

Pompano Beach Multimodal Task Force Final Report

August 23, 2023

A 15-member task force under the auspices of the Pompano Beach Economic Development Council was formed and met on July 12, July 26, August 9, and August 23, 2023. The task force's scope of work included the following goals:

- *Discussion/actionable recommendations on integration & coordination of pedestrian, biking, and motor vehicle pathways and interactions throughout Pompano Beach, with special emphasis on high-traffic and redevelopment areas. Emphasis on livability criteria as City's redevelopment plans unfold and new projects are developed causing added use of sidewalks and roads. Consider organizational and physical infrastructure needs including transit to make any future plans both a reality and sustainable into the future.*

As part of its work, the task force met with City transportation consultants, Kimley Horn, to discuss the firm's current efforts on a proposal for a Pompano Beach Transportation Master Plan. While final determination of the scope for the Master Plan is in the hands of City staff and elected officials, Kimley Horn welcomed input from the task force members.

This report summarizes main task force recommendations, both for possible inclusion in the Master Plan study and additional actions to be considered by the City. First and foremost, **safety** for all modes and users of transportation was identified as the task force's highest priority. Strategies to deal with identified and predicted safety issues should be developed and enhanced throughout the City's built environment.

TRANSPORTATION TYPES/ACTIVITIES TO BE INCLUDED IN MULTIMODAL PLANNING:

- Pedestrians
 - Adults – crossings, walkability, connections to neighborhoods
 - Children – Safety and School Connections
- Bikes/Electric Bikes/Scooters
- Transit - Bus/Rail/Circuit
- Cars
- Heavy Trucks – both semi/trailers and neighborhood deliveries
- Marine/Water Taxi Connectivity
- Autonomous Vehicles/Charging Stations/New Technologies
- Parking

MAJOR RECOMMENDATIONS & ISSUES

As stated previously, the task force's recommendations fall into two categories:

1. those goals and issues to be considered within the Kimley Horn Master Plan study, and
2. those implementable by the City in other ways.

Outlined below are those recommendations and issues:

Recommendations and issues discussed with Kimley Horn:

- Make sure all transportation types identified by the task force are included in the study.
- To ensure better integration of transportation issues into both redevelopment and built-environment plans and implementations, recommend changes to City's organizational structure to meet mobility challenges. How do other communities best achieve this goal?
- For appropriate recommendations in KH study, identify both near-term and long-term strategies.
- Suggest strategies to create greater compatibility and manage impact on roads/sidewalks from new development (mainly residential).
 - Consider the new and increased traffic on roadway systems.
 - Do we choose certain streets as complete streets, and, if so, how?
 - How should 'the last mile' issue be handled to make a true multimodal system?
 - Focus on impacts to sidewalks, special use lanes, and roads during/after construction.
 - TF identified gaps in implementation of present policies. How can we handle better?
 - Help identify clearer rules/guidelines for developers in creating new and infill projects. There is currently a lack of focus on pedestrians/cyclists; on sidewalks in building design (too narrow and should have minimum code requirements that favor peds/bikes). Same issue with some City-initiated projects.
 - Can the City implement a multimodal concurrency fee? If so, what might that process and fee look like?
 - Develop identified bike routes citywide.
 - Present grid is unsafe and filled with obstacles. Railroad tracks, I-95, and canals all block free flow of bikes from Point A to B
 - Consider child-centric issues, especially in identifying bike routes to schools.
 - Perhaps consider a pilot project for a school from its feeder area.
- Identify additional potential funding mechanisms.
- Focus on forward-thinking strategies to reach identified goals
- Consideration of transportation resiliency requirements and integration with the stormwater plan
- If study and/or solutions not feasible to do citywide, what strategies should be used to determine boundaries for the various study components?

Recommendations to City:

- Suggested changes to City's organizational structure to meet mobility challenges include:
 - Identify a central point of contact for multimodal issues- who is the gatekeeper of plans and implementation?
 - Develop better communication pathways with residents and business as well as better transparency, using City website portal, newsletters, and social media. Data and information on the City's plans and general information is not readily discoverable, and there is no dedicated place to locate multimodal information for residents/businesses.
 - Special emphasis on communication will be needed for new bike plan
 - Consider creating standing committee for multimodal issues. A separate Bike Committee or Subcommittee might also be helpful.

- Study, consider, and include enhanced multimodal policy statements in the City's comprehensive plan.
- After Master Plan developed, undertake a comprehensive review of City ordinances and plans to make sure they align with vision.
 - How do we set performance standards for particular areas? What are the assessment factors?
- Develop strategies leading to better integration and coordination with outside agencies including Broward County, Federal, FEC, State, MPO, and adjoining cities.
 - How do we insure we capitalize on their efforts and are included in all appropriate conversations?
 - Current challenges include jurisdictional issues, such as signage, signalization, and maintenance costs.
- Include more focus and a higher funding priority for enhanced maintenance of multimodal system by City.
- The Transportation Master Plan will hopefully ensure better integration of transportation issues into both redevelopment and built-environment plans and their resulting implementation, but it will not likely deal with parking needs/policies. The parking issue should be dealt with as a separate item.
 - Consider a more comprehensive look at where new development and plans for alternative modes such as transit may dictate increased need for garages. Where is on-street parking an option?
 - A strategic parking plan will be a high priority for economic success and livability as redevelopment moves forward.

Pompano Beach Multimodal Task Force Members

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