



City of Coconut Creek **Transit Master Plan**



Transit Master Plan

TRANSIT MARKET ASSESSMENT

DRAFT

JANUARY 2023



City of Coconut Creek **Transit Master Plan**

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City of Coconut Creek Transit Master Plan

Introduction

The City of Coconut Creek is situated in Broward County, Florida, with a population of 58,000 people (ESRI Business Analyst). The existing trolley system operates three routes to provide a free transportation service that spans the northern, central, and southern parts of Coconut Creek. This mobility option connects to various neighborhoods, public facilities, retail areas, commercial centers, and community attractions.

In 2022, Kimley-Horn was retained by the City of Coconut Creek to prepare a transit master plan to identify a 10-year vision that enhances multimodal connectivity and access while promoting an increase in trolley ridership. This plan lays out the transit needs and desired improvements for the City. A component of this plan is to identify service gaps and develop implementation strategies related to serve various travel markets throughout the City that address passenger demand due to land use changes and/or new development/redevelopment, as well as changing mobility needs and multimodal connectivity throughout the city. This plan establishes a long-term strategic vision for the City's local shuttle system to optimize passenger service for residents, workers, and visitors of Coconut Creek.

The master plan addresses changes in the operating environment, evaluates effectiveness of current operations, evaluates new technology and service models, establishes goals and measurable objectives, and creates a 10-year strategic plan. The purpose of this document is to provide an overview of existing transit service, trolley ridership, operating environment, and stakeholder outreach.

Existing Local Transit Service

The transit services in operation throughout the Coconut Creek limits include Broward County Transit (BCT) bus service and local community bus services to provide various mobility and options throughout the community. The three trolley service operations provided by the City of Coconut Creek are:

- Butterfly Express Trolley Route – free weekday and Saturday service along Lyons Road from Windmill Park to NW 74 Street (**Figure 1**).
- North Route – free weekday service in the general area bounded by Hillsboro Boulevard to the North, the Florida Turnpike to the East, Sample Road to the South, and US 441 to the West (**Figure 2**).
- South Route - free weekday service in the general area bounded by Wiles Road and Sample Road to the North, the Florida Turnpike and Blount Road to the East, Coconut Creek Road and Lake Drive to the South, and US 441 and NW 62nd Avenue to the West (**Figure 3**).

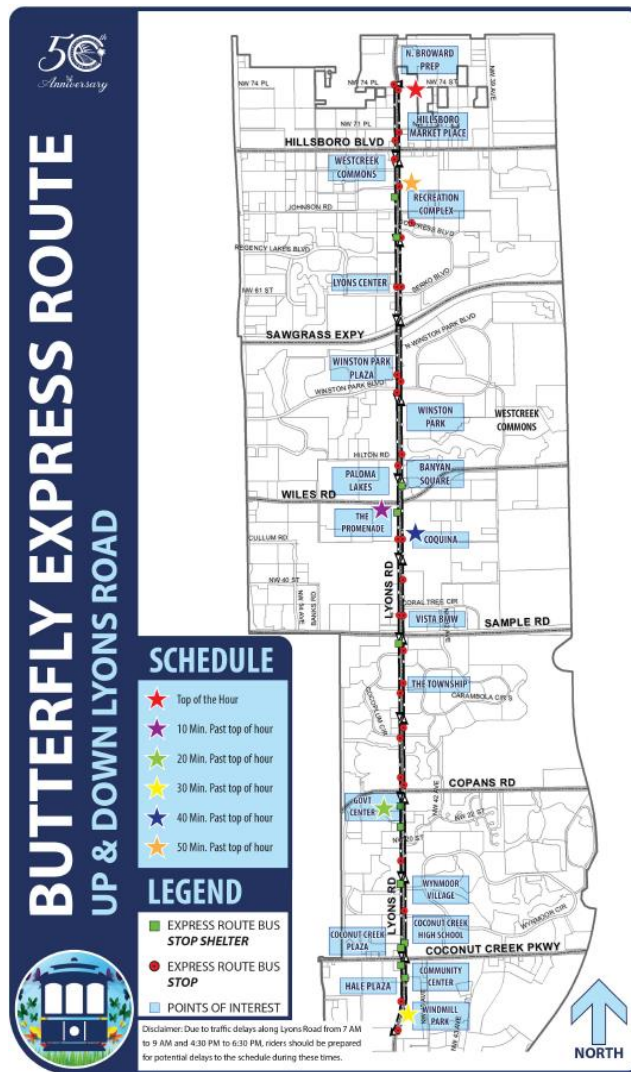
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Butterfly Express Trolley Route

The Butterfly Express Trolley route operates Monday through Friday with a service span of nearly 12-hours per weekday (6:30 AM and 7:20 PM) and on Saturdays between 8:30 AM and 4:20 PM. The Butterfly Express trolley does not provide service on Sundays and Holidays. The route operates on a 60-minute service frequency and provides a connection to area destinations such as parks, community centers and recreation complexes, schools, and shopping centers and plazas.

- Major stops on the Butterfly Express Trolley route include:
 - Coconut Creek Community Center
 - Coconut Creek Government Center
 - The Promenade
 - Windmill Park
 - Coconut Creek High School
 - Winston Park Center

Figure 1: Butterfly Express Service Route



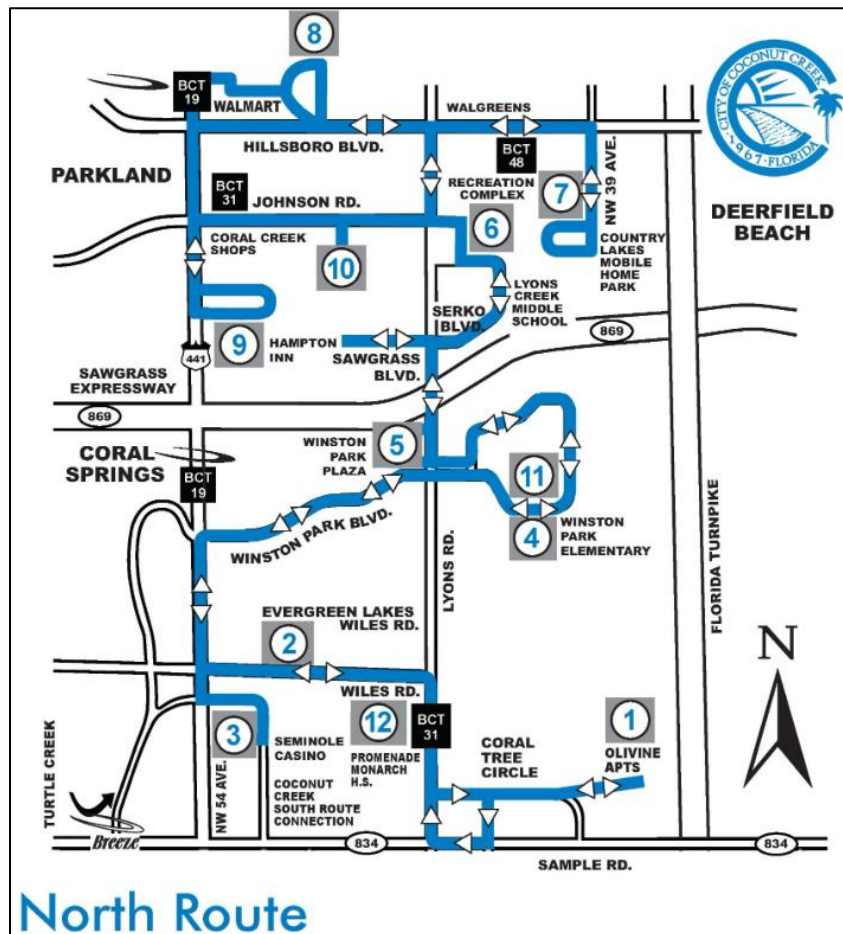
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North Route

The North Route operates weekday service Monday through Friday between 7:00 AM and 6:00 PM. No service is provided on Saturdays, Sundays, or Holidays. The North Route operates on a 60-minute service frequency with assigned stops and provides a connection to area destinations such as apartment complexes, recreation complexes, hotels, shopping malls, and residential neighborhoods. The route also provides connections to BCT routes (Route 19, 31, 34, 48, US 441 Breeze) and to the Coconut Creek South Community Bus Service.

- Major stops on this service include:
 - Seminole Casino at Coconut Creek
 - County Lakes Community Mobile Homes Publix at Winston Park Plaza
 - Walmart at Hillsboro Boulevard High School
 - Winston Park Elementary School
 - Tradewinds Elementary
 - Lyons Creek Middle School
 - Monarch

Figure 2: North Route



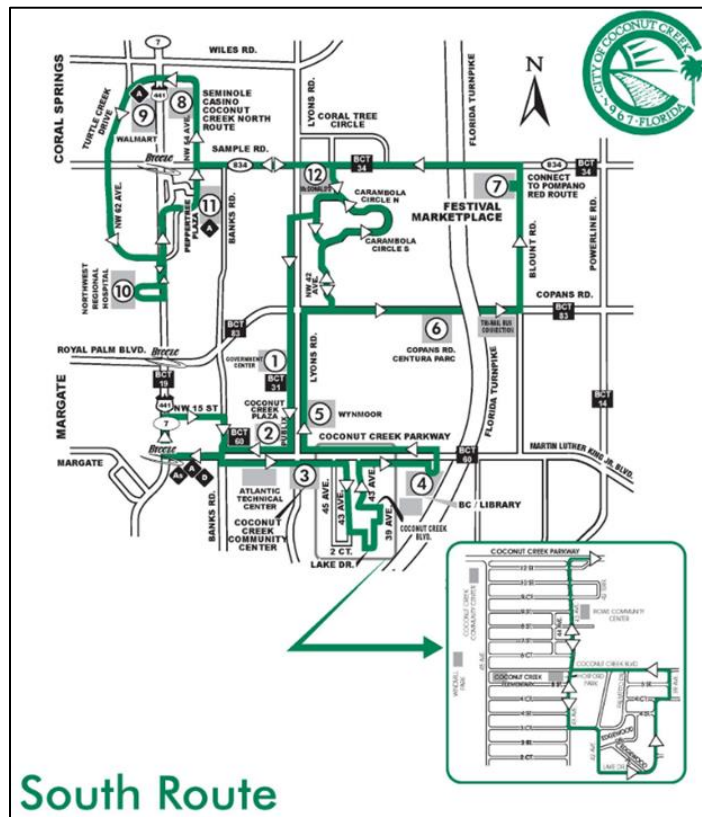
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South Route

The South Route operates Monday through Friday between 6:30 AM and 6:20 PM. Service is not operated on Saturdays, Sundays, or Holidays. The route operates on a 60-minute service frequency with assigned stops and provides connections to area destinations such as schools, community centers, medical centers, shopping plazas, and residential neighborhoods. The route also provides connections to BCT routes (19, 31, 34, 60, 83 US 441 Breeze), the City of Margate Route A-As, and the Coconut Creek North Community Bus Service.

- Major stops on this service include:
 - Broward College North Campus
 - North Regional/Broward College Library
 - Coconut Creek High School
 - Atlantic Technical College
 - Festival Marketplace
 - Butterfly World
 - Seminole Casino at Coconut Creek
- Coconut Creek Community Center
 - Coconut Creek Government Center
 - Wynmoor
 - Northwest Medical Center
 - Peppertree Plaza Winn Dixie

Figure 3: South Route



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Ridership by Route

Ridership information for multiple months were obtained from the City of Coconut Creek and reviewed to determine the number of trips per revenue hour. Ridership by route is detailed below for the three existing City of Coconut Creek routes (**Table 1**). A comparison of the performance between 2021 and 2022 is shown in **Table 2**. Note that Table 2 combines the North and South Route trips per revenue hour to be consistent with how this data is displayed in the Transportation Monthly Report FY 2022 from the City of Coconut Creek.

Table 1: Trips Per Revenue Hour

Route	March 22'	July 22'	September 22'	Average
Butterfly Express	5.3	4.0	5.3	4.9
North	2.9	1.1	2.1	2.0
South	3.6	3.4	3.8	3.6

Table 2: Trips Per Revenue Hour YTD

Route	2021	2022
North and South Route	2.2	2.96
Butterfly Express	2.7	5.6

BCT Community Shuttle Service Standards

BCT's Community Shuttle Program is a collaborative transit service that operates with Broward County's municipalities. The program improves county-wide mobility and connectivity by providing new and expanded community shuttle service, using Transportation surtax funding. The partnership is bound by an Interlocal Agreement (ILA) in which the County provides funding and propane-fueled buses to the municipalities and the municipalities operate a pre-defined local fixed route shuttle service with designated bus stops in their communities. Coconut Creek currently operates their North and South route shuttles with this program. The standards by which they prioritize their funding is shown in the table below (**Table 3**).

For the lowest priority, the trips per revenue hour or passenger per revenue hours (PPRH) range is 7.1 – 10. Currently, the North and South routes do not meet this requirement. For the year of 2022, the North and South routes average was 2.96 PPRH.

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Table 3: BCT Community Shuttle Eligibility Criteria and Priority Standards

Applicant Tier	Frequency	Connectivity	Ridership
High Priority	30 minutes or less	Two (2) or three (3) transit connections	15.1 – 20 PPRH
Medium Priority	31 - 45 minutes	One (1) transit connection	10.1 – 15 PPRH
Low Priority	46 - 60 minutes	Zero (0) transit connection	7.1 – 10 PPRH

Source: Broward County Community Shuttle Program Eligibility Criteria (2022)

Broward County Transit Service

Broward County Transit (BCT) is the major public transportation provider for Broward County. BCT provides public transportation services throughout Broward County, with Fixed-route and Express bus services that include 42 weekday routes, 33 Saturday routes, and 32 Sunday routes.

In the City of Coconut Creek, BCT operates seven (7) Fixed-route and one (1) Express bus service route operate to include numerous stop locations on roadways and at various local activity centers. The following table provides an overview of those BCT routes in operation today throughout Coconut Creek today. The routes overlap Coconut Creek’s trolley routes. BCT service allows for connection to points outside of city service and facilitates trips that are outside of the City of Coconut Creek. Additionally, BCT connections to various points of local interest are identified as well as service characteristics (days of service, service span, service frequency) for each BCT route ([Table 4](#)).

- The main takeaways from the BCT service are:
 - Major duplication of service especially with the Butterfly Express Route
 - Longer service hours than the city service
 - More frequent service and shorter headways

Figure 4 displays the overlap of the BCT and Coconut Creek routes. Focused operating environment maps are provided in [Appendix A](#).

BCT has a Transportation Options (TOPS) program, which includes their Paratransit and Bus Pass programs. TOPS is a shared ride service and operates from door-to-door. This program offers customers automated systems to review or cancel existing trips, check trip window time, and for some customers, schedule new trips. The one-way fare per trip is \$3.50 and must be paid to the driver upon boarding the vehicle.

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Table 4: BCT Route Overlap

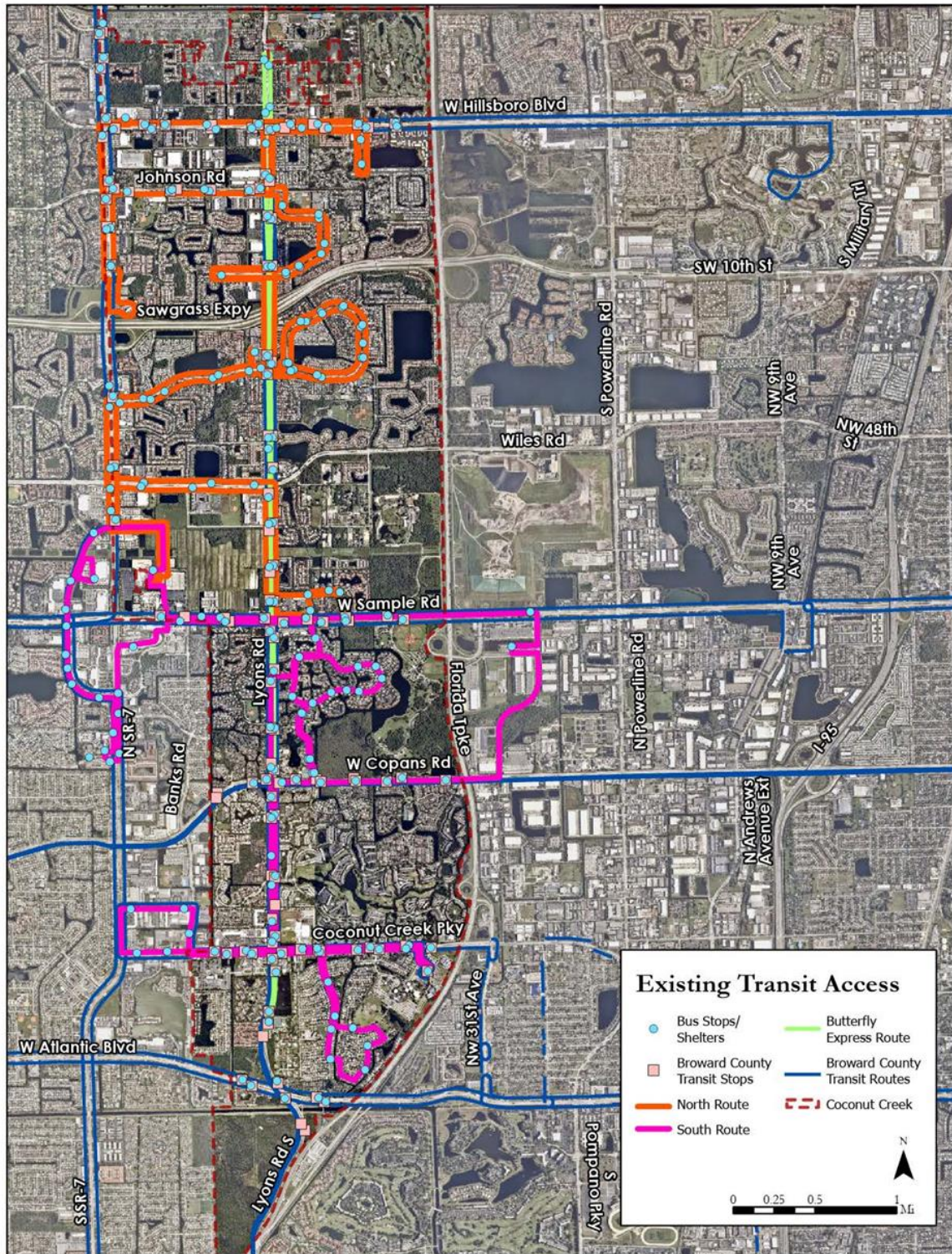
Route Number	Street	Points of Interest in or Near City of Coconut Creek	Days of Service	Service Span	Frequency
19	SR 7	Northwest Medical Center	Full Week	Mon-Fri: 4:35 AM – 11:41 AM Sat: 5:00 AM – 11:15 PM Sun: 6:04 AM – 10:06 PM	Mon-Sat: 20 min Sun: 30 min
		Aldi			
		Walmart Supercenter			
31	Lyons Road	Promenade at Coconut Creek Mall	Full Week	Mon-Fri: 5:30 AM – 10:50 PM Sat: 5:30 AM – 11:45 PM Sun: 6:30 AM – 10:30 PM	Mon-Fri: 20/30 min Sat: 30 min Sun: 40 min
		Walmart			
		Broward College North			
		Atlantic Vocational Center			
34	Sample Road	Butterfly World	Full Week	Mon-Fri: 5:00 AM – 11:00 PM Sat: 5:40 AM – 10:45 PM Sun: 8:00 AM – 8:50 PM	Mon-Fri: 20 min Sat: 40 min Sun: 50 min
		Coconut Creek Casino			
		Festival Marketplace			
		Tradewinds Park (North and South)			
42	Atlantic Blvd	Fern Forest Nature Center	Full Week	Mon-Fri: 5:40 AM – 10:35 PM Sat: 5:40 AM – 10:30 PM Sun: 8:45 AM – 7:50 PM	Mon-Fri: 40 min Sat: 60 min Sun: 60 min
		Walmart Supercenter			
		Coral Square Mall			

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48	Hillsboro Blvd	Walmart	Mon-Sat	Mon-Fri: 5:40 AM – 8:50 PM Sat: 6:15 AM – 8:50 PM	Mon-Fri: 35/40 min Sat: 35/50 min
		Deerfield Mall			
60	Coconut Creek Parkway	Atlantic Technical College	Full Week	Mon-Fri: 5:15 AM- 11:20 PM Sat: 5:20 AM- 11:00 PM Sun: 9:30 AM - 8:45 PM	Mon-Fri: 30 min Sat: 35 min Sun: 55/60 min
		Broward College North Campus			
		Northeast Transit Center			
83	Royal Palm Blvd	Towne Shoppes of Margate	Full Week	Mon-Fri: 5:38 AM – 9:30 PM Sat: 6:15 AM – 8:45 PM Sun: 9:00 AM – 7:45 PM	Mon-Fri: 40 min Sat: 60 min Sun: 60 min
		Broward Health Coral Springs			
		Home Depot			
US 441 Breeze	US-441	Coconut Creek Casino	Mon-Fri	4:50 AM – 9:25 PM	30 min

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Figure 4: Existing Transit



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Operating Environment

To evaluate the existing conditions, the operating environment was studied to identify demographic changes, existing and future land use, planned development/redevelopment projects, and capital improvement projects. The following sections summarize existing land use and demographic information of Coconut Creek compared to Broward County, transit propensity, and jobs and employment.

Existing Land Use

The City of Coconut Creek's existing land use was analyzed to target areas for the transit master plan. The primary land use consists of high-density residential areas (35.7%), followed by bodies of water (10.0%) and wetlands (8.5%). **Table 5** provides the acreage for each land use within the City boundary, and its approximate percent coverage. **Figure 5** on the following page illustrates existing land use categories for the City of Coconut Creek.

Table 5: Existing Land Use Coverage

Land Uses	± Acres	Percent Coverage (%)
Commercial and Services	482	6.4
Utilities	52	0.7
Open Land	56	0.7
Industrial	172	2.3
Institutional	487	6.4
Agriculture	193	2.6
Recreational	514	6.8
Residential, High Density	2,707	35.7
Residential, Low Density	177	2.3
Residential, Medium Density	558	7.4
Water	758	10.0
Transportation	470	6.2
Upland Forest	306	4.0
Wetland	640	8.5

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Figure 6 on the following page illustrates the operating environment to include the BCT route network and the existing Coconut Creek trolley service network. The figure also provides an overview of the existing operating environment of the city to include points of interest and various activity centers located throughout the City limits.

Demographic Information

The trolley service area spans the City's area of approximately 12 square miles. Within this area there is an approximate population of 58,500 individuals and 24,400 households. Key demographic and socioeconomic characteristics associated with evaluating transit dependency include households with a disability, zero-cars, low-income and individuals over 65 years old and under 16 years old. A breakdown of this data for the population of the City of Coconut Creek includes the following (ESRI Business Analyst):

- 24% of households have an individual with a disability
- 6% of households do not have a vehicle
- 9% of households are below the poverty level
- 22% of the population is 65 years of age or older

A comparison of these demographic characteristics compared to those for Broward County is provided in **Table 5**. Of importance is to note that the City of Coconut Creek exceeds the county demographics for residents over the age of 65, percent of households with a disability while being equal for zero-car households.

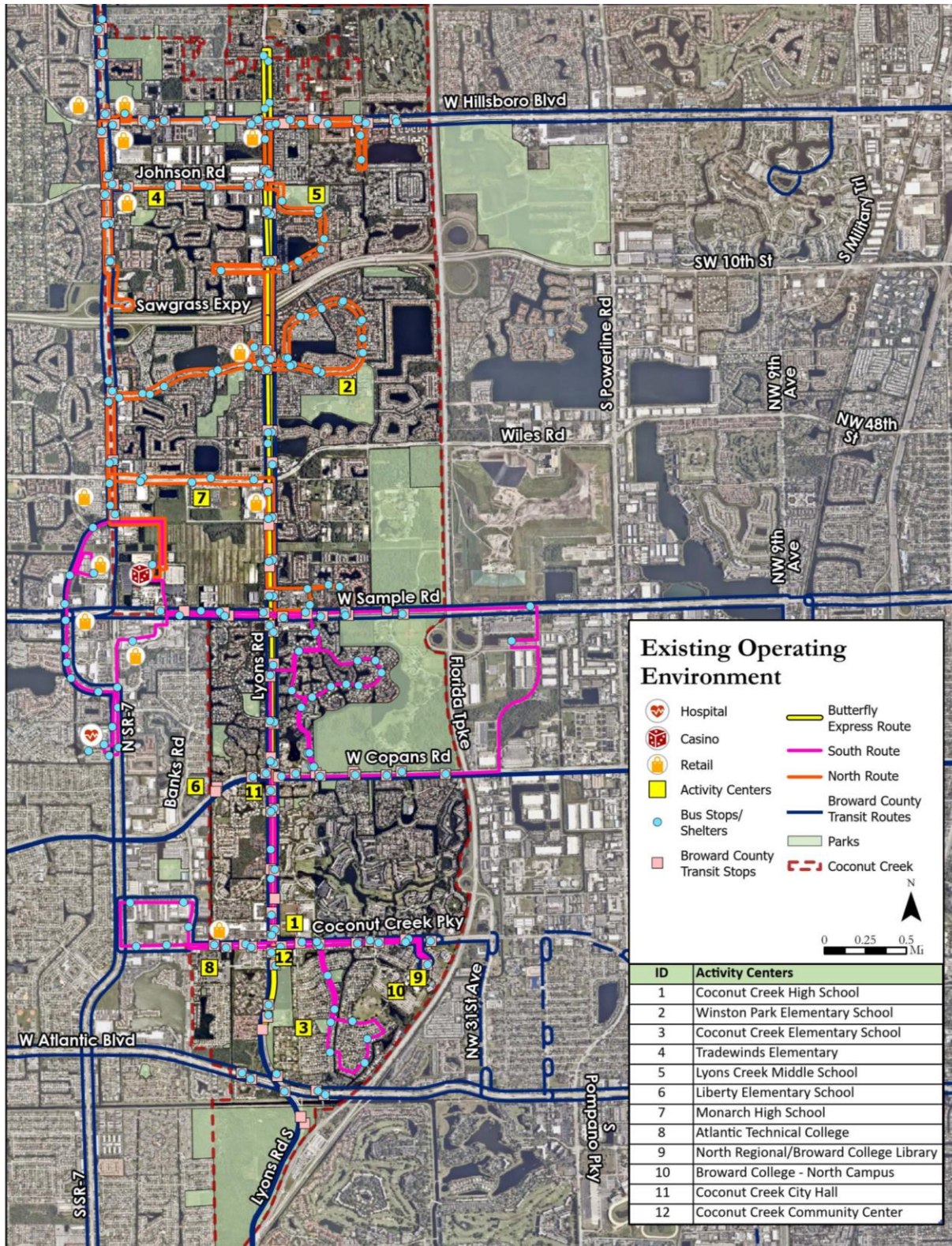
Table 5: Demographic Comparison

Demographic Characteristic	City of Coconut Creek	Broward County
Total Population	58,464	1,979,181
Percent of Population 65 Years or Older	22%	19%
Total Households	24,380	769,237
Percent of Households with a Disability	24%	20%
Percent of Zero-Car Households	6%	6%
Percent of Households Below Poverty Level	9%	12%

Source: ESRI Business Analyst At-Risk Population Report (2022)

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Figure 6: Transit Route Overview





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Overall Transit Propensity

The demographic data was reviewed geographically across the City of Coconut Creek to determine where higher densities of transit dependent populations are present to understand areas with the highest transit propensity in Coconut Creek. Transit propensity is an evaluation of demographic and economic criteria used to identify areas where demographic data indicates a higher likelihood for the population to use or rely on transit more than other modes of transportation. Thus, these populations and areas are more likely to support transit.

A transit propensity evaluation was conducted as an assessment of population groups that are typically reliant on public transit for their mobility needs. Transit propensity variables and definitions used for the analysis in Coconut Creek are provided in **Table 6** along with a summary of transit propensity characteristics in the City. **Figure 7** provides an overview of overlapping transit propensity characteristics including zero car household density, low-income household density, aging household density, and density of households with children.

The data in **Figure 7** is presented by Census block group. The areas with the most overlapping transit propensity characteristics in the City of Coconut Creek are the area bounded by West Copans Road, Lyons Road, Coconut Creek Parkway, and the Florida Turnpike and the area bounded by Lyons Road, Coconut Creek Parkway, State Road 7 (SR-7), and the Cypress Creek Canal (**Figure 7**).

Additional transit propensity analysis and population density graphics are provided in **Appendix B**.

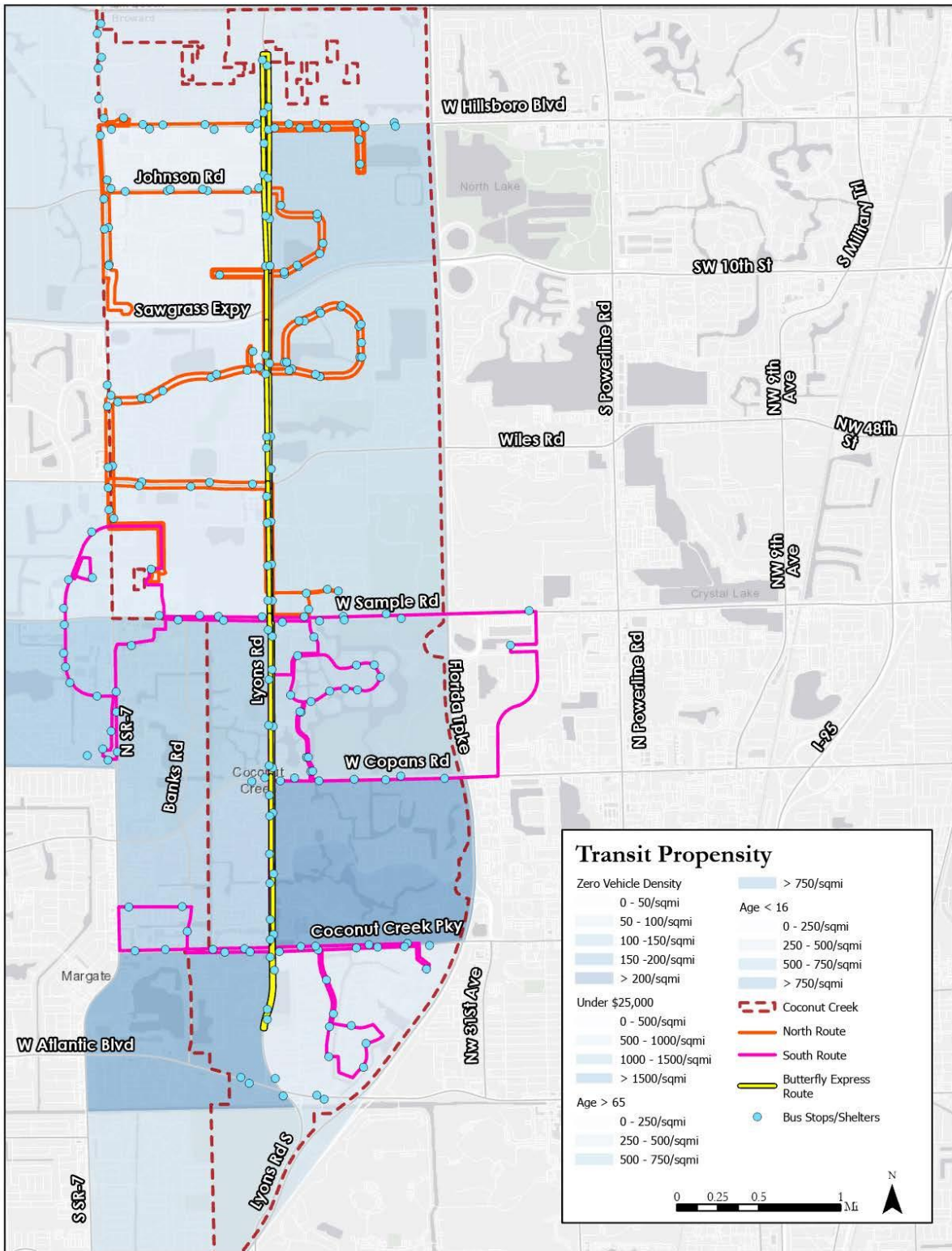
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Table 6: Demographic Variables

Variable	Description	Characteristics in Coconut Creek
Low-Income Population	Density of low-income households (under \$25,000 annual income)	<ul style="list-style-type: none"> • Highest density of low-income households (>1,500 households per square mile) in one block group • One block group with low-income household density of 1,000 – 1,500 households per square mile • Two areas with low-income household density of 500 – 1,000 households per square mile • The remaining part of City has a low-income household density of 0 – 500 households per square mile (same block group with the highest population density ->10 persons per square mile)
Zero-Vehicle Household	Density of zero-vehicle households	<ul style="list-style-type: none"> • Highest density (>200 per square mile) of zero-vehicle household in two block groups in the southern portion of the City • Most of the City has a zero-car household density of 0 – 50 households per square mile or 50 – 100 households per square mile
Aging Households	Density of households with aging populations (older than 65 years old)	<ul style="list-style-type: none"> • Highest density (>750 households per square mile) of aging households is in three block groups • One of the block groups is the same block group as highest zero-vehicle household density and low-income household density
Households with Children	Density of households with children (Younger than 16 years old)	<ul style="list-style-type: none"> • Highest density (>750 households per square mile) of households with children in the block group bounded by W Hillsboro Blvd, Lyons Road, and Sawgrass Expressway

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Figure 7: Transit Propensity



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Jobs and Employment

There are approximately of 2,400 businesses and 21,500 employees in the City of Coconut Creek. These businesses and employees largely are largely made up of service industry and retail jobs. The service industry businesses and jobs in the City of Coconut Creek are largely health care and amusement services. The retail trade businesses and jobs in the City of Coconut Creek are largely miscellaneous retail and restaurants. Coconut Creek’s employment density is around 15 jobs per acre, which falls under the local bus 30–60-minute service (**Figure 8**). The household density is approximately four (4) households/acre, which constitutes a local bus 60-minute service (**Figure 9**). Since the development of the employment and housing density maps (**Figures 10-13**), there has been new residential growth targeted.

Figure 8: Employment Density versus Mode Match

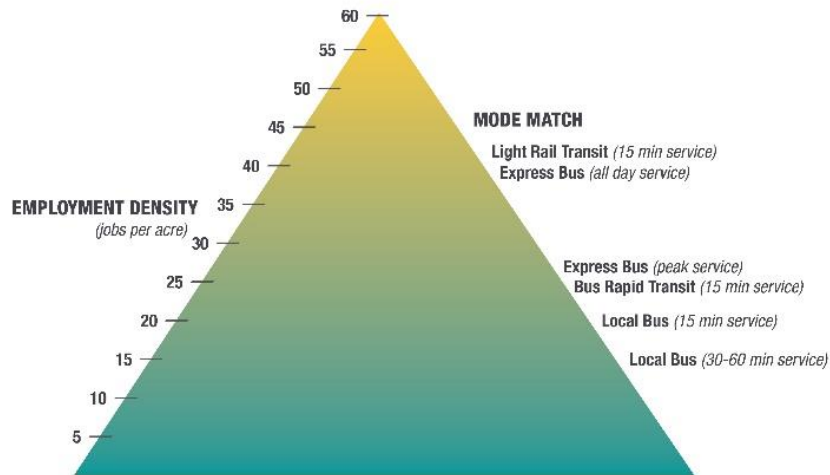
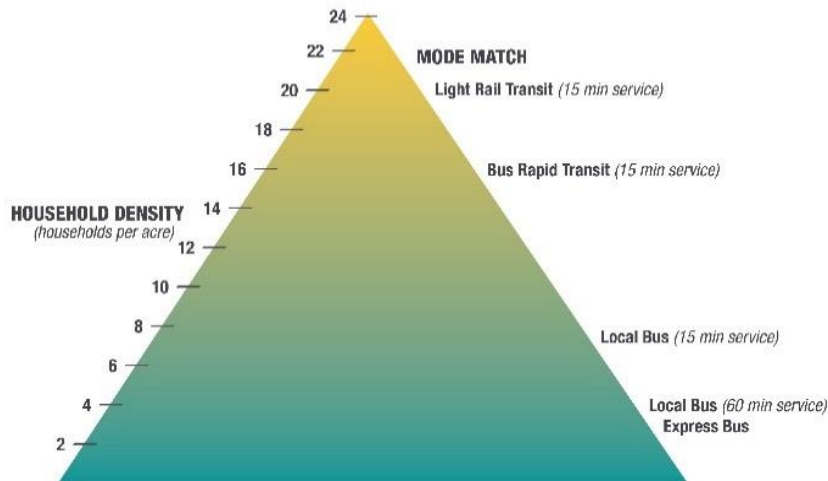


Figure 9: Housing Density versus Mode Match



Source: TCRP Report 167: Making Effective Fixed Guideway Transit Investments

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Figure 10: Employment Density (2015)

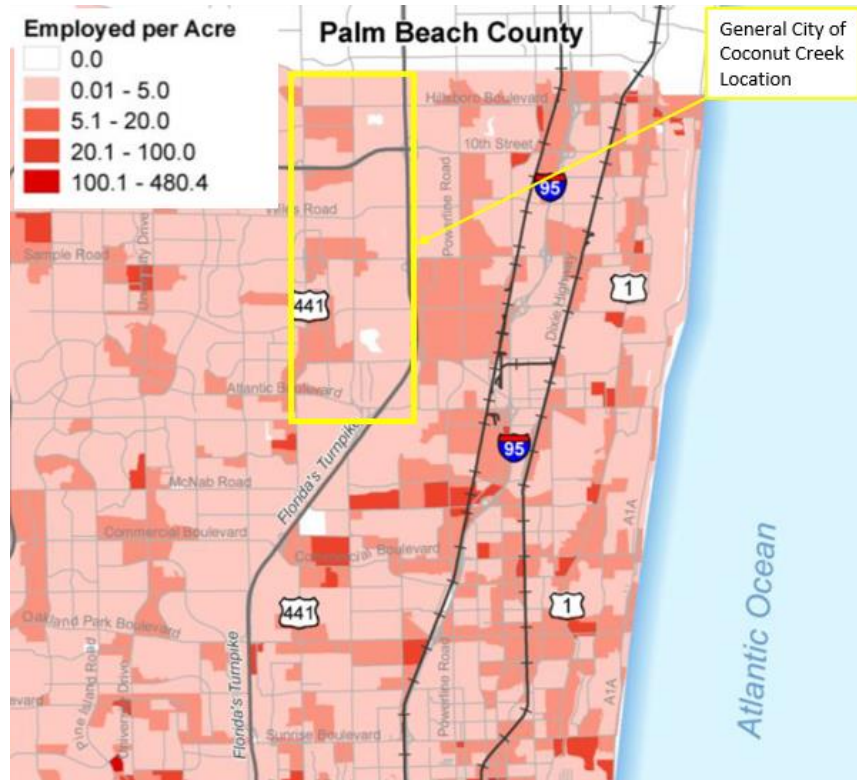
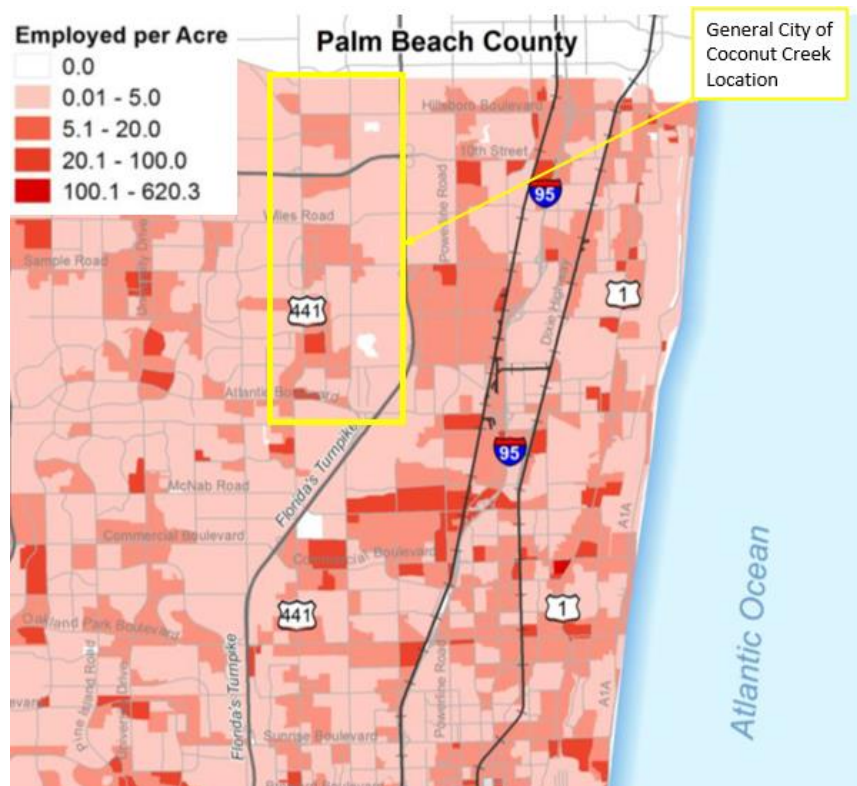


Figure 11: Employment Density (2045)



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Figure 12: Housing Density (2015)

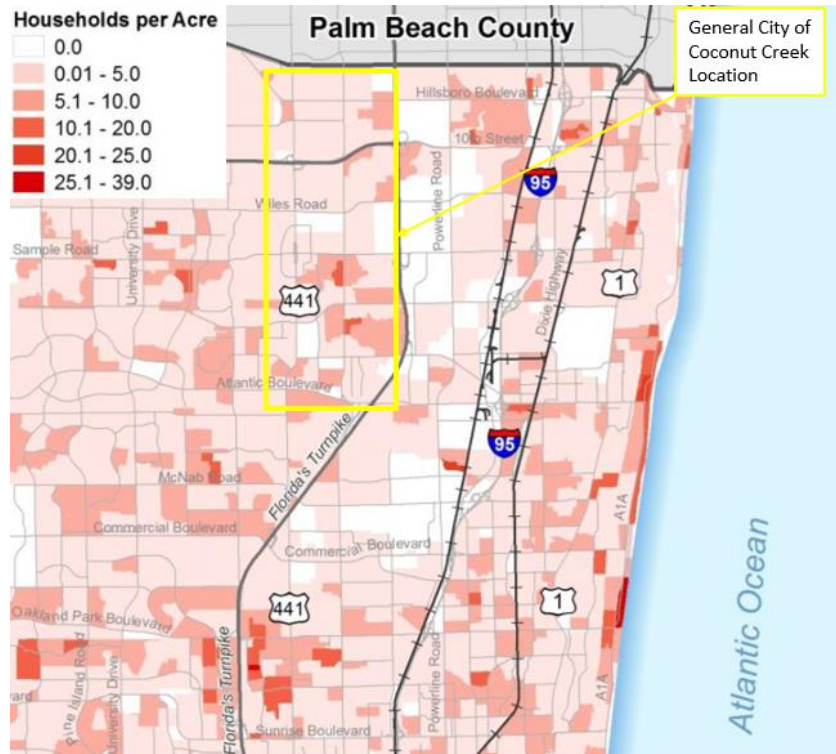
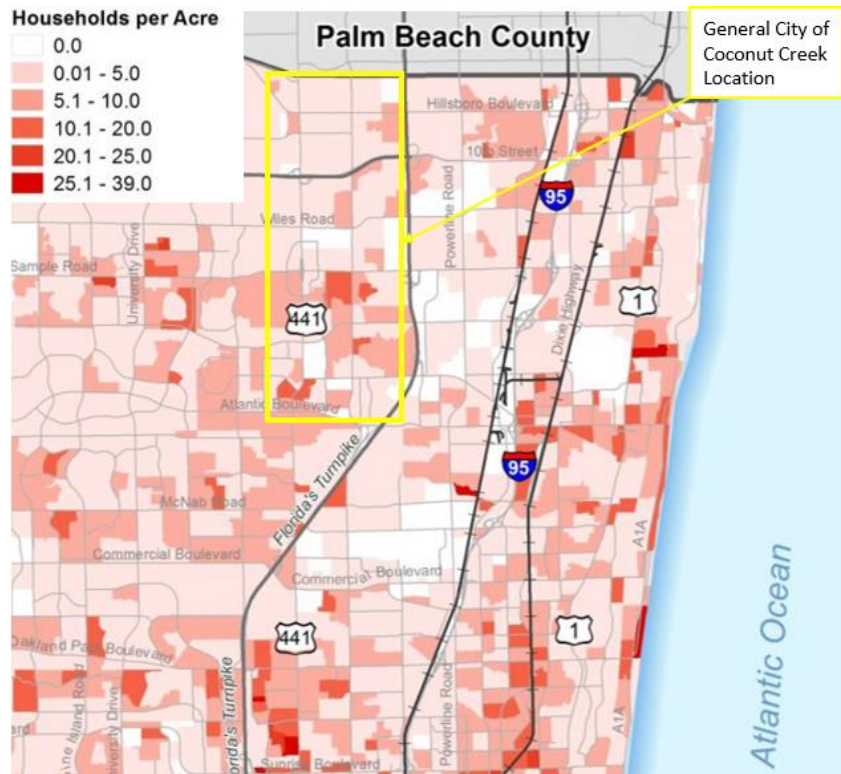


Figure 13: Housing Density (2045)



Source: 2045 MPO LRTP Socioeconomic Data Technical Report

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Land Use Plans, Multimodal Improvements and Development

The following tables summarize the land use plans/programs and multimodal improvements and development projects identified to inform this Transit Master Plan. Existing and future land use maps, adjacent to the current trolley routes, are available in **Appendix C**.

Table 7: Land Use Policies

Plan/Program/Study Reviewed	Plan/Program Overview
Comprehensive Plan (2007)	Contains maps, standards, guidelines, and policy statements. Long-range and comprehensive guide for growth development in the City.
MainStreet Project Area (2017)	Establishes the City’s vision for a mixed-use, downtown development in the center of Coconut Creek, bound by Wiles Road to the north, Lyons Road to the east, Sample Road to the south, and State Road 7 to the west. The intent of this document is to provide for the development of a sustainable, mixed-use downtown environment. The Promenade and the expansion of the Casino were built as part of this plan.
Coconut Creek Mobility Hub Master Plan	Broward Metropolitan Planning Organization (BMPO) is developing a Mobility Hub Master Plan for the City of Coconut Creek for the area east of SR 7, south of Wiles Road, west of Lyons Road, and north of Sample Road. Supports the City of Coconut Creek’s Comprehensive Plan (2007) and MainStreet Project Area (2017).
Hillsboro Boulevard Corridor	Focuses on economic development along the corridor and showcases the existing environmental preserve areas along and around the Hillsboro Boulevard.
City Trailways Master Plan	Develops a citywide trail network of safe, clean, pedestrian, bicycle, and equestrian paths and nature trails.

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Table 8: Multimodal Improvements and Development

Project	Project Detail	Overview	Status
Copans Road Sidewalk (Broward County Project)	Roadway Improvement Project	Broward County Project to create a 5ft wide concrete sidewalk on the north side of Copans Rd, between NW 42nd Ave and the Tradewinds Park path entrance.	Completion expected July 1, 2022.
Comprehensive Streets Phase 2	Roadway Improvement Project	A four-phase project that will mill and resurface 46 miles of local City streets. Phase 2 is comprised of 7.3 miles of streets between Coconut Creek Parkway and Sample Road.	This project is currently waiting on funding from the Broward County 1% Surtax.
Vista Gardens - 5011 W Hillsboro Blvd	Commercial Development	Provides over 7,700 square feet of event space.	Approved for Development
Marketplace - 4301 W Hillsboro Blvd	Improvement and Development Project	Phased master redevelopment of the plaza, with major façade and site renovations. New shopping options to area residents.	Approved for Development
Village of Marbella (Coconut Creek Mainstreet Project Area) – 4811 W Sample Rd	Development Project	Residential and Hotel units in the Mainstreet Project area.	Approved for Development
Eden Casa Grande at Coconut Creek – 570 Garden Ln	Development Project	Residential units south of Broward College North Campus.	Approved for Development
John’s Farm – North of Sample Road	Development Project	No current site plan approvals. Future development proposals will be reviewed consistent with City requirements including public hearings.	Proposed/Under Review



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Situation Appraisal

The City of Coconut Creek Transit Master Plan will serve as a blueprint for public transportation within the City. To that end, an appraisal of situational factors that impact transit service operations within the City are presented. That situation appraisal is summarized in a series of key takeaways which are drawn from information presented in preceding sections of this report. Key takeaways from the operating environment evaluation and market assessment include the following:

- **Population and Employment Density:** Land use within the City consists generally of low-density residential and low-intensity commercial development. Population and employment densities meet the thresholds for low-frequency bus service and do not meet threshold guidelines for cost-effective high-frequency bus services (i.e., every 30 minutes or better).
- **Redevelopment:** Through the City's MainStreet project, the City is working to develop a sustainable, mixed-use downtown environment. The Promenade and the expansion of the Casino were built as part of this MainStreet Project and the City continues to focus on developing similar pedestrian-friendly and mixed-use communities within the Project Area. Recently, the City approved a new development in the MainStreet Project area, the Village of Marbella, that will include approximately 2,000 residential units at a higher density than what is typically experienced throughout the City.
- **Mobility Hub Master Plan:** Development of this Master Plan aligns with the objectives of the MainStreet project. Implementation of the hub presents a strong opportunity to bolster public transportation and further realize the goals identified for the MainStreet project area.
- **Transit Propensity:** The transit propensity analysis reveals that concentrations of transit-dependent populations (i.e., elderly, youth, low-income, zero-vehicle households) are more prevalent in the southern part of the City with the largest concentration within a block group which contains the Wynmoor community. The propensity analysis correlates with ridership information which reflects higher ridership on the City's South Route.
- **Local and Regional Destinations:** There are multiple key destinations throughout the City for local and regional (i.e., trips starting outside of the City limits) travelers. These important trip anchors include the Seminole Casino, Butterfly World, Broward College-North Campus, The Promenade, and the Coconut Creek Community Center.
- **Regional Traffic:** Major east/west roadways are heavily utilized by regional traffic traveling through the City. These east/west roadways include Copans Road, Coconut Creek Parkway, and Sample Road. The roads function not as local or collector roadways, but more like arterial roadways where travels continue through the City without makes stops internal to the City limits.



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- **Broward County Transit:** BCT operates fixed route services on several major east/west and north/south corridors within the City. The BCT service functions as a trunk-line service which carries transit riders beyond the City limits and does not penetrate into the many neighborhoods and lower-density area where the current North and South routes connect to.
- **Competing Transportation Services:** The City is currently served by several transportation services which compete for bus riders. These include BCT, the Broward County Transportation Options (TOPS!) Program, and the Wynmoor Village Shuttle, among others. The existence of these service options further impacts the viability of traditional fixed-route services.
- **Ridership:** Existing services experience low levels of ridership. In fact, ridership on both the North and South routes has fallen below the BCT Community Shuttle Service Standards for the lowest priority level (i.e., between 7.1 and 10 passengers per revenue hour).
- **Existing Service Routing/Alignments:** The circuitous service alignments for the North and South routes reflect a coverage service model. For bus riders, the result is an indirect service pattern. This in turn can lead to longer trips and schedule confusion among riders and these elements can deter passengers from making use of the service.

Stakeholder Outreach

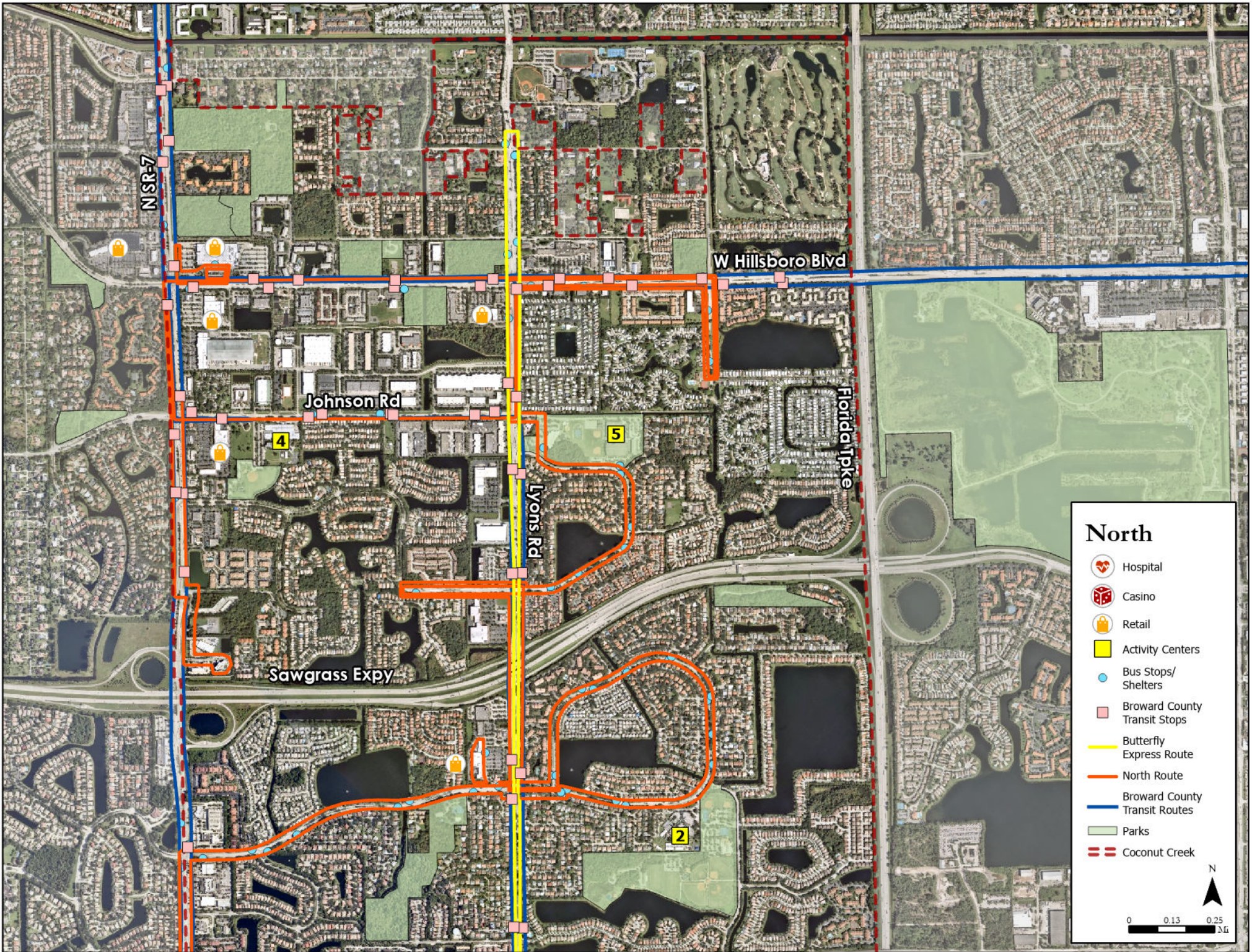
To ensure the needs and concerns of the community are addressed in this Transit Master Plan, there will be a stakeholder outreach program. Public outreach meetings will be conducted to inform residents and community stakeholders about the Transit Master Plan, and to gather input to incorporate into this plan. A meeting with the Coconut Creek Ambassador stakeholder group will be held, to allow for participation and dissemination of information to the community. Activities in these meetings may include surveys and questionnaires. In addition to meetings, stakeholder outreach may include social media, online engagement, and media relations as collaborated with City of Coconut Creek staff.

Transit Master Plan Workshop

A Transit Master Plan workshop was held on Tuesday, December 6, 2022, at the City of Coconut Creek City Hall Main Conference Room. The workshop discussed existing operating conditions, community demographics, BCT Community Shuttle Eligibility Criteria, ridership performance, transit service concepts, and master plan goals. The Transit Master Plan Workshop meeting summary is provided in [Appendix D](#).

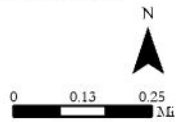
Appendix A

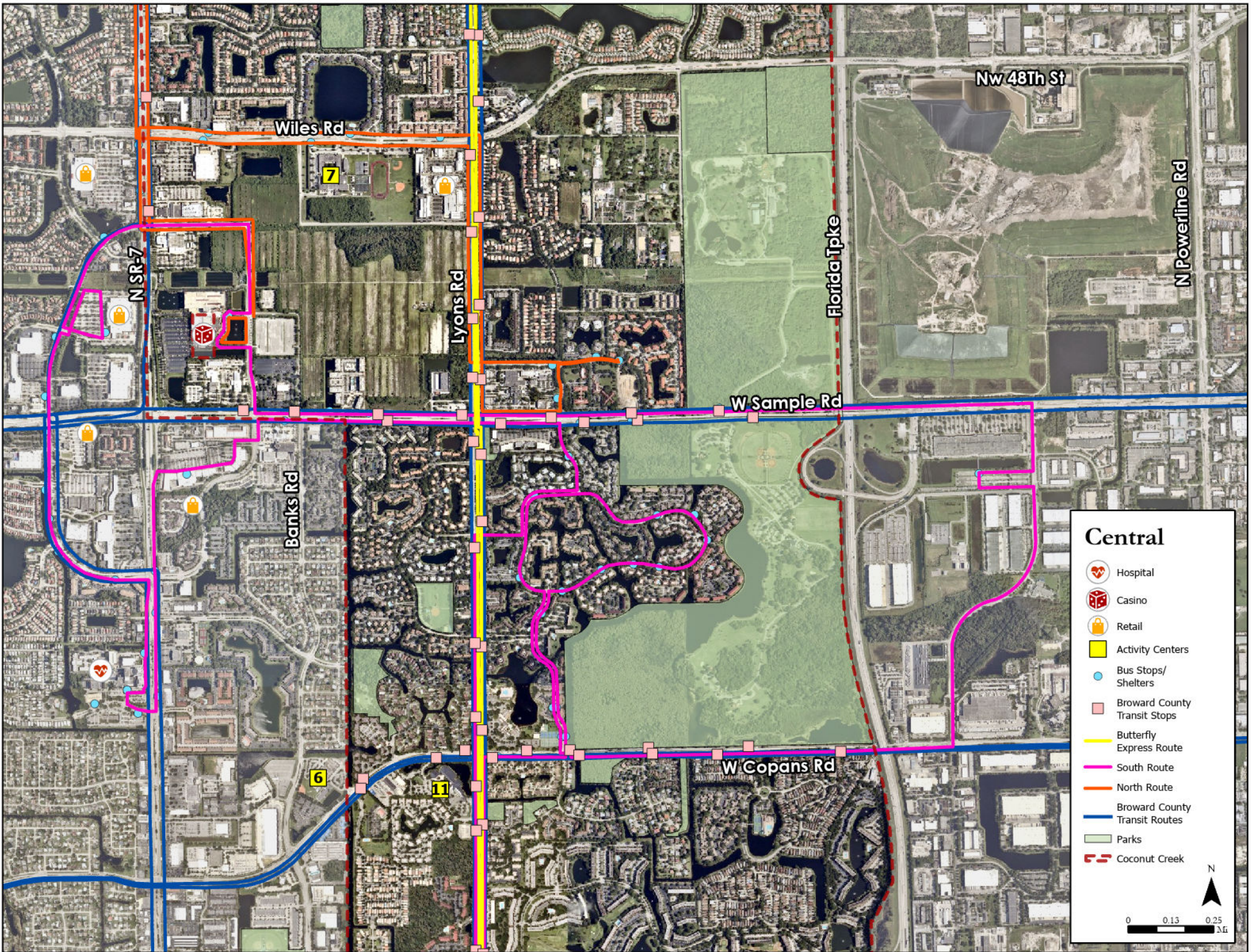
Focused Operating Environment Maps



North

-  Hospital
-  Casino
-  Retail
-  Activity Centers
-  Bus Stops/Shelters
-  Broward County Transit Stops
-  Butterfly Express Route
-  North Route
-  Broward County Transit Routes
-  Parks
-  Coconut Creek





Wiles Rd

Nw 48Th St

N SR-7

Lyons Rd

Florida Tpke

N Powerline Rd

W Sample Rd

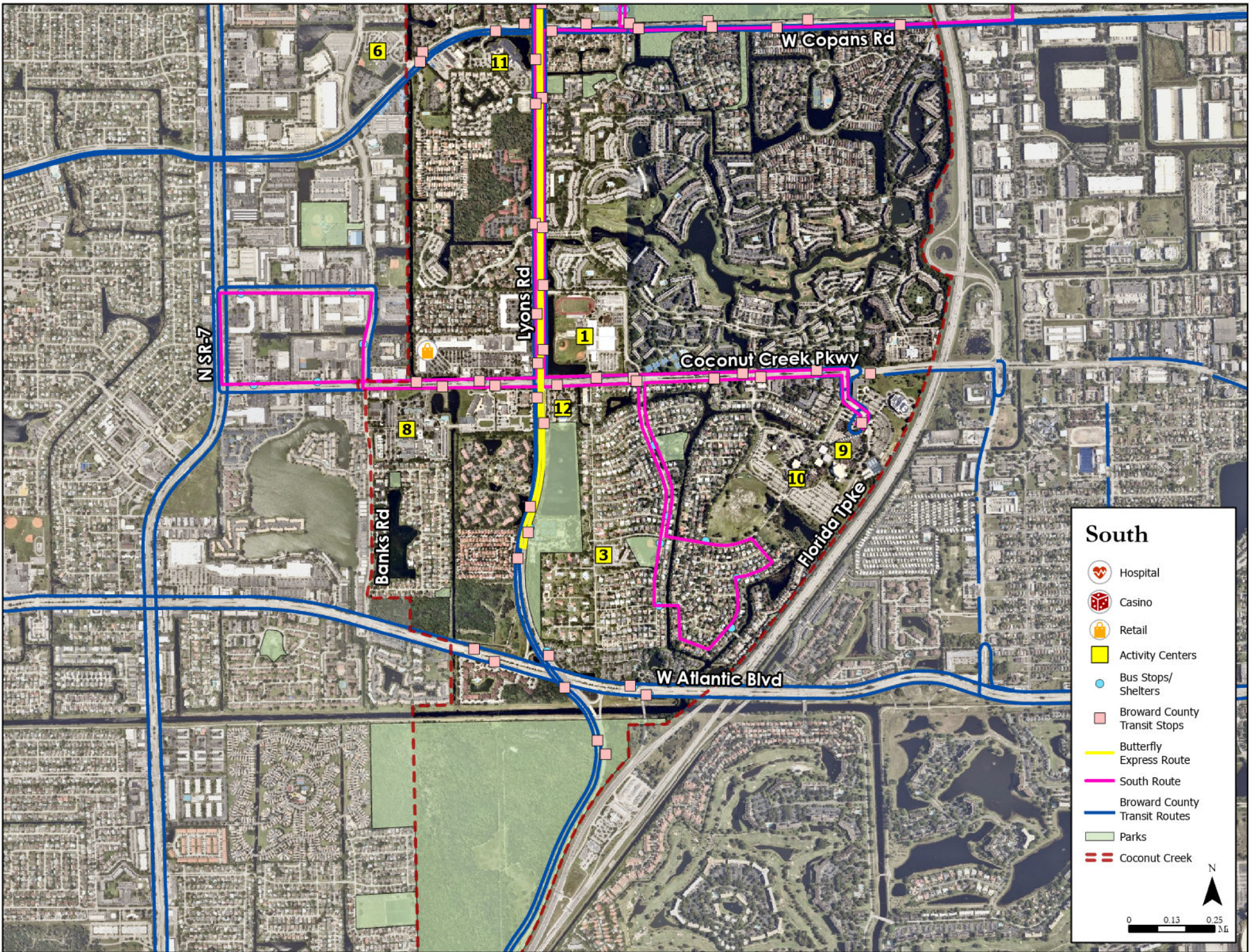
Banks Rd

W Copans Rd

6

11

7



W Copans Rd

Coconut Creek Pkwy

Florida Tpke

W Atlantic Blvd

Lyons Rd

Banks Rd

NSR-7

6

11

1

12

8

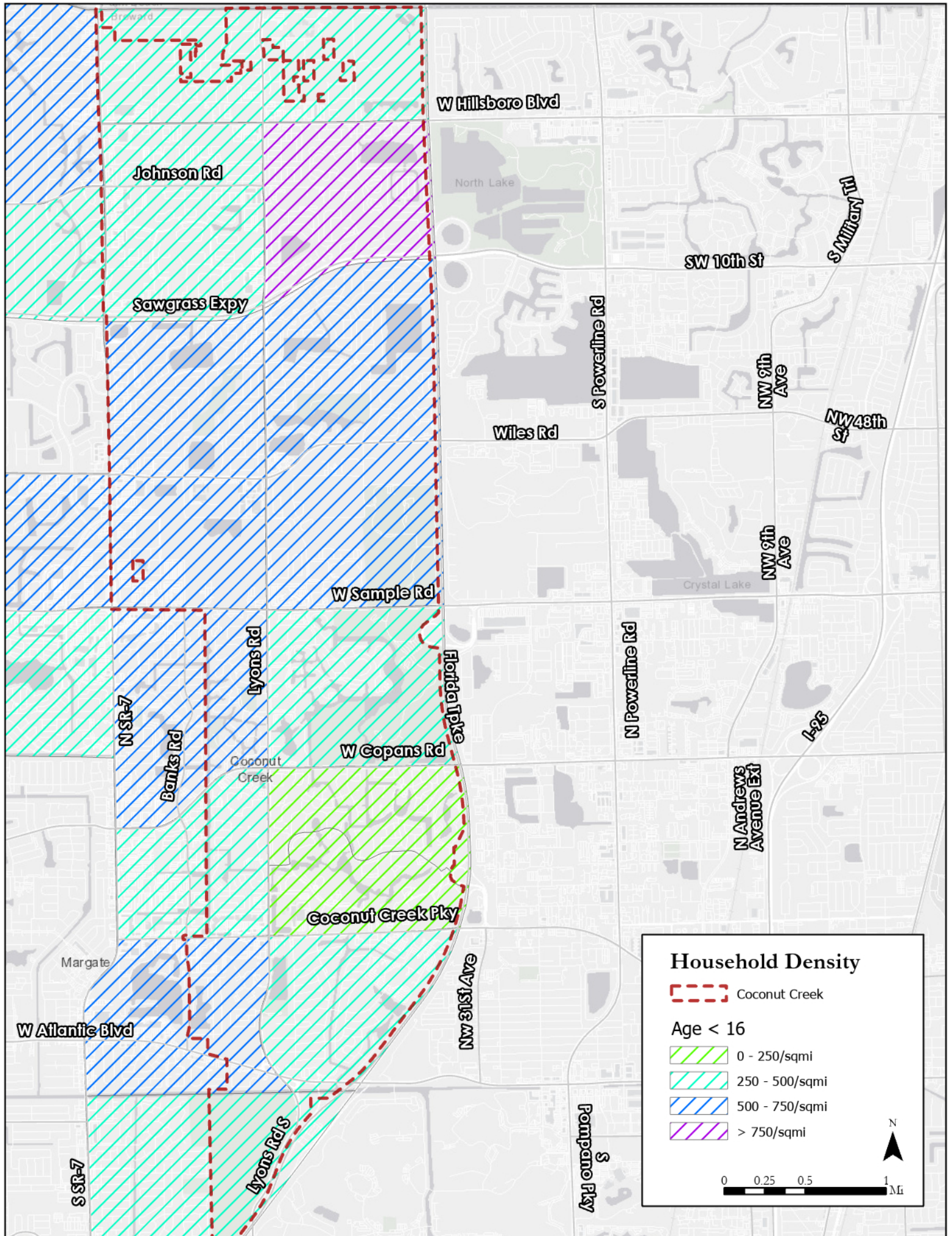
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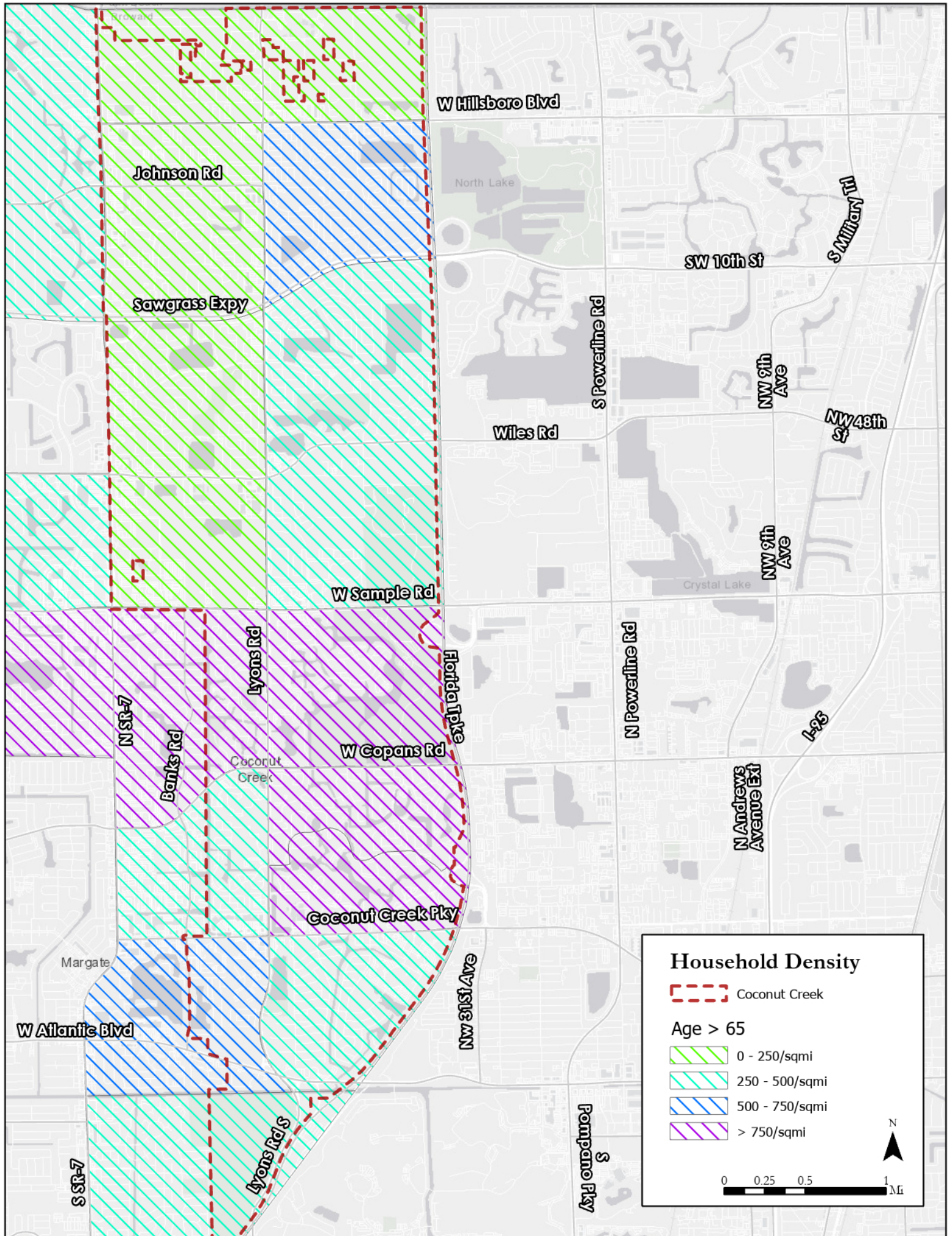
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9

Appendix B

Demographic Maps





W Hillsboro Blvd

Johnson Rd

Sawgrass Expy

W Sample Rd

W Copans Rd

Coconut Creek Pkwy

W Atlantic Blvd

Nw 31st Ave

Florida Turnpike

S Powerline Rd

North Lake

Wiles Rd

Crystal Lake

SW 10th St

NW 9th Ave

NW 9th Ave

S Military Trl

NW 48th St

N Powerline Rd

N Andrews Avenue Ext

I-95

N SR-7

Banks Rd

Lyons Rd

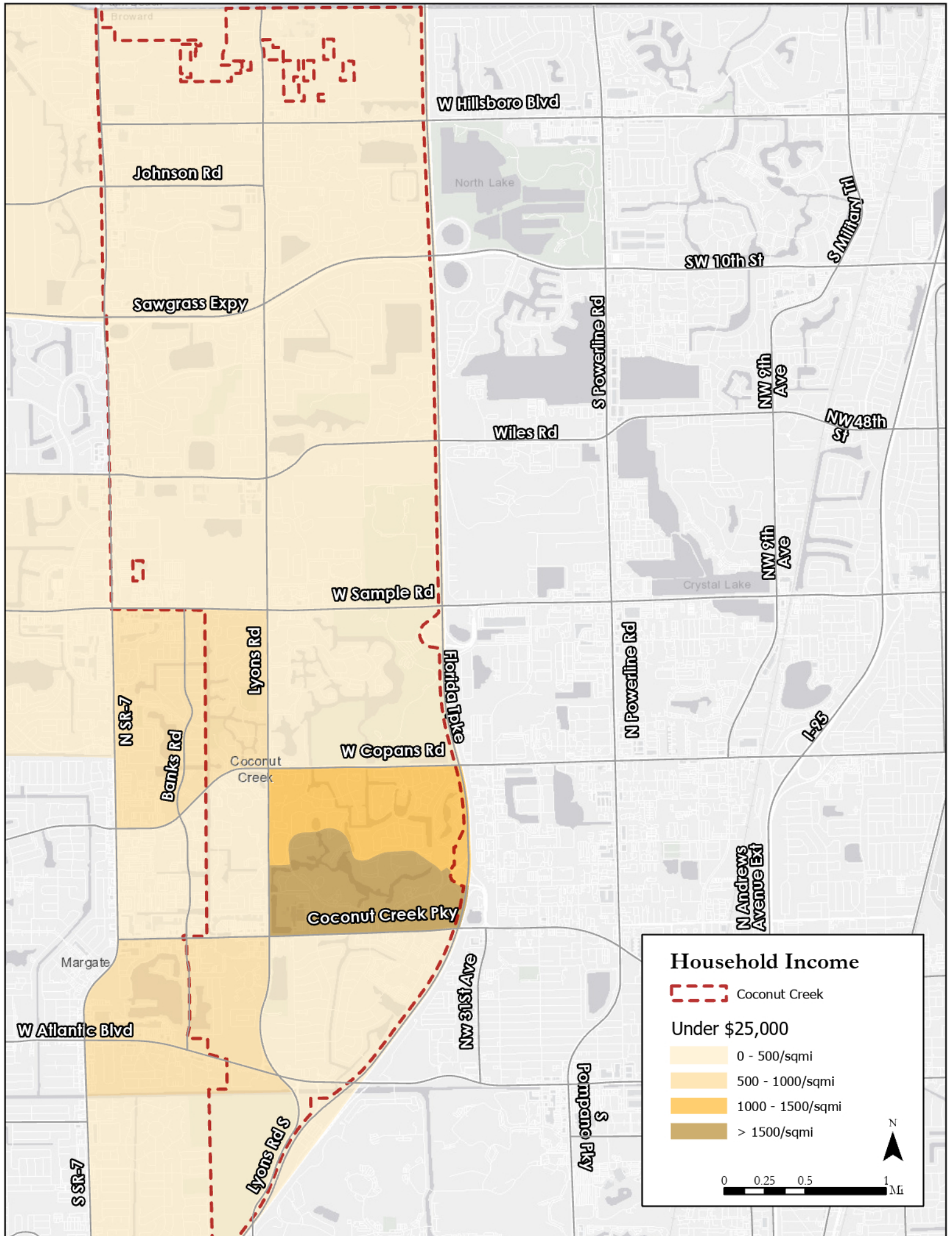
Coconut Creek

Margate

S SR-7

S Lyons Rd

S Pompano Pkwy



Broward

Johnson Rd

Sawgrass Expy

W Hillsboro Blvd

North Lake

SW 10th St

S Military Trl

S Powerline Rd

NW 9th Ave

NW 9th Ave

NW 48th St

Wiles Rd

Crystal Lake

W Sample Rd

Florida Turnpike

N Powerline Rd

I-95

N Andrews Avenue Ext

Margate

W Atlantic Blvd

S SR-7

Lyons Rd S

Pompano Pkwy S

N SR-7

Banks Rd

Lyons Rd

Coconut Creek

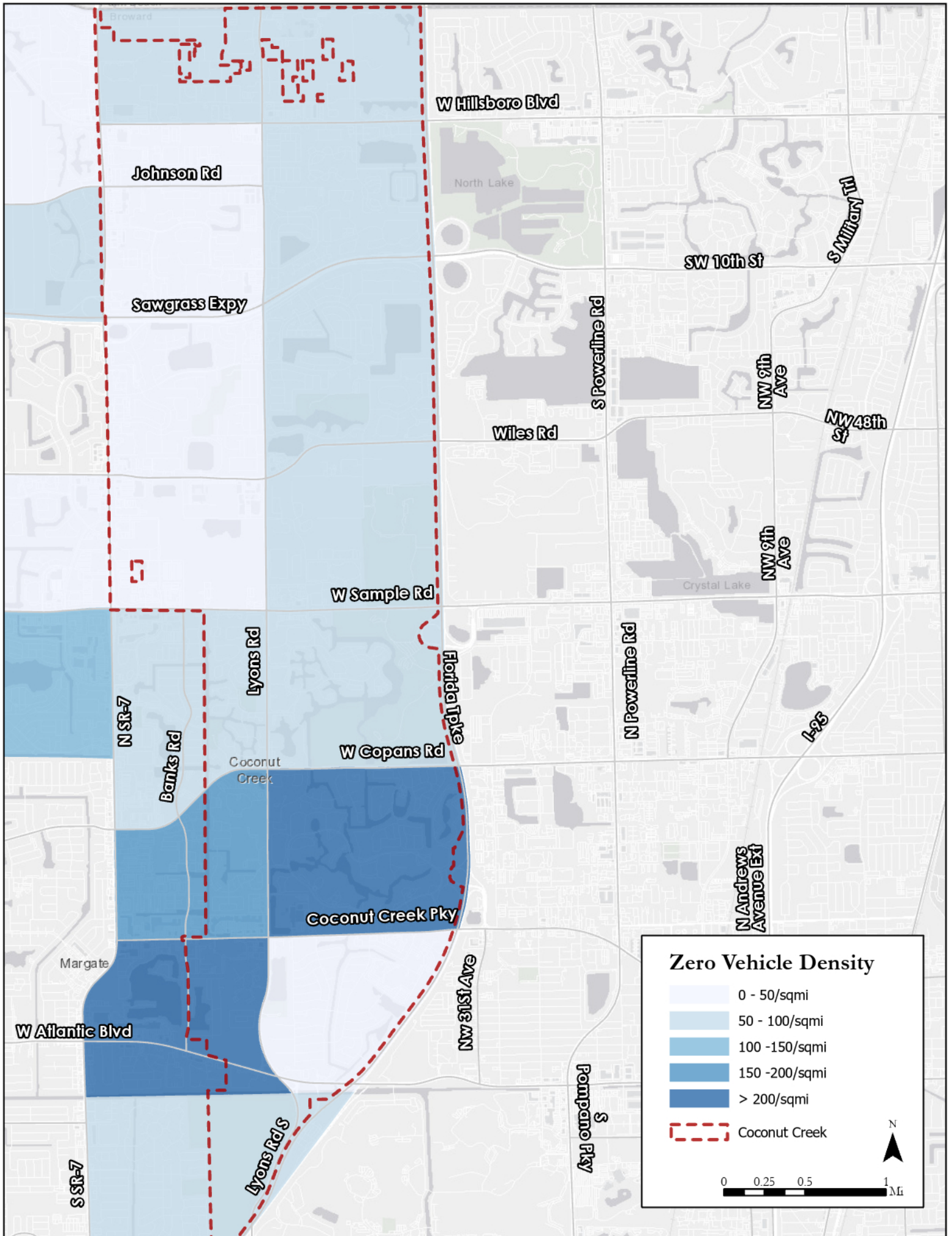
W Copans Rd

Coconut Creek Pkwy

Florida Turnpike

Nw 31st Ave

Pompano Pkwy S



W Hillsboro Blvd

Johnson Rd

Sawgrass Expy

North Lake

SW 10th St

S Military Trl

S Powerline Rd

NW 9th Ave

Wiles Rd

NW 48th St

W Sample Rd

Crystal Lake

NW 9th Ave

Lyons Rd

N Powerline Rd

N SR-7

Banks Rd

Coconut Creek

W Copans Rd

Florida Tpke

I-95

Coconut Creek Pky

N Andrews Avenue Ext

Margate

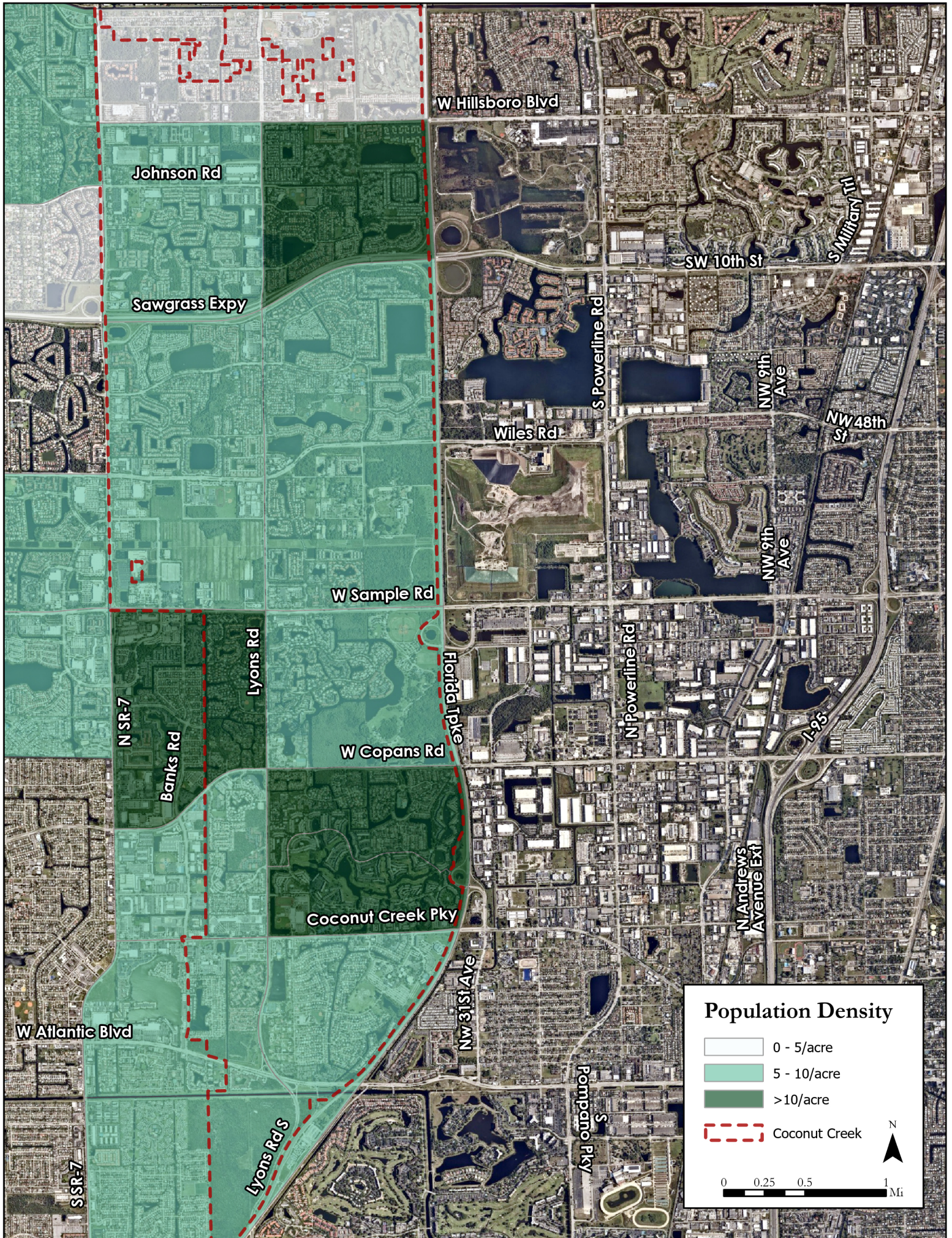
W Atlantic Blvd

Nw 31st Ave

Pompano Pky

S SR-7

Lyons Rd S



W Hillsboro Blvd

Johnson Rd

Sawgrass Expy

SW 10th St

S Military Trl

S Powerline Rd

NW 9th Ave

Wiles Rd

NW 48th St

W Sample Rd

NW 9th Ave

Lyons Rd

N SR-7

Banks Rd

W Copans Rd

Florida Tpke

N Powerline Rd

N Andrews Avenue Exit

I-95

Coconut Creek Pky

W Atlantic Blvd

NW 31st Ave

SSR-7

Lyons Rd S

Pompano Pky

Appendix C

Existing and Future Land Use Maps

City of Coconut Creek Future Land Use Map

Legend

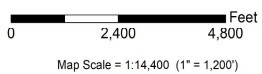
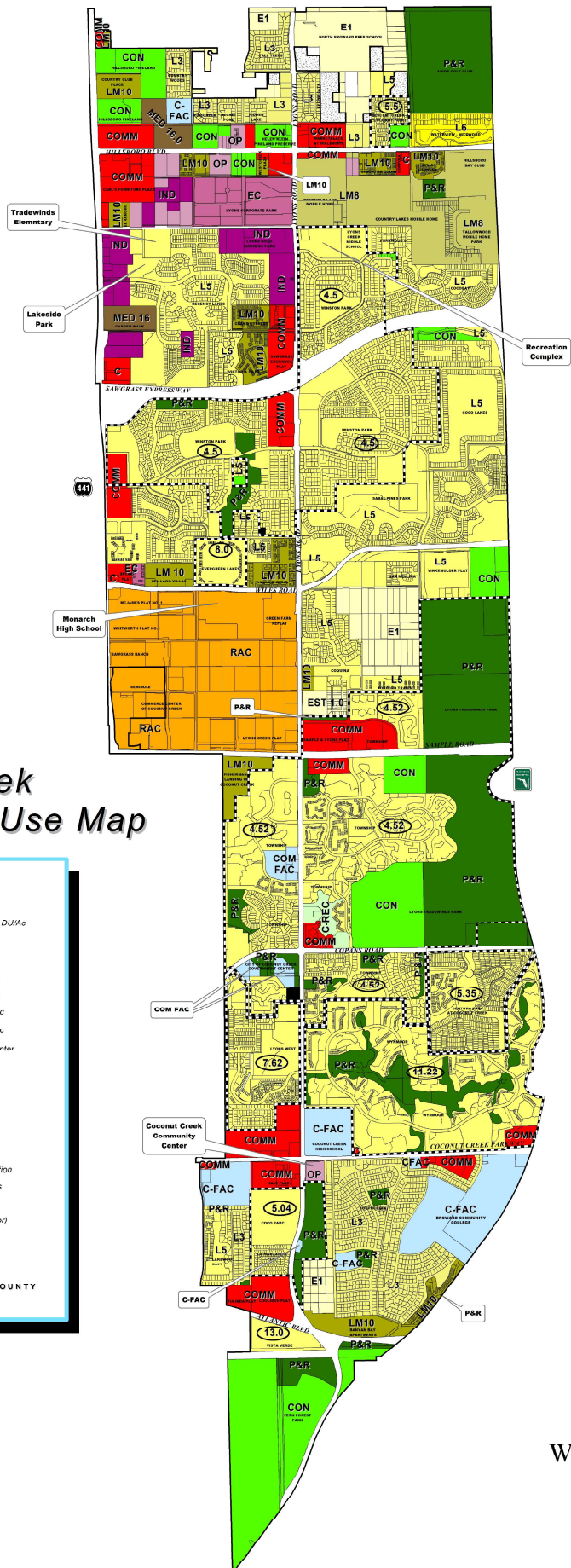
LAND USE

	EST 1.0	Residential Estate 1 DU/Ac
	LOW 3.0	Residential 3 DU/Ac
	LOW 5.0	Residential 5 DU/Ac
	LOW 6.0	Residential 6 DU/Ac
	LOW-MED 8.0	Residential 8 DU/Ac
	LOW-MED 10.0	Residential 10 DU/Ac
	MED 10.0	Residential 10 DU/Ac
	RAC	Regional Activity Center
	COMM (C)	Commercial
	IND	Industrial
	OP	Office/Professional
	EC	Employment Center
	P&R	Parks & Recreation
	CON	Conservation
	COM REC	Commercial Recreation
	COM FAC	Community Facilities
	U	Utilities
	T	Transportation (Major)
		Residential Irregular

CITY BOUNDARY

UNINCORPORATED BROWARD COUNTY

FLEX ZONE BOUNDARY



Graphics Designed & Prepared by: Information Systems Department / GIS Section
 Ken Brown, GIS Coordinator
 zoning Plans by: Department of Sustainable Development / Planning & Zoning Division Staff
 Liz Aguiar, Principal Planner
 Linda Whitman, Senior Planner
 Natasha Josiah, Planner
 Timothy Lathoo, Intern
 Revised: March 2019

Appendix D

Transit Master Plan Workshop

Meeting Summary

City of Coconut Creek Transit Master Plan

DATE: Thursday, January 12, 2023

LOCATION: City of Coconut Creek – City Hall Main Conference Room

TIME: 2:00 PM – 3:30 PM

MEETING TOPIC: Ambassador Preparation Meeting

Meeting Summary

- **Meeting Attendees**

- City of Coconut Creek: Jessica Cannon, Harry Mautte, Michael Righetti, Sheila Rose, and Scott Stoudenmire
- Broward MPO: Amanda Christon, James Cromar
- Kittelson: JP Weesner, Chris Romano
- Kimley-Horn: John Lafferty, Ashley Sackett, Ryan Suarez

- **Group Discussion**

- Discussed Ambassador Meeting logistics and materials needed
- Discussed climate resiliency introduction to presentation and timing (one-hour limit)
- Presented plan for survey questions and gathering public input at the Ambassador Meeting
- Discussed overlap with Broward MPO and Kittelson for the mobility hub
- Based upon input received the presentation will be adjusted to accommodate public participation

Action Item: Kimley-Horn to coordinate with BCT to get representation at the Ambassador Meeting

Action Item: Kimley-Horn to provide a draft presentation for the Ambassador Meeting to the city by February 16th, 2023

Action Item: City to provide any materials from the January 12th Resiliency Ambassador Meeting

- **Next Steps**

- Ambassador Meeting will be held on February 23rd (5:30 – 6:30 pm)
- The next Commission Meeting will occur on February 23rd (7 pm)
- Kimley Horn to submit an operating environment report at the end of January 2023