

TRANSPORTATION ELEMENT

Goal 3.0. With an emphasis on public transportation systems, maintain and, where feasible, improve Broward County's multimodal transportation system that serves local and regional movement of people and goods in a manner that provides for safety and security, convenience and energy efficiency; that promotes the reduction of greenhouse gas emissions; that coordinates and balances the transportation system with appropriate land uses, development, and sustainability of the environment; that is aesthetically pleasing; that is coordinated with adopted transportation plans, programs, neighboring counties and implementing agencies; that addresses the transportation needs of present and future populations; supports economic vitality; provides mobility choices; and provides for participation in regional transportation coordination. Meeting this goal will involve developing objectives and policies that support the facilities, hubs, and connectors associated with the Strategic Intermodal System (SIS) and those regional arterials and programs qualifying for Transportation Regional with adopted transportation plans, programs, neighboring counties and implementing Incentive Program (TRIP) funding.

SAFETY AND SECURITY

Objective 3.1. Broward County shall continue to participate in cooperative intergovernmental plans and programs that will continuously improve safety and security through 2011.

Policy 3.1.1. By 2011, Broward County shall provide enhanced safety and security measures on the County roadway network that reduce the percentage vehicle crashes per capita through implementation of, but not limited to, the following programs, activities, or actions:

1. Broward County shall continue to construct roadways and roadway improvements that meet or exceed safe design standards.
2. Broward County shall continue to maintain land development regulations that control the connections and access points of driveways and roads to roadways in compliance with the Broward County Land Development Code.
3. Broward County shall continue to implement traffic calming techniques, where appropriate.
4. Broward County shall continue to plan for, and accomplish, the timely evacuation of the Coastal High Hazard Areas prior to hurricanes.
5. Following hurricanes or any other natural or manmade disaster, Broward County shall, in coordination with the Florida Department of Transportation (FDOT), clear roadways and repair the traffic signal system and roadway signage within the County expeditiously.
6. Broward County and the Broward County Metropolitan Planning Organization (MPO) shall continue to monitor and annually identify those high accident-frequency locations on the county highway system with a safety ratio equal to or

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exceeding 2.0; continue to identify improvements to those high accident locations; continue to incorporate such improvements into the Transportation Improvement Program (TIP) as funds permit.

7. In cooperation with FDOT, Broward County shall continue to implement transportation system management strategies such as incident management strategies for handling crashes.
8. Broward County shall work with appropriate entities to improve debris removal from roadways.

Policy 3.1.2. Broward County shall provide a safe and secure public transit network through implementation of, but not limited to, the following programs, activities, or actions:

1. Maintain an adopted System Safety Program Plan (SSPP) that consists of safety considerations and standards for: management, vehicles and equipment, operational functions, driving requirements, maintenance, equipment for transporting wheelchairs, and training.
2. Continue to annually submit a safety certification to the FDOT verifying a SSPP has been adopted, that Broward County is in compliance with the adopted SSPP, and that safety inspections have been performed by a qualified entity at least annually.
3. Continue to provide transit service to assure the timely evacuation of the Coastal High Hazard Area prior to hurricane landfalls. Timely evacuation means evacuation operations shall commence four (4) hours after an evacuation order is issued by the County Mayor and shall be in effect approximately 6½ hours for Plan A (i.e., Category 1 and 2) and 12 hours for Plan B (Cat. 3), and Plan C (Cat. 4 and 5).
4. Return to full transit service as expeditiously as feasible following hurricanes and other disasters.
5. Continue the installation of security surveillance cameras at terminals and on buses.
6. Continue to monitor traffic incidents associated with paratransit services to assure the safety of its patrons.
7. Public transit safety shall be measured by the maintenance of the adopted SSPP and through the annual safety certification.

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Policy 3.1.3. By 2020, Broward County shall provide a safe bikeways network that reduces the injury rate from 39 to 34 per 100,000 and a safe pedestrianways network that reduces the injury rate from 61 to 57 per 100,000 through implementation of, but not limited to, the following programs, activities, or actions:

1. Broward County shall continue to maintain land development regulations requiring accessible sidewalks for new development and redevelopment.
2. Broward County shall continue to provide safety and other education training courses, and expand courses targeted at roadway users 16 years of age and older.
3. Broward County shall work with the appropriate jurisdictions and agencies to initiate a program to identify high frequency bicycle and pedestrian crash locations, to develop strategies for improving the safety of those locations, to adopt and implement those safety strategies.
4. Broward County and the MPO, shall facilitate the planning, development, and implementation of the Safe Routes to School Program projects and activities.

Policy 3.1.4. Broward County shall continue to work with other entities to provide safe and secure waterways and Port Everglades facilities through implementation of, but not limited to, the following programs, activities, or actions:

1. Broward County shall continue to provide safe, secure, and efficient vehicular and non-vehicular movement, off-street parking, and adequate access for service and emergency vehicles within the Port Everglades Jurisdictional Area.
2. Broward County shall continue to implement the Port Everglades Master Plan/Vision Plan, based on the prioritized need of the Port's business sectors.
3. Broward County shall continue to support the periodic dredging of the Port Everglades Entrance Channel, turning basins, and berths, and the dredging of other navigable waterways to assure appropriate water depths.
4. Broward County shall continue to coordinate the expansion plans recommended by the Port Everglades Master/Vision Plan and the Fort Lauderdale-Hollywood International Airport Master Plan to assure operational compatibility.
5. Broward County shall continue to implement appropriate security measures within the Port Everglades Jurisdictional Area.
6. Broward County shall continue to protect Port Everglades and other water dependent uses from incompatible land uses.

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7. Broward County shall continue to support the Coast Guard and other entities, where appropriate, to limit boat speeds, provide signage, and other actions designed to promote public safety.
8. Broward County shall continue to implement the flotilla plan for boats in the event of a hurricane.
9. Broward County shall continue to maintain and, where appropriate, improve County-owned boat ramps and access to boat ramps.
10. Broward County shall continue to coordinate and implement existing Development of Regional Impact (DRI) agreements with, and DRI development orders and permits issued by, the City of Dania Beach, the City of Fort Lauderdale, and the City of Hollywood.
11. Broward County safety shall continue to be measured by the maintenance of the following safety plans: the hurricane contingency plan, the terminal preplans, search and rescue plan, the petroleum fire contingency plan, the mass casualty incident plan, the operational plan, and the water rescue plan.

Policy 3.1.5. Broward County shall provide safe and secure County airports and related facilities through implementation of, but not limited to, the following programs, activities, or actions:

1. Continue to implement Federal Aviation Administration (FAA) mandated airport security measures to ensure passenger safety at Fort Lauderdale-Hollywood International Airport in coordination with the Broward County Sheriff's Office and the airlines.
2. Coordinate with the Federal Aviation Administration, to ensure navigational aids are maintained and, where necessary, replaced or relocated.
3. Conduct obstruction surveys annually to locate and identify existing obstructions that impact navigable airspace at Fort Lauderdale-Hollywood International Airport and North Perry Airport.
4. Continue to implement programs to prevent or address obstructions as defined by Federal Aviation Regulations (FAR) Part 77 within navigable airspace at Fort Lauderdale-Hollywood International Airport and North Perry Airport.
5. Continue to review all proposed plats for new development within Broward County for possible aviation impacts and to advise developers and property owners of the need to submit FAA forms for airspace reviews.

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6. Review all proposed developments shown on site plans in the unincorporated area within 20,000 feet of existing County-operated airports to identify potentially incompatible land uses, including new residential uses within noise impact areas, landfills, and other wildlife hazards/attractants, and lights and glare impacts and keep advised of adjacent communities plans for developments within this area that could affect the safe operation of County-owned airports.
7. Request the FAA to provide notification of aeronautical studies performed for obstructions within three (3) nautical miles of Fort Lauderdale-Hollywood International Airport and North Perry Airport.
8. Continue to control development and ensure land uses compatible with airport operations within Runway Protection Zones.
9. Continue to implement the County's Airport Zoning Ordinance and coordinate with the Florida Department of Transportation for periodic updates as required to meet provisions of Chapter 333, Airport Zoning, Florida Statutes, as amended.
10. Pertaining to potential obstruction in the air space, continue to encourage municipalities adjacent to airports, or that have airports within their jurisdiction, to adopt through an Interlocal Agreement the County's Airport Zoning Ordinance or to adopt another ordinance that meets the provision of Chapter 333, Florida Statutes.
11. Continue to provide for safe and efficient vehicular and non-vehicular movements, parking, and adequate access for service and emergency vehicles within County-operated airports.
12. Maintain safe and secure airport operations areas and airport facilities to meet Federal Aviation Administration requirements.
13. Conduct an emergency simulation/training exercise in coordination with all emergency service providers as required by Federal Aviation regulations at least once every three years.

Policy 3.1.6. Broward County shall cooperate with the FDOT and railroad entities to assure a safe and secure railway network through implementation of, but not limited to, the following programs, activities, or actions:

1. Through its membership on MPO, support the FDOT's expedited implementation of the enhanced crossing warning device program.

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2. Through its membership on the MPO, support the FDOT's investigation and demonstration of the feasibility of alternatives to conventional warning devices, such as four-quadrant gates and median separators.
3. Support state educational and driver awareness programs that highlight the dangers of railroad crossings.
4. Through its membership on the MPO, support the closing of all unnecessary grade crossings.
5. Through its membership on the South Florida Regional Transit Authority (SFRTA), support efforts to ensure the safety and security of Tri-Rail passengers, employees and facilities.
6. Support the Federal Railroad Administration (FRA) Train Horn Rule, 49 CFR Parts 222 and 229, including the local implementation of Quiet Zones (QZ) where the necessary crossing infrastructure is present, the public demonstrates support of the QZ, and where feasibility and safety features are determined sufficient by the FRA and FDOT.
7. Support completion of the final work phases of double-tracking the Tri-Rail/CSX rail corridor.

Policy 3.1.7. Broward County shall provide a safe and secure recreational transportation network through implementation of, but not limited to, the following programs, activities, or actions:

1. Broward County and the MPO shall work with municipalities to implement greenway, blueway, pedestrianway, and bikeway plans.
2. Incorporate equestrian crossings, signage, and other improvements designed to protect the safety of recreational trail users.
3. Support efforts to widen or deepen the navigable blueways.

Policy 3.1.8. Broward County shall provide safe and secure intermodal terminals with safe and secure access to intermodal facilities through implementation of, but not limited to, the following programs, activities, or actions:

1. Through its membership on the South Florida Regional Transportation Authority board, support efforts to construct station safety and security improvements at all passenger facilities.

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CONVENIENCE

Objective 3.2. Broward County shall continue to participate in cooperative intergovernmental plans and programs that will, by 2011, improve convenience through an increase in transportation facilities availability.

Policy 3.2.1. Broward County shall provide a convenient roadway network through implementation of, but not limited to, the following programs, activities, and actions:

1. Broward County, through land development regulations, shall continue to assure that all newly platted properties have direct access to roadways. Direct access to roadways, consistent with access management standards, shall be the convenience measure.
2. Through its Comprehensive Plan and land development regulations, continue to provide for a hierarchy of roadways with local roads serving as the access roads to private property.
3. Through its participation in the MPO, initiate actions to identify barriers to the free flow of freight and goods within the transportation system, and plan actions to reduce these barriers.
4. Continue improvements in providing appropriate bicycle facilities, accessible sidewalks, and appropriate landscaping on all roadways.
5. Through participation in the MPO, support efforts to maintain and improve municipal, county and state roadways, including regional arterials that qualify for TRIP monies, in order to facilitate convenient and efficient travel to and from SIS facilities.
6. Broward County shall continue to coordinate with municipalities for potential park & ride intermodal locations, where feasible, that support ridesharing and public transit use.

Policy 3.2.2. Broward County shall provide a convenient public transit network through implementation of, but not limited to, the following programs, activities, and actions:

1. Maintain 75 percent residential and employment transit county coverage through the annual update of the Transit Development Plan (TDP).
2. Continue to work with the municipalities in developing municipal public transit systems that are coordinated with the County public transit system.

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3. Continue to provide express bus service as documented in the MPO Long Range Plan, TDP, and/or the Broward County Transit Investment Plan.
4. Continue to support development of a tri-county public transit entity to provide regional public transit services.
5. Continue to provide door-to-door public transit service to people who are transportation disadvantaged.
6. Continue to equip the Broward County transit fleet with bike racks.
7. Continue to maintain a public transit fleet that is accessible to people with physically disabilities.
8. Continue to coordinate the provision of bus shelters, benches, and stops with proper lighting and signage at those locations which generate 25 passengers or more per day and develop transit facility design standards and guidelines in compliance with the ADA of 1990 and Section 504 of the Rehabilitation Act of 1972 rules and regulations, including 42 U.S.C. §12146, 49 C.F.R. § 37.9 (Standards for Accessible Transportation Facilities:, and 49 C.F.R. § 37.43 (alteration of Transportation Facilities by Public Entities”, and the standards for Accessible Transportation Facilities, 49 C.F.R., Part 37, Appendix A .
9. Continue to reduce the number of ADA inaccessible public transit facilities through construction and alteration of public transit facilities, including bus stop pads, routes connecting stops to sidewalks, and physical alterations to existing facilities, public sidewalks, and roadways in compliance with the ADA of 1990 and Section 504 of the Rehabilitation Act of 1972 rules and regulations, including 42 U.S.C. §12146, 49 C.F.R. §37.9 (Standards for Accessible Transportation Facilities) and 49 C.F.R. §37.43 (Alteration of Transportation Facilities by Public Entities) and the Standards for Accessible Transportation Facilities, 49 C.F.R., Part 37, Appendix A, within sixty (60) months of February 28, 2006, as follows: 16% within year one, 32% within year two, 48% within year three, 64% within year four, and 100% within five years, with initial focus on priority locations.
10. Continue to install the bus tracking system to provide bus location and status information to route managers and the public.
11. Continue to provide route information at appropriate locations.
12. Increase the annual BCT ridership from 36 million unlinked trips in 2005 to 40 million unlinked trips by 2011.

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13. Strive to provide at least 85% of the transportation services requested by persons who are transportation disadvantaged within 24 hours of each request.
14. Encourage the placement of child and/or senior daycare at or near transit facilities/centers, through the cooperation of transportation, health, human, and social service agencies at the federal, state, and local level.

Policy 3.2.3. By 2030, Broward County shall provide a convenient bikeway network which improves the percentage of major trip generators served from Level of Coverage (LOC) B (60%-80%) to LOC A (80%-100%) and a convenient pedestrian network which reduces the 402 miles of missing state and county sidewalk linkages by 25 percent through implementation of, but not limited to, the following programs, activities, and actions:

1. Through its membership in the MPO, continue to develop and improve the bikeways LOC, and the greenways network, identifying and eliminating the missing pedestrian facilities, improving connectivity and insuring compliance with ADA.
2. Broward County shall work with other entities to improve access to public transit, rail, port, and seaport terminals through the provision of bicycle and pedestrian facilities.
3. Broward County shall continue to develop bicycle parking facilities at the County Governmental Center and shall work to provide bicycle parking facilities at other appropriate locations, and shall provide for appropriate bicycle parking in Downtown Fort Lauderdale by 2011.
4. Broward County shall work with the municipalities in developing municipal bikeways and accessible pedestrian ways that are coordinated with the County bikeway, pedestrian, and greenway networks.
5. Broward County shall continue to work together and with FDOT to improve pedestrian access to public transit stops on local and state roadway networks. Specific actions include the construction of curb cuts, ramps, shelters, and accessible sidewalks to bus stops.
6. Broward County shall encourage compact mixed use developments as a land use strategy for promoting walking and biking through the mixed use provisions of the Broward County Land Use Plan.

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Policy 3.2.4. Broward County shall continue to work with other entities to provide convenient navigable waterways and Port Everglades facilities through implementation of, but not limited to, the following programs, activities, and actions:

1. Broward County shall continue to maintain and, where feasible, improve the access roads and internal circulation roadway network within the Port Jurisdictional Area.
2. Broward County shall continue to provide adequate and convenient parking for Port Everglades' cruise passenger terminals.
3. Broward County, through the Comprehensive Plan and land development regulations, shall encourage the location of water dependent uses at appropriate locations.

Policy 3.2.5. Broward County shall provide convenient County airports and related facilities through implementation of, but not limited to, the following programs, activities, and actions:

1. Encourage the planned growth of aviation facilities in order to keep up with the increased demand of tourism, convention, and other economic activities, and ensure that the convenience for airport users is enhanced by implementing the approved Master Plans for Fort Lauderdale-Hollywood International Airport and North Perry Airport.
2. Through participation in the MPO's Technical Coordinating Committee, work closely with the FDOT to assure that aviation facilities are considered in the Five (5) Year Transportation Improvement Program and other plans.
3. Reduce congestion at Fort Lauderdale-Hollywood International Airport by constructing additional gates to meet forecasted growth including up to a total of 79 gates by 2015.
4. Continue to provide bus shelters to enhance transit and Tri-Rail ridership to Fort Lauderdale-Hollywood International Airport.
5. Enhance future cruise passenger operations between Fort Lauderdale-Hollywood International Airport and Port Everglades by supporting the development of a Fort Lauderdale-Hollywood International Airport multi-modal connector to Port Everglades.
6. Once the multi-modal connector is constructed, implement a program to transfer passengers and their baggage separately between Fort Lauderdale-Hollywood

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International Airport and Port Everglades, which will alleviate congestion for passengers at the curb in front of the airport and seaport terminals.

7. Coordinate cargo marketing efforts and promote the development of synergistic approaches to cargo development including joint facility use between Fort Lauderdale-Hollywood International Airport and Port Everglades, where applicable.

Policy 3.2.6. Broward County shall cooperate with railroad and other appropriate entities to provide a convenient railways network through implementation of, but not limited to, the following programs, activities, and actions:

1. Through its membership on the South Florida Regional Transportation Authority (SFRTA) Board, continue to support completion of the double tracking of the South Florida Rail Corridor within Broward County.
2. Through its membership on the SFRTA Board, support efforts to increase parking capacity at those stations where lots are crowded.
3. Through its membership on the SFRTA Board, support efforts to provide appropriate signage at terminals and along the corridor.
4. Broward County shall continue to provide feeder bus service that coincides with the arrival and departure of Tri-Rail commuter trains.
5. If requested, Broward County shall provide technical assistance to the SFRTA in establishing land use, site and building design guidelines for development within the service area of a Tri-Rail terminal to assure the accessibility of new development to public transit.

Policy 3.2.7. Broward County shall provide a convenient recreational transportation network through implementation of, but not limited to, the following programs, activities, and actions:

1. Increase access to the waterways through maintenance and, where appropriate, improvement of County-owned boat ramps and access ramps and development of a blueways system with dock facilities at public parks and other appropriate locations.
2. Broward County shall provide bikeways at the entrances to County parks where financially feasible.

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3. Broward County shall continue to participate in the Florida Greenways Coordinating Council to identify Broward County greenways for inclusion in the Florida Greenways System.
4. Broward County shall work with appropriate entities to plan for and develop a recreation transportation system that includes provision of equestrian facilities.

Policy 3.2.8. Broward County shall assist in the provision of convenient intermodal terminals and access to intermodal facilities through implementation of, but not limited to, the following programs, activities, and actions:

1. Through its membership on the South Florida Regional Transportation Authority Board, support efforts to convert those stations that are primarily rail passenger stations to intermodal passenger facilities.
2. Through its participation in the MPO and the Southeast Florida Transportation Council (SEFTC), continue to cooperate with FDOT on the feasibility of the proposed airport/seaport multimodal connector.
3. Through its participation in the MPO and the SEFTC, address regional freight and goods movement to and from, through and within the urbanized area.

ENERGY EFFICIENCY

Objective 3.3. Broward County shall continue to participate in cooperative intergovernmental plans and programs that will maintain energy efficiency as well as incorporate transportation strategies to reduce the production of greenhouse gases.

Policy 3.3.1. Broward County shall provide for an energy efficient roadway network and work to reduce greenhouse gases through implementation of, but not limited to, the following programs, activities, or actions:

1. Broward County shall complete the installation and maintenance of a fully computerized Advance Traffic Management System (ATMS) signal system throughout the County. The new signalization system will replace outdated copper wire signals with interconnecting fiber optic cable. One third of these signals will be completed by December 2011. Full implementation shall be achieved on 100% of the system by December 2015.
2. Continue supporting the replacement of traditional span wire traffic signals with mast arm signalization to ensure fewer repairs and more efficient traffic flow following tropical storm and hurricane events. At a rate of nearly 50 mast arm

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signal replacements per year, a full upgrade of the County's approximately 1,000 signals will be completed by December 2030.

3. Through participation in the MPO, continue implementation of ITS dynamic message signs for local arterials, thereby alleviating traffic congestion along both local roadways and those comprising the SIS network, with a fully completed dynamic message sign system by December 2015.
4. Support federal legislation providing for construction of energy efficient and environmentally benign vehicles.
5. Broward County shall continue to use alternative fuel sources in County-operated vehicles if such sources are more energy efficient and environmentally sound than use of gasoline.
6. Through participation in the MPO, increase the vehicle occupancy rate through transportation demand management (TDM) strategies, such as ride-sharing programs, preferred parking, and high occupancy vehicle lanes.
7. Broward County shall make the existing transportation system operate more efficiently by continuing to implement Transportation System Management (TSM) strategies such as improving road conditions, intersections improvements, park and ride lots, and computerized traffic signals.
8. Through participation in the MPO, work to reduce the per capita vehicle miles traveled (VMT) below the year 2002 estimated daily per capita VMT of 21.70 by implementing TDM strategies.

Policy 3.3.2. Broward County and the MPO shall provide for an energy-efficient public transit network and work to reduce greenhouse gases through implementation of, but not limited to, the following programs, activities, or actions:

1. Maintaining public transit vehicles so that they operate at their maximum level, replacing older, inefficient public transit vehicles with energy efficient ones.
2. Increase the public transit mode split from the current 1.15 percent to 1.23 percent by 2011 through strategies such as appropriate transit route planning, decreasing peak-hour headways along the 14 most heavily used routes from 30 to 15 minutes, improving accessibility of public transit facilities, and through promotion of public transit.
3. Monitor public transit mode split and annually report the findings.

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4. Continue to implement bicycle racks on all new buses in its fleet.
5. Continue to explore long term high capacity transportation alternatives such as light rail, trolleys, monorail, and other alternative people movers.
6. Continue to assist municipalities in delivering community bus service for residents.

Policy 3.3.3. Broward County shall provide for energy efficient bikeways and pedestrianways networks through implementation of, but not limited to, the following programs, activities, or actions:

1. Once every five years, update the short-term and long-term Bicycle Facilities Network Plans and the Pedestrian Facilities Plans.

Policy 3.3.4. Broward County shall continue to work with other entities to provide for an energy efficient waterways network through implementation of, but not limited to, the following programs, activities, or actions:

1. Broward County shall, update the Port Everglades Master/Vision Plan regularly so as to assure that Port Everglades is developed in a manner that achieves a pattern of land uses characterized by the concentration and interconnection of related compatible land uses.
2. Through its participation and membership in the MPO, encourage watercraft, especially non-motorized, as an alternative transportation mode.

Policy 3.3.5. Broward County shall provide energy efficient County airports and related facilities and work to reduce greenhouse gases through implementation of, but not limited to, the following programs, activities, or actions:

1. Reduce aircraft delays and improve airfield circulation, by constructing a new dual parallel taxiway, Taxiway C, at Fort Lauderdale-Hollywood International Airport by 2008; and, in the long term, complete a south runway for air carrier traffic at Fort Lauderdale-Hollywood International Airport. The FAA Environmental Impact Statement Record of Decision shall be completed by 2007 for this runway, known as the 9R/27L Extension.
2. Continue to implement a program for increasing alternative fueled vehicles in the County-owned fleet.

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3. Incorporate energy efficient measures into the design and operation of any addition, expansion or replacement facilities at the airport in conformance with the South Florida Building Code and the Florida Energy Code.
4. Continue to protect the role of North Perry Airport as a reliever to Fort Lauderdale-Hollywood International Airport to provide an alternative facility for smaller, slower aircraft, thereby enhancing operational efficiency at Fort Lauderdale-Hollywood International Airport by reducing the number of these aircraft in the aircraft fleet mix.

Policy 3.3.6. Broward County, through its membership on the South Florida Regional Transportation Authority Board, shall work with appropriate railroad entities to provide for an energy efficient railway network through implementation of, but not limited to, the following programs, activities, or actions:

1. Continue to support the periodic update of its Master Plan.
2. Continue to support the South Florida Transportation Corridor signal system improvements.

Policy 3.3.7. Broward County shall provide for an energy efficient recreational traffic network and work to reduce greenhouse gases through development of a recreational transportation network plan that focuses on non-motorized vehicles.

1. The County shall continue planning and implementing greenways that create aesthetic alternatives to traditional traffic networks and modes.

Policy 3.3.8. Broward County shall continue to provide for energy efficient intermodal terminals and access to intermodal facilities through implementation of, but not limited to, the following programs, activities, or actions:

1. Broward County, to the extent feasible, shall continue to support the CSX Bulk Intermodal Distribution Facility and Services and the Parsec intermodal trailer-on-flat-car and container-on-flat-car freight facilities.
2. Through its participation in the MPO, SEFTC, and the FDOT, continue to recognize Port Everglades, Fort Lauderdale-Hollywood International Airport, Broward County Transit (BCT), and Tri-Rail stations as intermodal facilities or services of statewide significance.
3. Through its participation on the MPO and the SEFTC, continue to address intermodal passenger needs, intermodal freight or cargo needs, and the effects on one another.

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TRANSPORTATION LAND USE COORDINATION - CONCURRENCY

Objective 3.4. Broward County, in coordination with the Broward County Planning Council and the municipalities, shall continue to maintain and, where feasible, improve the functional relationship between the transportation system and applicable future land use maps to ensure that transportation modes and services meet the transportation needs of existing and future population densities, housing and employment patterns, and land uses.

Policy 3.4.1 Broward County shall be divided into Concurrency Districts, as illustrated in Map 3-13 of the Support Documents for this Element. In addition, Maps 3-14 through 3-23 depict arterials subject to the maximum service volume levels in Policy 3.4.2, and the multiple, viable alternative travel paths or modes for common trips. Each District shall be one of the following types:

1. A Transportation Concurrency Management Area shall be a compact geographic area with an existing network of roads where multiple, viable alternative travel paths or modes are available for common trips. An area wide level of service standard shall be established for each such District, for the purpose of issuing development orders and permits, based on how mobility will be accomplished within the District.
2. A Multi-Modal Transportation District shall be an area for which the local comprehensive plan assigns secondary priority to vehicle mobility and primary priority to assuring a safe, comfortable and attractive pedestrian environment, with convenient interconnection to transit. Such a District shall incorporate community design features that will reduce the number of automobile trips or vehicle miles of travel and will support an integrated, multimodal transportation system.
3. A Standard Concurrency District shall be an area where roadway improvements are anticipated to be the dominant form of transportation enhancement. A roadway level of service standard shall be established for each such District, based on the peak-hour standard volumes contained in the Florida Department of Transportation Level of Service Manual.
4. Roadway facilities forming the boundary of a Concurrency District are part of that District.

Policy 3.4.2 The concurrency management system shall establish the following transportation level of service (LOS) standards:

1. Within Transportation Concurrency Management Areas, the transportation LOS standards, for the purpose of issuing development orders and permits, are to

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achieve and maintain the following by FY 2013:

(a) Overall - Increase number of bus shelter by 25 percent from FY 2009 to FY 2013. Traffic volumes on arterial roadways in each District shall remain less than the maximum service volumes as displayed below. These volumes do not apply to Strategic Intermodal System (SIS) and Transportation Regional Incentive Program-funded roadway facilities and cannot be used in a manner that would result in interference with mainline operations on SIS roadway corridors. The County and FDOT will work together during 2009 to revise downward the volumes in this table.

Peak Hour Two Way Maximum Service Volumes*

	Eastern Core District	All Other Districts
Two-lane arterials	2,485	2,555
Four-lane arterials	5,267	5,442
Six-lane arterials	7,910	8,190
Eight-lane arterials	10,342	10,605

*The Maximum Service Volumes are calculated from “Generalized Peak Hour Two-Way Volumes for Florida’s Urbanized Areas”, published by the Florida Department of Transportation, as 75% above the volumes for Class IV State Two-Way Arterials, for Level of Service E, for the Eastern Core District; and as 75% above the volumes for Class II State Two-Way Arterials, for Level of Service D, for all other Districts.

(b) Northeast District - Maintain headways of 30 minutes or less on 90% of routes. Establish and maintain service at one or more neighborhood transit centers. Reduce traffic signal communication failures by 50% by FY 2013. Increase peak-hour weekday fixed-route transit ridership by 17 percent from FY 2009 to FY 2013.

(c) North Central District - Establish and maintain headways of 30 minutes or less on 90% of routes. Maintain service at one or more neighborhood transit centers. Increase peak-hour weekday fixed-route transit ridership by 23 percent from FY 2009 to FY 2013. Maintain the current number of community bus routes (13) through 2013.

(d) Central District - Maintain headways of 30 minutes or less on 80% of routes. Establish and maintain service at one or more neighborhood transit centers. Reduce traffic signal communication failures by 50% by FY 2013. Increase peak-

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hour weekday fixed-route transit ridership by 19 percent from FY 2009 to FY 2013. Maintain the current number of community bus routes (24) through 2013.

(e) Port/Airport District - Increase peak-hour weekday fixed-route transit ridership by 20 percent from FY 2009 to FY 2013. Continue to pursue the ongoing Project Development and Environment study to define alternatives that facilitate direct movement of people and goods between Port Everglades and Fort Lauderdale Hollywood International Airport. This study also includes an intermodal center to facilitate this connectivity along with connections to local and regional transit services, including county transit routes, Tri-Rail and potential passenger transit services on the Florida East Coast rail corridor. Implementation of these improvements would serve to ensure efficient operations within the port and airport while addressing traffic congestion on Strategic Intermodal System facilities and other roadways. The results of this study will be incorporated into the Master/Vision Plan for the Port and the Master Plan for the Airport. Funding for this project has not yet been identified. Also continue to pursue, as a potential condition of proposed amendments to the Northport DRI, a by-pass roadway for Port Everglades, that would provide a connection between U.S. 1 and S.E. 17th Street. Notwithstanding the above, County has no affirmative obligation to fund or construct this bypass roadway.

(f) Eastern Core District - Maintain headways of 30 minutes or less on 90% of routes, maintain headways of 20 minutes or less on 40% of routes. Establish and maintain service at one or more neighborhood transit centers. Reduce traffic signal communication failures by 50% by FY 2013. Increase peak-hour weekday fixed-route transit ridership by 19 percent from FY 2009 to FY 2013.

(g) Sawgrass District - Maintain headways of 15 minutes or less on 50% of routes. Establish and maintain service at one or more neighborhood transit centers. Increase peak-hour weekday fixed-route transit ridership by 22 percent from FY 2009 to FY 2013.

(h) Southeast District - Maintain headways of 30 minutes or less on 80% of routes. Establish and maintain service at one or more neighborhood transit centers. Increase peak-hour weekday fixed-route transit ridership by 24 percent from FY 2009 to FY 2013.

(i) South Central District - Maintain headways of 30 minutes or less on 80% of routes. Establish and maintain service at two or more neighborhood transit centers. Increase peak-hour weekday fixed-route transit ridership by 22 percent from FY 2009 to FY 2013. Maintain the current number of community bus routes (10) through 2013.

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2. Within standard concurrency districts, the transportation LOS standards for the purpose of issuing development orders and permits are:
 - (a) Northwest District - the generalized two-way peak-hour LOS “D” standard volumes depicted on Table 4-4, Quality/Level of Service Handbook, Florida Department of Transportation, (2002).
 - (b) Southwest District - the generalized two-way peak-hour LOS “D” standard volumes depicted on Table 4-4, Quality/Level of Service Handbook, Florida Department of Transportation, (2002).

3. Countywide, the level of service standards for roadways on the SIS, including connectors, and roadway facilities funded in accordance with Section 339.2819 FS, the Transportation Regional Incentive Program (TRIP), shall be as set forth in Rule 14-94, FAC, summarized below. These standards shall apply for the purpose of issuing development orders and permits.

SIS Facilities

<i>Roadway</i>	<i>Roadway Segment</i>	<i>LOS Standard*</i>
<i>SIS Corridors</i>		
<i>Florida Turnpike & Homestead Extension</i>	<i>Miami-Dade County line to Palm Beach County line</i>	<i>D</i>
<i>Interstate 95</i>	<i>Miami-Dade County line to Palm Beach County line</i>	<i>E</i>
<i>Interstate 595</i>	<i>Interstate 75 to US 1</i>	<i>D</i>
<i>Sawgrass Expressway</i>	<i>Interstate 75 to east of I-95 ramps via SW 10 Street(State Road 869)</i>	<i>D</i>
<i>Interstate 75</i>	<i>Miami-Dade County line to west of US-27</i>	<i>D</i>
<i>Interstate 75</i>	<i>West of US-27 to Collier County line</i>	<i>B</i>
<i>US 27</i>	<i>Miami-Dade County line to Interstate 75</i>	<i>D</i>
<i>US 27</i>	<i>Interstate 75 to Palm Beach County line</i>	<i>B</i>
<i>SIS Connectors</i>		
	<i>Port Everglades</i> <ul style="list-style-type: none"> • <i>I-595 east straight into entrance (Eller Drive)</i> • <i>I-95 to SR 84 to Spangler Boulevard to entrance</i> <i>Fort Lauderdale – Hollywood International Airport</i> <ul style="list-style-type: none"> • <i>SIS corridor (I-595/US-1 interchange) directly to entrance</i> • <i>I-95 to SR 84/SW 24th Street to SW 4th Avenue to Perimeter Road to air cargo entrance</i> <i>FEC Intermodal Terminal</i>	<i>D</i>

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	<ul style="list-style-type: none"> • I-95 to SR 84 to Andrews Avenue to entrance <p><i>Ft. Lauderdale Greyhound Bus Terminal</i></p> <ul style="list-style-type: none"> • I-95 to Broward Boulevard to NE 3rd Avenue to 3rd Street to entrance <p><i>Deerfield Beach Amtrak/Tri-Rail Station</i></p> <ul style="list-style-type: none"> • I-95 to Hillsboro Boulevard to entrance <p><i>Ft. Lauderdale Amtrak/Tri-Rail Station</i></p> <ul style="list-style-type: none"> • SIS corridor (I-95 ramps) directly to entrance <p><i>Hollywood Amtrak/Tri-Rail Station</i></p> <ul style="list-style-type: none"> • I-95 to Hollywood Boulevard to entrance <p><i>Cypress Creek Tri-Rail Station</i></p> <ul style="list-style-type: none"> • I-95 to Cypress Road to Andrews Avenue to entrance <p><i>Ft. Lauderdale-Hollywood International Airport Tri-Rail Station</i></p> <ul style="list-style-type: none"> • I-95 to Griffin Road to Ravenswood Road to Gulf Stream Way to entrance <p><i>Pompano Beach Tri-Rail Station</i></p> <ul style="list-style-type: none"> • I-95 to SR 834 (Sample Road) to 8th Avenue to entrance <p><i>Sheridan Street Tri-Rail Station</i></p> <ul style="list-style-type: none"> • I-95 to N 29th Avenue to entrance 	
TRIP-Funded Facilities		
	Roadway Segment	LOS Standard**
	<p><i>Palm Avenue from Stirling Road to Griffin Road</i></p> <ul style="list-style-type: none"> • Palm Avenue from Orange Drive to Sheridan Street <p><i>State Road 7 from North of Hallandale Beach Boulevard to North of Fillmore Street</i></p> <ul style="list-style-type: none"> • State Road 7/U.S. 441 from NE/NW 215th Street (Miami-Dade County) to Johnson Street <p><i>State Road 7/U.S. 441 from South of Miami-Dade County Line to North of Hallandale Beach Boulevard</i></p> <ul style="list-style-type: none"> • State Road 7/U.S. 441 from NE/NW 215th Street (Miami-Dade County) to Sheridan Street <p><i>Griffin Road from SW 172nd Avenue to SW 188th Avenue</i></p> <ul style="list-style-type: none"> • Griffin Road from SW 188th Avenue to Weston Road/Dykes Road 	D
* The level of service letter designations are defined in FDOT's 2002 Quality/Level of Service Handbook		

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unless an alternate (as refined through identified mobility strategies) standard is agreed to in writing by FDOT.

*** Broward County should coordinate with FDOT on the setting of the level of service standard for facilities that receive TRIP funding. The presumption is that LOS D will apply as soon as the improvement is programmed for implementation; however, an alternate standard may be adopted in TCMA's if agreed to in writing by FDOT.*

Policy 3.4.3. The transportation LOS standards for the purpose of long range transportation planning, shall be:

1. For Strategic Intermodal System (SIS) Facilities and Transportation Regional Incentive Program-funded Facilities, the LOS standards as identified in Policy 3.4.2.3.
2. For roadways not on the SIS (including connectors), and not funded in accordance with Section 339.2819 F.S. (TRIP), the generalized two-way peak-hour LOS "E" standard volumes depicted on Table 4-4, Quality/Level of Service Handbook, Florida Department of Transportation, (2002) within the Eastern Core District, and the generalized two-way peak-hour LOS "D" standard volumes depicted on Table 4-4, Quality/Level of Service Handbook, Florida Department of Transportation, (2002) within all other Districts.
3. When LOS standards are developed for SIS connectors, the County will evaluate adoption of these standards.

Policy 3.4.4. The Broward County Commission shall include in its adopted Capital Program projects that are projected to achieve the level of service standards for each District listed in Policy 3.4.2.1. The County Commission shall ensure that the Capital Program is a financially feasible plan. The Capital Program shall be updated annually, and its transportation component shall be consistent with the Long Range Transportation Plan adopted by the MPO. Any change in the level of service standards requires an amendment to the Transportation Element of the Broward County Comprehensive Plan.

Policy 3.4.5. Prior to application for a building permit with any local government within Broward County, the applicant shall obtain a Transportation Concurrency Satisfaction Certificate from Broward County. No municipal government shall accept a building permit application, nor issue a building permit, unless the corresponding Transportation Concurrency Satisfaction Certificate has been presented. The County Commission may adopt land development regulations which exempt from this requirement categories of building permits that clearly do not create additional transportation impacts.

Policy 3.4.6. Broward County shall issue a Transportation Concurrency Satisfaction Certificate, relative to a building permit application, under any of the following circumstances:

1. If the building permit application is on property within a recorded plat that was

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approved by the County Commission on or after March 20, 1979, and before December 21, 2004; and the building permit application is consistent with the level of development under which the plat is currently approved by the County Commission; and the County Commission's finding of satisfaction of transportation concurrency for the plat has not expired; and the plat is not in violation of an agreement with Broward County with respect to transportation concurrency.

2. If the building permit application is on property for which Broward County has made a finding of vested rights with respect to transportation concurrency; and the building permit application is consistent with the level of development under which the plat was approved by the County Commission; and the plat is not in violation of an agreement with Broward County with respect to transportation concurrency.
3. If the building permit application is for property within, and for development in accordance with and as authorized by, an approved Development of Regional Impact (DRI) or a Florida Quality Development (FQD) development order which development order was either issued prior to the adoption of the 1989 Broward County Comprehensive Plan or was issued after being reviewed for, and satisfying, Broward County's transportation concurrency requirements.
4. If the building permit application is for property within a Transportation Concurrency Management Area; and the applicant has paid to Broward County a Transportation Concurrency Assessment, as described in Policy 3.4.7, for the development proposed in the building permit application.
5. If the building permit application is for property within a Transportation Concurrency Management Area; and the application is for an addition to, replacement of, or renovation to a residential building, and does not increase the number of dwelling units within that building nor change the type of units.
6. If the building permit application is for property within a Transportation Concurrency Management Area; and the application is for an addition to, replacement of, or renovation to a non-residential building, and does not increase the number of peak-hour trips generated by the building.
7. If the building permit application is for property within a standard concurrency district; and the application is for property within a recorded plat that was approved by the County Commission after December 21, 2004; and a finding of satisfaction of transportation concurrency was made for that plat by the County Commission in accordance with Policy 3.4.12., and has not expired; and the building permit application is consistent with the level of development under

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which the plat is currently approved by the County Commission; and the plat is not in violation of an agreement with Broward County with regard to transportation concurrency.

8. If the building permit application is for property within a standard concurrency district, and the property is not within a recorded plat that was approved by the County Commission on or after March 20, 1979, and the appropriate municipality is not requiring platting or replatting with regard to this building permit application. Broward County may require written evidence from the municipality that platting or replatting is not required.
9. If the building permit application is for a public transit facility. For the purposes of this paragraph, public transit facilities include transit stations and terminals; transit station parking; park-and-ride lots; intermodal public transit connection or transfer facilities; fixed bus, guideway, and rail stations; and airport passenger terminals and concourses, air cargo facilities, and hangars for the maintenance or storage of aircraft. As used in this paragraph, the terms “terminals” and “transit facilities” do not include seaports or commercial or residential development constructed in conjunction with a public transit facility.
10. At the option of a municipality, policies 3.4.6.5 and 3.4.6.6 may be modified, so that if a building permit application with that municipality is for property within a Transportation Concurrency Management Area, and said property is unplatted or platted prior to March 20, 1979, then the applicant shall be subject to a Transportation Concurrency Assessment based on the total peak-hour trips generated by the use proposed in the building permit application, regardless of the prior use permitted or built on the property. This option can only be exercised by a municipality adopting such a provision in its Comprehensive Plan.
11. The County Commission may, by Ordinance, provide that a Transportation Concurrency Satisfaction Certificate shall be issued, relative to a building permit application, if the proposed development is a project which promotes public transportation and is located within a Regional Activity Center as described in and defined by the Broward County Comprehensive Plan, and is within an area that contains major public and private postsecondary institutions of higher learning. The impact of the proposed development on the Florida Intrastate Highway System, as defined in Section 338.001, F.S. shall be considered in issuing said Certificate.

Policy 3.4.7. The Transportation Concurrency Assessment shall be calculated as the total peak-hour trip generation of the proposed development, multiplied by a constant (for each year) dollar figure for each District that represents the aggregate cost per trip of achieving all the LOS Standards for that District. The County Commission may adopt

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land development regulations which enable exemption from the assessment calculation of high-cost transit projects, such as fixed-guideway facilities.

Policy 3.4.8. The Broward County Commission may adopt land development regulations which provide for credits against the Transportation Concurrency Assessment to encourage transit usage.

Policy 3.4.9 The Broward County Commission may adopt land development regulations which provide for a waiver of the Transportation Concurrency Assessment for affordable housing projects, and for applications by a government agency for the construction of public buildings which will directly serve the health and/or safety needs of the public, provided that all such waived Assessments are paid from a designated source.

Policy 3.4.10 Any local government may adopt land development regulations which provide for a waiver of the Transportation Concurrency Assessment for a class of development on property within that municipality, provided that all such waived Assessments are paid to Broward County by the municipality, or by a source designated by the municipality.

Policy 3.4.11. The revenues from the Transportation Concurrency Assessments shall be used solely to fund transportation enhancements within the Capital Program which are in the District corresponding to the location of the proposed development. However, the Broward County Commission may adopt land development regulations, which set aside up to five percent of such revenues for the following purposes:

1. to serve as the designated funding source for waivers granted under Policy 3.4.9.; and/or
2. to fund costs of administering the concurrency management system and developing the Capital Program.

Policy 3.4.12. Within standard concurrency districts, the concurrency management system shall provide that a finding of satisfaction of transportation concurrency be made, when a roadway exceeds its adopted LOS standard provided one or more of the following mitigation measures apply:

1. The proposed development does not place any trips on, or create any, overcapacity links within the impact area. The impact area is a circular area, centered on the proposed development site, with a radius determined by the scale of the proposed development.
2. There is an approved action plan to accommodate the traffic impact of the development, and implementation of the plan has been committed to in a written

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agreement approved by the property owner(s), the appropriate municipality, and the County Commission.

3. The necessary improvements to provide a LOS D are under construction at the time a permit is issued.
4. The necessary improvements to provide LOS D are the subject of a binding executed contract for the construction of the facilities.
5. The necessary improvements for the LOS D have been included in the first two (2) years of the adopted state or county five-year schedule of transportation improvements and the applicable government entity makes a determination that a binding contract for the implementation of said improvements will be executed no later than the final day of the second fiscal year of the original schedule.
6. The necessary improvements for the LOS D have been included in the first two (2) years of the adopted municipal five-year schedule of transportation improvements and the municipality has entered into an interlocal agreement with the County, which interlocal agreement will include assurances by the municipality, upon which the County may rely, that at the time a development permit is issued, the necessary facilities and services are the subject of a binding executed contract which provides for the commencement of the actual construction of the required facilities or the provision of services within one year of the issuance of a building permit.
7. The necessary facilities and services for LOS D are guaranteed in an enforceable development agreement. An enforceable development agreement may include, but is not limited to, development agreements pursuant to Section 163.3220, Florida Statutes, or an agreement or development order issued pursuant to Chapter 380, Florida Statutes; provided that road improvements required by a Development of Regional Impact (DRI) development order shall not be considered for concurrency determinations for the property outside the DRI boundaries unless the above conditions 3, 4, 5, or 6 apply.
8. The proposed development is found to have vested rights with regard to any affected road segment in accordance with the provisions of Chapter 163, Part II, Florida Statutes, or a common law vested rights determination made as to that road segment in accordance with procedures set forth within the land development regulations adopted by the Board of County Commissioners. The proposed development must meet concurrency for any road segment for which a vested rights determination has not been made.

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9. An impact of one single family home or duplex will constitute a de minimis impact on all roadways regardless of the level of deficiency on the roadway. Further, no impact will be de minimis if it would exceed the adopted LOS standard of any affected designated hurricane evacuation routes.
10. The proposed development is for property within, and for development in accordance with and as authorized by, an approved Development of Regional Impact (DRI) or a Florida Quality Development (FQD) development order which development order was either issued prior to the adoption of the 1989 Broward County Comprehensive Plan or was issued after being reviewed for, and satisfying, Broward County's transportation concurrency requirements.
11. The proposed development is a public transit facility. For the purposes of this paragraph, public transit facilities include transit stations and terminals; transit station parking; park-and ride-lots; Intermodal public transit connection or transfer facilities; fixed bus, guideway, and rail stations; and airport passenger terminals and concourses, air cargo facilities, and hangars for the maintenance or storage of aircraft. As used in this paragraph, the terms "terminals" and "transit facilities" do not include seaports or commercial or residential development constructed in conjunction with a public transit facility.

Said finding shall be made by the County Commission at the time of approval of an application for a plat, an amendment to the restrictive note on the plat, or the placement of a restrictive note on the plat, or a new finding of adequacy for a plat.

Policy 3.4.13. Prior to the approval of any application for a plat, an amendment to the restrictive note on the plat, or the placement of a restrictive note on the plat, for property within a Transportation Concurrency Management Area, the County Commission shall make a finding that the appropriate District satisfies at least one of the following standards:

1. The District does not contain two parallel and adjacent arterial roadways, both of which have a volume/capacity ratio in excess of 1.30, which ratio is derived by comparing existing p.m. peak hour traffic volumes to LOS D peak hour capacities (LOS E for the Eastern Core District).
2. The ridership within the District on fixed route transit services has increased at least 2 1/2 percent over the previous year.

Policy 3.4.14. A building permit application that is subject to a Transportation Concurrency Assessment by Broward County shall not be subject to impact fees for regional transportation facilities by Broward County or by a municipality.

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Policy 3.4.15. [Reserved].

Policy 3.4.16 Broward County shall address overcapacity roadways segments and roadway segments approaching capacity through the following actions:

1. Continue to update and apply, on an annual basis, the results of the County Traffic Circulation Analysis, including level of service determinations, prior to the development of its Capital Improvement Program and Capital Improvements Element. In so doing, a high priority shall be assigned to appropriate County road improvements for road segments operating below, or projected to operate below, the adopted peak-hour LOS D standard.
2. Continue its annual allocation of County matching funds in the Capital Improvements Element for locally sponsored, efficient road and traffic engineering improvements. Typically, this policy will address concerns on County and Municipal road systems which tend to have low priority in major road programs.
3. On an annual basis and prior to June 30, initiate necessary amendments to the Broward County Metropolitan Planning Organization's (MPO's) Long-Range Transportation Plan if the level of service on a segment is operating below the adopted LOS standard.
4. On an annual basis and prior to December 30, initiate necessary amendments to the MPO's adopted Transportation Improvement Program (TIP) to include the programming of available federal aid and matching funds for improvements to state roads shown in the adopted Long Range Transportation Plan network where the LOS is projected to remain below the LOS D standard.
5. Continue to support state legislative initiatives to provide a permanent increase in state transportation funding to accelerate the construction of high priority state road and local projects in the MPO's currently adopted Long Range Transportation Plan.
6. Continue to foster a cooperative County-State traffic engineering improvement program on congested arterial roads according to established priorities as identified in the County's intersection data base and other planning files, and making use of the total range of available funding programs at the federal, state and county levels.

Policy 3.4.17. Broward County shall implement the adopted two-way peak-hour LOS D standards through the following actions:

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1. Initially, in order to determine the roadway level of service and the trip volumes generated from a proposed development, a planning analysis (K100) factor shall be used to convert average annual daily trip volumes to two-way peak hour trips. The TRIPS Models shall continue to be used to determine the roadway level of service and trips volumes associated with the development.
2. Annually update the roadway Level of Service Report to identify the peak-hour and the existing peak-hour volumes for each collector roadway or higher.

Policy 3.4.18. Recognizing the growing need for regional connectivity, coordinate with the FDOT, appropriate municipalities, the MPO, and the SFRTA to continue implementing strategies to maintain Level of Service Standards on the SIS / FIHS, including strategies to facilitate local traffic to use alternatives to the SIS / FIHS as a means of protecting interregional and intrastate functions. Among the strategies that Broward County will continue to help implement are:

1. Support the widening of Florida's Turnpike to an eight-lane facility when eligible noise mitigation infrastructure is designed as part of project implementation.
2. Support the widening of I-95 to a ten-lane facility with applicable noise mitigation infrastructure, from north of Commercial Boulevard to the Palm Beach County Line.
3. Support interchange improvements, where appropriate, on I-95, I-595, I-75 and Florida's Turnpike mainline.
4. Support planning and implementation of improvements, that may include light rail and reversible lanes, to the Central Broward East-West Transit Corridor to alleviate traffic pressure on I-595.
5. Support efforts to analyze the implementation of a transit way along I-75.
6. Support efforts to locate funding of regionally significant arterials and local roadways to ensure smooth traffic flow within the county's transportation network and connecting to the SIS network.
7. Support improvements to the HOV system on I-95 when endorsed by the MPO.
8. Support efforts to study the use of the Florida East Coast Railroad as an urban transit corridor.
9. Continue to support measures that will alleviate noise levels along federal and state transportation roadways, particularly in planning, designing, and

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implementing new roadways, expanding existing roadways, and/or significantly altering the alignment of existing roadways.

10. Maintain and, where feasible, improve the level of service on County roads that are parallel to SIS / FIHS roads.
11. Support funding improvements to connect discontinuous roadways, including completing Andrews Avenue Extension and connecting N.W. 7th Avenue and 9th Avenue in the City of Fort Lauderdale.
12. Continue to implement the Congestion Management Plan recommendations, with an emphasis on roads that are parallel to SIS / FIHS roads.
13. Continue to coordinate and synchronize the signalization system along County roads that are parallel to SIS / FIHS roads.
14. Support coordination of intelligent transportation systems (ITS) efforts between the FDOT and Broward County.
15. Program public transit route headways and span of service enhancements and the provision of information kiosks along County roads which are parallel to SIS / FIHS roads.
16. Through its membership on the South Florida Regional Transportation Authority, support efforts to complete the double-tracking of the South Florida Transportation Corridor, a transportation facility parallel to Interstate 95.
17. Continue to enhance regular route service to Tri-Rail stations.
18. Continue to enhance community bus systems to expand transit coverage and improve connectivity.
19. Improve pedestrian access to transit by ensuring that all phases of road planning, design, and construction include the necessary pedestrian ways on arterials and collectors under the responsibility of the State, County, and municipalities, where feasible.
20. Provide public education through marketing strategies about modal alternatives to private vehicles such as public transit.
21. Promote transit oriented design along roads that are parallel to SIS / FIHS roads.
22. On a tri-annual basis, monitor SIS / FIHS level of service and work with the

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FDOT and the MPO to identify additional strategies.

Policy 3.4.19. Broward County shall continue its current practice of recognizing the interaction with mixed use developments and the resulting internal satisfaction of trips when analyzing the traffic impact of proposed mixed use developments which promote revitalization and redevelopment. Mixed use developments are characterized by three (3) or more significant, mutually supporting, land uses with significant physical and functional integration of project components, including uninterrupted pedestrian connections, and that is developed in conformance with a coherent plan.

Policy 3.4.20. Broward County shall coordinate land uses with the transportation system through implementation of, but not limited to, the following programs, activities or actions:

1. Residential densities in the Low (1 du/ac) to Low-Medium (10 du/ac) ranges should be located with access to existing minor arterial and collector streets.
2. Residential densities in the Medium High (25 du/ac) and High (50 du/ac) ranges should be located with adequate access to major and minor arterial roadways, expressways, and public transit routes.
3. Through the designation of sufficient acreage on the Future Unincorporated Area Land Use Element Map Series (FUALUEMS), Broward County shall continue to provide a range of housing opportunities and a mix of land uses so that housing opportunities are within a 30 minute commute to employment.
4. Industrial uses shall be located with access to major transportation facilities, including roads, airports, seaports, rail, and intermodal facilities.
5. Regional or community facilities and other public facilities shall be located in areas of concentrated activity, such as downtowns and Tri-Rail stations, in order to provide easy access by public transit and to economize on parking areas.
6. Broward County shall continue to prohibit residential development within the Port Jurisdictional Area.
7. Demonstrate the areawide coordination necessary to implement the transportation, land use, parking, and other provisions of this Element through participation in, or membership on, the South Florida Regional Transportation Authority, the South Florida Regional Planning Council, the Broward County Planning Council, the League, of Cities and the Metropolitan Planning Organization.
8. Implement the Transit/Housing Oriented Redevelopment (THOR) program, a

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collaborative, multi-jurisdictional strategy to create vibrant, livable transit corridors. THOR aims to protect existing neighborhoods by directing future growth along transit corridors. It is a multi-disciplinary strategy involving context sensitive design for the transportation corridors, mixed use redevelopment with an emphasis on housing, design guidelines and zoning changes, and economic development strategies. The objectives of THOR are to leverage public investment, to attract private re-investment, and to enhance the tax base of the corridor.

Policy 3.4.21. Broward County shall coordinate the transportation system with land uses, using context sensitive solutions and design, through implementation of, but not limited to, the following programs, activities or actions:

1. Transportation facilities and services shall be developed in a manner that encourages infill development and that promotes the efficient use of urban services and the functionality and capacity for pedestrian, bicycle, and transit flows.
2. Transportation facilities and services shall be planned and located in a manner which minimizes the potential negative impacts on adjacent land uses and provide a diverse, safe, and secure environment.
3. Intermodal facilities shall be located so as to maximize the efficiency of the transportation system and promote regionalism.

Policy 3.4.22. During FY 2005, Broward County completed a Transit Master Plan which will be a 25-year strategic plan for development of operational and capital improvements. The Transit Master Plan will recommend cost-effective transit improvements for implementation by Broward County, and develop funding options that generate a viable source of revenue for capital investments, operations, and maintenance of new transit services. The Plan shall address the land use/transportation relationship with respect to transit-oriented development and be generally consistent with the Broward County MPO's Long Range Transportation Plan. The County Transit Program, referenced in Policy 3.4.4, shall be consistent with the Transit Master Plan which shall be updated, at a minimum, after each update of the Long Range Transportation Plan.

Policy 3.4.23. An application for a Development of Regional Impact, as governed by Chapter 380.06, Florida Statutes, shall satisfy the regional transportation concurrency requirements of Broward County if the DRI Development Order complies with the following:

1. If the DRI is located within a Standard Concurrency District, the Development Order shall require that either

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- (a) The DRI Development must undergo plat review and obtain plat approval from Broward County, prior to the issuance of any building permits within the DRI, and said plat or plats shall satisfy the concurrency requirements as stipulated in the Broward County Land Development Code; or
 - (b) The DRI Development must be the subject of an agreement between the property owner(s), the municipality, and Broward County, executed and recorded prior to the issuance of any building permits within the DRI, wherein the proposed development satisfies the County's concurrency requirements in the same manner as if it were required to obtain plat approval.
2. If the DRI is located within a Transportation Concurrency Management Area, the Development Order shall stipulate that the regional transportation concurrency requirements of Broward County shall be satisfied prior to the application for each building permit within the development, in accordance with Policies 3.4.5 through 3.4.10 of the Transportation Element, and the corresponding provisions of the Broward County Land Development Code. In addition, if the DRI development is also the subject of a proposed amendment to the Broward County Land Use Plan, then the County Commission shall consider, as part of the review of the Land Use Plan amendment, whether to revise the County Capital Program and/or the level of service standards, with respect to the appropriate Concurrency District(s), based upon the expected travel demands and impacts of the DRI Development.
3. If a DRI is located within a Transportation Concurrency Management Area, and is expected to significantly impact state and regional roadway segments within an adjacent Standard Concurrency District, then the provisions of paragraph 1 of this Policy shall be applied to the proposed development, to derive additional concurrency mitigation requirements, if any, within the adjacent Standard Concurrency District.
4. If a DRI is located within a Standard Concurrency District, and is expected to significantly impact state and regional roadway segments within an adjacent Transportation Concurrency Management Area, then the mitigation required under Paragraph 1, for roadway segments in the adjacent Transportation Concurrency Management Area, may include a contribution to one or more of the enhancements included in the Capital Program for that adjacent District.
5. Satisfaction of the County's regional transportation concurrency requirements by a DRI Development Order does not preclude the need to address mitigation of transportation facility impacts for that DRI, as required under Rule 9J-2.045, Florida Administrative Code, entitled the Transportation Uniform Standard Rule.

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except as provided under paragraph 8 of this Policy. For the purposes of calculations under the Transportation Uniform Standard Rule, the Level of Service Standards contained in Policy 3.4.3 of the Transportation Element shall apply.

6. The County shall adopt regulations addressing the granting of credit against concurrency requirements for mitigation performed pursuant to the Transportation Uniform Standard Rule.
7. The provisions of this Policy shall apply equally to a proposed Florida Quality Development, as governed by Chapter 380.061, Florida Statutes.
8. A development of regional impact may satisfy the transportation concurrency requirements of the County's comprehensive plan and its concurrency management system, and of s. 380.06, F.S. by payment of a proportionate-share contribution for local and regionally significant traffic impacts, if the provisions of Section 163.3180 (12). F.S. are met.
9. Broward County and the developer of affordable workforce housing units developed in accordance with s. 380.06(19) F.S. or s. 380.0651(3) F.S. may identify an employment center or centers in close proximity to the affordable workforce housing units. If at least 50 percent of the units are occupied by an employee or employees of an identified employment center or centers, all of the affordable workforce housing units are exempt from transportation concurrency requirements and the local government may not reduce any transportation trip-generation entitlements of an approved development-of-regional-impact development order. As used in this policy, the term "close proximity" means 5 miles from the nearest point of the development of regional impact to the nearest point of the employment center and the "employment center" means a place of employment that employs at least 25 or more full-time employees.

Policy 3.4.24. Broward County shall encourage the provision of pedestrian and bicycle infrastructure linking neighborhoods to the transit system.

Policy 3.4.25. By December 2011, the Planning and Redevelopment Division shall coordinate with municipalities on establishment of bicycle and pedestrian level of service standards to be used for concurrency and short/ long range planning purposes, in order to implement Policy 3.4.29.

Policy 3.4.26. By December 2011, Broward County shall establish a methodology to establish level of service standards for pedestrian and bicycle infrastructure. The methodology shall include a demand analysis for high frequency destinations or routes and include different standards for different roadway typologies. Separate standards may

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be defined for each concurrency district in order to implement Policy 3.4.29.

Policy 3.4.27. By December 2011, Broward County shall consult with the existing bicycle and pedestrian advisory committee for input on the prioritization of projects.

Policy 3.4.28. By June 2012, Broward County shall identify projects needed to achieve the identified pedestrian and bicycle level of service standards and define a prioritization strategy to rank projects within each concurrency district. The strategy shall include mechanisms for municipal coordination. Coordination with transit infrastructure improvement projects shall be preferred to provide a cohesive and comprehensive mobility strategy in selected corridors or areas. Emphasis will be placed on Transit/Housing Oriented Redevelopment (THOR) corridors or other corridors with planned premium transit (FEC and CSX corridors).

Policy 3.4.29. By December 2012, Broward County shall identify a funding strategy to implement projects identified to meet the pedestrian and bicycle level of service standards. The funding strategy may include concurrency or mobility fees, a matching program to encourage municipal participation, support from outside agencies such as the MPO or FDOT, developer contributions, or other options.

Policy 3.4.30. By December 2012, Broward County shall adopt short-term bicycle and pedestrian level of service standards to be included in the concurrency management system and long-term transit, bicycle and pedestrian standards to be evaluated similar to the long-term standards for roadways.

Policy 3.4.31. By December 2013, and each year thereafter, Broward County shall include a status of the County's progress at achieving or maintaining pedestrian and bicycle level of service standards as part of the annual Capital Improvements Element amendment. Any project reprioritizations or changes in funding status shall be identified in the annual update.

Policy 3.4.32. In conjunction with the annual update of its Capital Improvements Element, the County shall report on the status of the transportation system in relation to the LOS standards adopted in Policies 3.4.2 and 3.4.3, and identify any remedial actions needed and how and when they will be implemented. The County will coordinate with the Florida Department of Transportation on this reporting function.

COORDINATE TRANSPORTATION PLANS AND PROGRAMS

Objective 3.5. Broward County shall coordinate its transportation system with the plans and programs of any applicable Metropolitan Planning Organization, transportation authority, Florida Transportation Plan, Florida Department of Transportation's Adopted Work Program, and the Strategic Intermodal System (SIS).

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Policy 3.5.1. Broward County shall coordinate the following plans and programs with the MPO and the FDOT, District IV:

1. Transportation Element, and significant amendments thereto.
2. Fort Lauderdale-Hollywood International Airport Master Plan and amendments thereto.
3. North Perry Airport Master Plan and amendments thereto.
4. Port Everglades Master/Vision Plan and amendments thereto.
5. Broward County Bicycle Facilities Network Plan and amendments thereto.
6. Broward County Pedestrian Facilities Plan and amendments thereto.

Policy 3.5.2. Broward County shall coordinate the following plans, programs and Comprehensive Plan amendments with the Turnpike District:

1. Transportation Element amendments relating to the Sawgrass Expressway or Florida's Turnpike mainline.
2. FUALUEMS amendments that would add more than three (3) percent traffic to the Sawgrass Expressway or Florida's Turnpike mainline.

Policy 3.5.3. Broward County shall coordinate the following plans and programs with the Federal Aviation Administration:

1. Fort Lauderdale-Hollywood International Airport Master Plan and amendments thereto.
2. North Perry Airport Master Plan and amendments thereto.

Policy 3.5.4. Broward County shall continue to coordinate the Port Everglades Master Plan with the following plans and programs:

1. Florida Seaport Transportation and Economic Development (FSTED) Council's annual 5-Year Plan to Achieve the Mission of Florida's Seaports.
2. FSTED Funding Program, administered by the FSTED Council, pursuant to Section 311.07, F.S.

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3. Intermodal Development Program, administered by FDOT, Central Office, pursuant to Section 241.053, F.S.
4. FDOT Strategic Intermodal System Plan.
5. FDOT Seaport System Plan.

Policy 3.5.5. Through its membership and participation in the MPO, Broward County shall actively pursue a continuation of the current land use coordination practices in the maintenance of the County's long-range transportation plan, including:

1. Recognition of the Trafficways Plan component of the Broward County Land Use Plan as the basic system of designated corridors within which the future roadway network shall be planned, designed and constructed.
2. Recognition of the currently amended Broward County Land Use Plan in maintaining the socio-economic data base which in turn is the basis of forecasting future travel demand.
3. Recognition of the State's Strategic Intermodal System (SIS), a statewide transportation network including SIS roadways, connectors, and hubs.
4. Direct communications with Broward County's municipalities for review and comment on amendments to the adopted Year 2030 Highway Network in keeping with municipal planning objectives.
5. By 2011, modify and restructure the transportation planning process to enhance the relationship between land use and transportation planning. Examples of such restructuring could include coordinating the impact of land use decisions on the SIS / FIHS and the network of regional arterials that connect with other counties, encouraging corridor designations in local government comprehensive plans, as needed.

Policy 3.5.6 Through participation in the MPO, the County shall support the activities of the Southeast Florida Transportation Council, a body comprised of the Chairs of the Broward, Miami-Dade, and Palm Beach Counties' MPOs who conduct regional coordination and prioritize transportation projects of regional significance for TRIP eligibility including transit capital projects. The County shall support:

1. Projects funded by the State's TRIP program. Projects must at a minimum:

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- a. Support facilities or infrastructure that serve national, statewide or regional functions and function as an integrated transportation system;
 - b. Be identified in appropriate local government capital improvements program(s) or long term concurrency management system(s) that are in compliance with state comprehensive plan requirements;
 - c. Be consistent with the SIS;
 - d. Be in compliance with local corridor management policies; and
 - e. Have a 50% commitment of local, regional, private or allowable federal categories of matching funds.
2. Developing, maintaining, and updating a regional transportation plan that, at a minimum, identifies regionally significant transportation facilities in the regional transportation area and contains a prioritized list of regionally significant projects.

Policy 3.5.7. Through direct contact with the public and all appropriate agencies including the MPO's Technical Coordinating Committee and Community Involvement Roundtable, coordinate sufficient involvement and input in the development and review process for all applicable transportation plans, in order to ensure compatibility regarding the establishment of locally desired level of service standards.

Policy 3.5.8. Broward County shall work with appropriate entities in its continued effort toward establishing a transit-oriented corridor overlay zoning districts along the County's 2030 LRTP identified high-capacity transit corridors as a means to increase land use densities and intensity and ensure economic vitality. The following factors shall be addressed:

1. Amend planning processes in addressing growth in the region to involve those who actually implement change, such as developers.
2. Assess the amount of undeveloped land and the potential for redevelopment of existing land along the corridor. Manage growth through coordinated land use and transportation corridors, hubs and intermodal connectors for the movement of people and goods to each segment of every community.
3. Evaluate the type of development incentives needed to encourage transit-oriented development (TOD) within a TOC zoning district. These incentives could include any combination of the following: reduced parking requirements; waiver or partial waiver of impact fees and other development related costs; public funding of

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transit-oriented development improvements (such as bus bays, bus benches and shelters, pedestrian facilities and connections to bus stop, etc.).

4. Implement the zoning and policy changes to link transit and land uses.
5. Create affordable housing opportunities along transit corridors.
6. Ensure diversity of economic opportunities for local, small, women-owned, and other minority-owned companies in the development and operation of our transit systems.
7. Develop public-private partnerships and develop interactive and coordinated information sensitive to cultural and language differences with the goal of increasing the use and support for multi-modal mobility.
8. Encourage the placement of child and/or senior daycare at or near transit facilities/centers, through the cooperation of transportation, health, human, and social service agencies.

Policy 3.5.9 - Broward County will work with the Florida Department of Transportation (FDOT), municipalities and other partners to ensure timely completion of the following initiatives focused on identifying and addressing impacts to the Strategic Intermodal System (SIS) and roadway facilities funded under the Transportation Regional Incentive Program (TRIP) (s. 339.2819, Florida Statutes). Map 3-15 shows SIS and other regionally significant transportation facilities that serve Broward and adjacent counties. Map 3-16 highlights the facilities located in Broward County.

1. **SIS Connectors:** SIS roadway connectors serve the critical role of linking SIS hubs with SIS corridors and hence are subject to a statewide level of service (LOS) standard (see Policies 3.4.2 and 3.4.3). FDOT has completed a study for each SIS roadway connector in Broward County. These studies identify both LOS conditions and deficiencies and potential improvements or strategies needed to ensure access to and achieve mobility on the facilities. For SIS roadway connectors serving transit hubs, mitigation in the form of improved transit access and mobility or transit-oriented development proximate to stations will be considered.

The studies, as best available data and analysis, will serve as the basis for consultations among FDOT, Broward County and affected municipalities. Specific steps and time frames to be followed are listed below:

- a. By January 2009 – FDOT will distribute the studies to Broward County and affected municipalities.

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- b. By February 2009 – FDOT will convene meetings with Broward County and affected municipalities to review study findings. Funding and completion dates for any follow up studies needed to refine and prioritize improvements or strategies identified in the studies for failing SIS roadway connectors will be addressed at these meetings.
- c. By April 2009 – FDOT, Broward County and affected municipalities will agree upon a coordination process for identifying and addressing impacts to SIS roadway connectors from proposed sub-DRI level developments. For each connector, the agreed-upon process shall specify:
- The proximity of a proposed development to the connector which will result in FDOT involvement in the development review process (within at least one mile); and
 - The impact threshold of a proposed development on the connector which will trigger an FDOT review.

The process will require that any proposed sub-DRI level development in the proximity of a connector not meeting the adopted LOS standard must have mitigation for its impacts on the facility approved by FDOT prior to Broward County's issuance of a Transportation Concurrency Certificate. Impacts to connectors from DRIs will be addressed through the DRI process.

- d. By September 2009 – FDOT, Broward County and affected municipalities will agree upon mitigation measures to address each SIS connector which does not meet the adopted LOS standard. Implementation of these measures will be adopted as amendments in the appropriate programs of the participating governments. The process agreed upon under subparagraph c. above will be implemented by the participants as soon as possible after the programming of the mitigation measures, but no later than December 2009.
- e. The process and mitigation measures will be incorporated into the County and municipal comprehensive plans in the next available amendment cycle.
- f. The County and affected municipalities will identify any other comprehensive plan commitments needed to protect the function of SIS roadway connectors. As identified, these commitments will be incorporated into the County and municipal comprehensive plans in the next available amendment cycle.
2. **SIS Corridors:** SIS roadway corridors are critical to the movement of people and goods within regions and across the state and hence are subject to a statewide LOS

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standard (see Policies 3.4.2 and 3.4.3). FDOT will lead the following steps, coordinating with Broward County and affected municipalities.

- a. By January 2009 – FDOT will disseminate the best available data and analysis on the SIS roadway corridors with maps and tables denoting existing and projected traffic volumes and LOS.
- b. By April 2009 – FDOT, Broward County and affected municipalities will agree upon a coordination process for identifying and addressing impacts to SIS roadway corridors from proposed sub-DRI level developments. For each corridor, the agreed-upon process shall specify:
 - The proximity of a proposed development to the corridor which will result in FDOT involvement in the development review process (within at least one mile); and
 - The impact threshold of a proposed development on the corridor which will trigger an FDOT review.

The process will require that any proposed sub-DRI level development in the proximity of a corridor not meeting the adopted LOS standard must have mitigation for its impacts on the facility approved by FDOT prior to Broward County's issuance of a Transportation Concurrency Certificate. Impacts to corridors from DRIs will be addressed through the DRI process.

- c. Broward County will participate in and assist in implementing FDOT-initiated studies addressing mobility on SIS roadway corridors. Each study will identify and evaluate LOS issues and deficiencies and recommend actions needed either to achieve the applicable adopted statewide LOS standard or ensure mitigation of impacts through development and implementation of a comprehensive mitigation plan covering the corridor and its wider context. Examples of techniques or tools that may be considered are long-term concurrency management systems, backlog authorities, SIS proportionate fair share, improvements to parallel facilities (including transit), LOS variances, multimodal LOS standards, congestion and incident management, transportation demand management, and transportation system management and operation. As a part of each study, FDOT and its partners will agree upon a strategy or combination of strategies to be implemented for that corridor, including through commitments in County and municipal comprehensive plans.
- d. Broward County will participate in and assist in implementing FDOT-initiated studies addressing mobility on SIS roadway corridors. Each study will identify and evaluate LOS issues and deficiencies and recommend actions needed either to

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achieve the applicable adopted statewide LOS standard or ensure mitigation of impacts through development and implementation of a comprehensive mitigation plan covering the corridor and its wider context. Examples of techniques or tools that may be considered are long-term concurrency management systems, backlog authorities, SIS proportionate fair share, improvements to parallel facilities (including transit), LOS variances, multimodal LOS standards, congestion and incident management, transportation demand management, and transportation system management and operation. As a part of each study, FDOT and its partners will agree upon a strategy or combination of strategies to be implemented for that corridor, including through commitments in County and municipal comprehensive plans.

3. **I-95 SIS Corridor:** FDOT, coordinating with county, municipal, metropolitan planning organization (MPO) and other partners, is conducting a multi-county study for the I-95 corridor and its parallel transit facility (Tri-Rail) that will identify a course of action for addressing existing and projected LOS issues on the corridor. The following time line applies to this study and implementation of study results:

- a. By May 2009 – FDOT will define the study area; compile FDOT, local government, MPO and other policies affecting the corridor; inventory studies relating to the corridor; and identify programmed and planned projects and other improvements identified as being needed on the corridor.
- b. By June 2009 – FDOT will complete an interchange analysis study for the arterials covered by the maximum service volumes set in Policy 3.4.2. This study will identify interim and long-term interchange improvements needed to keep operations on the arterials from interfering with operations on the mainline I-95 corridor.
- c. By December 2009 – FDOT, Broward County and other partners will agree on a strategy or combination of strategies to be implemented to address mobility on the corridor and within its wider context, including existing and projected LOS issues. Identification of projects and funding mechanisms will be part of this effort.
- d. Commitments needed to ensure timely implementation of the agreed upon strategy or combination of strategies will be incorporated into the comprehensive plans for Broward County and affected municipalities in the next available amendment round.

4. **Roadway Segments Improved with TRIP Funds:** Roadway segments with improvements funded with TRIP funds are subject to a statewide LOS standard. A LOS D standard applies in the Standard Concurrency Districts. That same LOS standard

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applies in the Transportation Concurrency Management Areas unless FDOT agrees to an alternate standard.

- a. By February 2009 – FDOT will convene meetings with Broward County and affected municipalities to address LOS on TRIP-funded facilities.
 - b. At such time as FDOT identifies a TRIP-funded facility which is not projected to meet the adopted LOS standard after its programmed improvement is completed, or for which the programmed improvement has been completed and the adopted LOS standard is not being met, then FDOT, Broward County, affected municipalities, and other appropriate partners will establish and follow a schedule to conduct a mobility study for the corridor involved and implement the study results.
5. **Regional Coordination:** Broward County will enhance its coordination with municipalities, adjacent counties; the Broward, Palm Beach and Miami-Dade MPOs; the South Florida Regional Transportation Authority and other partners regarding regional level transportation issues, including the need to ensure mobility on shared SIS and other regionally significant transportation facilities crossing county lines.
6. **Transportation System Management and Operation (TSM&O):** Broward County will meet with FDOT by February 2009 to review current TSM&O projects and plans and agree upon an ongoing coordination process focused on ensuring mobility on SIS and TRIP-funded facilities.

Policy 3.5.10. Broward County, in conjunction with the affected municipalities, the MPO, the FDOT, and the SFRTA, shall investigate all Tri-Rail station sites within the County and shall determine the feasibility of establishing, as a demonstration project, development of a transit village master development plan for a specific Tri-Rail station, excluding the Cypress Creek station.

EFFICIENT PUBLIC TRANSIT SERVICES

Objective 3.6. Broward County, in coordination with the MPO, shall provide efficient public transit services based upon existing and proposed major trip generators and attractors, safe and convenient public transit terminals, transit/housing oriented redevelopment, land uses and accommodation of the special needs of people who are transportation disadvantaged.

Policy 3.6.1. The provision of efficient public transit services to serve land uses, including major transit generators and attractors, shall be addressed by Broward County through implementation of, but not limited to, the following programs, activities or actions:

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1. Annually review public transit routes or route segments for possible elimination or potential cost effectiveness of various alternative service concepts where performance drops below one-half of the load factor or system average of passengers per mile. Further, coordinate all new transit routes or route changes with established development and land use plans in order to serve existing and future major generators.
2. Annually evaluate bus routes or route segments which provide large numbers of work trips for increase in service frequency during peak hours, and provide these service enhancements in accordance with the findings of the evaluation and the availability of sufficient transit operating funds.
3. Provide transit passenger infrastructure, which may include benches, shelter and detailed signage, at transfer locations which generate no less than 25 passenger activities per day.
4. Ensure full utilization of advertising potential on buses, benches, and shelters in order to generate system revenues and reduce costs associated with providing fixed amenities.
5. Provide mechanisms for private participation in the funding of mass transit services in order to initiate or accelerate the implementation of specific service improvements.
6. Continue to monitor the effectiveness of the Congestion Management System and continue to use the permit monitoring system as a means for determining the location of future major transit generators and attractors.
7. Continue to coordinate with municipalities in expanding the community bus program, and potential park & ride intermodal locations, where feasible, that interfaces with the County's mass transit system network.
8. Implement the Transit/Housing Oriented Redevelopment (THOR) program, a collaborative, multi-jurisdictional strategy to create vibrant, livable transit corridors.

Policy 3.6.2. The special needs of people who are transportation disadvantaged shall be accommodated by Broward County through implementation of, but not limited to, continuing the following programs, activities or actions:

1. Provide door-to-door transportation service through their service providers.
2. Support improvement of the planning and service delivery system.

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3. Purchase new transit vehicles equipped with wheelchair access mechanisms until the fixed-route peak hour fleet can be maintained as accessible.
4. Provide the disabled with accessible service to Tri-Rail.
5. Promote and develop community awareness of the transportation disadvantaged services program.
6. Maintain a County-wide computerized routing system to maximize vehicle usage.
7. Monitor on-time performance and customer satisfaction with service delivery.

PROTECTION OF EXISTING AND FUTURE RIGHTS OF WAY

Objective 3. 7. Broward County shall ensure development does not encroach upon existing rights-of-way and shall ensure future development does not encroach upon future rights-of-way as provided in the Broward County Trafficways Plan.

Policy 3.7.1. Continue to protect existing rights-of-way from building encroachment through implementation of Broward County Land Development Code provisions that provide no obstructions of any type which are deemed unsafe pursuant to County standards shall remain in the ultimate right-of-way to ensure compliance with the ADA.

Policy 3.7.2. Broward County shall continue to protect future rights-of-way from building encroachment through implementation of, but not limited to, the following programs, activities or actions:

1. Continue to construct the roadway circulation network consistent with the adopted Trafficways Plan.
2. Broward County Land Development Code provisions which require that, at the time of plat and site plan approval, future trafficways delineated on the Broward County Trafficways Plan be conveyed to the public by dedication on the face of the plat, deed or, if acceptable to the County, by grant of easement which is necessary for the ultimate construction of roadways, intersections, turn lanes, bicycle facilities, sidewalks, bus pullout bays, bus shelters, or roadway drainage facilities.
3. Continue to include funding for acquisition of rights-of-way in the Capital Improvements Element where dedication of land is not possible.

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4. Through the Broward County Planning Council, continue to coordinate the Trafficways Plan the right-of-way protection maps of jurisdictions and transportation authorities adjacent to Broward County.

Policy 3.7.3. Broward County shall establish measures for the acquisition and preservation of existing and future public transit rights of way and exclusive public transit corridors.

COORDINATION OF NEW SITINGS OR EXPANSION OF PORTS, AIRPORTS, OR RELATED FACILITIES WITH FUTURE LAND USE AND CONSERVATION

Objective 3.8 Broward County shall coordinate the siting of new, or expansion of existing ports, airports, or related facilities with the future land use, coastal management and conservation elements.

Policy 3.8.1 Broward County shall promote ports, airports, and related facilities development and expansion consistent with the future land use, coastal management, and conservation element.

Policy 3.8.2 Broward County shall mitigate adverse structural and non-structural impacts from ports, airports, or related facilities upon adjacent natural resources and land uses.

Policy 3.8.3 Broward County shall protect and conserve natural resources within ports, airports, and related facilities.

Policy 3.8.4 Broward County shall coordinate intermodal management of surface and water transportation within ports, airports and related facilities.

Policy 3.8.5 Broward County shall protect ports, airports, or related facilities from the encroachment of incompatible land uses.

COORDINATION OF SURFACE TRANSPORTATION ACCESS TO PORTS, AIRPORTS OR RELATED FACILITIES

Objective 3.9 Broward County shall coordinate the surface transportation access to ports, airports, or related facilities with the traffic circulation system shown on the traffic circulation maps or map series.

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Policy 3.9.1 Broward County and the MPO, shall coordinate roadway and transit service improvements with the future needs of seaports, airports, and other related public transportation facilities.

COORDINATION OF PORTS, AIRPORTS, OR RELATED FACILITIES WITH RELATED PLANS AND PROGRAMS OF SEAPORT AND AIRPORT PLANNING

Objective 3.10 Broward County shall coordinate with any ports, airports, or related facilities plans of the appropriate ports, airports or related facilities provider, United States Army Corps of Engineers, Federal Aviation Administration, metropolitan planning organization, military services, or resource planning and management plan prepared pursuant to Ch 380, F.S., and approved by the Governor and Cabinet, the Florida Department of Transportation 5-year Transportation Plan, and the Continuing Florida Aviation System Planning Process as adopted.

INTEGRATION OF ACCESS ROUTES TO PORTS, AIRPORTS OR RELATED FACILITIES WITH OTHER TRANSPORTATION MODES

Objective 3.11 Broward County shall ensure that access routes to ports, airports, or related facilities are properly integrated with other modes of surface or water transportation.

Policy 3.11.1 Broward County shall conduct regional coordination of access routes to ports, airports, or related facilities, focusing on communication and consultation with Palm Beach and Miami-Dade Counties when planning any projects or programs impacting the region.

Policy 3.11.2 Broward County shall develop strategies to address inter-modal terminals and access to airport, rail and seaport facilities.

Policy 3.11.3 Broward County shall continue efforts to plan, design and implement separate airport/seaport passenger and cargo connectors.

COORDINATION WITH THE BROWARD COUNTY COUNTYWIDE COMMUNITY DESIGN GUIDEBOOK

Objective 3.12 Broward County shall implement the recommendations of the “Broward County Countywide Community Design Guidebook” and objectives and policies of the Urban Design Element which give priority to context sensitive design solutions (urban design), including the creation of a sense of place and transit/housing oriented development (transit oriented environment), in transportation planning and decision making.

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Policy 3.12.1 Broward County shall encourage appropriate densities along transit corridors and maintain and enhance the public infrastructure necessary to support pedestrian and transit oriented development including accessible sidewalks, crosswalks, bridges and public spaces.

Policy 3.12.2 Broward County shall support the construction, improvement and maintenance of transit facilities countywide including shelters, lighting, trash receptacles and wayfinding systems.

Policy 3.12.3 Broward County shall integrate art in public places into transportation infrastructure such as traffic control boxes, street lighting poles and service area covers.

Policy 3.12.4 Broward County shall adopt pedestrian level of service standards (LOS) model, based on the 2002 Quality/Level of Service Handbook published by the Florida Department of Transportation (FDOT) for multi-modal transportation planning.

Policy 3.12.5 Broward County shall revise the Broward County Trafficways Plan and the Broward County Land Development Code to include the context-based corridor designations identified in the Guidebook for urban, suburban and rural land uses.

Policy 3.12.6 Broward County shall revise the Broward County Land Development Code and applicable road design standards to incorporate performance guidelines for context-based design of pedestrian crossings at intersections and mid-block crossings.

Policy 3.12.7 Broward County shall encourage local governments to require development and redevelopment to include pedestrian, bicycle and transit amenities and facilities that ensure compliance with the ADA of 1990 and Section 504 of the Rehabilitation Act of 1972 rules and regulations.

Post Adoption Revisions

1. This Element was amended in Cycle 2001-2 by Ordinance Numbers 2001-25, 26 and 27 adopted on June 26, 2001.
2. This Element was amended in Cycle 2001-2 by Ordinance Number 2001-57 adopted on November 13, 2001. This amendment added policy 3.1.14 indicating the County's intent to change the basis of transportation concurrency to transit.
3. This Element was amended in Cycle 2004-2 by Ordinance Numbers 2004-51 on December 14, 2004 (Transit Concurrency Provisions).

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4. This Element was amended in Cycle 2006-2 by Ordinance No. 2006-68 adopted on December 12, 2006.
5. This Element was amended in Cycle 2008-1 by Ordinance No. 2008-33 adopted on June 24, 2008.
6. This Element was amended in Cycle 2009-1A by Ordinance No. 2009-13 adopted on March 24, 2009.
7. This Element was amended in Cycle 2009-1 by Ordinance No. 2009-68 adopted on October 13, 2009.
8. This Element was amended in Cycle 2010-1A by Ordinance No. 2010-07 adopted on January 26, 2010.
9. This Element was amended in Cycle 2011-2 by Ordinance No. 2011-20 adopted on October 25, 2011.

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