

BROWARD COUNTY 2004 EAR SUFFICIENCY REMEDIAL RESPONSES

In addition, Broward County has continued to make the transit fleet assessable to the physically disabled. The fleet was 78% assessable to the disabled at the last EAR in 1995 and currently 100% assessable.

Broward County also continues to reduce the number of ADA non-accessible bus stops. Broward County Transit contracts out to install concrete pads where feasible and coordinates ADA improvements with developers and FDOT.

- **How well did the objectives and policies related to the Transportation Concurrency Exception Area perform, particularly in terms of reducing vehicle miles traveled, reducing vehicle trip lengths, and encouraging transportation demand management strategies?**

As indicated in the Evaluation of Transportation Element Goals, Objectives and Policies, a variety of measures identified by the policies creating the Transportation Concurrency Management Area provide for increased mobility through the provision of increased transit headways, shuttles, and transit centers.

For example, as shown in our GOPs Evaluation Matrix, comments for Policy 3.4.9 (pp. 105-113 - 8) indicated that 70% of the routes serving the Urban Infill Area have peak headways of 30 minutes or less.

Another example of these measures are two current agreements in the process to provide neighborhood transit centers – one at Nova Southeastern University, the other at Cypress Creek Road and I-95 (Lightspeed DRI).

However, the County Commission has directed staff to proceed with the amendment of the Comprehensive Plan to revise the concurrency management system for transportation from a roadway based system of improvements to a transit oriented system. With the implementation of a transit based concurrency system, the Transportation Concurrency Exception Area will be eliminated.

Please see information provided in response to the next questions for further information.

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Present to Plan Horizon Conditions

How effectively does the plan address the ability to sustain the concurrency system, achieve and maintain LOSS and address backlogged conditions through the plan horizon?

- **Were any plan amendments adopted to change the concurrency/financial feasibility strategies in considering future conditions?**

Since the inception of transportation concurrency in Broward County, modifications to State law and innovations in county policy have provided for several alterations to the original concurrency management system. Exception areas, in which transportation concurrency requirements do not need to be satisfied, now exist for much of eastern Broward County (urban infill area), as well as several downtown and redevelopment areas. A de minimis provision has excluded the smallest scale of developments from compliance. A provision to transfer unutilized vested trips from one property to an adjacent property has been established. Additionally, Policy 3.4.13 was adopted in 2001 declaring the County's intent to adopt Comprehensive Plan amendments to implement Transportation Concurrency Management Areas for the implementation of Transit Concurrency.

The 2025 LRTP was amended twice since it was adopted by the MPO in December 2001. Both amendments were based on change in local government policies. The LRTP remained financially feasible after the amendments.

- **How many links does the plan forecast as deficient through the plan horizon? Include map.**

As shown on attached Figure 5 (p.16), in 2025 approximately 697 miles of roads are projected to be overcapacity in Broward County, 64 of these miles will occur on the Florida Intrastate Highway System (FIHS).

- **How many FIHS links are forecast to fail through the plan horizon?**

As stated above, approximately 64 of the 697 miles projected to be overcapacity will occur on the Florida Intrastate Highway System (FIHS).

- **How does the plan propose to address these deficits?**

The 2025 LRTP is financially feasible and was based on the revenue forecast developed by FDOT.

- **How many links can be corrected through capital improvements? How many through action plans or other strategies?**

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The 2025 LRTP includes \$1,540,000,000 for roadway projects including improvements to FHHS facilities. The 2025 LRTP which was developed with transit improvements as a priority includes \$3,214,000,000 for transit projects. Additionally the 2025 LRTP includes \$62,000,000 for pedestrian projects and \$61,000,000 for bicycle projects.

Action plans will not result in a correction of deficient roadway links. Both the Broward County Metropolitan Planning Organization and the Broward County Commission have made transit improvements a priority over roadway improvements. As discussed further below, the Commission has directed that our present Transportation Concurrency Management System be revised to be Transit Oriented.

- **How many links are physically or policy constrained?**

Most 6-lane facilities are physically constrained.

- **Are permit denials or deferments anticipated as a result of the deficiencies? To what degree would deficits impact ability to redevelop with higher densities/intensities? Where would these problems occur?**

Yes, there might be some denials or deferrals but nearly the entire county is platted and almost totally built out. Currently a large portion of eastern Broward County is included in a transportation concurrency exception area. The exception area is proposed to be eliminated when the proposed transit oriented concurrency system is implemented. The proposed Transit Oriented Concurrency system is proposed to include assessment for development prior to the issuance of building permits, not just for development subject to platting. The proposed Transit Oriented Concurrency system also identifies a condition upon which a permit could be denied.

- **How will the concurrency management system address transit as a mitigation option for future development?**

The mitigation results of the current concurrency system have not varied significantly over the past decade. The common proposals for mitigation are additional turn lanes, signal retiming and occasional bus pullout bays. Often these modifications satisfy the engineering requirements of traffic mitigation, but are not perceived by the community as particularly beneficial.

Recent efforts by County staff to encourage a broadening of mitigation measures has met with limited success, primarily because such efforts involve more time and risk by the developer than the standard approach. In 2000, two commercial properties in the City of North Lauderdale jointly funded the operation of a new community shuttle service for a period of three years, with the County providing the vehicles.