

ITEM #17

**ADDITIONAL MATERIAL
REGULAR MEETING**

JUNE 13, 2023

**SUBMITTED AT THE REQUEST OF
COUNTY ADMINISTRATION**




MONICA CEPERO, County Administrator

115 S. Andrews Avenue, Room 409 • Fort Lauderdale, Florida 33301 • 954-357-7354 • FAX 954-357-7360

MEMORANDUM

DATE: June 8, 2023

TO: Mayor, Vice-Mayor, and Board of County Commissioners

FROM: Monica Cepero, County Administrator 

SUBJECT: **Additional Agenda Material – June 13, 2023, Item #17
PREMO Plan**

The approval of the Premium Mobility Plan (PREMO Plan) is a critical next step in delivering to the public the Transportation Surtax's promise of improving transportation throughout the County by implementing a network of transit projects on high-capacity corridors that can increase transit ridership and enhance economic opportunities. The PREMO network will be the core of our future transit system and serve those corridors with the highest population density, link important activity centers and spur economic development. In addition, PREMO will connect with the rest of Broward County Transit's (BCT) Fixed-Route system, Community Shuttles, and our regional transit partners in Palm Beach and Miami-Dade Counties to create a robust comprehensive transit system for the region.

This high-capacity network plan is based on a sound methodology that used the best data, analytic tools, and public input that was available to us. Any long-range transit network plan of this size, complexity, and cost of PREMO will always spur discussion and offer alternative suggestions on the location and implementation strategies. That is a welcomed part of the process and quite frankly, public involvement is intended to seek out exactly that level of input.

The approval of PREMO is only the "starting point" and the kicking off of the next level of the exciting transportation system efforts for Broward County. Over the course of the implementation of this transit network plan, there will be changes. Our County's population areas may shift, demographics may change, new technologies may arise, current major Regional Activity Centers may grow, and new Regional Activity Centers may develop.

As such, I recently met with Dr. George Hanbury, President of Nova Southeastern University, and am including the email he sent me yesterday along with other related

correspondence. I had the opportunity to discuss his concerns with PREMO, specifically his understanding of there being a lack of direct connectivity to the South Florida Education Center (SFEC). Although there is a direct stop planned at Nova Southeastern University on our University Blvd Bus Rapid Transit, which is one of our north/south premium services, I can understand his position that this may not be enough. He pointed out that the SFEC is the only Regional Activity Center in Florida that includes five educational systems. In addition, he also provided information comparing the trips generated by downtown Fort Lauderdale and Sawgrass Mills Mall. I agreed that these are important considerations that we need to continue to review.

The implementation of PREMO will be flexible to respond to changes as each individual project progresses. Bottom line is yes, we as a system will evaluate and base recommendations on each project on any information that might not have been contemplated in the original data and on growth that we observe as we move forward with the projects, including information we have received associated with Regional Activity Centers and the SFEC.

Prior to implementation, each PREMO project must go through an additional process to develop it as a Locally Preferred Alternative which requires additional review, analysis, and more public input. The community will have numerous opportunities in the future to provide input in advance of the County Commission's ultimate approval of the LPA. In addition, BCT continues to plan for the future of the entire transit system. In fact, and specifically to that point, in FY2024, BCT will be conducting a Comprehensive Operational Analysis (COA) of its Fixed-Route system and the Community Shuttle system. This will create opportunities for more refinements and additional opportunities to connect current and future passengers to key Regional Activity Centers.

I look forward to a continued collaborative approach and partnership with all of our valued stakeholders in this iterative and important process.

Attachment

cc: Kimm Campbell, Deputy County Administrator
Kevin Kelleher, Assistant County Administrator
Coree Cuff Lonergan, Transportation Department Director
George Hanbury, President, Nova Southeastern University

From: George Hanbury II <hanbury@nova.edu>
Sent: Wednesday, June 7, 2023 4:00 PM
To: Cepero, Monica
Cc: Fisher, Lamar; steve@gellerlawfirm.com; Russ Klenet (rklenet@parkandk.com); George I. Platt Esq. (gplatt@lsnpartners.com); cpalmer@northamericanllp.com; Alan Levan ; Steve J. Halmos (Steve.halmos@halmosholdings.com); James Donnelly; Barbara Trebbi Landry; ritacase@rickcase.com; Kenneth Tate (Kenny@tatecapital.com); Walter Banks (banks@lagomar.com); Harry Moon; Daniel Alfonso; Randall Seneff; joaquin@traftech.biz; Kowal, Sarah; Isabel Cosio Carballo; Charles.Gressle@hcahealthcare.com; Jennifer Ramos; Nicola DeHart; Ronald Chenail; wgallo@galloherbert.com
Subject: Broward County Transit PREMO Plan
Attachments: BCT-PREMO_CommBriefing_FINAL 5-23-23.pdf; SFEC vs Downtown Ft Lauderdale vs Sawgrass Mills Mall - Daily Trips Comparison Memo.pdf; Aerial Exhibit.pdf

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Dear Monica,

Thank you for agreeing to modify your recommendation to the Mayor and County Commission for the adoption of the County Transit's PREMO Plan scheduled for June 13th. I appreciate your acceptance of my recommendation to now include in the county's comprehensive transportation plan one of the County's oldest Regional Activity Centers (RAC), and a monstrous generator of traffic - the South Florida Educational Center (SFEC) – especially as it pertains to its inclusion within the plans for a proposed light rail system.

One of the stated purposes for the PREMO plan is to connect **all** the County's Activity Centers, yet the plan completely bypasses or voids any discussion of the SFEC/Regional Activity Center (RAC), one of its highest generators of vehicle trips per day – 75,000 vehicle per day (Attached). Conversely, the SFEC/RAC is also one of the major activity centers where there is the opportunity to reduce those trips per day, through a dedicated

light rail system, by students, faculty, staff, patients, and visitors to the generators of the vehicles per day - facilities within the SFEC.

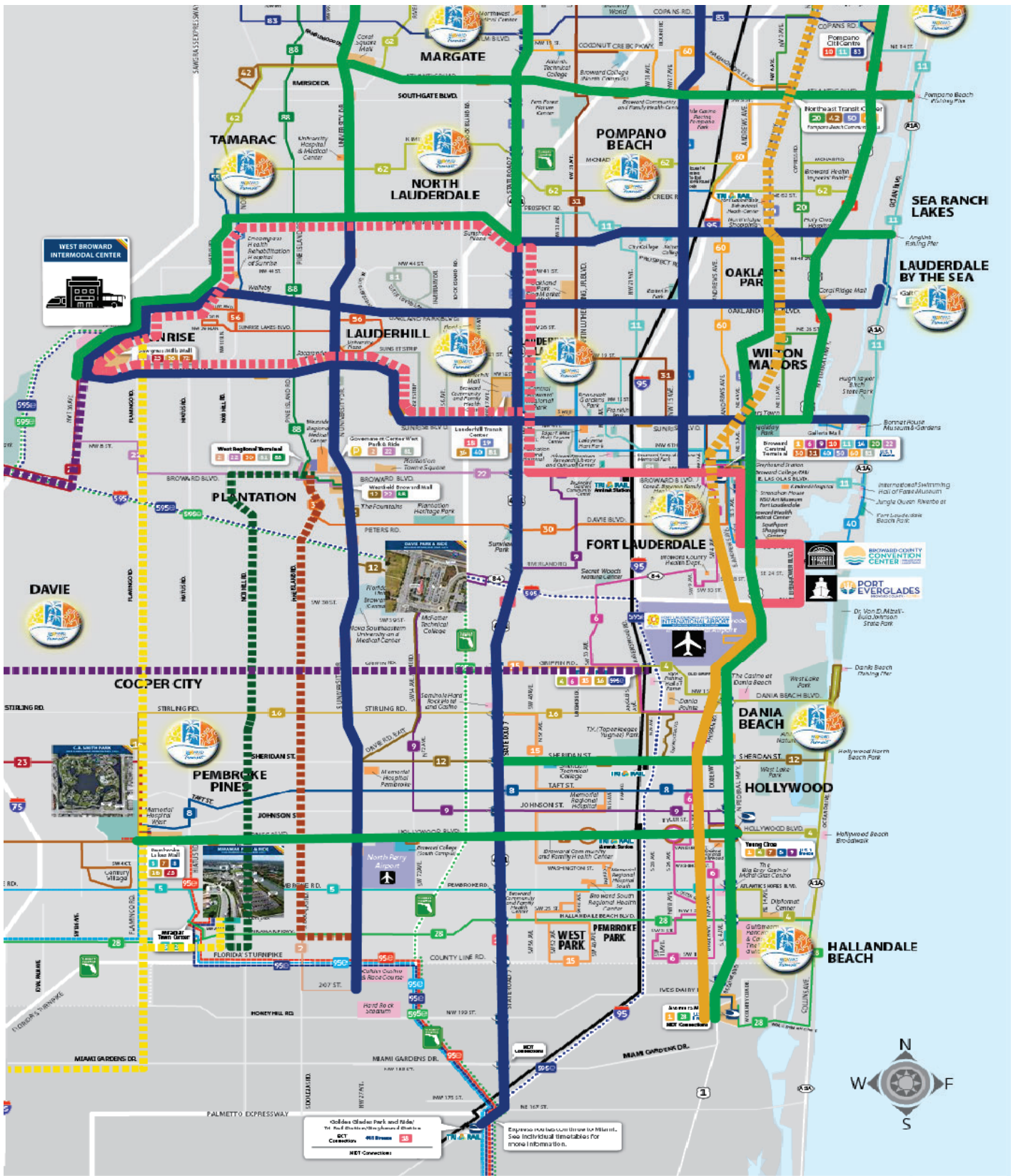
As you know, the SFEC is the only Regional Activity Center in the State of Florida that includes five educational systems. In addition, it is the only RAC in Florida that not only has five major educational systems as well as another major traffic generator – a hospital – 1) Broward County School system consisting of the Nova Magnet Schools - McFatter Technical College and High School, 2) Broward College, 3) Florida Atlantic University's satellite campus, 4) The University of Florida's agricultural research center, 5) Nova Southeastern University in addition to the NSU University School, and 6) HCA's University Hospital. All generate thousands of cars and trips a day that could simply be substantially reduced through a dedicated "east/west" rail mass transportation system integrated into a similar "north/south" transportation system connecting all the major activity centers of the county.

As noted in the attached letter from Mr. Joaquin E. Vargas, PE from TrafTech Engineering, Inc., the SFEC has more vehicle trips per day than downtown Fort Lauderdale, and by 2030 with the occupancy of the developments NSU has planned, the SFEC will not only exceed downtown's vehicle trips per day, but Sawgrass Mills as well! In addition, Mr. Vargas has suggested a possible route through Griffin Road, which is and will continue to be "under capacity" through 2045, and as such, would not eliminate vital travel lanes and create the traffic hazards that the proposed routes north of I-595 presently do through Broward and Oakland Park Boulevards.

Thank you again for your favorable consideration to include these suggestions for study in your recommendations to the Mayor and County Commission.

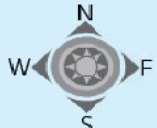
My best to you,
George

George L. Hanbury II, Ph.D.
President/CEO
Nova Southeastern University



Includes Ocala Park and Florida
 to and from the Broward and
 BCT
 Connector
 NET Connector

Express routes run through the area.
 See individual timetables for
 more information.



June 6, 2023

Mr. Randall Seneff
Facilities Management – NSU Florida
3301 College Avenue
Fort Lauderdale, Florida 33314

**Re: Trip Comparison
Downtown Fort Lauderdale versus SFEC versus Sawgrass Mills Mall**

Dear Randy:

Per your request, Traf Tech Engineering, Inc. has conducted traffic research relative to the number of daily trips traveling to and from Downtown Fort Lauderdale, the Sawgrass Mills Mall, and to and from the South Florida Education Center¹ located in the Town of Davie, Florida. For this analysis, the following documents were reviewed/used:

- o Florida Department of Transportation *2022 Florida Traffic Information CD*
- o Broward Metropolitan Planning Organization's *Roadway Capacity and Level of Service Analysis for 2020 and 2045*
- o Traffic Counts Conducted by Transportation Consulting Firms within the SFEC Campus
- o ITE Trip Generation Manual (11th Edition)

The following is a summary of our findings:

Downtown Fort Lauderdale² = Approximately 65,000 vehicles per day
SFEC³ = Approximately 75,000 vehicles per day
Sawgrass Mills Mall⁴ = Approximately 85,000 vehicles per day

¹ Including Broward Community College, Florida Atlantic University – Broward, McFatter Technical Center, Nova Southeastern University, and University of Florida.

² Traffic counts have decreased significantly during the past 10 years within Downtown Fort Lauderdale

³ The Academical Village project is projected to increase traffic volumes by approximately 10,000 vehicles per day.

⁴ Based on approximately 3 million square feet.

As indicated on the previous page, the current daily trips traveling to and from the South Florida Education Center are greater than the current daily trips traveling to/from Downtown Fort Lauderdale. Moreover, after the Academical Village is built and occupied, the daily trips of SFEC are projected to be comparable to the daily trips traveling to/from the Sawgrass Mills Mall.

Additionally, Traf Tech Engineering, Inc. reviewed projected traffic volumes along Griffin Road. Based on information published by Broward County, Griffin Road is planned to provide six lanes (three in each direction) from I-75 on the west to I-95 on the east. Moreover, according to Broward County year 2045 traffic projections, Griffin Road is projected to operate at level of service "C" through the year 2045 between I-75 and I-95. Therefore, eliminating one to two lanes for a potential light rail along the Griffin Road alignment appears to be feasible from an automobile level of service standpoint.

Please give me a call if you have any questions.

TRAF TECH ENGINEERING, INC.

Joaquin E. Vargas, P.E.
Senior Transportation Engineer

