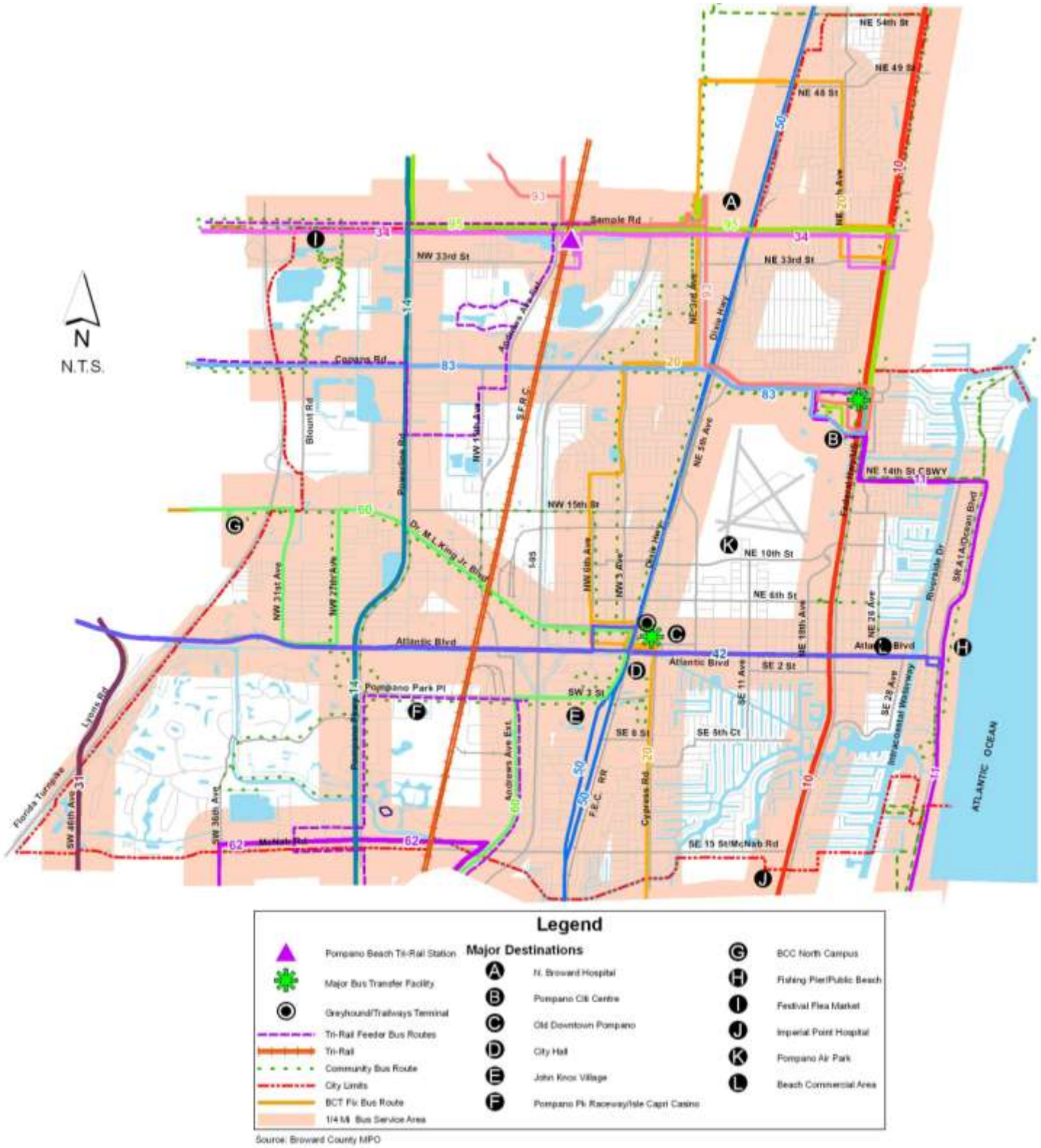
The County's Mass Transit operation is primarily a large volume passenger bus system operating on the existing highway network. Transit planning activities are carried out by the Urban Transit section of the Transportation Planning Division of the Broward County Department of Strategic Planning and Growth Management. The transit planning and operation staff monitors ridership and periodically alters routes and operations. The County staff is also charged with preparing the County's Transit Development Program which summarizes future capital and operations improvements.

BCT is a fixed-route, fixed-schedule bus system operated by the Broward County Mass Transit Division with the main hub operating from Downtown Fort Lauderdale. BCT operates 7 days a week with maximum service provided on weekdays. Weekday service hours generally run from 5:00 AM to 11:40 PM, with most routes operating on half hour headways. Saturday service operates almost the same as weekday service, with all routes in operation and some minor changes in headways and service hours. On Sunday a reduced route schedule is available between 9:00 AM to 8:00 PM with all routes operating on one hour headways.

Bus routes serving the Pompano Beach area include Routes 10, 11, 14, 20, 31, 34, 42, 50, 60, 62, 83, 93, and 95. No single route serves Pompano exclusively, rather portions of routes traverse the city as part of a larger areawide route. Although the main terminal is located in Downtown Fort Lauderdale, several major transfer points are provided throughout the County. Two of the main transfer points are located in the City at the Pompano Citi Centre and in the "Old Downtown" area. The County's main bus maintenance facility and the Broward County Division of Mass Transit main office are also located in Pompano Beach on Copans Road just east of the Florida Turnpike. Figure 12 on the following page depicts existing City transit routes and major destinations.

The regular BCT fare is $1.25. Reduced fares for senior (65 years old plus) and handicapped citizens are available at 60 cents. Monthly unlimited use passes are also available under two rates: $40.00 for regular users or $20.00 for youths (18 years old or younger) or elderly or handicapped riders. Weekly unlimited use passes are also available for $11.00. The weekly pass is targeted mostly for tourists and is sold at many hotels and motels.

Figure 12 - Transit Routes and Major Destinations



Source: Broward County MPO

Community Buses

Three community bus routes operate in the City: the Green Route; the Blue Route; and, the Green-West Route. The routes provide hourly service that connects with the Broward County Transit Routes: 10; 11; 14; 20; 34; 42,50, 60; and, 83. The service operates weekdays, Monday through Friday between the hours of 9 AM and 5 PM. There is no fare required within the City. Riders connecting with Broward County routes will have to pay normal fares. All buses are ADA accessible.

Tri-County Bus Transit Service

BCT interfaces with the Miami Dade and Palm Beach County transit systems to provide tri-county service. Miami Dade Transit's METROBUS links with BCT at locations in south Broward County and the Aventura Mall in North Dade County. BCT also connects with the Palm Beach County Palm Tran system at the Boca Town Center Mall and at Mizner Park. Finally, the County's Tri-Rail stations are served by seventeen (17) BCT routes.

Other Transit Providers

Broward County TOPS, is a paratransit service providing specialized transportation services for the County's qualified elderly and handicapped population. TOPS is available for persons who are unable to access regular bus services. Reservations can be made one day in advance or on monthly subscriptions. The one way fare is $2.50 unless the pickup occurs more than 60 minutes after the scheduled pickup when the fare is waived. Travel to nutrition sites is free.

The school bus system serves all of the public schools in Pompano Beach and is provided by a private company contracted by the Broward County School Board. The system provides free service to all students enrolled at public schools who live more than two miles from their respective school, or who otherwise lack safe accessways to a less distant facility.

Regional, statewide and interstate travel is provided by the Greyhound/Trailways Bus line. A Pompano Beach terminal is located at 4 NE 3rd Street and provides fixed service seven days a week.

There is only one taxi company currently located in Pompano Beach; service by other companies is also provided from Coral Springs, Margate and Fort Lauderdale.

ANALYSIS OF EXISTING BUS SYSTEM

Mass transit service can be evaluated based upon service area coverage and capacity. Service area coverage defines the area, population and attractions accessible to transit service. Service area is defined as a one-half mile corridor surrounding the bus route and a one-quarter mile corridor beyond the terminus. The adopted level of service set by Broward County states that at least seventy (70%) percent of all residences and employment locations have access to fixed-route transit service. System capacity is analyzed by service frequency, or headway, and the seating capacity of the vehicles in relation to ridership.

The existing level of service, according to Broward County, exceeds the seventy (70%) percent coverage rate countywide. Pompano Beach is within the County's northeast sector where there is seventy-seven (77%) percent population coverage and seventy-nine (79%) percent employment location coverage by fixed-route transit service.

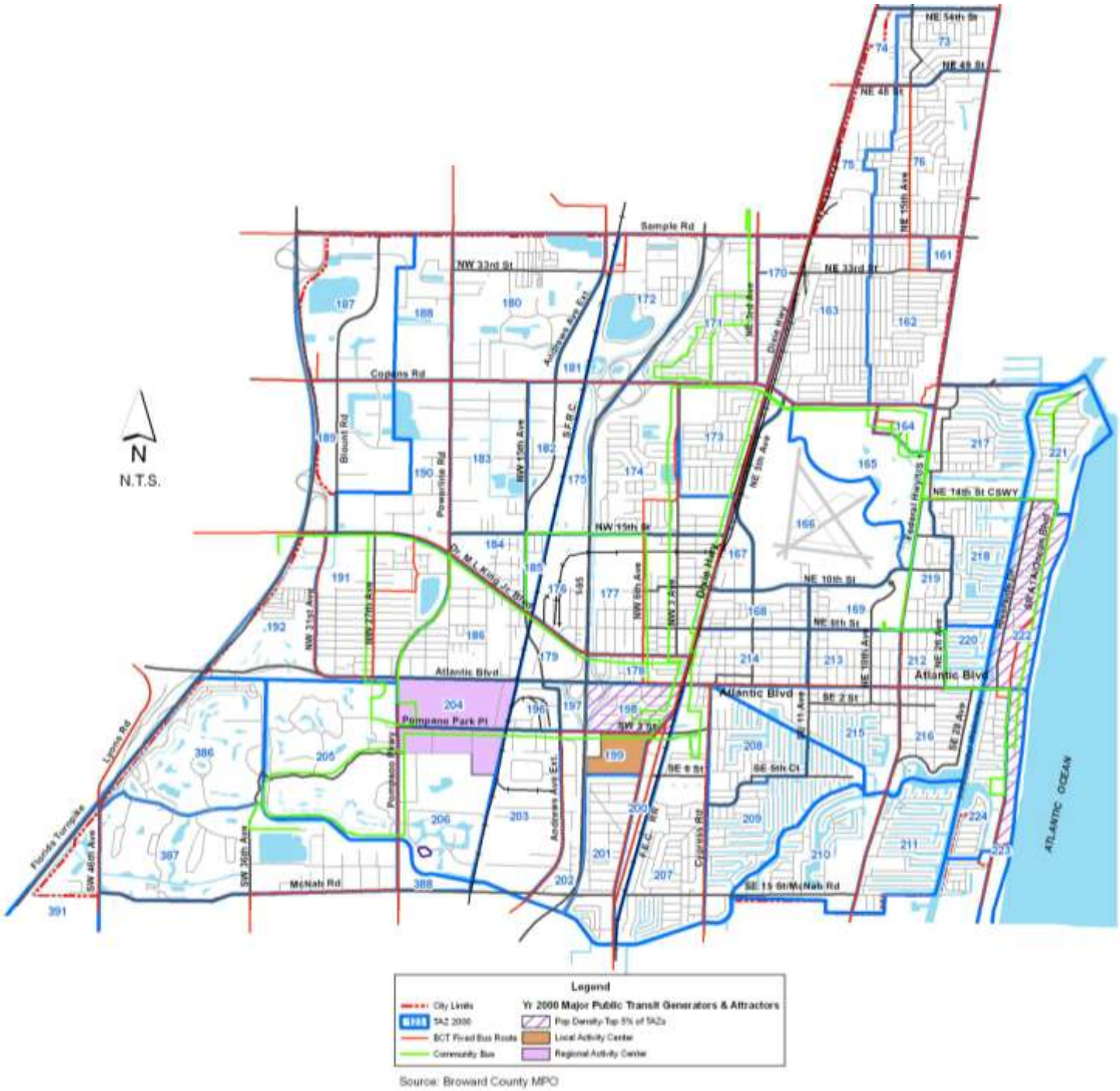
Service Area Coverage

Evaluation of service area coverage is based on how well a system serves the general population, special transit captive groups, and the accessibility of service between these groups and major work, shopping, medical and recreational facilities within the community. Mass transit ridership is significantly influenced by auto ownership. Zero or single auto households are in greater need of transit service than other households. Automobile ownership is generally associated with household income; households with low income are generally characterized by relatively few automobiles per household. In addition, senior citizens are also more apt to utilize public transportation. An identification of these target groups and areas were made to identify existing service needs.

Demographic data provided in the 2000 U.S. Census was analyzed to identify areas of low income, concentrations of senior citizens and concentrations of persons whose means of transportation to work is by bus. Low income tracts are those with a 1989 median household income below $25,000.

Based on the above analysis, Figure 13 on the next page identifies the target population groups or areas relative to the existing quarter mile bus route service area map. Figure 12 (see page 84) highlights major area destinations and attractions in the City.

Figure 13 - Transit Population Target Groups



Source: Broward County MPO

Transit Origins and Destinations

Broward County has a comprehensive process of monitoring transit ridership on the county-wide bus system. Table 15 summarizes the major routes which operate within the City. The table provides information on average weekday ridership, headways, the number of buses operating during peak periods on the route, transfers and daily revenue.

Table 14 - Transit Characteristics in Pompano Beach

Route No	Days of Service	Hours of Service A.M. - P.M.	Terminals & Transfer Stations	FY2006 Ridership	Ave. Wkdy Ridership*	Ave. Wkdy Revenue*	Peak Hour Headways	Number of Vehicles
10	Monday-Friday	5:20-11:40	Central Terminal	1,208,891	3,948	$1,659	30 min	6
	Saturday	5:20-11:35	Coral Ridge Mall					5
	Sunday	8:50-8:40						4
11	Monday-Friday	5:00-11:55	Central Terminal	1,202,823	4,211	$1,726	30 min	7
	Saturday	5:00-11:55	Galt Ocean Mile					7
	Sunday	7:00-9:15	Pompano Citi Square					5
14	Monday-Friday	5:00-11:50	Central Terminal	1,325,452	4,988	$1,866	15 min	10
	Saturday	5:30-11:20						3
	Sunday	9:00-8:20						3
20	Monday-Friday	5:40-9:45	Central Terminal	488,364	1,810	$809	40 min	4
	Saturday	5:40-9:45	Coral Ridge Mall					4
	Sunday	10:00-6:50	Dixie Hwy & MLK					2
31	Monday-Friday	5:20-11:40	Central Terminal	1,120,292	4,173	$1,670	15 min	9
	Saturday	5:35-11:40						5
	Sunday	9:00-8:45						3
34	Monday-Friday	5:15-10:20	Pompano Tri-Rail	777,874	3,072	$1,677	30 min	4
	Saturday	5:30-9:05	Sample & US1					3
	Sunday	8:20-6:50						2
42	Monday-Friday	5:15-10:50	Dixie Hwy & MLK	648,050	2,226	$1,011	30 min	4
	Saturday	5:40-10:20	Coral Square Mall					3
	Sunday	8:45-8:05						2
50	Monday-Friday	5:15-11:45	Central Terminal	1,577,024	5,871	$2,796	20 min	9
	Saturday	5:30-11:45	Dixie Hwy & MLK					4
	Sunday	8:25-8:55						4
60	Monday-Friday	5:25-11:40	Central Terminal	1,479,502	5,179	$2,159	15 min	10
	Saturday	5:30-11:10	Cypress Creek Tri-Rail					5
	Sunday	9:05-8:00	Dixie Hwy & MLK					3
62	Monday-Friday	5:10-8:50	Galt Ocean Mile	605,894	2,215	$1,110	30 min	6
	Saturday	7:00-7:45	Cypress Creek Tri-Rail					3
	Sunday	9:00-7:40	Coral Square Mall					3
83	Monday-Friday	5:45-10:00	Pompano Citi Square	467,757	1,663	$749	30 min	5
	Saturday	6:05-10:05	Coral Square Mall					3
	Sunday	9:00-7:55						2
93	Mon/Wed/Fri	9:30-4:50	Pompano Citi Square	46,351	93	$33	90 min	1
	Tues/Thus	9:30-9:50	Century Village					1
	Saturday	9:30-9:50						1
	Sunday	11:00-6:00						1
95	Weekday	8:20-5:50	Pompano Citi Square	38,187	187	$67	90 min	1
	Saturday	8:20-5:50	Century Village					1

Source: Walter H. Keller, Inc.
Broward County Mass Transit, 2007

Note:

* February 2007 Data-Revenue includes on board revenue from cash boardings and one day pass sales. 31 day and 7 day pass sales d take place on the bus and are not included as part of this revenue figure.

Bus System Capacity/Load Factor

The capacity of the mass transit system can be defined by the frequency of service and the size of the vehicles. Table 15 indicates the daily ridership and headways for the routes serving Pompano Beach. The average seating capacity of Broward County Transit buses is 45 persons. Considering the capacity of the fleet and the provision of either 30 or 60 minute headways for all of the routes, the overall capacity of the system far exceeds the level of existing ridership. Even with ample transit system capacity and existing congested roadways in the region, the vast majority of the local population still prefer the automobile as a means of transportation.

Programmed Improvements

Current transit improvements are outlined in the 2008-2012 TDP. Some of the routes through Pompano Beach are proposed to have extended hours of service or reduced headways. Headways are proposed to be reduced for Routes 10 (FY2012), 11(FY2011) and 50 (2010). New premium service is proposed for Federal Highway (Breeze FY2009) and Sample Road (FY 2012). Due to limitations in available revenue, some improvements may not occur as initially envisioned.

Tri-Rail

Tri-Rail is a seventy-two (72) mile at-grade commuter rail line serving Palm Beach, Broward and Dade Counties. Tri-Rail service connects to Metrorail in Dade County at the Tri-Rail/Metrorail Station and to Miami International Airport (MIA) via a shuttle bus service provided at the last stop. Tri-Rail currently operates twenty-five (25) weekday trains, sixteen (16) Saturday trains and sixteen (16) Sunday and holiday trains. Operations begin at 4:00 a.m. and end at midnight. The Tri-Rail Park-and-Ride lot at the Pompano Beach Station has 311 parking spaces. Tri-Rail has begun a three (3) phase improvement program. Double tracking within the rail corridor began in the first phase of improvements. Future improvements include extending Tri-Rail further south to connect to the MIA and replacing the signaling system. Tri-Rail is also in the process of upgrading its stations to include more amenities and landscaping.

FUTURE TRANSIT DEMANDS AND NEEDS

Population projections developed by the Broward County Department of Strategic Planning and Growth Management are generally consistent with anticipated land use growth for the City and indicate that the City will continue to grow over the next several years. Table 16 presents historical growth trends and projected population. This table indicates that the City's proportionate share of county population will remain fairly constant and that the growth rate will lessen as the City continues to approach a build-out condition.

Age cohort data for the City and Broward County are provided in Table 17 on the following page. This table indicates that both the City and Broward County have large senior citizen cohorts. In terms of persons aged 55 or over, this table also indicates the City has a cohort share approximately 21% higher than that of the County. The recognized trend of an aging population is also apparent. This pattern is projected to continue through the long range planning period consistent with national trends.

Table 15 - Historical and Projected Population

	Pompano Beach			
Year	Population	Annual Growth	Broward Population	% of County Population
1940	4,427		39,794	11.1%
1950	5,862	3.2%	83,933	7.0%
1960	15,997	17.3%	333,946	4.8%
1970	38,587	14.1%	620,100	6.2%
1980	52,618	3.6%	1,018,257	5.2%
1990	72,411	3.8%	1,255,488	5.8%
1995	73,950	0.4%	1,364,169	5.4%
2000	78,772	1.3%	1,482,345	5.3%
2006	102,731	5.1%	1,792,144	5.7%
2010	110,054	1.8%	1,902,536	5.8%
2015	118,627	1.6%	2,034,371	5.8%
2020	126,770	1.4%	2,154,348	5.9%
2025	135,106	1.3%	2,251,003	6.0%
2030	141,921	1.0%	2,319,797	6.1%

Sources: Broward County Statistical Summary
Florida Estimates of Population 1993
Broward County March 2007
Walter H. Keller, Inc.

Table 16 - Population Age Cohort Analysis

Age Group	Broward County		City of Pompano Beach	
	Total Pop	%	Total Pop	%
Under 5	103,041	6.3%	4,130	5.3%
5 - 9 Years	110,142	6.8%	3,999	5.1%
10 - 14 Years	109,132	6.7%	3,635	4.6%
15 - 19 Years	95,161	5.9%	3,701	4.7%
20 - 24 Years	82,834	5.1%	4,221	5.4%
25 - 34 Years	230,864	14.2%	10,530	13.5%
35 - 44 Years	278,547	17.2%	12,191	15.6%
45 - 54 Years	215,086	13.3%	9,758	12.5%
55 - 64 Years	134,402	8.3%	7,812	10.0%
65+ Years	263,809	16.3%	18,214	23.3%
Total	**1,623,018**		**78,191**	

Source: Walter H. Keller, Inc.
US Census 2000

Land Uses and Transportation Management Programs

Two public transportation corridors have been designated within Pompano Beach. These corridors are Copans Road and US 1. The Broward MPO also selected several transportation corridors to develop action plans which promote public transportation and the implementation of transportation demand management (TDM) strategies. Atlantic Boulevard was one of the selected transportation corridors.

One effective TDM technique is the introduction of land use policies that promote compact development. High residential and commercial densities encourage the use of public transportation. Increased credits for clustered commercial and residential redevelopments along transportation corridors, especially along US 1, should be considered. Industrial development incentives should be introduced to attract large and more compact employment locations along Copans Road west of I-95. This is particularly true given the fact that this area has been designated by the City as an Industrial Development Area. Of special interest is the provision of mixed use developments near the Pompano Beach Tri-Rail Station. Activities clustered near train stations are critical to improving transit market's share. An additional land use option consists of introducing high residential densities in the Redevelopment Area designated by the City. However, this TDM strategy can not be implemented without the proper support of public

transportation. In this sense, an improved public transportation service is required to support transit oriented land use policies.

The Broward MPO and FDOT have developed TDM programs geared towards reducing the amount of single occupancy vehicles and vehicle miles of travel, increasing vehicle occupancy and promoting public transportation. In a coordinated effort, both transportation agencies have facilitated the creation of two transportation management associations located in Downtown Fort Lauderdale and the South Florida Educational Center in Davie. Implementation of TDM strategies, such as alternate work schedules and carpools, has been encouraged at large employment locations throughout Broward County. Another transportation management program, funded by the FDOT and known as Gold Coast Commuter Services (GCCS), has been promoting the use of Tri-Rail and the HOV lane along I-95, and established a large database to facilitate carpooling activities.

Specific TDM efforts in Pompano Beach should be aimed at large employment locations and office developments. Provision of bicycle racks, showers and lockers facilitates commuting for potential bicyclists and pedestrians. Flexible and staggered working schedules rank high as a strategy to reduce peak hour trips. Transit subsidies offered to employees should also be sought as a mechanism to support public transportation. Improved public transportation services translated into more frequent bus service and wider area coverage is one of the most important transportation improvements that could be implemented in the City of Pompano Beach.

Future Transit Needs

Local and countywide population will continue to increase in future years with additional development and infill growth. The increasing and aging populations are anticipated to increase the demand for transit service. Several options are being evaluated by Broward County to meet this demand. Potential options include the extension of service along existing routes to complete a grid system, improved headways along priority routes or variations of the above.

The highway Level of Service for portions of Atlantic Boulevard is and will still be "F" in the year 2030. Expansion of this six-lane divided principal arterial is not feasible. The LOS for other roadways within the City which are not scheduled to be expanded could also be improved by expanded service and reduced headways.

The Future Transit Network Map is shown in Figure 14 (see page 93). This figure identifies the year 2030 bus routes, public transportation corridors, recommended bus routes, major attractors,

major transfer facilities, the Pompano Beach Tri-Rail Station and Tri-Rail corridor, and future land use developments.

Figure 14 - Future Transit Network

Source: Broward County MPO

V. AVIATION FACILITIES

EXISTING CONDITIONS

Aviation Facilities in Broward County

There are four aviation facilities serving Broward County. Fort Lauderdale-Hollywood International Airport (FLHIA) is the primary (commercial service) facility within the county. Figure 15 on the next page depicts the location of the FLHIA and Port Everglades relative to Pompano Airpark.

Two other reliever airports are located within Broward County, Fort Lauderdale Executive Airport and North Perry Airport. These airports are relievers to Fort Lauderdale Hollywood International Airport. Fort Lauderdale Executive Airport serves general aviation requirements with various approved instrument approaches for Runway 8. North Perry Airport also serves general aviation interests. North Perry Airport is located in the southern portion of Broward County.

Pompano Airpark

Pompano Airpark is located in the north central section of Pompano Beach. The Airpark is a general aviation facility utilized for recreational, instructional and short range business flying. In 2006, 158 aircraft and the blimp were based at the Air Park. In the same year, 101,686 annual aviation operations were conducted.

Access to the main airpark facilities is provided by NE 10th Street where three ingress/egress points are located. Access to the Goodyear Blimp facility is provided from NE 5th Avenue which runs between Atlantic Boulevard and Copans Road. Figure 16 (see page 96) illustrates the Airpark ingress/egress points relative to the surrounding roadway network and major Airpark uses.

Regional transportation network access is provided by Atlantic Boulevard and Copans Road which link the facility to US 1, SR A1A, Dixie Highway and I-95. NE 10th Street and Dr. Martin Luther King, Jr. Boulevard provide access to the Florida Turnpike. Roadway access from the Airpark to Port Everglades in (Fort Lauderdale/Hollywood) and Fort Lauderdale/Hollywood International Airport (south of Fort Lauderdale) is via I-95, I-595 or US 1. Access to the Florida East Coast (FEC) and CSX Railroads is also provided via the local roadway network.

Figure 15 - Airpark Regional Location

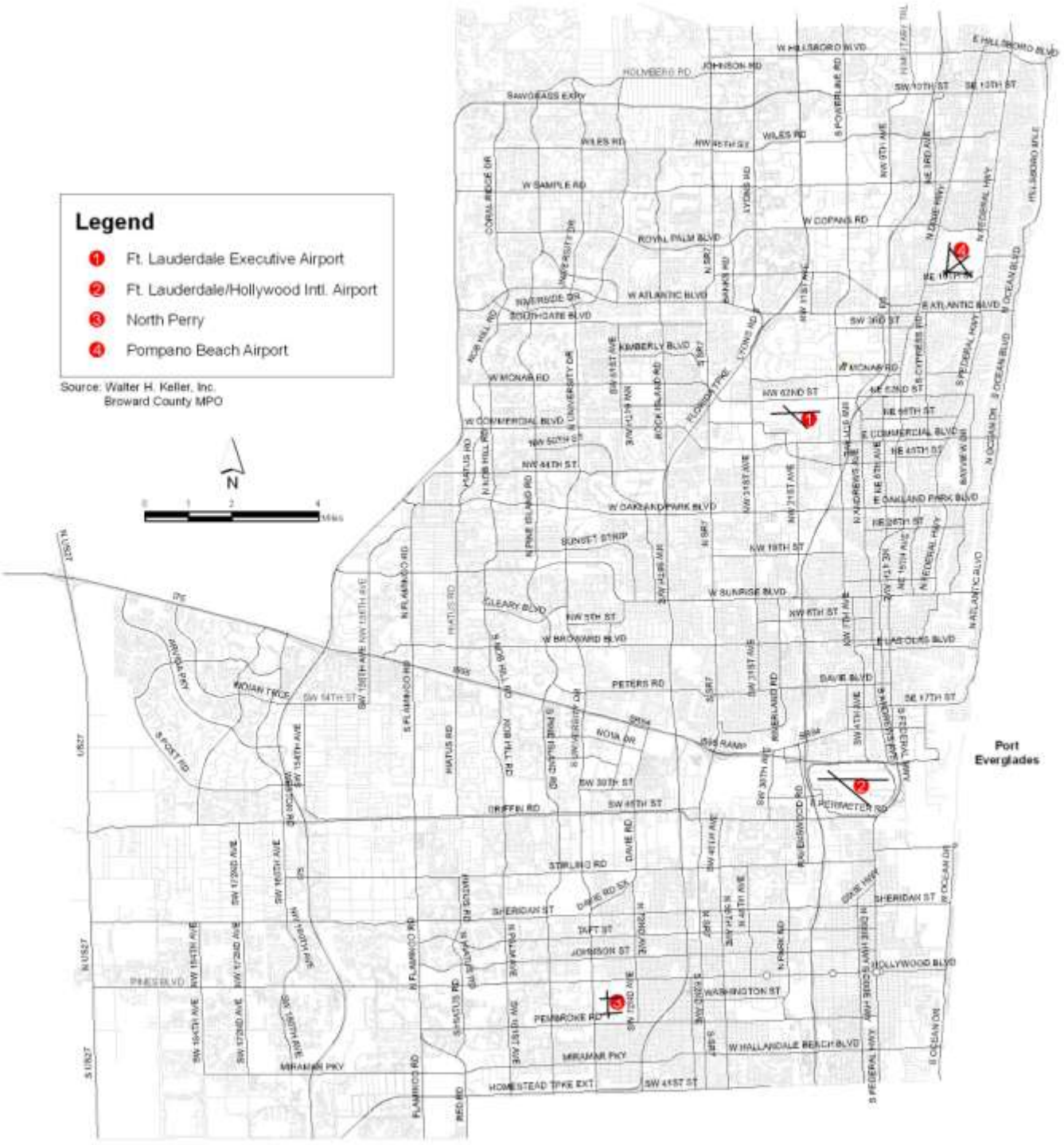
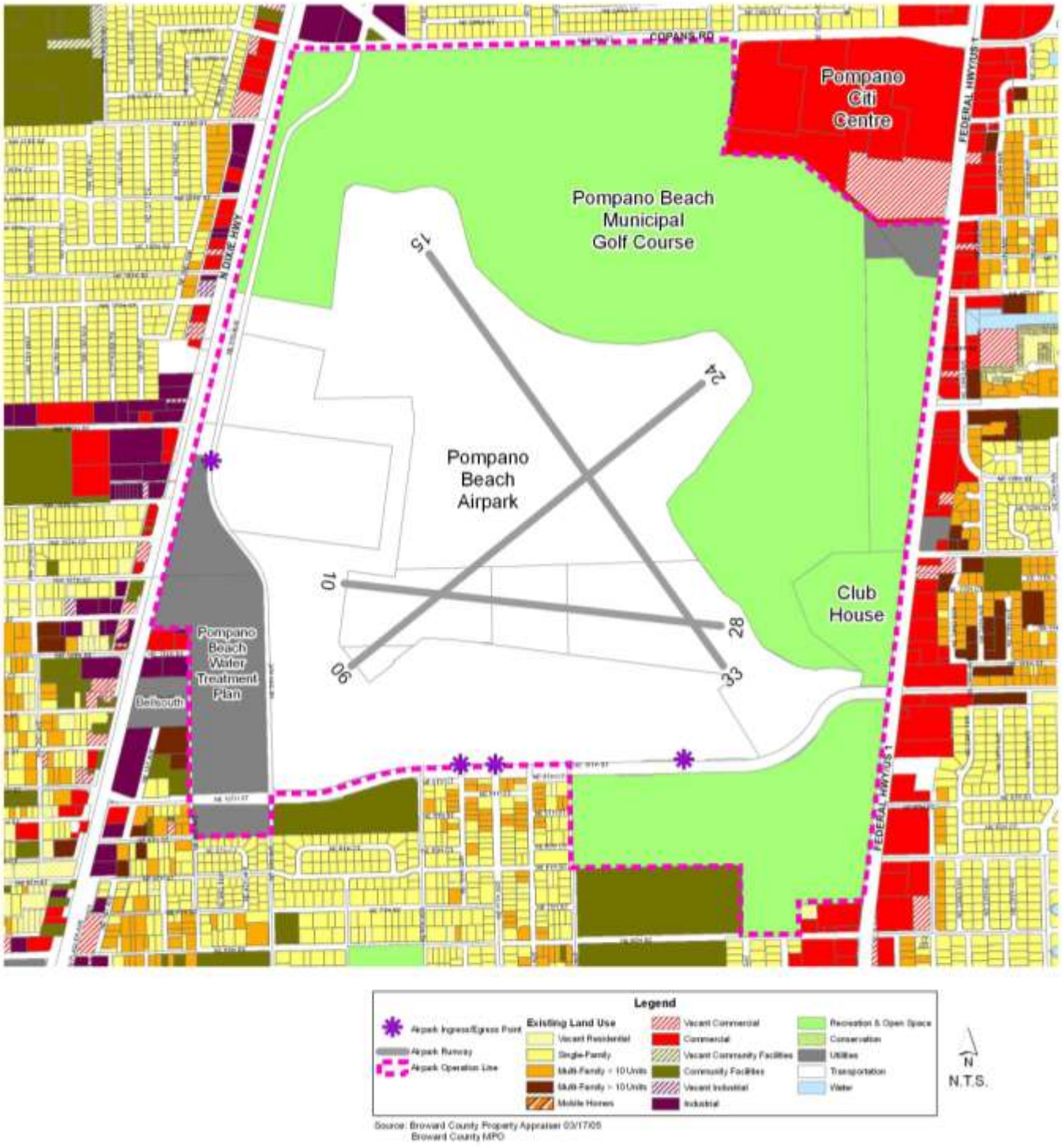


Figure 16 - Ingress/Egress Points



Existing Facilities

The 2008 Pompano Beach Air Park Master Plan indicates the Air Park property currently consists of approximately 946 acres of which 350 are used for aviation activities. A breakdown of the existing uses on the site is provided on Table 18.

Table 17 -Airpark Use Characteristics

Land Use	Acres
Aviation	350
Recreation and Municipal Facilities	596
Total	**946**

Source: Hanson Professional Services July 2008

The Airpark operates with three runways described on Table 18. Runways 15/33 and 6/24 are paralleled by 50 foot wide taxiways; a 40 foot taxiway parallels Runway 10/28. All runways are equipped with medium intensity lighting and Visual Approach Slope Indicators (VASI's). Other facilities include a two-color operational beacon, a center field lighted wind direction indicator and a Terminal Very High Frequency (TVOR) Navigation Aid. There are 350 permanent tiedowns available and a total of 72,800 square yards of apron.

Table 18 - Runway Characteristics

Runway	Dir	Length (ft)	Width(ft)	Surface Composition	Load Cap (lbs) Single Wheel	End Elevations (msl)	Lighting	Landing Aids	Runway Marking
6/24	SW/NE	4001	150	Asphalt	20000	6 = 20.89 24 = 14.42	MIRL	PAPI (P2L) Both Ends	Visual Both Ends
10/28	E/W	3502	100	Asphalt	26000	10 = 19.43 28 = 11.27 calc.	MIRL	PAPI (P2L) Both Ends	Visual Both Ends
15/33	NW/SE	4418	150	Asphalt	30000	15 = 17.32 33 = 12.80	MIRL ODALS (RWY15) (out of service)	PAPI (P4L) Both Ends Localizer/DME 33 End (supports appoach to 15)	Visual Nonprecision RWY15; Visual RWY33

Source: Hanson Professional Services, Inc.
Runway Data Source - FAA Form 5010 and Airport Management
Elevation Source - 2004 NAVAID installation survey
Notes: MIRL - Medium Intensity Runway Light
ODALS - Omnidirectional Approach Lighting System

Runway 15 has non-precision markings; all other runways have basic markings. Runway 15 has an approved VOR instrument approach. The approach surface controls the height of objects on and adjacent to the Airpark. Objects which encroach or extend into the approach area are classified as obstructions and require either removal, markings or construction limitations.

There are 2 Fixed Based Operators (FBO) located on the air field. The FBO's provide a variety of services including aircraft charter and taxi, bank and ambulance services, aircraft sales, line service, airline fuel sales, flight instruction, aircraft maintenance and repair. Other Air Park landside facilities include the Goodyear Blimp Base; the administration/Terminal Building, the Air Traffic Control Tower; municipal facilities and facilities owned and utilized by other Air Park tenants.

Existing Operations

Table 19 documents the annual historical air traffic operations at the Air Park. The total number of general aviation (GA) operations has decreased from a high of 213,325 in 2002 to a low of 101,686 in 2006.

Table 19 - Annual Air Traffic Operations

	Total	Itinerant				Local Operations		
Year	Annual Operations	Air Taxi	General Aviation	Military	Total	General Aviation	Military	Total
1997	122,661	-	44,723	8	44,731	77,930	-	77,930
1998	172,756	21	49,721	164	49,906	122,435	415	122,850
1999	184,191	19	56,807	5	56,831	127,360	-	127,360
2000	182,780	52	56,610	11	56,673	126,107	-	126,107
2001	186,415	142	56,998	80	57,220	129,195	-	129,195
2002	213,325	118	66,371	18	66,507	146,816	2	146,818
2003	177,965	121	55,620	7	55,748	122,195	22	122,217
2004	155,341	78	52,077	19	52,174	103,167	-	103,167
2005	130,784	50	42,636	16	42,702	88,080	2	88,082
2006	101,686	167	37,808	9	37,984	63,696	6	63,702
2007*	87,815	86	28,151	-	28,237	59,574	4	59,578

Source: FAA Air Traffic Activity Database System (ATADS)
Note: * - Up to August 2007

Adjacent Land Uses and Natural Resources

The area surrounding Pompano Beach Airpark is almost totally developed. While the areas closest to the Airpark are either in non-residential uses such as commercial and industrial, major residential areas are located close to the Airpark. Figure 17 on the next page identifies the generalized land use surrounding the Airpark.

Since the land surrounding the Airpark has been developed, there are only minimum natural resources. Two areas of existing sand pine scrub have been identified within the Airpark property. One site is located within a fenced area and totals about 14 acres. Since the area has been protected from intrusion, the sand pine scrub is of high quality. The other site is estimated to be 25 to 30 acres and has been damaged. The sand pine scrub areas are shown in Figure 18 (see page 101). The City adopted Ordinance 96-19 to preserve the area for conservation and will utilize a State grant to remove exotic vegetation.

Figure 17 - Surrounding Land Uses

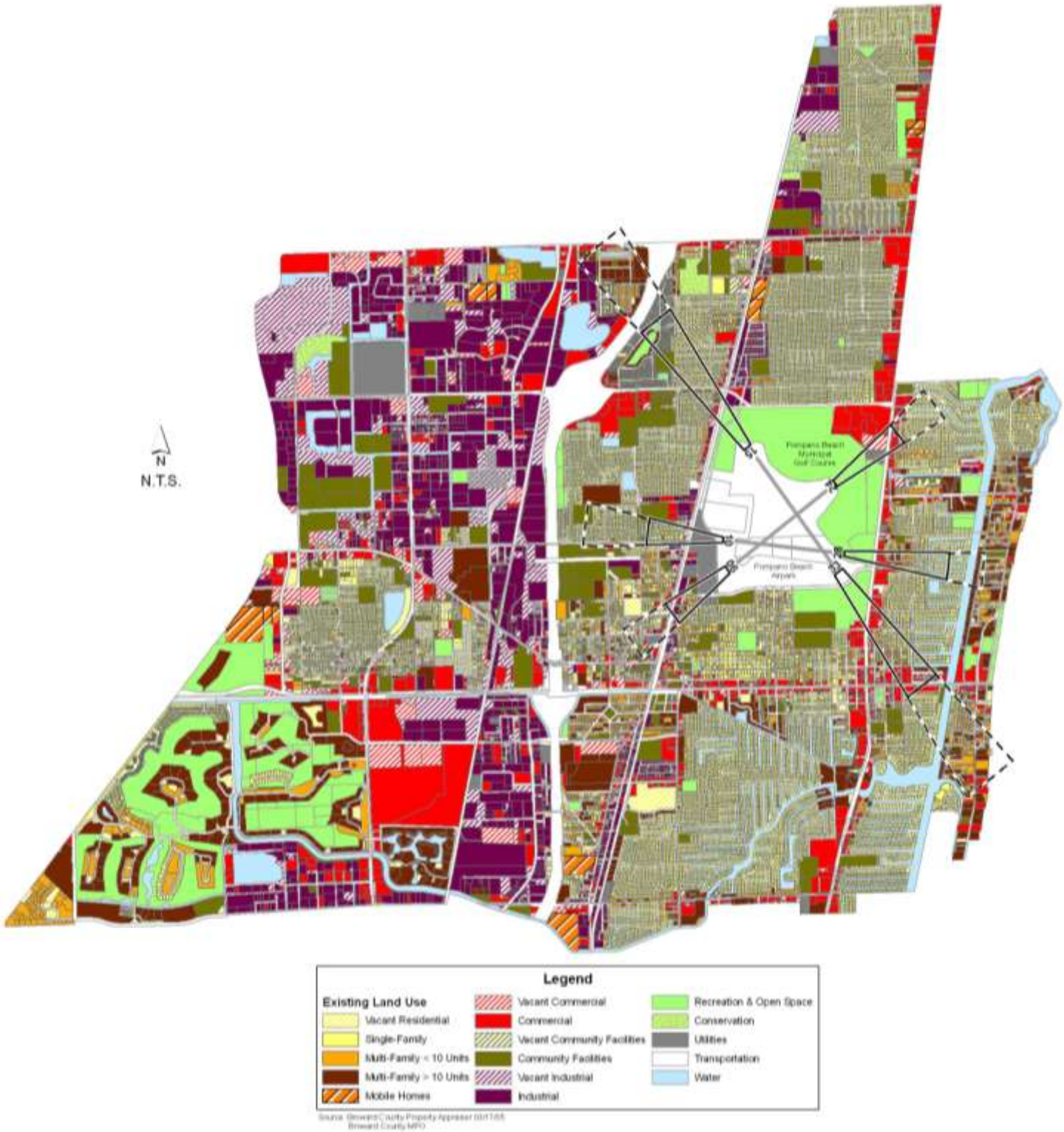
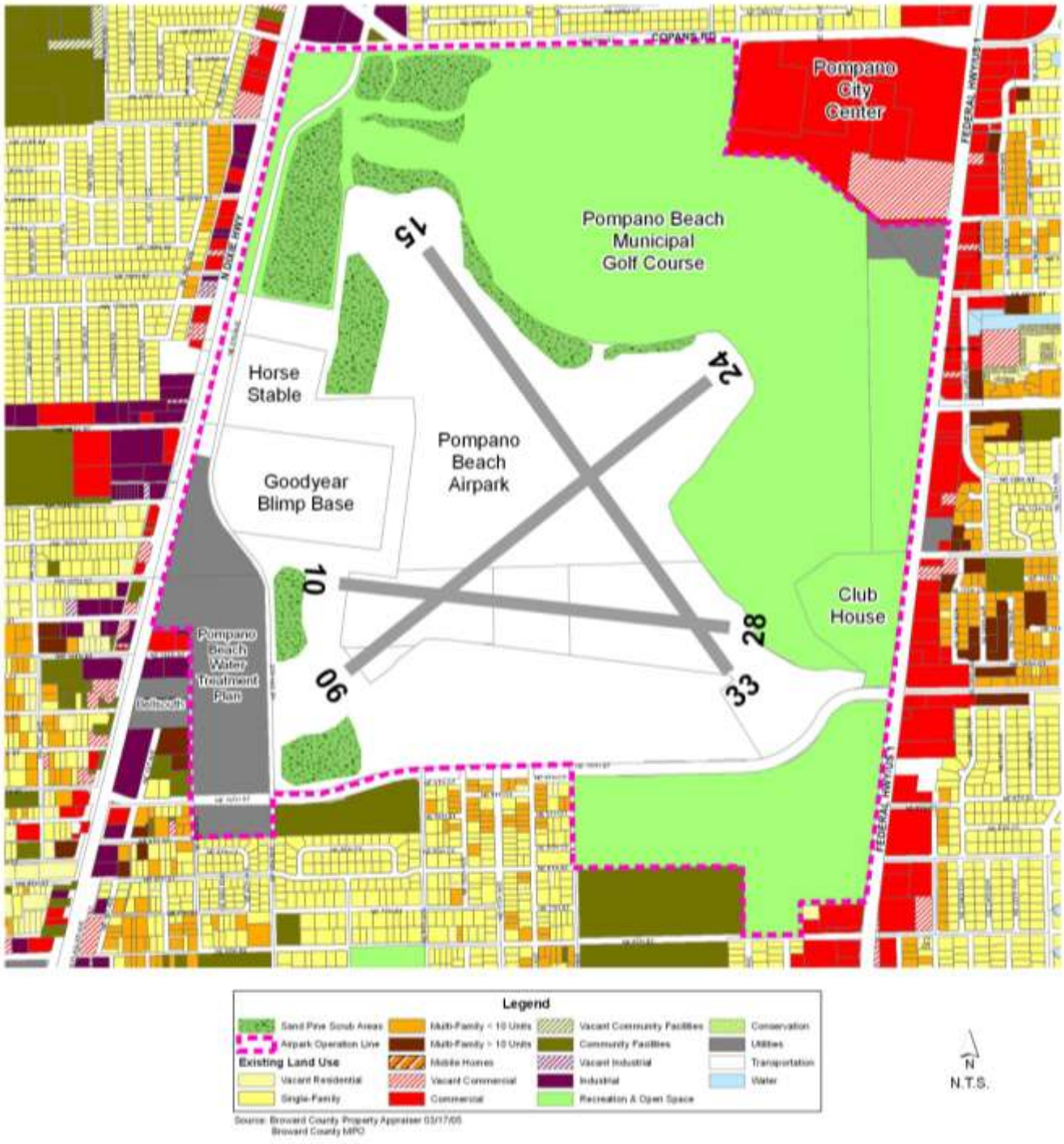


Figure 18 - Sand Pine Scrub Areas



FUTURE CONDITIONS

Future Airpark Needs

Table 20 projects general aviation Air Park operations. Commercial operations are not planned to occur at the Air Park at this time. The 2008 Air Park Master Plan is under preparation and preliminary forecasts of based aircraft and operations have been developed. Total based aircraft and aviation operations are expected to increase to 257 based aircraft and 179,900 operations in 2027. The mix of aircraft based and operating at the Air Park is expected to remain predominantly single-engine aircraft. Table 20 summarizes the long range forecast.

Table 20 - Pompano Airpark Operations Projections

Year	Intinerant	Local	Total
2012	52,137	88,773	**140,910**
2017	57,365	93,595	**150,960**
2022	64,750	101,275	**166,025**
2027	71,960	107,940	**179,900**

Source: Hanson Professional Services, Inc.(Oct. 2007

The 2008 Air Park Master Plan by Hanson Professional Services indicates the Air Park's existing annual capacity (ASV) at 230,600 operations with an hourly capacity of 98 for VFR conditions and 59 for IFR conditions. Based on the projected operations, the hourly Airpark's hourly capacity will be exceeded in 2012.

Airpark Master Plan and Proposed Improvements

The 2008 Airpark Master Plan by Hanson Professional Services identifies needed improvements for the Airpark over the next twenty (20) years. FAA guidelines require the improvements to be grouped into three (3) phases: short term (5 year); intermediate (5 to 10 years); and, long term (10 to 20 years). The Florida Department of Transportation develops a 6 year project listing of improvements by airport for planning purposes. The City also has adopted a listing of projects in the Memorandum of Agreement with the FAA.

The Airpark Master Plan analyzed improvement needs based on existing and future conditions and developed recommendations for the twenty (20) year period as provided in Table 21. The Table provides phasing and potential funding sources.

Table 21 - Proposed Aviation Improvements (2008 - 2028)

Phase	Year	Estimated Cost*	Eligible Funding Source**		
			Federal	State	Local
Phase I: 2008 - 2012					
Replace Security Fence (NE 5th Ave)	2007/2008	239,000			239,000
Widen Taxiway Fillets	2007/2008	235,000			235,000
Construct Maintenace Storage Building	2008/2009	438,000		350,400	87,600
Draunage Master Plan	2009	210,000	199,500	5,250	5,250
Runway 15-33 Pavement Rehabilitation	2009	5,337,000	5,070,150	133,425	133,425
Extend Runway 15-33 five hundred feet; Extend Parallel Taxiway D	2010	1,724,000	1,637,800	43,100	43,100
Environmental Management Plan	2010	175,000	166,250	4,375	4,375
Relocate/Replace Taxiway K	2010	2,751,000	2,613,450	68,775	68,775
Design and Construct Helipad	2011	105,000	99,750	2,625	2,625
Landside Access for Parcel X (Service Road and Utilities)	2011	278,000	264,100	6,950	6,950
Implement Drainage Improvements	2012	550,000	522,500	13,750	13,750
Design/Construct Taxiway D (Relocate) and Connector Taxiways S and T	2012	2,176,000	2,067,200	54,400	54,400
Construct T-Hangars (10 units)	2012	500,000		400,000	100,000
Total		**14,718,000**	**12,640,700**	**1,083,050**	**994,250**

Phase	Year	Estimated Cost*	Eligible Funding Source		
			Federal	State	Local
Phase II: 2013 - 2017					
Construct Two Conventional Hangars (Including Apron)	2013	1,984,000		1,587,200	396,800
Design/Expand Administration Building Parking Lot	2013	390,000	370,500	9,750	9,750
Landside Access for Parcel F and Extenion to Fire Station (Service Road and Utilities)	2014	350,000	332,500	8,750	8,750
Landside/Airside Access for Parcel Y (Service Road and Utilities)	2014	510,000	484,500	12,750	12,750
Construct T-Hangars (20 Units)	2015	1,000,000		800,000	200,000
Construct Additional Tie-Down Apron/Itinerant Ramp	2015	360,000	342,000	9,000	9,000
New Air Traffic Control Tower (ATCT) Siting Study	2016	75,000	71,250	1,875	1,875
Design New ATCT	2016	450,000	427,500	11,250	11,250
Construct New ATCT	2017	2,925,000	2,778,750	73,125	73,125
Construct New General Aviation Terminal/Administration Building	2017	5,000,000	4,750,000	125,000	125,000
Total		**13,044,000**	**9,557,000**	**2,638,700**	**848,300**

Phase	Year	Estimated Cost*	Eligible Funding Source		
			Federal	State	Local
Phase III: 2018 - 2028					
Design Runway 10-28 Rehabilitation and Extensio	2018	662,000	628,900	16,550	16,550
Construct T-Hangars (30 Units)	2018/2027	1,500,000		1,200,000	300,000
Rehabilitate Runway 10 and Construct Runway 10 Extension	2019	3,044,000	2,891,800	76,100	76,100
Design/Construct Taxiway Q	2019	2,222,000	2,110,900	55,550	55,550
Complete Balance of Service Road	2022	1,460,000	1,387,000	36,500	36,500
Design/Construct Taxiway R and U (Northeast Side Parallel Taxiway for Runway 15-33 and Associated Exit Taxiway)	2023/2024	**2,530,000**	**2,403,500**	**63,250**	**63,250**
Expand Apron/Ramp (8,440 s.y.)	2025	506,000	480,700	12,650	12,650
Construct Two Conventional Hangars (Including Apron)	2026/2027	1,984,000		1,587,200	396,800
Total		**13,908,000**	**9,902,800**	**3,047,800**	**957,400**
Total Capital Improvement Program, 2008 - 202		**41,670,000**	**32,100,500**	**6,769,550**	**2,799,950**

Source: Hanson Professional Services (2008)

Note: * - Costs are expressed in 2008 Dollars.
** - Federal eligibility does not reflect City/MOA provisions concerning Capital Improvements Account Expenditures.

VI. OTHER TRANSPORTATION COMPONENTS

PEDESTRIAN FACILITIES

Pedestrian travel needs have not been addressed as Broward County and Pompano Beach have grown over the years. While pedestrian facilities have been included in roadway construction projects, numerous gaps exist between sidewalks along county and state right-of-way. In many instances, there is the tendency to wait until adjacent development occurs, or until the roadway is improved, or drainage is upgraded, etc., before committing to pedestrian facilities.

The Broward County MPO developed a basic pedestrian network consisting of both state and county sidewalks in 1993. The sidewalk classification depends directly on the roadway's functional classification. The pedestrian network was developed using demographic projections, local land use plans, and information regarding existing and projected travel patterns (employment sites, shopping areas, schools, recreation areas, community centers, etc.). The recommended network encourages short distance pedestrian travel between attractors located within walking distance, and walking in combination with public transit for long distance trips.

The corresponding pedestrian network adopted for Pompano Beach by the Broward MPO is shown in Figure 19 on the next page. The missing sidewalk links constitute improvements programmed for implementation by the year 2030. Pedestrian facilities included in the Five Year Pedestrian Facilities Development Program (2006 - 2010) are also noted. In addition to sidewalk construction, other pedestrian improvements include provision of sidewalks in bascule bridges and intersection improvements.

Figure 19 - Pedestrian Network

Bicycle Facilities

South Florida's flat terrain and sub-tropical climate make year round bicycling very desirable to people of all ages and physical abilities. However, land use patterns, traffic volumes and the lack of dedicated bicycle facilities detract from the attractiveness of bicycling as a travel mode. The bicycle should have access to all major trip generators such as elementary and middle schools, colleges and universities, shopping centers (greater than 500,000 square feet gross leasing area), major employers, public and commercial recreation facilities (greater than five acres) and multi-modal locations where a connection with other transportation modes occur.

The bicycle facility network should provide the bicyclist access from home to major trip generators. Figure 20 on the following page identifies the location of major trip generators in the City. The location of major generators influence the characteristics of the bicycle facility network and also help to indicate the desired location of potential bicycle storage facilities.

Increased bicycle usage requires more than constructing bicycle facilities. Facilities for secure bicycle parking and showers/lockers at the work place are also necessary to generate increased bicycle travel. Bicycle suitability maps with information regarding roadway conditions and selected destinations assist in encouraging cycling. Figure 21 located illustrates the Pompano Beach portion of the roadway condition index for bicycle suitability prepared by the Broward County MPO.

Although studies do not indicate that income is a factor of who will ride a bicycle, it does become a factor in how the bicycle is used. Those who can not afford an automobile may rely on the bicycle as their primary form of transportation, while those who have access to an automobile use the bicycle for recreational reasons. Indications from around the country show that it is the professional who is likely to commute by bicycle if bicycle facilities are available.

Broward County's early efforts in bikeway construction primarily focused on the construction of roadways with a "bicycle friendly" design and bicycle paths in county parks. During these early efforts, roadways with a "bicycle friendly" design had either the outside lane wider than the inside or a paved shoulder. Both designs are intended to provide the motorist and the bicyclist enough space to share a lane and operate their respective vehicles safely, but are primarily meant to serve the proficient cyclist. It should be noted the paved shoulder is not intended to be a bicycle facility; it is designed to be a recovery area for both motor vehicles and bicycles.

Figure 20 - Major Trip Generators

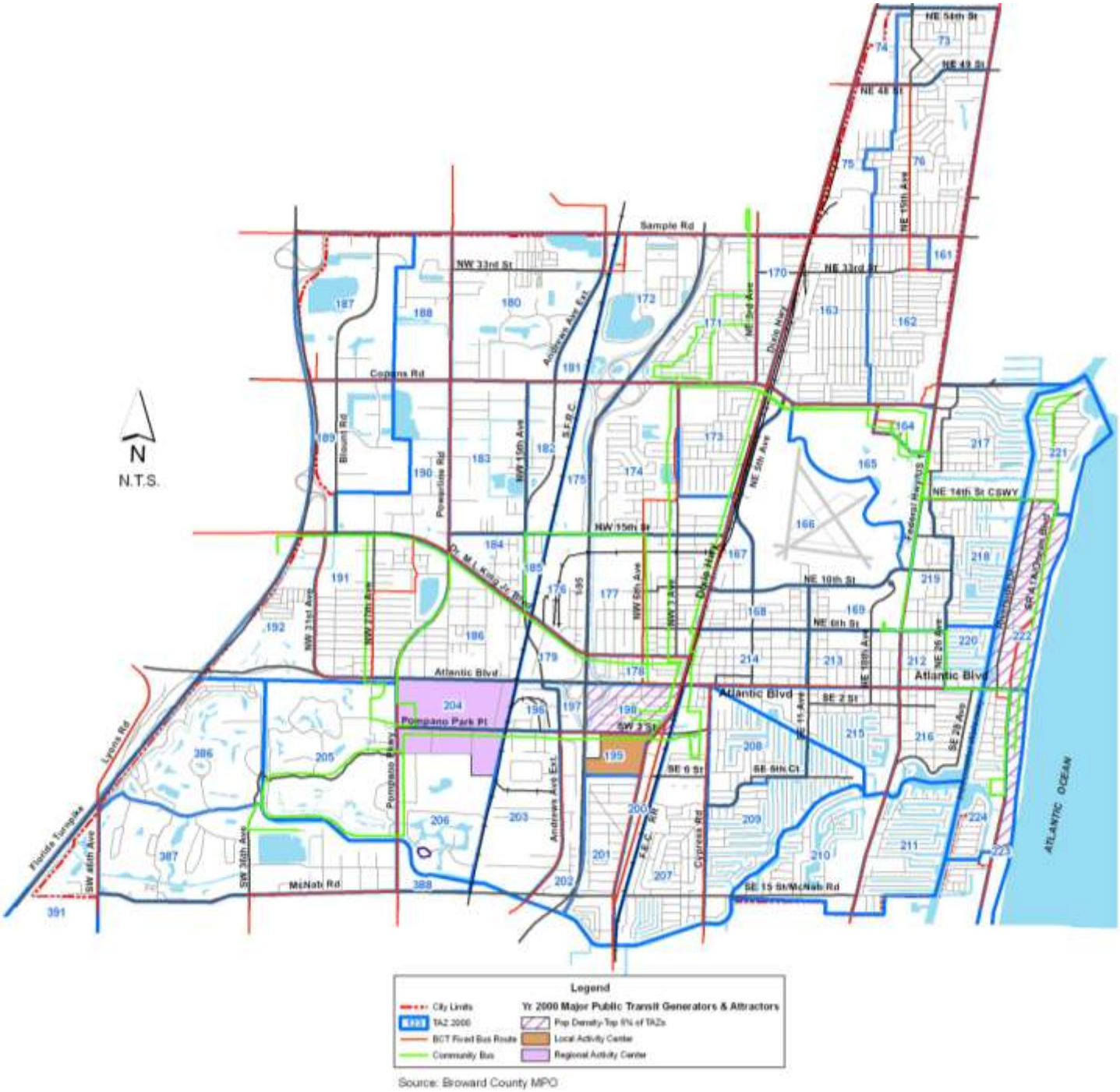


Figure 21 - Roadway Condition Index for Bicycle Suitability

In 1992, the Florida Department of Transportation (FDOT) established a policy to provide marked four-foot bike lanes on all of its roads when right-of-way is available. When right-of-way is not available a three-foot unmarked lane is provided. These new roadway designs are incorporated into roadway construction, resurfacing and rehabilitation projects. Broward County began incorporating marked and unmarked lanes into roadway design projects in 1993. Figure 22 on the next page shows the existing bicycle facilities in Pompano Beach.

Figure 22 - Existing Bicycle Facilities

Source: Broward County MPO

VII. INTERMODAL FACILITIES

DESCRIPTION OF EXISTING FACILITIES

An intermodal facility is defined as a transportation element that accommodates and interconnects different modes of transportation and serves intrastate, interstate, and international movement of people and goods. Intermodal facilities include, but are not limited to, highway elements providing terminal access, coastal and inland ports, canals, airports, marine and/or rail terminals, major truck terminals, transit terminals including park-and-ride facilities, and intercity bus terminals.

Based on the above definition, the intermodal facilities located within the City consist of the Pompano Beach Tri-Rail Station and its park-and-ride lot, the Greyhound/Trailways Terminal, bus transfer facilities located in Old Downtown and Pompano Citi Centre, the Pompano Airpark, the Atlantic Intracoastal Waterway and the Pompano State Farmers Market. These intermodal facilities are depicted in Figure 23 on page 113. A description of these facilities is presented below.

Freight And Passenger Rail Lines

There are currently two rail corridors in Pompano Beach: the Florida East Coast (FEC) and the South Florida Rail Corridor. Freight rail service is provided in both corridors by FEC and CSX Transportation (CSX). CSX service runs along the South Florida Rail Corridor and FEC service along the FEC Corridor. Commuter and intercity rail services are provided along the South Florida Rail Corridor by Tri-Rail and Amtrak, respectively. Figure 23 (see page 113) shows existing rail lines running in Pompano Beach.

Pompano Beach Tri-Rail Station

This Tri-Rail station is located at NW 8th Avenue and Sample Road and includes a 311 space park-and-ride lot. Tri-Rail operations begin at 4:45 a.m. and end at midnight. Tri-Rail trains average 20 minute headways during peak hours and approximately one hour headways during off-peak hours. Reduced service is provided during the weekends. Average monthly boardings and ridership participation of the Pompano Beach Station through 2006 are presented in Table 22. Average monthly boardings started at 9,376 in 2002, increasing to 13,358 in 2006. The ridership participation shows a median of 4.7% from 2002 to 2006.

Table 22 - Pompano Beach Tri-Rail Station
Average Monthly Boardings and Ridership Participation

Year	Ave. Monthly Boardings	Participation
2006	13,358	5.1%
2005	10,571	4.9%
2004	11,128	4.7%
2003	10,811	4.7%
2002	9,376	4.3%

Source: Tri-Rail

According to figures maintained by FDOT, the park-and-ride lot has an approximate utilization rate of eighty percent (80%).

Tri-Rail provides commuter rail service in Palm Beach, Broward and Dade Counties. Tri-Rail service connects to Metrorail in Dade County at the Tri-Rail/Metrorail Station and to the Miami International Airport (MIA). The Pompano Beach Station is served by a feeder bus route. In addition, the station is served by Broward County Transit Routes 34, 93 and 95.

Figure 23 - Intermodal Facilities

Greyhound Terminal

A Greyhound Bus terminal is located in the City at 11 NE 3rd Street. Regional, statewide and interstate travel is provided by the Greyhound bus service. Fixed service is provided seven days a week. Regular operation hours are between 8 a.m. and 6 p.m. The terminal is served by Broward County Transit Routes 20, 42, 50 and 60.

Bus Transfer Facilities

Two significant transfer facilities for intercity bus service are located within the City at the Pompano Citi Centre and Old Downtown. The Broward County Division of Mass Transit has arranged bus schedules to minimize the waiting time of bus transfers at these two specific locations. Bus transfers have been coordinated properly during the last years and the waiting time is being kept minimum to avoid long waiting times. The Pompano Citi Centre transfer facility, located to the northeast of the City on Copans Road west of US 1, facilitates bus transfers among seven bus routes. These bus routes are 10, 11, 83, 93 and 95. Route 10 connects to the Palm Beach County Palm Tran bus service at Mizner Park and NW 2nd Avenue in Boca Raton, respectively. The Old Downtown transfer location, located at NE 1st Avenue and NE 3rd Street, facilitates bus transfers among five bus routes. These bus routes are 14, 20, 42, 50 and 60.

Pompano Airpark

Main access to this intermodal facility, located in the north central section of Pompano Beach, is adequately provided through NE 10th Street where three ingress/egress points are located. Access to the Goodyear Blimp facility is provided from NE 5th Avenue which runs between Atlantic Boulevard and Copans Road. The 2006 Peak LOS for NE 10th Street and NE 5th Avenue are LOS C and LOS C, respectively. The location of the Goodyear Blimp facility, the Airpark's ingress/egress points and the bikepath around the airport facilities are shown in Figure 23.

Two (2) Broward County Transit bus routes run along Dixie Highway and US 1 in the vicinities of the Airpark's main access points. Bus Route 50 runs along Dixie Highway, Route 10 runs along US 1. However, none of these bus routes provides direct connections to the Airpark.

Atlantic Intracoastal Waterway

The Atlantic Intracoastal Waterway is a major waterway separating the coastal mainland from the barrier islands along the Atlantic Ocean. Two inland canals, Cypress Creek and the Pompano Canal, connect to the waterway at US 1 and SE 8th Court. The waterway connects to the Atlantic Ocean through the Hillsboro Inlet located at the northeast corner of the City. Significant boating traffic takes place along the Intracoastal with watercrafts ranging from small boats to large size yachts. Boating traffic along the canals is limited to small boats.

Several infrastructure facilities have been built along the Intracoastal Waterway and canals to facilitate boating activities and minimize delays to vehicular traffic. These facilities include three bascule bridges located along the Intracoastal, four fixed bridges along the canals with clearances ranging from 8.5 feet to 12 feet, three boat docks and one boat ramp along the Intracoastal. The location of these facilities is shown in Figure 23. Additional private docks which provide access to restaurants and residential properties are located along the waterway.

Pompano State Farmers Market

The Pompano State Farmers Market is a shipping point that facilitates the interchange of produce among local farmers. This market is a 22 acres state owned facility which has been in operation since 1940. This facility is located just west of I-95 between Atlantic Boulevard and Dr. Martin Luther King, Jr. Boulevard. The market operates between the months of November and May, with lower activity levels between June and August. The market currently has 30 tenants and attracts approximately 500 to 600 trucks per day.

EXISTING AND PROJECTED DEFICIENCIES AND NEEDS

This section includes an analysis of the existing and projected deficiencies and needs of only those intermodal facilities in need of improvements. A presentation of programmed improvements will also be included, whenever applicable.

Pompano Beach Tri-Rail Station

Tri-Rail double tracking improvements are scheduled to be completed in 2008 over the New River completing a major upgrade of the system.

Existing Tri-Rail service at the eighteen (18) stations along the 72 mile route averages 20 minute headways during weekday peak hours and one hour headways during mid-day. Implementation of programmed improvements is a good indicator of Tri-Rail's efforts to improve the service and increase its ridership. Between 2002 and 2006 yearly ridership increased from 2,618,557 passengers to 3,176,339 passengers, an increase of twenty-one (21) percent.

Specific needs of the Pompano Beach Tri-Rail Station revolve around improved feeder bus service and an expansion of on site parking.

Bus Transfer Facilities

Pompano Citi Centre and Old Downtown are bus transfer locations. The following routes are served from Pompano Citi Centre: 10, 11, 83, 93, 95 and the new US 1 Breeze.

Another transfer facility is also located in the Old Downtown Area. This facility will be relocated to the new Neighborhood Transit Center south of Dr. Martin Luther King Jr. Boulevard.

Pompano Airpark

The 2030 vehicular traffic projections indicate acceptable levels of service for NE 10th Street and NE 5th Avenue. The 2030 daily LOS for NE 10th Street and NE 5th Avenue are LOS B and LOS C, respectively. As a result, adequate roadway access to this intermodal facility will be provided in the future.

However, as mentioned previously, none of the existing bus routes provides direct connections to the Airpark. Realignment of an existing route would help satisfy this need.

VIII. TRANSPORTATION SYSTEM

PROJECTED SYSTEM NEEDS

The existing roadway network is almost fully developed. Expansion of six-lane roadways such as Atlantic Boulevard, Powerline Road and US 1 go beyond physical and fiscal restraints. As a result, few roadway segments are left that could be developed as parallel corridors to the already saturated principal arterials. Table 13 on page 76 provides the City's future roadway needs. This table provides both needs which will be addressed by improvements detailed in the Year 2020 Plan and those not included in the Plan.

Given the constraints of the roadway network presented above, future transportation improvements and needs revolve around better public transportation services and implementation of TDM strategies. Ten to fifteen minute bus headways are needed along major roadways such as US 1, Powerline Road, Dixie Highway and Atlantic Boulevard. Bus routes needing this type of improvement include Routes 10, 14, 31 and 50, plus the new route recommended along Atlantic Boulevard. In addition, a feeder/community bus service is needed to serve the target population groups identified in Figure 13 (see page 87) and interconnect the Pompano Beach Industrial and Redevelopment areas, Pompano Beach Tri-Rail Station, Pompano Square Mall and Old Downtown. A more ambitious transit recommendation, geared towards increasing existing regional transit market share, consists of introducing regional commuting rail service along the FEC corridor. This corridor has a significant transit potential since it would connect major downtown areas such as Miami, Fort Lauderdale, and West Palm Beach; major transportation facilities such as the Fort Lauderdale-Hollywood International Airport and Port Everglades; serve more dense residential and commercial areas and more transit oriented/lower income population groups than the existing Tri-Rail corridor; and has a right-of-way already available which facilitates implementation.

The above transportation improvements and recommendations should be complemented by the implementation of TDM strategies. In order to accomplish this, Employee Transportation Coordinators (ETC's) should be designated at major employment locations to encourage and coordinate the implementation of TDM strategies. Continued communication as well as participation should be maintained with transportation officials and transportation management programs. Although difficult to implement, land use policies aimed at increasing development densities should be explored.

COMPATIBILITY WITH TRANSPORTATION AND LAND USE PLANS

The transportation improvements for the City of Pompano Beach included in the 2030 Long Range Transportation Plan, FY 2006-2010 Florida Department of Transportation's Adopted Work Program and FY 2006-2010 Transportation Improvement Program are consistent with the policies and guidelines of these plans. In general, the proposed improvements concentrate in making the roadway and transit networks more efficient and providing a wider coverage. Specific roadway improvements such as widening of Copans Road, Sample Road and Atlantic Boulevard were proposed to solve current operation deficiencies. In addition, future construction of the new roadway segment on Andrews Avenue between Atlantic Boulevard and Copans Road was proposed to complete the roadway network and link Andrews Avenue with Military Trail. Finally, a new bus transfer facility is proposed at Dixie Highway to replace the existing one located in Old Downtown.

Socio-Economic Data Analysis

The County's existing socio-economic data set was utilized to analyze the characteristics of the areas adjacent to the commuter transit line. Specifically, data for the Traffic Analysis Zones (TAZ) adjacent to the Tri-Rail service line in the City were extracted from the Zdata1 and Zdata2 files. Tables 23 and 24 provide Year 2000 Zdata 1 and Zdata 2 information for the commuter rail lines. Each table provides a comparison between the TAZs along the corridor in the City and the County to show the concentration of development within each TAZ.

Table 23 - Tri Rail Corridor (Zdata 1 Year 2000)

TAZ ID	Households without Children	Households with Children	Vehicles in Households w/o Children	Vehicles in Households w/ Children	Workers in Households w/o Children	Workers in Households w/ Children	Persons in Households w/o Children	Persons in Households w/ Children	Occupied Hotel/Motel Rooms
74	27	11	44	28	34	24	48	51	0
75	30	79	51	163	38	150	53	277	0
163	878	577	1,227	1,191	911	1,069	1,425	2,313	0
167	25	22	28	28	37	35	66	98	0
168	331	101	471	159	387	186	647	453	0
170	176	135	292	321	198	297	385	707	0
173	264	462	525	964	367	1,061	595	2,373	0
174	483	492	771	876	636	767	940	2,323	0
177	508	683	396	871	627	1,032	912	2,953	46
178	91	66	72	108	104	102	174	333	0
198	522	406	515	522	590	672	1,022	1,891	0
200	23	8	35	16	22	13	26	21	0
207	1,197	398	1,804	816	1,142	667	2,070	1,558	0
214	214	116	318	197	241	217	413	512	0
City	**4,769**	**3,556**	**6,549**	**6,260**	**5,334**	**6,292**	**8,776**	**15,863**	**46**
County	**439,409**	**214,790**	**608,052**	**416,992**	**408,672**	**375,421**	**755,178**	**846,740**	**29,189**
%	**1.09%**	**1.66%**	**1.08%**	**1.50%**	**1.31%**	**1.68%**	**1.16%**	**1.87%**	**0.16%**

Source: Walter H. Keller, Inc.
Broward County, MPO

Table 24 - Tri-Rail Corridor (Zdata2 Year 2000)

TAZ ID	Industrial Employment	Commercial Employment	Service Employment	Total Employment	Total School Enrollment
74	221	94	27	342	0
75	268	200	162	630	0
163	945	476	473	1,894	1,330
167	144	35	179	358	0
168	17	15	27	59	0
170	49	133	326	508	1,490
173	137	388	860	1,385	0
174	71	327	492	890	733
177	44	114	433	591	2,317
178	33	118	56	207	0
198	14	25	172	211	0
200	367	246	622	1,235	0
207	441	445	1,669	2,555	695
214	81	142	1,351	1,574	1,234
City	**2,832**	**2,758**	**6,849**	**12,439**	**7,799**
County	**104,909**	**204,345**	**342,106**	**651,360**	**376,808**
%	**2.70%**	**1.35%**	**2.00%**	**1.91%**	**2.07%**

Source: Walter H. Keller, Inc.
Broward County, MPO

The Zdata information provided in the previous tables shows that the areas adjacent to the existing Tri-Rail corridor are predominantly commercial and industrial. For example, according to Table 24, the TAZs within the City's Tri-Rail corridor account for approximately two point seven percent (2.7%) of all the industrial employment in the County. The preceding tables demonstrate that the City's land uses within the Tri-Rail corridor is consistent with the existing and proposed transportation uses. In the future, these portions of the City could be intensified to further support transit. This may necessitate an amendment to the County's Future Land Use Element.

Promoting and Supporting Public Transit in Designated Public Transportation Corridors

Broward County conducted a study of the connections between land use and transportation in 1996. This analysis was prompted by concerns from the Department of Community Affairs relative to the analysis of impacts that an increase in land use intensities would have on public transportation. Specifically, DCA had requested each municipality to provide analysis relative to the linkages between land use and transportation. Because the analysis was based upon the Broward County FSUTMS Model, the County performed the analysis on behalf of each municipality.

The analysis involved the use of several different alternatives to determine the impact of increasing density upon the County's transportation network. The first analysis involved the use

of the existing County land use plan and combining it with the future (Year 2015) transportation network. This was utilized to demonstrate the implications of not changing densities in the County. The second alternative analyzed the affect of increasing densities and intensities along selected corridors in the County. The final alternative utilized increased densities and intensities in conjunction with Broward County's Regional Activity Centers.

An initial preliminary mode run was conducted by the County to determine if the model was applicable for land use analysis. The results of this first model run using baseline, node, and corridor scenarios resulted in 5.2 million trips per day in the baseline scenario. The node intensification scenario of 12 du/ac produced 261,752 additional persons trips per day over the baseline scenario, a five percent (5%) increase. The corridor intensification scenario of 8 du/ac produced 2,530,863 additional persons trips per day over the baseline scenario, a 48.6 percent increase. Most notably, the preliminary model runs showed a decline in mode split for both the node intensification and corridor intensification scenarios when compared to the baseline scenario.

The modeling results are consistent with the weight of data which shows that intensifying land uses along public transit corridors can improve transit ridership. The modeling results also indicate that land use intensification must include some form of transit enhancements as needed in order to attract and absorb additional riders generated by land use intensification such as headway reduction.

The analysis by the County resulted in several recommendations for future activities. According to the Transportation Element, the County, in conjunction with the affected municipalities, the MPO, the FDOT, and the DCA, should select at least one of the six (6) identified roadway corridors for a demonstration project on transit oriented design and development. One of the corridors which could potentially be a demonstration project is Sample Road between the Sawgrass Expressway and US 1 which would affect the City of Pompano Beach.

The location of housing, jobs, shops, and other activities around transit stations is anticipated to increase transit ridership. Through the replacement of automobile trips with transit (including rail) trips, automobile congestion along corridors served by rail should be reduced.

The adopted Broward County Transportation Element contains Policy 3.5.8 which recommends the County, in conjunction with the affected municipalities, the MPO, the FDOT and the Tri-Rail Authority, work together to develop a transit village plan and a demonstration project.

Consistent with the County's Transportation Element, the Pompano Beach Transportation Element includes Policies 02.02.25 & 02.02.26 which support the County's efforts relative to the transit village demonstration project. According to the County's Transportation Element, this demonstration project, in accordance with Policy 3.5.7, will include the following components:

- Preparation of an overlay TOC zoning district that would be adopted by each municipality along the corridor.
- Development of incentives such as: reduced parking requirements; reduction or waiver of impact fees and the use of public funds for transit-oriented development improvements for TODs located within a TOC zoning district.
- Development of a long-term roadway and public transit monitoring system.
- Provide funding for the demonstration project.
- Improvement of public transit access along the corridor.

The City will also work with the County as the future transportation plan is implemented. As necessary, land uses may be changed to provide better coordination between the Future Land Use Plan and the County's long-range transportation plan.

Densities and Intensities Near Existing and Proposed Tri-Rail Stations

The City contains a Tri-Rail Station located near the intersection of Sample Road and Andrews Avenue. As stated earlier, the Florida Department of Transportation has proposed to designate Sample Road between the Sawgrass Expressway and US 1 as one of six potential Transportation Corridors. The existing Tri-Rail station at Sample Road and Andrews Avenue is located at the far northeast corner of the City of Pompano Beach in Traffic Zone 172. The City is located to the south and west of the Tri-Rail station. Unincorporated Broward County lies to the north and east of the station and the City of Deerfield Beach is located northwest of the station.

The data sets and traffic analysis zones of the MPO help describe the existing land uses in the vicinity of the station. An area bounded by NE 48th Street on the north, NE 3rd Avenue on the east.

Copans Road on the south and Powerline Road on the west, totals approximately 4.2 square miles. This almost square area is somewhat larger than a one mile radius of the existing Tri-Rail station.

Within the City, Traffic Zones 172, 180, 181 are primarily industrial with some multi-family residential uses (2,263 units). A large, nearly completed industrial park with distribution and office uses, is located within Traffic Zone 180. Another industrial area with warehousing and distribution uses is located just south of the station in Traffic Zone 172. Some vacant parcels still exist in this area. According to the 1996 data set, 1,554 industrial, 3,239 commercial and 1,562 service employees are working within the City area adjacent to the station. Assuming FDOT employees per 1,000 square feet of floor area rates for office, retail, industrial and restaurant uses equates to approximately 700,000 square feet of existing industrial floor area, 1,300,000 square feet of existing commercial floor area and 300,000 square feet of existing service floor area.

Multi-family residential uses are located in the adjacent area of Deerfield Beach comprising Traffic Zones 34 and 35. According to the 1996 data set, 530 single family and 2,601 multi-family units are located in this area. For non residential uses 1,554 industrial, 3,239 commercial and 1,562 service employees are working in the Deerfield Beach area adjacent to the station. This equates to approximately 450,000 square feet of existing industrial floor area, 200,000 square feet of existing commercial floor area and 200,000 square feet of existing service floor area.

The unincorporated Broward County area located in Traffic Zones 72, 71 and 171 are generally single family residential (2,194 units) with 1,274 multi-family residential units. Commercial uses (178 employees) exist along Sample Road and North Broward General Hospital is located in Traffic Zone 879. The largest non-residential uses are oriented to service uses which total approximately 350,000 square feet of existing floor area.

The MPO 2030 data set estimates only a three percent (3%) increase in dwelling units and a twenty-nine percent (29%) increase in employees in the Pompano Beach area based on the current land use plan and the amount of vacant land available. For the Deerfield Beach area, a twenty-seven percent (27%) increase in dwelling units and a eight percent (35%) increase in employees are projected. In the unincorporated area, the data set estimates a eight percent (8%) increase in dwelling units and a twenty-two percent (22%) increase in employees are projected based on the current land use plan.

According to the County's Transportation Element, the minimum intensity of non-residential development necessary to support transit is approximately forty-thousand (40,000) square feet of commercial land uses along with a regional attraction. Additionally, the County's literature search also noted that a minimum density of approximately twelve (12) units per acre was also necessary. If the existing Tri-Rail station is selected for the transit village demonstration project, the City, Deerfield Beach and Broward County will need to investigate redevelopment alternatives to provide the densities and intensities required to support transit.

The County's 2030 Long Range Transportation Plan includes a proposal to add a new Tri-Rail Station near Atlantic Boulevard in Traffic Zone 204. Specifically, the new transit station is proposed northeast of Pompano Park which is an existing racetrack facility. Pompano Park located in Traffic Zones 206 and 204, includes a harness track, parking lot, harness track practice course, a track cafeteria, stables, jockey quarters, industrial uses and an abandoned golf course.

The data sets and traffic analysis zones of the MPO were also used to describe the existing land uses in the vicinity of the proposed Tri-Rail station. An area bounded by Copans Road on the north, Dixie Highway on the east, the Cypress Creek Canal on the south and Powerline Road on the west, totals approximately 4.7 square miles. This rectangular area is somewhat larger than a one mile radius of the site of the proposed Tri-Rail station.

Within this area a mixture of residential and non-residential uses and vacant parcels exist. According to the 2000 data set, 813 single family and 5,929 multi-family units are located in this area. The single family uses are generally located north of Atlantic Boulevard in Traffic Zones 177, 176, 179, 186 and to the southeast portion of the area in Traffic Zone 201. The multi-family units are also located in these same traffic zones but also in 196, 199 and 206.

The 1996 data set estimates 4,715 industrial, 3,884 commercial and 5,091 service employees are working within the City area adjacent to the proposed station. This equates to approximately 2,200,000 square feet of existing industrial floor area, 1,500,000 square feet of existing commercial floor area and 1,000,000 square feet of existing service floor area. The industrial uses are primarily located in Traffic Zones 177, 184, 186, 196, 197, 203, 202 and 206. The commercial uses are located along the arterial roadways throughout the area.

The area within Traffic Zone 204 is currently designated as a Regional Activity Center by the City's Comprehensive Plan with an approved development order for a DRI. The Pompano Park DRI is approved to accommodate two-hundred fifty (250) hotel rooms, approximately nine-

hundred thousand (900,000) square feet of office uses, one-million three-hundred thousand (1,300,000) square feet of industrial uses and three-hundred thousand (300,000) square feet of commercial uses.

The MPO 2030 data set estimates a twenty-seven percent (27%) increase in dwelling units and a thirty-eight percent (38%) increase in employees for the area around the proposed Tri-Rail station based on the current land use plan and the amount of vacant land available. The transit village demonstration project may also need to include some analysis associated with the Pompano Park development and DRI. This analysis will need to provide a summary of the existing non-residential intensities and residential intensities along with an analysis of potential redevelopment alternatives. Because this area is comprised of large tracts of land, it may be more appropriate for a transit village instead of the Sample Road Tri-Rail station.

INTERNAL CONSISTENCY

The programmed and proposed transportation improvements included in this transportation element are consistent with the identified transportation needs and land use plans. Programmed roadway improvements are aimed at alleviating current highway deficiencies. That is the case of the widening of several roadway segments. However, there are other problematic roadway segments along US 1 and Atlantic Boulevard where additional widening is not feasible due to physical constraints. In place of road widenings, more frequent transit service, consisting of 10 to 15 minute headways, is recommended along major transportation corridors such as Atlantic Boulevard and US 1.

Additional public transportation improvements were originated through the analysis of intermodal facilities and land use plans. These improvements are aimed at providing better intermodal connections and consist of introducing more frequent and expanded bus service. That is the case of the new feeder/community bus service needed to serve the target population groups identified in Figure 13 (see page 87) and interconnect the Pompano Beach Industrial and Redevelopment Areas, Pompano Beach Tri-Rail Station, Pompano Citi Centre and Old Downtown. Again, more frequent transit service, consisting of 10 to 15 minute headways, is recommended to support more dense development within the urban infill and concurrency exception areas and the public transportation corridors.