

SR 7/US 441 Transit-Supportive Land Use Planning and Urban Design Assistance (SR 7 Study)	Transit-Supportive Infrastructure and Land Use Study, Northern Broward Study (Northern Broward Study)	Palm Beach County (University Drive Removal) and Broward County (Transportation Element) Remedial Amendments	FDOT and Renaissance Planning Group Assistance	Other Considerations/Key Questions (Including Use of State and Federal Funds)
<p><b>Focus</b>  <i>TCRPC:</i> Develop detailed analysis of land uses, development regulations, and community visioning all relative to transit-supportive redevelopment and relevant to Network Needs Assessment in Palm Beach County. Intended to develop unified vision for SR 7 in Palm Beach and Broward counties.</p> <p><i>SFRPC:</i> Update focus, indicates in Task E. that developing unified vision for SR 7 corridor in two counties requires that Palm Beach County segment be analyzed to extent Broward County has been in past.</p> <p><i>TCRPC and SFRPC:</i> Acknowledge Network Needs Assessment with study area west of Turnpike, between Sample Road and Yamato Road. Results indicate SR 7 corridor would require at least two additional travel lanes. All three final scenarios include two dedicated lanes for transit.</p> <p><b>Study Area</b>  <i>TCRPC:</i> Encompasses all parcels</p>	<p><b>Focus</b>  Multi-disciplinary collaborative planning effort with municipalities in study area, Broward and Palm Beach counties, <i>TCRPC</i>, <i>SFRPC</i> and <i>FDOT</i>. Study to identify priority transit corridors and inventory existing and planned land uses, transit services and transit supportive infrastructure. Recommendations to address corridor designs, needed transit supportive infrastructure and changes to future land uses and <i>LDRs</i> to enhance transit use.</p> <p>To develop Planning Strategy with set of solutions. To arrive at community consensus on strategy, study to proceed with concurrent elements:</p> <ul style="list-style-type: none"> <li>▪ public involvement process to identify community issues and to review proposed solutions for area</li> <li>▪ technical track to gather and analyze corridor data for use in developing proposed recommendations.</li> </ul> <p><b>Task 1 Scoping</b> – Kickoff meeting Project Management Team (direction/focus, areas of concern). <i>MOU</i> and consultant contract deliverables.</p> <p>Study will acknowledge results of Network Needs Assessment but will be focused on improving transit ridership and thereby acknowledges <i>LOS</i> for single occupancy vehicles may be reduced.</p> <p><b>Study Area</b>  Covers approximately 34.8 square</p>	<p><b>Focus</b>  <i>PBC:</i> Mitigation for transportation impacts stemming from removal of University Drive from Palm Beach County’s Thoroughfare Right of Way Identification Map (<i>TIM</i>).</p> <p><i>BC:</i> Transportation <i>LOS</i> standards for <i>TCMAs</i> and standard concurrency districts; establishment of bicycle and pedestrian <i>LOS</i> standards for concurrency and short/long planning purposes (county in coordination with municipalities); identification, prioritization and funding for bicycle and pedestrian projects; mitigation of impacts to <i>SIS</i> and <i>TRIP</i>-funded facilities; annual reporting.</p> <p><i>PBC:</i> Network Needs Assessment played key role in identification of mitigation options for removal of University Drive connection.</p> <p><b>Applicability</b>  <i>PBC:</i> Palm Beach County, <i>TE Policy</i></p>	<p><b>Focus</b>  Provide technical assistance relating to (1) drawing bigger picture/establishing planning framework crossing county line and including consideration of wider regional context, (2) integration of efforts and development of common vision, and (3) implementation tools/approaches (e.g., multimodal level of service standards, transit technologies and operations, timing/phases of transformation to transit viable area within wider region with emphasis on SR 7).</p> <p>Development long term mobility strategy tied to supportive land use for southwest Palm Beach County and northwest Broward County.</p> <p><b>Study Area</b>  Bigger picture crossing county</p>	<p>What is the bigger picture – southwest Palm Beach County and northwest Broward County area including consideration of wider regional context (including through trips)?</p> <p>What is the logical order of steps and who will be responsible for each? What can be done concurrently?</p> <p>What are components of the common vision being sought? When will partners know they have one?</p> <p>What considerations are important if use of state and federal funds is contemplated (to ensure efforts being undertaken work toward that end)?</p>

<p>directly abutting SR 7 corridor within ½ mile from centerline from ¼ mile north of Glades Road to ¼ mile south of Hillsboro Canal.</p> <p>Detailed urban design and land use analysis to extend beyond ½ mile east and west of SR 7 to evaluate mobility routes and connections into existing origins and destinations and neighborhood centers along with key potential future origins or destinations.</p> <p><i>SFRPC</i>: Study Area South (Broward County) noted but not described, focus on Coconut Creek, Coral Springs and Parkland communities</p> <p><b><i>Intergovernmental Coordination</i></b>  <i>TCRPC</i>: Participation by identified partners to be encouraged (pre-planning to presentations). Key stakeholders and partners to be invited to participate in one-on-one interviews (study goals, public participation). MOU to be prepared for each identified partner (focus on Palm Beach County only).</p>	<p>miles, boundaries are county line, conservation levee, Sample Road and Turnpike. Includes wedge property south of Hillsboro Canal.</p> <p><b><i>See Task 3 and Organizational Structure below.</i></b></p>	<p>1.4-u removes University Drive from county line to Palmetto Park Road from county's TIM.</p> <p><i>BC</i>: Broward County</p> <p><i>PBC</i>: FLUE Policy 4.4.9-a: coordination with other parties for timely completion of SR 7 Transit Supportive Land Use Planning and Urban Design Study (transit-land use study).</p> <p><i>PBC</i>: TE Policy 1.4-y: encouragement to Turnpike to add northbound auxiliary lane from Sawgrass Expressway to Glades Road or potential new Palmetto Park Road interchange during ongoing PD&amp;E study.</p> <p><i>PBC</i>: ICE Policies 1.1-t - 1.1.w: enhanced coordination relating to SR 7 PD&amp;E study (by FY 2011), widening of Lox Road, provision of transit services on SR 7 across county line, and timely implementation of common vision for SR 7 and encouragement of agreement upon transportation network improvements.</p> <p><i>BC</i>: TE Policies 3.4.25 – 3.4.31: county coordination with municipalities on establishment and use of bicycle and pedestrian LOS standards.</p> <p><i>BC</i>: TE Policy 3.4.32 – county to coordinated with FDOT on annual</p>	<p>line, Glades Road piece tying into Boca Raton (citywide Multimodal Transportation District or MMTD) and other aspects of wider regional context.</p>	<p>How will any disputes be resolved?</p> <p>Turnpike is participating. What will be done to ensure full participation by transit agencies?</p> <p>Glades Road P&amp;E Study programmed in FY 11/12.</p> <p>PD&amp;E study for SR 7 on 2009 project priority lists for Palm Beach MPO (county line to Glades Road, #5) and for Broward MPO (Sample Road to county line, #6, ranked as 2035 need)</p>
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<p><b>Existing and Future Land Use Assessment</b>  <i>TCRPC I.A.:</i> Determine types and base levels of densities and intensities of use and their suitability for supporting transit use along corridor. Include recommendations for future land use changes as needed to make transit viable modal choice along SR 7 both within each county and between the two counties. Evaluate existing, proposed and potential transit services, stop locations and projects along SR 7 corridor in relation to existing and future land use with reference to MPO local and regional LRTPs, transit agency TDPs, and other relevant plans and programs.</p> <p><i>SFRPC Task A.:</i> Update to determine types and base levels of densities and intensities of use and their suitability for supporting transit use along corridor. Evaluate existing, proposed and potential transit services, stop locations and projects along corridor in relation to existing and future land uses and with reference to MPO local and regional</p>	<p><b>Task 2 Data Collection, Analysis and Alternatives</b>  Data collection to cover (1) transit and transportation data, (2) existing and future land uses, (3) demographic information and growth projections, (4) existing plans and documents.</p> <p>Data analysis and alternatives development to include identification of transit supportive corridors based on Network Needs Assessment (Phase One); and detailed analysis of selected corridors including alternatives to address transit operations and facilities, corridor designs, types and location of needed transit supportive infrastructure, changes in future land uses and LDRs to enhance transit use (Phase Two).</p> <p>Deliverables: Compilation of data, analysis and recommendations in single report. Planning for selected corridors to be identified in 2035 LRTP and will require additional studies to determine specific transit technologies.</p>	<p>reporting function (status of transportation system).</p> <p><i>BC:</i> TE Policy 3.5.9.5 requires county to enhance its coordination with municipalities, adjacent counties, MPOs (Broward, Palm Beach, Miami-Dade), SFRTA and other partners regarding regional level transportation, including need to ensure mobility on shared SIS and other regionally significant transportation facilities crossing county lines (e.g., SR 7).</p> <p><i>BC:</i> TE Policy 3.5.9.6 requires ongoing coordination process with FDOT on Transportation System Management and Operations (TSM&amp;O).</p> <p><i>PBC:</i> Policy 4.4.9-a designates SR 7 a Transit Oriented Corridor from Broward County line to Glades Road, corridor to be further defined and implemented considering recommendations of SR 7 transit-land use study. Completion of study encouraged by end of March 2010.</p> <p><i>PBC:</i> TE Policy 1.1-g includes provisions governing county funding of capital and operating costs for county bus service on SR 7 Transit Oriented Corridor.</p> <p><i>PBC:</i> TE Policy 1.4-z provides for reevaluation of adopted transit LOS and required funding for SR 7 Transit Corridor after completion SR 7 PD&amp;E study.</p> <p><i>PBC:</i> TE Policy 1.4-aa: provides for county to review Glades Road PD&amp;E study and Boca Raton MMTD following completion and to incorporate recommendations from them that county determines to be appropriate into comprehensive plan in order to support transit alternatives</p>		<p>TSM&amp;O role in southwest Palm Beach County and northwest Broward County?</p>
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<p>L RTPs, transit agency TDPs, and other relevant plans and programs.</p> <p><b>Alternative Thoroughfare Typical Sections</b>  <i>TCRPC I.B.:</i> Evaluate various thoroughfare typical sections and design options for roadway building on Network Needs Assessment (final three scenarios). All sections are to comply with FDOT standards and be presented to FDOT Typical Section Committee prior to presentation to public or inclusion in report documents. Minimum components for sections listed with emphasis to be placed on maintaining existing pavement width.</p> <p><i>SFRPC Task B.:</i> Evaluate and potentially update existing thoroughfare typical sections and design options for roadway developed through charrette planning process and implemented by local governments. Reference Network Needs Assessment (final three scenarios). All sections are to comply with FDOT standards and be presented to FDOT Typical Section Committee prior to presentation to public or</p>		<p>on Glades Road.</p> <p>BC: TE Policy 3.4.24 –county to encourage provision of pedestrian and bicycle infrastructure linking neighborhoods to transit system.</p> <p>BC: TE Policy 3.4.28 relating to bicycle and pedestrian LOS standards and projects indicates coordination with transit infrastructure improvement projects shall be preferred to provide cohesive and comprehensive mobility strategy in selected corridors or areas, emphasis to be placed on THOR corridors or other corridors with planned premium transit.</p> <p>BC: TE Policy 3.5.9 – identification and mitigation of impacts to SIS facilities including from sub-DRI level developments.</p>		
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<p>inclusion in report documents. Minimum components for sections listed with emphasis to be placed on maintaining existing pavement width and providing for adjacent greenways in Broward County.</p> <p><b>Public Facilities and LOS Analysis</b>  <i>TCRPC Task I.C:</i> Conduct base evaluation of available public facilities within study area subject to concurrency or an adopted LOS standard (potable water, sanitary sewer, parks and recreation, public schools). Evaluation to identify available capacity for each type of facility and committed capacity. Evaluate existing and proposed development or redevelopment alternatives to determine if adequate public facilities exist or are scheduled.</p> <p>FDOT to evaluate proposed thoroughfare typical sections for compliance with adopted LOS standards and effectiveness in addressing travel demand using Network Needs Assessment as foundation</p> <p><i>SFRPC Task C.:</i> Conduct base evaluation of available public facilities within study area subject to concurrency or an adopted LOS standard (potable water, sanitary sewer, parks and recreation, public schools). Evaluation to identify available capacity for each type of facility and committed capacity.</p> <p>.</p>		<p><i>PBC:</i> TE Policy 1.1-p establishes requirements for projects with significant traffic impacts on SR 7 Transit Oriented Corridor (county line to Glades Road), notes applicable vehicular LOS standard remains LOS D and county will support inclusion of phases leading to widening to 8-lane section (two dedicated transit/special use lanes and six general purpose lanes) in FDOT work program, provides for no further traffic concurrency approvals impacting corridor with significant project traffic to be granted if vehicular LOS standard projected to be exceeded within five years until construction phase of eight-lane cross section included in FDOT work program, notes vehicular LOS on segment shall be CRALLS volume after construction of eight-lane section has commenced.</p> <p><i>PBC:</i> TE Policy 1-1-p provides for establishment of multimodal LOS standards for the SR 7 Transit Oriented Corridor upon completion SR 7 transit-land use study no later than first amendment cycle after</p>		
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		<p>completion of study.</p> <p><i>PBC:</i> TE Policy 1-1-p notes applicable vehicular LOS standards for Lyons Road from county line to Palmetto Park Road and Palmetto Park Road from Lyons Road to Turnpike shall continue to be LOS D.</p> <p><i>PBC:</i> TE Policy 1.2-f – 43. designates SR 7 Transit Oriented Corridor as CRALLS facility following widening to six lanes plus two transit/special use lanes (3,010 vehicles per hour peak hour peak direction). Standard may be adjusted based on results SR 7 transit-land use study. Mitigation measures to be implemented for CRALLS are multimodal LOS standards and implementation of exclusive transit/special use lanes on SR 7.</p> <p><i>PBC:</i> TE Policy 1.2-f – 43. also requires county to monitor and project need for improvements (within next five years) to Lyons Road and Palmetto Park Road. County required to develop plan for interim capacity improvements and consider including phases leading to construction of such improvements in county's five-year road program once projected to be needed.</p> <p><i>BC:</i> TE Policy 3.4.2.1 Concurrency LOS standards to FY 2013: TCMA's overall –increase number bus shelters and remain less than maximum service volumes applicable to arterials but not SIS or TRIP-funded facilities; North Central TCMA – bus headways of 30 minutes or less on 90% of routes, maintain service at one or more neighborhood transit centers, increase weekday fixed route ridership, maintain current number community bus routes (13); Northwest Standard Concurrency District – roadway LOS D; SIS and</p>		<p>How will access and mobility be defined and delivered over short, intermediate and long-terms?</p>
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<p><b>Market Overview</b>  <i>TCRPC I.D.:</i> Conduct market overview for total study area to determine range of uses that could reasonably be expected to be developed and absorbed within 5- to 10-year horizon. Population projections through 20-year horizon will be utilized as appropriate to inform planning process. Intended to inform local government prioritization and phasing of land use changes, LDR changes and capital improvement allocations.</p> <p><b>Urban Design and Visioning</b>  <i>TCRPC I.E.:</i> Prior Broward County SR 7 work acknowledged. Conduct public design charrette with supporting public meetings and presentations to identify transit-supportive development and redevelopment opportunities within ½ east and west of SR 7. Record opportunities in Charrette Master Plan which will include recommended implementation strategies.</p> <p><i>SFRPC Task E.:</i> Work limited to update of existing plans and presentation of that information in coordination with public involvement process for Northern Broward study (Task 3).</p> <p><b>Evaluation of LDRs</b>  <i>TCRPC I.F.:</i> Assess existing LDRs and include summary of any necessary future land use modifications and implementing LDRs that may be needed to implement plan. Include cost estimate for plan/code changes.</p>	<p><b>Task 3 Public Involvement</b>  PIP to be developed and county to coordinate with study area municipalities to determine their level of participation in public involvement process. Series of informational presentations and lectures to be hosted for presentation and discussion of best practices, transit supportive development issues and critical redevelopment topics.</p> <p>Deliverables: Compilation of public involvement process materials.</p> <p><b>See Task 2.</b></p>	<p>TRIP-funded facilities as set forth in 14-94 FAC (e.g., LOS D for Sawgrass Expressway and Turnpike).</p> <p><i>BC:</i> TE Policy 3.4.3 Long Term Planning LOS Standards: SIS and TRIP-funded facilities same as in TE Policy 3.4.2, others LOS D except LOS E in Eastern Core TCMA.</p>		<p>How will seamless public involvement be delivered?</p>
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<p><b>Traffic Study</b> TCRPC I.G.: FDOT to conduct traffic study building on Network Needs Assessment to measure impacts to proposed roadway sections as influenced by urban design, land use and multimodal transit options outlined in master plan and project report. To occur concurrently with development of land use and urban design plans with final traffic study reflecting results of these efforts.</p> <p><b>Project Deliverables</b> TCRPC: II.1.i. From charrette, conceptual master plan, etc. for study area.</p> <p>II.1.k.i. Final Project Report to summarize deliverables and include project narrative and conceptual design ideas and analysis consistent with traditional urban form for improving transit options within corridor. To outline priority items and methods for their implementation. Implementation recommendations to include discussion of modal options, appropriate transit technologies and operational characteristics, preliminary overview of capital and operations costs, and various sources of funding. To summarize findings traffic analyses and studies developed during master planning process.</p> <p>SFRPC: Deliverables are updates to Existing and Future Land Use Assessment, Alternative Thoroughfare Sections for SR 7, and Public Facilities Availability Assessment for Broward County. Other deliverables are Urban Design &amp; Visioning Update Presentation, and publication of outcomes and public comments. Task E. provides as necessary for written reports documenting updates in Tasks A.-C. to the SR 7 Corridor Master Plan for Coconut Creek, Coral Springs and</p>	<p><b>Task 4 Develop Planning Strategy</b> Working Group to (1) develop planning strategy to include a timeline for implementation and outline required tasks to complete each step, and (2) identify potential funding sources and strive to improve scoring on FTA Project Justification Ratings in categories of Mobility, Cost Effectiveness and Land Use.</p> <p>Specific outcome of work to include:</p> <ul style="list-style-type: none"> <li>▪ analysis of feasibility of various transit options within existing ROW</li> <li>▪ options for transit supportive infrastructure, transit stations, potential park and ride facilities, and improved connections to nearby neighborhoods</li> <li>▪ recommendations for regulatory revisions to direct transit-supportive development to corridors and provide proper transition to nearby residential development</li> </ul> <p>FAU: Project Research Team to coordinate with MPO and Broward County PRD staff to prepare and deliver educational presentation summarizing key outcomes of research, critical issues, and best practices to support decision making process of local and intergovernmental agencies having jurisdiction over study area.</p> <p>Deliverables: Compilation of Planning Strategy and work products from</p>	<p>See policies above relating to TCRPC I.C.</p> <p>BC: TE Policy 3.4.2.1.(i)(a) – county and FDOT to work together to revise downward maximum service volumes for arterials (currently allow more volume than can physically be accommodated).</p> <p>BC: TE Policy 3.4.32 – in conjunction with annual update of CIE county shall report on status of transportation system in relation to LOS standards adopted in 3.4.2 and 3.4.3 and identify any remedial actions needed and how and when they will be implemented.</p>		<p>Deliverables for and other aspects of TCRPC and SFRPC studies do not appear to be integrated.</p> <p>What needs to be added or coordinated to create a single vision and action plan for the southwest Palm Beach and northwest Broward area?</p> <p>Are the 2035 LRTPs for the Palm Beach and Broward MPOs matching up? How does the 2035 RL RTP fit in?</p> <p>If there is more than one MPO designated for urbanized area, there must be written agreement describing how metropolitan planning processes will be coordinated to assure development of consistent LRTPs and TIPs across MPOs' metropolitan planning area boundaries, particularly in cases</p>
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<p>Parkland communities.</p> <p><b>Organizational Structure</b> Study Team, Charrette Steering Committee (no more than 10 individuals), Design Team (8-10 members), Project Steering Committee</p> <p>As noted above, MOU to be prepared for each identified partner.</p>	<p>previous tasks into single cohesive document. Planning Strategy to include explanation of all recommendations with supporting maps and graphics and implementation process for each.</p> <p><b>Task 5: Implementation</b> Task included to ensure that participants recognize life of study extends beyond completion of plan document (1-2 years near-term, 2-5 years mid-term, 6-20 years long-term).</p> <p>Deliverables: Broward County to update recommendations in final report.</p> <p><b>Organizational Structure</b> Broward County PRD to lead study and coordinate with SFRPC and TCRPC to develop SR 7 common vision study with support Broward MPO.</p> <p>Project Research Team – FAU</p> <p>Project Management Team for determining study direction and identifying areas of concern - Broward County, municipalities in study area, FDOT)</p> <p>Working Group for providing technical review – municipalities in study area for local perspective; Broward County, FDOT, SFRPC, TCRPC for regional perspective.</p> <p>MOU between Broward MPO, Palm Beach MPO and participating municipalities to be utilized as basis outreach activities in study area.</p> <p>Broward County to hire consultant to perform specific tasks with particular emphasis on public involvement and 3-D visualization of design scenarios.</p>	<p><b>Organizational Structure</b> <i>PBC:</i> See policies under Intergovernmental Coordination above.</p>	<p><b>Organizational Structure</b> Role of municipalities (decision made not to use cross-county Working Group created for Network Needs Assessment for these studies)?</p> <p>What expert consultants will be part of TCRPC Design Team funded by Palm Beach MPO?</p>	<p>in which proposed transportation investment extends across boundaries. Alternatively single LRTP and/or TIP for entire urbanized area may be jointly developed by MPOs in cooperation with their respective planning partners. See 23 CFR 450.314(d).</p>
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Sources/Resources: (1) Network Needs Assessment (study area west of Florida's Turnpike between Sample Road and Yamato Road), (2) TOD Guidelines including transect applicable to more suburban areas.

Legend: CIE – Capital Improvements Element, CRALLS – constrained roadway at lower level of service, FLUE – future land use element, ICE – intergovernmental coordination element, LDR – land development regulation, LRTP – long range transportation plan, LOS – level of service, MOU – memorandum of understanding, MMTD – multi-modal transportation district, PIP – public involvement plan, PRD – Planning and Redevelopment, RL RTP – regional long range transportation plan, ROW – right of way, SIS – Strategic Intermodal System, TCMA – transportation concurrency management area, TE – transportation element, TDP – transit development plan, TIM – thoroughfare right of way identification map, THOR – Transit/Housing Oriented Redevelopment, TRIP – Transportation Regional Incentive Program

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