Update Meeting Summary

Pompano Education Corridor Transit Study

City of Coconut Creek – Government Complex, 4800 W Copans Road, P & Z Board Room

Thursday, April 23, 2015 @ 9:00 a.m.

Attendees: Scott Stoudenmire (City of Coconut Creek), Sheila Rose (City of Coconut Creek), Ben Ziskal (City of Margate), Paul Carpenter (City of Coral Springs), Maggie Barszewski (City of Pompano Beach), Carl Ema (BMPO), Paul Calvaresi (BMPO), John Dobies (HNTB), Odalys Delgado (HNTB), Matt Vinke (HNTB), Jessica Dimmick (Renaissance), Oliver Rodrigues (FTE)

Review of City Objectives

- Odalys briefly summarized the objectives that were used to guide the service design process
  - These objectives were mainly developed from input from each of the four cities
  - Also used as a basis for service design were the existing plans and policies (TDP, LRTP, etc.), demographic data, and other socioeconomic data.
- Sheila mentioned the importance of this study's efforts supporting the establishment of a mobility hub at BCC. Supporting mobility hubs / major trip generators was a shared sentiment for the committee.

Evaluation Criteria:

- Odalys discussed the preliminary evaluation criteria and how the various design alternatives would be scored.
  - Input from the committee is needed to weigh each criteria according to the cities' preferences
- Another measure for ridership potential that can be used are people within a ¼ mile of the proposed service, as well as the number of key destinations served (based on Tech Memo 1 list)
- Each city will rank and weigh the evaluation criteria and give comments back by May 1st.

TransitMix:

- Matt introduced the TransitMix tool to the committee, highlighting the specific functions and abilities that can be used to design and cost out transit service
- Matt then displayed the various preliminary alternatives that were developed. These included:
  - No-transfer alternative ('Z' alignment) – which itself had five different variations
  - One-transfer alternative ('Double L' alignment) – which also had different variations

- Briefly mentioned was the potential for restructuring existing BCT service to take advantage of cost savings that could be allocated for future community bus service
    - This could be justified if there is duplicative service
- Any proposed alignment would take advantage of previously planned transit improvements such as the premium services planned along Sample Road, SR 7, and University Drive.
- Paul mentioned that BCC schedules should be taken into account when planning for any future community bus service, because these schedules would likely be different than the typical peak hour commutes.
    - This would likely result in more service during the midday hours.
- There was also discussion of other potential alignment alternatives, such as an alignment that served Atlantic Blvd between Dixie Hwy and Powerline Rd.
    - This alignment would serve the generator at Atlantic and Powerline Rd – currently the 10th key destination based on existing ridership activity.
- The committee was encouraged to use the transitmix tool to suggest any other alternative alignments that should be considered during the upcoming evaluation process.

Public Involvement Plan Update:

- Jessica reviewed the upcoming schedule which includes:
    - A public online survey outreach effort in June – being advertised potentially with flyers on buses, the MPO Speak-up Broward website, the cities' websites, and others
    - The educational outreach effort will be more fruitful face-to-face, likely with a focus on high schools and secondary education institutions.
- There is a standing Coconut Creek focused committee for public school officials that meet quarterly. The PI outreach will attempt to combine other city educational stakeholders with thiscommittee. Odalys to find out when the next meeting is taking place so that we can solicit their input and help.

Other Items:

- There was some brief discussion regarding funding and future operating contracts.
    - Currently as identified previously, LSF operates the community bus service for all four cities.
- There was discussion on funding sources such as FDOT seed money which could be used to help start a TMA
- Transit Service Development grants were also discussed which is an FDOT program that provides O&M for the first three years of operations
    - It was indicated that funding sources and overall administration of any newly structured service would be evaluated and considered later in this study

Next Steps and Next Meeting Date:

- The committee will provide any additional alignments to HNTB that were not already included, as well as their weighted criteria and associated comments by May 1st.
- The next PMT meeting is scheduled for **May 28, 2015** and will be hosted by Margate.
  - Ben will get back to us in regards to the meeting location.