

Topic 1

PEMBROKE PINES CITY CENTER MOBILITY HUB

Presented by the Broward Metropolitan Planning Organization (MPO)

Pembroke Pines Mobility Hub Master Plan



OVERVIEW

THE MOBILITY HUBS INITIATIVE

Mobility Hubs originally identified as part of the 2035 Transformations LRTP were revisited in 2017 to align location priorities with the three regional goals established in *Commitment 2040*, to **Move People**, **Create Jobs**, and **Strengthen Communities**.

The Mobility Hubs initiative most directly relates to the first and third objectives, *moving people* with multi-modal and Complete Streets improvements, and *strengthening communities* with placemaking elements that enhance local identity and quality of life. The Broward MPO seeks to explore opportunities with local sponsors to leverage Broward MPO investments in Mobility Hub improvements in support of both regional mobility goals and local redevelopment efforts.

Guided by the goals established in *Commitment 2040*, an evaluation framework now measures a candidate location's **network**, **market** and **sponsor readiness**. Network readiness is measured by both existing and future transit ridership, and connecting opportunities evidenced by frequency of available transit service. Recent development trends show market interest and strength of future demand, to provide a measure of potential future trip generation related to market readiness. Sponsors (local municipal, public agency, or private sector) that are prepared to engage in coordinated Mobility Hub investment are also required to fully leverage Broward MPO investment.

The Pembroke Pines Mobility Hub location warrants a Master Plan to identify appropriate near-term MPO investments and longer-term implementation strategies, based on its future role in the transit network and recent redevelopment activity that will impact future mobility needs. The Broward MPO is undertaking the Hub Master Plan process in close coordination with the City of Pembroke Pines and other stakeholder agencies.

MASTER PLAN PURPOSE

The Pembroke Pines Hub Master Plan reflects the following intentions of the Mobility Hubs initiative, which are both regional and local in scope.

REGIONAL / COUNTYWIDE

- Promote Travel Options that are Convenient
- Promote Visibility and Safety of Alternative Modes
- Focus on High Priority Hub Locations
 - Key role in regional **network**
 - Near term **market** potential
 - Engaged and committed **sponsors**

LOCAL / HUB VICINITY

- Invest in Near-Term Priorities
 - **Safe access** to the multimodal network
 - **Increase use and visibility** of the multimodal network
 - **Activate** the public realm
 - Align with **local priorities**
- Support Long-Term Strategies
 - **Coordinate** planning/design needs with 2045 LRTP
 - Support mobility-friendly **policies and standards**
 - Identify appropriate **phasing**
 - Formalize sponsor/partner **commitments**

MASTER PLAN PHASES

The Pembroke Pines Hub Master Plan consists of two phases, a Planning Framework followed by more detailed Planning Recommendations.

The **PLANNING FRAMEWORK** provides physical and policy planning guidance to pursue near-term investments in the Pembroke Pines Hub planning area and ongoing strategies in partnership with the City and other agencies. Four key inputs are considered by the HNTB team in development of the Planning Framework:

Planning Context – The Planning Context brings together key findings and recommendations from recent and ongoing planning efforts. It was developed to foster discussion among stakeholders, and identify opportunities and considerations regarding the transportation network and physical features of the Pembroke Pines Hub planning area.

Market Analysis – The Market Analysis (prepared by Lambert Advisory) provides a baseline understanding of current market conditions, and what type and magnitude of development is likely in the near term. Input from the development community is considered to ensure Hub Master Plan design and policy recommendations are feasible, realistic and supportive of adjacent land uses.

Mobility Hub Evaluation – The types of activities to be supported at any given Mobility Hub location drive what mobility-supportive elements may be funded by the Broward MPO. Mobility Hub elements will be appropriate to support multimodal accessibility in coordination with anticipated market-driven development.

Outreach – Broward County Transit, Broward County Traffic Engineering, and Florida Department of Transportation District 4 provide early feedback to the Broward MPO and the City of Pembroke Pines, in addition to input from local stakeholders.

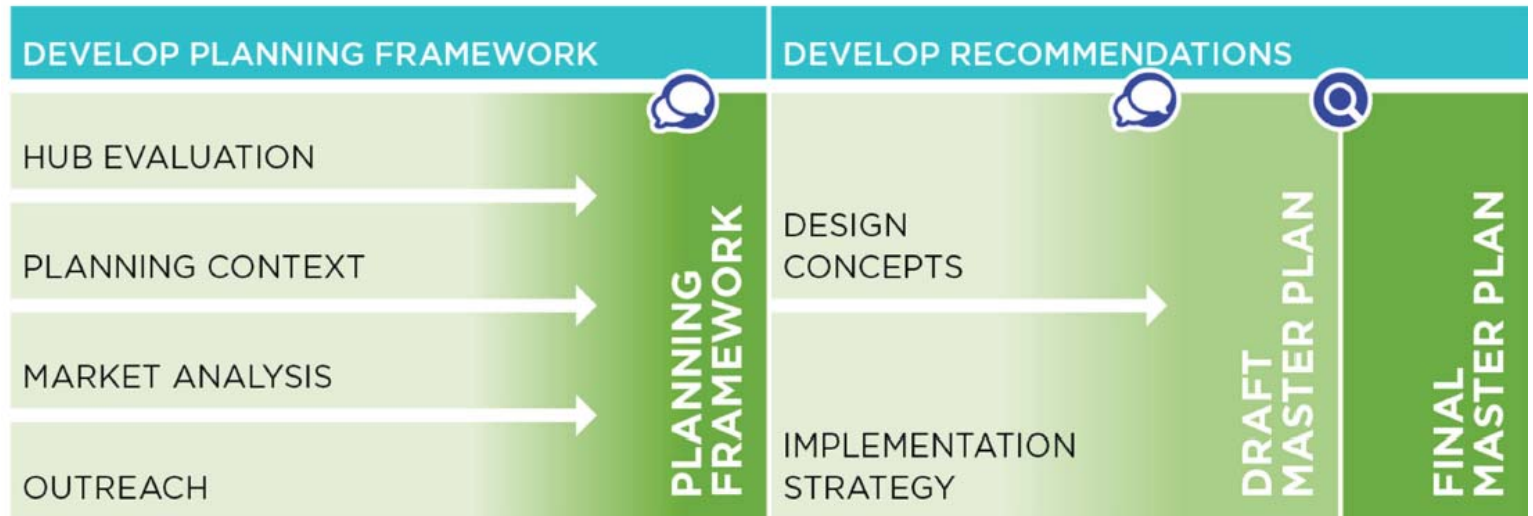
The **PLANNING RECOMMENDATIONS** are informed by the Framework, and provide direction for both near-term projects and longer-term initiatives to be undertaken with local stakeholders and agency partners. The recommendations include:

Design Concepts – Conceptual design and cost estimates for project elements, including near-term physical infrastructure improvements to be funded by the Broward MPO, are documented (supported by Marlin Engineering and Bermello Ajamil & Partners).

Implementation Strategy – Both near-term and ongoing actions are outlined, including coordinated implementation of MPO-supported near-term investments and longer-term Mobility Hub initiatives in coordination with the City and other sponsors and partners (supported by Lambert Advisory and WTL+a).

*The Master Plan will provide a focused set of short-term **INFRASTRUCTURE INVESTMENTS** to be supported by the Broward MPO, and identify longer-term initiatives to foster the **SPONSOR PARTNERSHIPS** needed to continue coordinated Mobility Hub development efforts in Pembroke Pines during the coming years.*

The two-phase planning process for Pembroke Pines (as depicted generally below) will tentatively include development of the Planning Framework through January 2019, and completion of Planning Recommendations by the end of April 2019.



Stakeholder Work Session



MPO Board Review

Question, or additional ideas to share? Please contact:

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Topic 2

SW 72ND AVENUE BIKE LAND AND SIDEWALK IMPROVEMENTS

Presented by Florida Department of Transportation (FDOT) and Keith

FPID 431770-3 Mobility Improvements to 72nd Avenue from Pembroke Road to Johnson Street

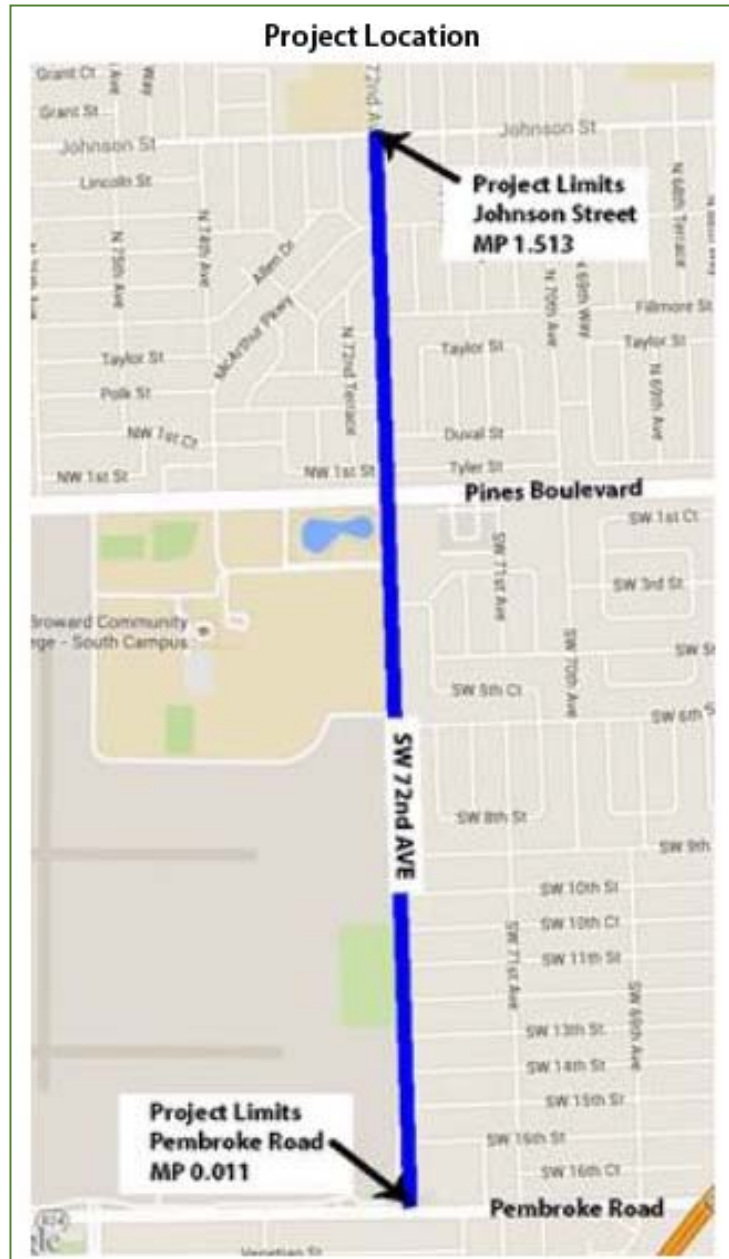
Project Description

The project improvements consist of widening the existing pavement to accommodate bicycle lanes on both sides of 72nd Avenue, a total of 1.60 miles. Pavement markings and signs will be upgraded as necessary to meet standards.

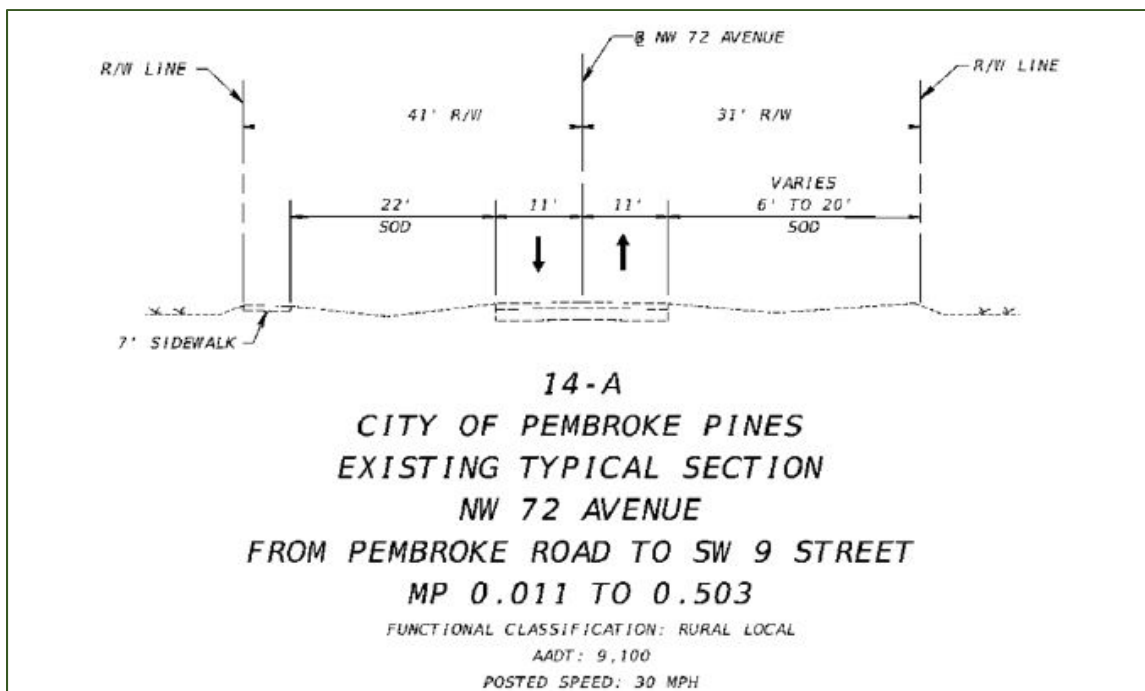
Existing concrete sidewalks are to remain, while gaps in the sidewalk will be closed by constructing new sidewalk. Milling and resurfacing will be completed as needed within the corridor.

Proposed Project

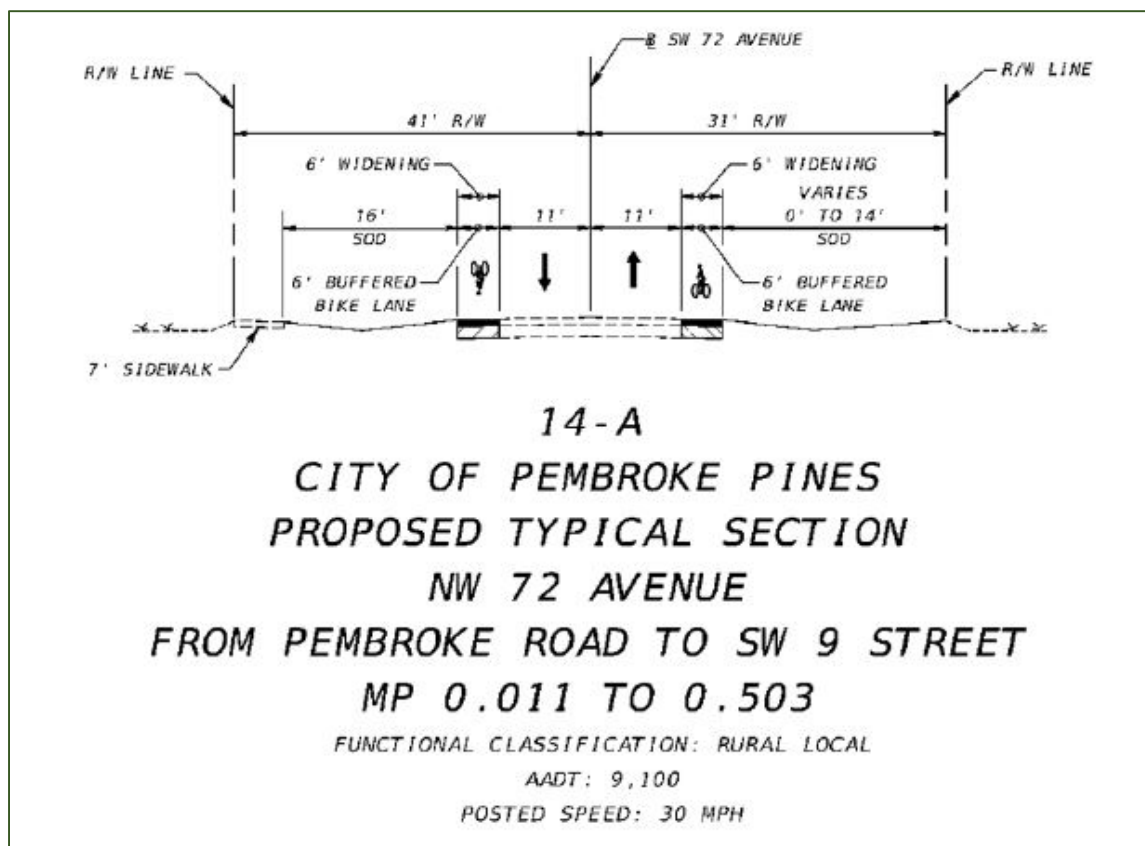
- The roadway will be widened in both directions to provide bicycle lanes.
- Drainage improvements will be constructed to accommodate increased runoff.
- Signing and pavement markings will be upgraded to the latest MUTCD standards.



Existing Typical Section



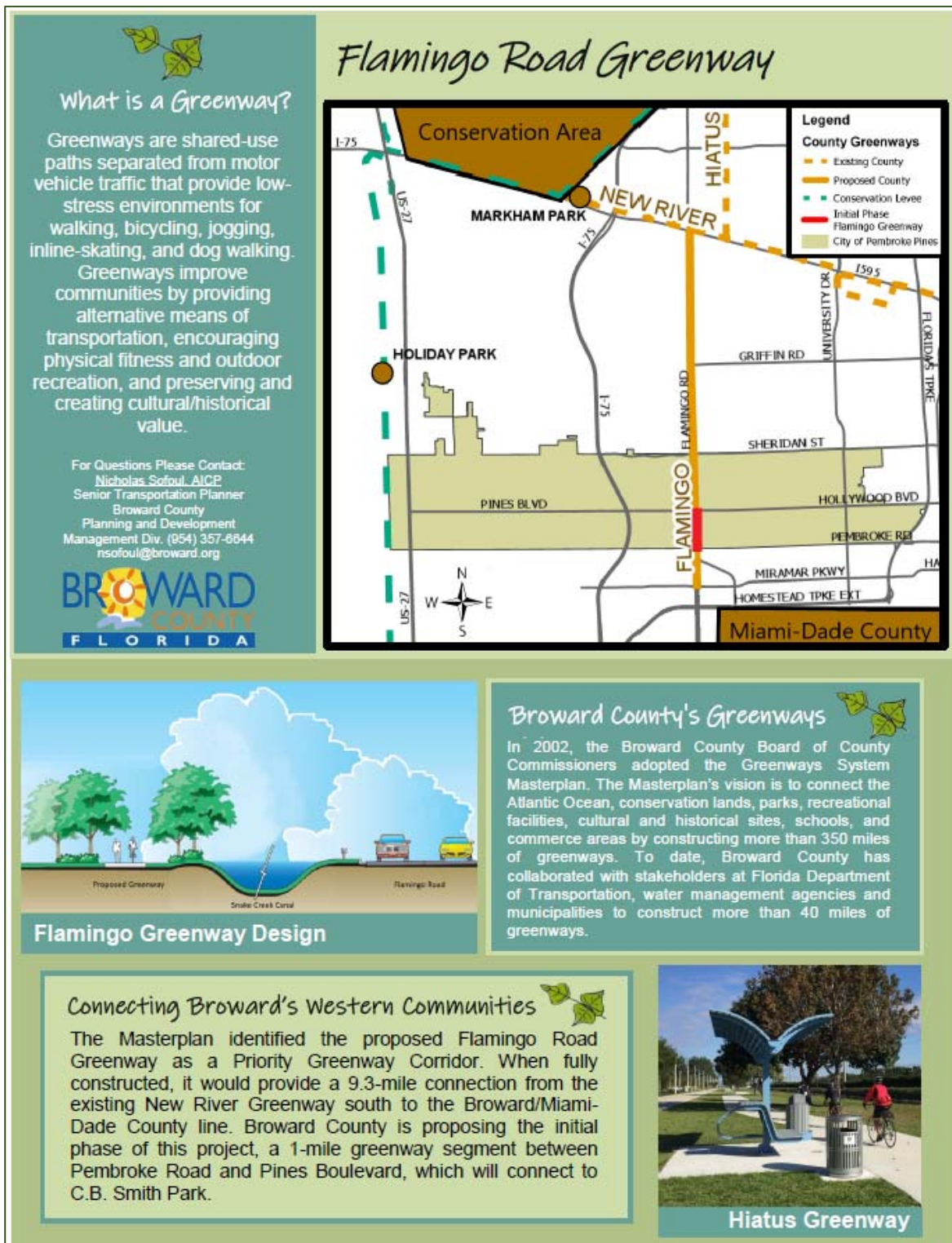
Proposed Typical Section



Topic 3

FLAMINGO ROAD GREENWAY

Presented by Broward County



Topic 4

PEMBROKE PINES BIKE SHARE

Presented by City of Pembroke Pines Planning and Economic Development Staff

What is Bike Share? - Bike share is a transportation program that provides users access to bicycles or scooters for a short term rental. Trips come in two forms, as a recreational tool or as an alternative mode of transportation. These programs include options to rent conventional bicycles, pedal assist bicycles which provide assistance to around 15 mph, or electric scooters.

City Moratorium

- HB 1033, attempted to prevent City's from regulating bike share.
- Spring 2018, City staff started to notice bikes from bike share companies appearing throughout the community.
- June 20, 2018 the City Commission passed a 6 month moratorium on Bike Share.
- The City had concerns regarding the financial burden of the system and where bikes would be stored. Additionally, the City wanted to gather more information on the topic in order to properly regulate the programs.

Bike Share System Options

- Docked System: Bicycles are located at designated stations. The bicycles can be utilized anywhere, but must be returned to another station.
- Dockless System: Bicycles are delivered on demand and are free to circulate throughout the city. Bikes can be dropped anywhere when the user has completed their rental.
- Virtual: A hybrid system of docked and dockless. Bicycles are located in a specific area that is identified by signage, pavement markings or via geofence (a virtual boundary). Often seen as cost effective alternative to a docked system.

Bike Share Challenges

- Safety
- Funding
- Connectivity
- Accessibility
- Infrastructure needs



Docked



Dockless



Virtual



Return Issues