EXHIBIT 3

BROWARD COUNTY TRANSPORTATION ELEMENT SUPPORT DOCUMENT

Data and Analysis for Transportation Concurrency

Table of Contents

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Rule 9J-5, F.A.C., requires all plan amendments and their support documents to be based upon data and analysis which is relevant and appropriate to each element. To be based upon data means to react to it in an appropriate way and to the extent necessary indicated by the data available. The data upon which the subject amendment is based includes: Section 163.3180, Florida Statutes; Rule 9J-5.0055, F.A.C; the goals, objectives and policies of the Broward County Comprehensive Plan; the Broward County Land Development Code; the Broward County Transit Development Plan (FY 2008-2012); the Year 2030 Long-Range Transportation Plan of the Broward County MPO; and the Transit Capacity and Quality of Service Manual.

Consistency with Criteria for Transportation Concurrency Management Areas
(from 9J.5.0055(5), Florida Administration Code)

Designation of each transportation management concurrency area and establishment of areawide level of service standards within such areas must be supported by data and analysis in the local government comprehensive plan support document which:

1. Demonstrate that the transportation concurrency management areas, as designated, are compatible with and further the various portions and elements of the local comprehensive plan.

The "Consistency" section of this amendment to the Transportation Element demonstrates that the designation of the proposed Transportation Concurrency Management Areas, the adoption of areawide level of service standards within them, and the implementation of a novel concurrency management system to support enhancements to the transportation system, are all compatible with and further Volumes 1 and 2 of the Broward County Comprehensive Plan.

In particular, the connection between the transportation concurrency system , the level of service standards, the Capital Improvement Element, and local land development regulations is consistent with Policies 8.01.01, 8.06.01, 8.06.03, 8.06.04, 8.06.05, 8.06.06 11.01.02, 11.01.04, and 11.0105 of the Broward County Land Use Plan. The emphasis on transit improvements is consistent with Policies 9.12.08, 9.14.02, 12.01.07, and 17.02.05 of the Broward County Land Use Plan, as well as Policies 3.2.2, 3.3.2, and 3.6.1 of the Transportation Element, and also Policy 13.1.4 of the Conservation Element. The emphasis on Neighborhood Transit Centers in the Level of Service Standards is consistent with Policies 12.01.08 and 17.02.05 of the Broward County Land Use Plan, and with Policy 3.4.2.3 of the Transportation Element. Similarly, the emphasis on transit headways in the LOS Standards is consistent with Policies 3.4.7.7 and 3.6.1.2 of the Transportation Element. The emphasis on bus shelters in the LOS Standards is consistent with Policies 3.2.2.8, 3.6.1, and 3.2.2 of the Transportation Element. The emphasis on increasing transit ridership in the LOS Standards is consistent with Policy 3.2.3.12 and Policy 3.3.2.1 of the Transportation Element.

The emphasis in the LOS Standards on the efficiency of the traffic signal system is consistent with Policies 3.3.1 and 3.4.18.14 of the Transportation Element.

The emphasis in Policy 3.5.9 on the SIS corridors and connectors is consistent with Policy 3.4.18 and Policy 3.13.1 of the Transportation Element.

It should be noted that, consistent with Policies 10.02.02 and 10.02.03 of the Land Use Plan, all of the Regional Activity Centers (RAC) designated in the Broward County Land Use Plan are within Transportation Concurrency Management Areas, as follows:

Town of Davie RAC	South Central District
Fort Lauderdale Central Beach RAC	Eastern Core District
Downtown Fort Lauderdale RAC	Eastern Core District
South Fort Lauderdale RAC	Eastern Core District
Northwest Fort Lauderdale RAC	Central District
Downtown Hollywood RAC	Southeast District
Miramar RAC	South Central District
Arvida/Pompano Park RAC	Northeast District
MainStreet Coconut Creek RAC	North Central District

In addition, all of the areas designated under the new categories of Transit Oriented Corridor (TOC), Transit Oriented District (TOD), and Mixed Use Residential (MUR) are located within Transportation Concurrency Management Areas. These include portions of Coral Springs, Dania Beach, Deerfield Beach, Hallandale Beach, Lauderdale Lakes, Lauderhill, Oakland Park, Pembroke Pines, Plantation, Pompano Beach, and West Park.

The fee waiver provision for affordable housing projects, contained in Policy 3.4.9, is consistent with Policy 1.07.02 of the Land Use Plan and Policy 8.1.6 of the Housing Element.

2. Provide a justification of the size and boundaries of each transportation concurrency management area for consistency with the purpose of this subsection.

Concerning justification for the size of the TCMAs, please see "Justification for Size of Concurrency Districts" in Appendix A-1. Concerning the specific boundaries for each District, they were determined using municipal input and the following criteria:

a. Each District must be a compact geographic area with existing or proposed multiple, viable alternative travel paths or modes available for common trips;

b. Each District should have generally a common level of service (transit or roadway) within it;

c. Each District should be designed to support common goals relating to infill development and/or redevelopment within it;

d. Each District should be designed so that it can have one set of level of service standards established for it;

e. Municipal boundaries should be followed when feasible, if other criteria are satisfied, unless a municipality requested otherwise.

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For a map of Districts see Map 3-13.

Northeast District: The boundaries to the north (County line) and the east (Atlantic Ocean) leave no discretion. The Turnpike was a reasonable choice for the western boundary, due to its presence as a physical barrier to travel, a demarcation line concerning land use patterns, and a political boundary (Coconut Creek to the west; Pompano Beach and Deerfield Beach to the east). The southern boundary was chosen at McNab Road partly due to the municipal boundary between Pompano Beach and Fort Lauderdale, and partly because the area to the south is characterized by a predominant east-west movement across the County (see Central District). The most heavily used transportation corridor in the District is Interstate 95, with the Tri-Rail line running parallel to the road. Heavily used transit corridors in the District include Dixie Highway; U.S. Route 1; State Road A-1-A; Powerline Road; and M.L. King, Jr. Blvd.

North Central District: The boundary to the west is the Conservation Area. To the north, the City of Parkland had indicated that they did not want to participate in the TCMA, so the boundary runs along the Sawgrass Expressway west of State Road 7, and along the County line east of State Road 7. The eastern boundary along the Turnpike coincides with the western boundary of the Northeast District. The southern boundary runs along Commercial Boulevard, which forms the boundary between Tamarac, on the north, and Sunrise and Lauderhill, on the south. At the request of municipal officials, a subdivision known as The Woodlands of approximately one square mile, located west of Florida's Turnpike and south of Commercial Boulevard, was added to the North Central District. The rationale for this change is that the access to The Woodlands is entirely to the north, onto Commercial Boulevard, so that it shares little in common with surrounding properties.

The district is characterized by a multiplicity of east-west and north-south travel corridors, with no one corridor dominating. Heavily used transit corridors include Coconut Creek Parkway, State Road 7, and University Drive. In addition, there is extensive and interconnected community bus service.

Central District: The boundary to the north is McNab Road, east of the Turnpike, and Commercial Boulevard, west of the Turnpike (see above Districts). The eastern boundary is the Atlantic Ocean north of Sunrise Boulevard. However, I-95 forms the Eastern Boundary south of Sunrise Boulevard, due to the presence of the Eastern Core District. Similarly, the Conservation Area forms the western boundary, except for the area of the Sawgrass District (see below). I-595 forms a physical and political boundary to the south for most of this District. However, between Flamingo Road and Weston Road, the southern boundary is set at SW 14 Street. This extra area south of I-595 was included at the request of Sunrise and Davie, because the land uses have much more in common with the area to the north, as opposed to the low density residential area to the south.

The Central District is distinguished by the predominance of east-west travel, with the Interstate

595 corridor being the most heavily used transportation corridor. The transit routes on the major east-west roadways within the District are characterized by high ridership and frequent service. The parallel routes on Broward, Sunrise and Oakland Park Boulevards all have 20 minute headways, and average over 35 passengers per hour. Data on existing transit service indicates that over 75% of the area within the District is served by transit.

Sawgrass District - This District, entirely within the City of Sunrise, was segregated from the Central District due to the high intensity of development, existing and planned, within the area. Despite the small size of this District, it contains 5 Developments of Regional Impact (DRIs), including Sawgrass Mills and the Broward County Civic Arena . The boundaries were set based on the municipal boundaries of Sunrise, and, within the City, the area in which more intense development is encouraged by the municipal land development regulations. This Western Sunrise Area, as defined by the City Land Development Code, prohibits certain undesirable uses, while promoting land uses and architectural design criteria that support a mixed land use theme. Western Sunrise has become a focal point of activity in western Broward County.

The southern boundary of the District is Interstate 595; the western boundary is the Conservation area; the northern boundary begins at Oakland Park Boulevard & the Sawgrass Expressway, runs along Oakland Park Boulevard to Flamingo Road; the eastern boundary runs along Flamingo Road to NW 8 Street, west on NW 8 Street to NW 136 Avenue, and then south on NW 136 Avenue to I- 595. It should be noted that the area of Plantation to the east of Flamingo Road is of a low density residential character that is substantially different than the Sawgrass District. The District is served by four transit routes, all converging on the Sawgrass Mills Mall, and all with 20 minute weekday headways. Three of these run east-west, through the Central District, while the fourth route is fairly new, running south through Weston and Pembroke Pines.

Eastern Core District - This District is by far the portion of the County with the highest development densities and the highest level of transit service. It is impacted by extreme peaking characteristics, due to the high concentration of employment, and also by substantial seasonal traffic from tourism and recreational travel. The District includes downtown Fort Lauderdale and Fort Lauderdale Beach, as well as the Broward County Convention Center. The boundaries of the Eastern Core District, developed in consultation with Fort Lauderdale staff, are Sunrise Boulevard to the north, the Atlantic Ocean to the east and I-95 to the west. The southern boundary marks the edge of Ft. Lauderdale/Hollywood International Airport and the jurisdictional area of Port Everglades. The District has a very high degree of transit coverage, with high frequency of service. Local service is provided by numerous programs run by the Fort Lauderdale TMA.

Port/Airport District - This District, comprised of Port Everglades and the Ft. Lauderdale/Hollywood International Airport, was separated out from adjacent areas due to (1) the distinctive land uses inside the District; (2) the high degree of public property within the District; and (3) the likely unique nature of transportation measures to be implemented within the District. It was felt that properties outside of this District should not be assessed for transit

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improvements which would primarily benefit the Port and/or Airport. Transit-related strategies being studied in this District include: express and/or premium bus service; shuttle service from Tri-Rail; off-site parking with shuttle service for employees (already existing at the Airport); and direct service between the Port and Airport for cargo and/or passengers.

Southeast District - The boundary of this District is the Atlantic Ocean to the east, the County line to the south, the Turnpike to the west, and I-595 and the Airport/Seaport to the north. The western boundary was the subject of some debate, because it splits small portions of several municipalities away from the balance (Miramar, Hollywood and Davie). It was maintained, however, due to several factors: (1) the Turnpike serves as a physical barrier, influencing both land use and travel patterns; (2) the MPO has designated State Road 7 as a future major transit corridor connecting to Miami-Dade County, and therefore State Road 7 should not be a boundary; and there is no other reasonable boundary that would avoid splitting several municipalities. The major transportation corridor within this District is Interstate 95 and the adjacent Tri-Rail line. Heavily used transit corridors include U.S. 1 and State Road 7.

South Central District - The boundary of this District is the Turnpike to the east; the County line to the south; and I-595 to the north. On the west the boundary was drawn based on the desires of the affected municipalities, as to which areas would participate in the TCMA concept and which areas would remain with Standard Concurrency. The municipalities of Weston and Southwest Ranches indicated that they were not ready for transit enhancements at this time. Davie wanted to separate its large area of agricultural and low density residential development from the suburban areas to the east. Pembroke Pines and Miramar had areas that were still under development with potential for road improvements. Based on these land use and transportation factors, the western boundary of the South Central District runs on Nob Hill Road, from I-595 to Griffin Road; goes west on Griffin Road to Flamingo Road; runs south on Flamingo Road to Sheridan Street; goes west on Sheridan Street to I-75, then runs south on I-75 to the County line. North of Sheridan Street, this boundary generally separates areas of medium density and low density. South of Sheridan Street, it generally separates areas fully developed from areas still under development.

There is not one dominant transportation corridor within this District. Of the nine mainline routes that currently serve the District, only five have a weekday service frequency of 30 minutes or better. However, improvements programmed for FY 2009 will bring this ratio up to 88%.

3. **Demonstrate that the transportation concurrency management areas as designated contain an integrated and connected network of roads and provide multiple, viable alternative travel paths or modes for common trips.**

Broward County's regional road network is a grid system with arterials spaced at approximately one mile intervals, both in the north-south and the east-west direction. The transit system is similarly designed in a grid system, with deviations to utilize major transfer terminals. The numerous community bus routes (in 23 municipalities as of 2008) allow easy access from

neighborhoods and local streets to the mainline bus routes on the grid system. The above system results in each TCMA having multiple, viable travel alternatives for common trips.

A. Pedestrian and Bicycle Travel

(1) Excerpt from MPO Unified Planning Work Program

BROWARD COUNTY, FLORIDA, MPO
UNIFIED PLANNING WORK PROGRAM
PROGRAM PERIOD: July 1, 2008 - June 30, 2010

Section: Special Project Planning UPWP Task 4.1
Task: **PEDESTRIAN and BICYCLE PLANNING** No.:

OBJECTIVES

Support on-going efforts by State and County agencies to implement multimodal urban/suburban mobility and pedestrian activities and facilities. Coordinate county, regional, and state pedestrian, bicycle, greenway, safe routes to school, and multi purpose pathway programs and projects. Coordinate activities and advisory services for the Broward County Bicycle and Pedestrian Advisory Committee (BPAC).

METHODOLOGY

 Staff the Bicycle Pedestrian Advisory Committee
 Work with local bicycle advocacy groups and other governmental agencies to develop bicycle awareness within the area
 Assist in the procurement of revenues for the construction of bikeway and multipurpose pathway projects
 Promote traffic safety education programs in the Broward County Public School system
 Increase citizen participation regarding bicycle, pedestrian, multipurpose pathway, recreation, and tourist planning and design at the county, state, and municipal levels
 Assist FDOT in prioritizing sidewalk gaps
 Implement Bike Parking Program to distribute bicycle parking facilities
 Update GIS bicycle and pedestrian facilities inventory and suitability map using professionally accepted BLOS methodology. Analyze bicycle and pedestrian crashes countywide
 Raise awareness of pedestrian and bicycling in Broward County. Support the ongoing development of bicycle and pedestrian projects.
 Coordinate with Traffic Engineering and the School Board safety Department in the Safe Rotes to School Program

PREVIOUS MAJOR ACCOMPLISHMENTS

 2008: Coordinated construction of the New River Greenway with I-595 P3 project.

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 2007: Assisted the School Board in obtaining Federal Safe Routes to School funding for three infrastructure projects and one non-infrastructure program.
 2007: Completed distribution of bicycle parking
 2007: Began development of an internet based bicycle routing system.
 2007: Distributed 10,000 Bicycle Suitability Maps
 2007: Continue the development of greenways corridors countywide and regionally

WORK PRODUCTS
 Ongoing: Bicycle/Pedestrian education program in the Broward County Public Schools
 Ongoing: Trust fund for use of donations, grants, etc. to the Bicycling/Pedestrian Advisory Committee
 Ongoing: Training opportunities to increase citizen participation in bicycle and pedestrian planning
 Ongoing: Operations of the Bicycle/Pedestrian Advisory Committee
 October 2008: A1A Greenway: Traffic Study
 July 2009:i: Updating Bicycle Suitability Map
 July 2009: Updating Bicycle Facilities Network Inventory
 June 2010: Internet Mapping System Based Bicycle Routing system

(2) Status of Greenways Program (as of 10/1/08)

In the spring of 1999, the Broward County Board of County Commissioners, recognizing the need to improve the quality of life in our urban environment, identified the creation of a county-wide system of greenways and trails as a priority goal. The County's Department of Planning and Environmental Protection was tasked with the responsibility of developing the plan to achieve this goal. A technical advisory committee, with members representing the Florida Department of Transportation, South Florida Water Management District, Florida Turnpike Authority, Broward County Engineering, Broward County Transportation Planning Division and the Broward County School Board was created to oversee the plan preparation. Over the following two-year period, numerous public meetings were held around the County to seek public input at various stages in the development of the greenways plan. Public support was enthusiastic and a wide variety of interests participated at the meetings including municipal officials, bicyclists, equestrians, boaters, developers, environmentalists, state and regional governmental representatives and others.

The County's greenways planning kicked off in the fall of 1999 with an all day visioning session facilitated by the South Florida Regional Planning Council. Over 100 participants gathered at Anne Kolb Nature Center to draft the vision statement for the plan. Following the completion of the vision statement, planning for the actual greenways corridors was initiated with a request to Broward's municipalities to submit greenways corridor proposals for inclusion in the plan. Approximately 20 municipalities submitted proposals. Several cities had on-going greenways programs and some, most notably the Town of Davie, already had developed local greenways

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systems. County staff also began assembling information on canal rights-of-way, wide road rights-of-way, utility easements, waterways and other potential greenways corridors. This information along with other planning information was utilized to draft a conceptual greenways system plan. In the fall of 2000, the public was invited to attend a meeting at Fern Forest to review the planning information and draft plan and assist in preparing the final conceptual greenways system plan. It was the consensus of meeting participants that the conceptual plan should provide a framework that could link together the planning efforts of individual municipalities.

Based upon the public's input and planning considerations, six priority corridors were selected for more detailed planning. These corridors included Dixie Highway, Cypress Creek, Conservation Levee, New River (State Road 84), Flamingo Road, and Hiatus Road corridors. Detailed right-of-way information was collected on the five corridors and draft plans were prepared. Five public meetings were held in the spring of 2001 at locations around the County to seek public comment on the detailed corridor plans. Following endorsement by the Broward County League of Cities Technical Advisory Committee, the Broward County Commission approved an amendment to the Broward County Comprehensive Plan to incorporate the conceptual greenways system plan.

There are over 370 miles of regional greenways, land trails and water trails delineated on the CONCEPTUAL MASTER PLAN. The regional network of greenways depicted are essentially the regional backbone which may supplement, augment or serve as a foundation for the local trail networks, such as the trails of Davie, Plantation, Parkland and Southwest Ranches.

In addition to the six priority corridors selected during the planning process, public input and subsequent planning meetings led to addition of two other Greenways to be included in the priority list. Thus, eight corridors now represent the “phase one” corridors of the Broward County Greenways System. They include the Dixie Highway, Cypress Creek, Conservation Levee, New River, Flamingo Road, Hiatus Road, Barrier Islands, and Griffin-Orange Greenways. These Phase One corridors were identified as those with the highest priority for development. These corridors effectively form a framework that traverses all parts of the County, and provide a good representation of differing types of trails, from wide paved and unpaved trails through natural and rural areas, to wide sidewalks through urban areas. This approach provides opportunities for all types of Greenway users and interests.

The Cypress Creek Greenway is scheduled to go to Purchasing for construction bids in October 2008 with the bid for the Flamingo/Hiatus Greenway being ready approximately six months later. Coral Springs has committed $215,000 towards the construction of the Atlantic Blvd. Trailhead. The County Commission approved this agreement in October 2008. The New River/SR 84 Greenway has been rolled into FDOT’s I-595 project. The section west of University Drive to SW 136 Ave. should be completed in 2009/2010. The section east of Davie Rd. may be completed in 2012/2013. The consultant should refocus their attention on the design of Dixie Highway starting in October or November of 2008.

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(3) Policies in the Transportation Element of the Broward County Comprehensive Plan relating to bicycle and pedestrian facilities.

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 3.1.7. 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.

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) AB@ (60%-80%) to LOC AA@ (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.

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:

2. Broward County shall provide bikeways at the entrances to County parks where financially feasible.

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.

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.

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Policy 3.3.7. Broward County shall provide for an energy efficient recreational traffic network 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 3.5.1. Broward County shall coordinate the following plans and programs with the MPO and the FDOT, District IV:

5. Broward County Bicycle Facilities Network Plan and amendments thereto.

6. Broward County Pedestrian Facilities Plan and amendments thereto.

(4) Data and Analysis in the Transportation Element of the Broward County Comprehensive Plan relating to bicycle and pedestrian facilities.

3. Bicycle network. The bicycle network includes bicycle facilities and services designed to enable and encourage the use of bicycles for recreational and utilitarian purposes. Recreational trips include travel for leisure, enjoyment, or pleasure and utilitarian trips include travel for work or errands.

a. *Bicycle facilities*. Bicycle facilities include bikeways, bicycle parking, employee showers and clothing lockers, bicycle racks on buses and trains, maps and any other document that facilitates bicycling.

Bikeways. A bikeway is any road, path or way which is open to bicycle travel. Broward County bikeways include multi-purpose paths/greenways, designated bicycle lanes, paved shoulders, and wide curb lanes, which total almost 299.5 miles. In recent years the consideration of bikeways as part of the roadway design, like landscaping, has gradually become part of the roadway's design process. However, because bicycle lanes were rare in Broward County and immediate connectivity between the few existing facilities was not financially feasible; a construction by opportunity approach was utilized to begin development of the county's on-road bicycle facility network. As new roads are being constructed, on-road bicycle facilities are included. Broward County is now reaching the point at which connectivity between facilities is becoming financially feasible. To further develop this network the Broward County Bicycling Advisory Committee is helping to develop a prioritized list of bicycle facility construction projects. The location of Existing and Designed Bikeway Facilities are displayed on Map 3-7, and the mileage by type is displayed in Table 3-23. Bikeways predominantly follow state roads, although

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scattered segments follow local roads. The City of Weston claims the most mileage of bikeways along local roads.

Table 3-23
Existing Broward County Bikeways and Wide Curb Lanes (2006)

Type	Miles	Percent
Multi-purpose paths [1]	23.5	7.8
Dedicated Bicycle Facilities	153.0	51.1
Shared Facilities	123.0	41.1
TOTAL	299.5	100.0

Note: [1] This figure does not include multi-purpose paths located within regional parks.

Source: Broward County Transportation Planning Division, 2006

A multi-purpose path is a bikeway that is in right-of-way separate from the road. Table 3-23 shows that countywide there are approximately 23.5 miles of multi-purpose paths. The longest continuous multi-purpose path follows the North New River Canal right-of-way, owned by the South Florida Water Management District, for approximately seven miles, stretching along the north side from University Drive to Pine Island Road and along the south side from Pine Island Road to Markham Park. A multi-purpose path encircles the Pompano Beach Airport and Pompano Beach Municipal Golf Course, which is predominantly used for recreational trips and is shared with recreational walkers and in-line skaters. Broward County is currently designing an additional 80 mile of multi-purpose paths as part of its Greenways Network. Map 3-7 depicts the entire proposed network.

A bicycle lane is a portion of a roadway which has been designated by striping, signage, and pavement markings for the preferential or exclusive use of bicycles. Unlike multi-purpose paths, bike lanes are not physically separated from traffic. Broward County's bike lanes total approximately 153 miles. **Subpolicy 3.2.3.1.** provide for Broward County to continue to include bikeways in road construction projects.

Shared facilities are on road facilities that provide for bicycling but are not striped or marked to bicycle lane standards. Paved shoulders and wide curb lane fit into this category. A wide curb lane has is the outermost through lane of a roadway at least two

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feet wider than the interior lanes. Typically this is at least thirteen feet wide and is not defined by a lane stripe. In Broward County outside lane widths of fourteen feet or wider are marked striped with an eleven foot travel lane adjacent to three foot undesignated lane. Paved shoulders provide a defined space adjacent to the travel lane but do not correctly direct a bicyclist through an intersection when a right turn lane is present. Broward County has approximately 21.4 miles of wide curb lanes which are displayed on Map 3-7.

Undesignated Lanes. In Broward County, if fourteen feet is available for the outside lane, it is typically divided to create a three foot undesignated lane next to an eleven foot travel lane. The striping pattern of the undesignated lane is similar to that of marked bicycle lane. Because of the similarities in striping between an undesignated lane and a bicycle lane. The miles of undesignated lanes in Broward County is included in the total number of miles of dedicated bicycle facilities.

Bicycle parking. Bicycle parking includes racks and lockers of various designs. Recognizing that not all bike parking facilities provide equal protection or security Broward County and the Broward County MPO produced the Broward County End-of-Trip Bicycle Facilities Guide which provides the reader with information needed to make the right decisions abut bicycle parking. Bicycle parking racks are widely available at Broward County government facilities, including the downtown Governmental Center, County Courthouse, County libraries, and at BCT and Tri-Rail public transit terminals. Traditional bicycle parking racks provide minimal security when bikes are left alone for long periods of time. Bicycle storage lockers provide additional security from theft and protection from inclement weather by enclosing the entire bike. **Subpolicy 3.2.3.3.** provides for additional bicycle parking countywide.

Bus Mounted Bicycle racks. Bus mounted bicycle racks provided on public transit vehicles and allow a passenger to carry a bike from a point of origin to a destination. Public transport racks enable the public transit user to reach destinations not served by the public transit system, thereby increasing the service area. BCT's records show an average monthly rack usage of 33,000 uses per month. Tri-Rail provides bicycle transport racks on each car.

Lockers and showers. The availability of showers and lockers encourages bicycle commuting by removing obstacles to employees who must maintain a professional appearance. Certain Broward County governmental buildings have showers and lockers available for employee use. A comprehensive list of the sites equipped is not available, but the sites include the Office of Environmental Services, the Broward County Sheriff's Department, and various county parks. The buildings which contain shower and locker facilities primarily house agencies in which the nature of the work performed requires showers and lockers. One notable exception is the downtown Governmental Center, which has a shower and locker available in the parking garage, but it is not a gender

separated facility. The extent of efforts by municipalities and private employers to provide showers and lockers is not known.

Bicycle Coordinator. The Broward County Bicycle Coordinator is a fully funded position housed in the Transportation Planning Division. The Bicycle Coordinator is involved in a number of tasks, such as development of the short-term and long-term Bicycle Facilities Network Plan, development of bicycle suitability maps, staffing the Broward County Bicycle/Pedestrian Advisory Committee and the development of traffic safety education programs. **Subpolicy 3.1.3.2.** provides for the Bicycle Coordinator to continue to provide educational training.

Educational programs. Bicycle education is taught in Broward County by various agencies that have different needs ranging from implementation of a nine week curriculum or the information to conduct presentations or bicycle rodeos. The Broward County Bicycle Coordinator provides instructor training to the various agencies.

The Broward County Bicycle Suitability Map 3-8 displays bikeways and designates traffic interaction ratings, but does not designate routes. It was determined the suitability map is more advantageous than a route map because the user may choose a course of travel based upon ability and confidence. The map provides a wealth of bicycle related information including defensive riding, traffic laws, bicycle repair shops, clubs, and regional park facilities.

b. Bicycle safety. Table 3-24 presents bicycle/ motor vehicle crash injury and fatality data for Broward County from 1990 -2004. While it is difficult to attribute this decline to any one factor in should be noted that the number of miles of on-road bicycle facilities has steadily increased since 1991. **Policy 3.1.3.** addresses those programs, activities, and actions Broward County will take to provide a safe bikeways network.

Table 3-24
Bicycle/Motor Vehicle Crashes Injuries, Injury Rate & Fatalities
1990-2004

Year	Population	Injuries	Injury Rate	Fatalities
1990	1,256,269	868	69.09	10

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1991	1,255,488	869	72.96	9
1992	1,294,090	1019	78.74	8
1993	1,317,512	999	75.82	19
1994	1,340,220	976	72.82	12
1995	1,364,168	883	64.73	15
1996	1,392,252	850	61.05	9
1997	1,423,729	772	54.22	10
1998	1,503,407	685	45.56	11
1999	1,535,468	596	38.82	14
2000	1,623,018	649	39.99	6
2001	1,649,925	597	36.18	6
2002	1,676,153	667	39.7	4
2003	1,698,425	669	39.4	5
2004	1,723,131	672	39	6

Source: Florida Department of Highway Safety and Motor Vehicles, 2004

4. Pedestrianways network. The pedestrianways network includes sidewalks and walkways that are "pedestrian lanes" that provide people with space to travel within the public right-of-way that is separated from roadway vehicles.

a. Pedestrian facilities. Pedestrian facilities include sidewalks, crosswalks, walkways, access facilities, and pedestrian facility design treatments. Pedestrian facilities improve mobility for pedestrians and provide access for all types of pedestrian travel: to and from home, work, parks, schools, shopping areas, transit stops, etc. They also provide places for children to walk, run, skate, ride bikes, and play. Sidewalks should be continuous along both or one side of a street and sidewalks should be fully accessible to all pedestrians, meeting current ADA guidelines.

Broward County's pedestrian facilities are comprised primarily of sidewalks. These were historically not very well provided in many of the developments constructed before the late1980's, and a great deal of infill sidewalks are required on the County's arterial and collector streets to provide safe, comfortable drained walkways for pedestrians. This point is particularly important when access to transit is considered. A sidewalk inventory was completed for over 400 miles of sidewalks in ten pedestrian study areas identified by MPO's Pedestrian Focus Group. This group identifies areas of existing or future pedestrian and transit activity. Approximately 370 miles of this inventory was completed along arterial and collector streets, while the remainder included local streets that either carry transit buses, or serve as primary pedestrian routes accessing transit stops. Of the roads that were inventoried, 70 percent are in good or fair condition, but almost 20 percent – or almost 80 miles – are missing sidewalks altogether. In addition to these pedestrian focus areas, sidewalk conditions for state highways were obtained from

FDOT's Roadway Characteristics Inventory (RCI) database and video log records, and an additional 140 miles of County and Municipal roadways were inventoried in July 2004 as part of this study. The combined results of these data inventories for missing sidewalks is shown in Map 3-9.

Sidewalks. In the Unincorporated Areas, there is a continuous effort to construct sidewalks as evidenced by the Broward County Capital Improvement Element, which programs for sidewalk projects over the next five years. The Broward County Land Development Code requires sidewalks to be constructed adjacent to unincorporated local roads, Trafficways delineated on the Broward County Trafficways Plan, and all unincorporated and functionally classified County Collector roads. Sidewalks must be a minimum of five (5) feet-wide on both sides of all these roadways. During construction of roadway projects, sidewalks are required to be maintained.

Subpolicy 3.1.3.1. requires the Broward County Development Management Division to continue maintaining land development regulations requiring sidewalks for new development and redevelopment.

Crosswalks. Crosswalks provide pedestrians with connections between sidewalks and walkways. Crosswalks are located at road intersections and mid-block locations which attract heavy pedestrian traffic, such as schools and parks. Well marked crosswalks provide safe paths for pedestrians by alerting drivers of the potential for pedestrians crossing the street. Crosswalks may be grade-separated where safety is a concern.

Subpolicy 3.2.3.5. provides for improving pedestrian access along transit routes, to public transit stops, and safe routes to school. Signals indicate to the pedestrian when it is safe to cross the street and are typically used at busy intersections in conjunction with crosswalks. At wide intersections, pedestrians often have difficulty crossing the street during the window of safety. In these circumstances, a median strip may be provided for the pedestrian to wait until the next signal change. The Traffic Engineering Division reports 117 signalized pedestrian crossings in Broward County, but one (1) is designated as an Aequestrian@ crossing and many have fire house preemption.

Pedestrian Treatments. Pedestrian treatments are primarily designed to promote a pleasurable walking experience. Treatments include benches, fountains, landscaping, lighting, and other urban design features. Appropriate lighting and maintenance of pedestrian sight lines are important for safety enhancement. Lighting and sight lines enable the pedestrian to spot and avoid threatening situations. Broward County funds a program for art and public design which incorporates pedestrian amenities.

Subpolicies 3.2.3.2 and **3.2.3.4.** identify tasks to be addressed by the Transportation Planning Division. Transportation Planning Division is involved in the development of the short-term and long-term Pedestrian Facilities Plans and performs other functions.

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The 2006 Broward County Sidewalk Conditions and Transit Infrastructure Inventory is an ongoing program to assemble a countywide GIS database to identify deficiencies in the transportation network for these modes. Improvements will be consistent with the Multimodal Long Range Transportation Plan, and the County Commission's initiative to enhance livability, particularly through improved facilities to support alternative transportation.

Subpolicy 3.2.3 provides for the periodic update of the short-term and long-term Pedestrian Facilities Plan.

b. *Safety*. The Surface Transportation Policy Project calculates pedestrian safety rates using a numerical scale called the pedestrian danger index (PDI). The PDI is calculated on a scale of 1 to 100, with 1 being the safest city for walking and 100 the most dangerous. It is based upon the total number of pedestrian injuries and fatalities, the percent of all traffic related fatalities and injuries that are pedestrian, and the percent of commuters who walk to work. Miami-Fort Lauderdale is the third most dangerous large metropolitan area for pedestrians in the United States with a PDI of 78, third to Orlando (PDI 95) and Tampa-St. Petersburg-Clearwater (PDI 87).

Table 3-25 presents pedestrian injuries and fatalities data specific to Broward, Palm Beach, and Miami-Dade counties.

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Table 3-25
Broward County Pedestrian Fatalities and Injuries
1999 - 2004

Year	Population	Fatality Rate*	Total Fatalities	Injury Rate*	Total Injuries
1999	1,535,468	3.19	49	58.81	903
2000	1,623,018	2.53	41	59.70	969
2001	1,649,925	2.55	42	60.18	993
2002	1,709,118	2.11	36	54.9	938
2003	1,698,425	2.53	43	61.2	1040
2004	1,723,131	2.21	38	53.6	923

* Per 100,000 population
Source: Crash data from Florida Department of Highway Safety and Motor Vehicles,2004

C. Projected transportation system levels of service and system needs. Rule 9J-5.019(3)(f), FAC, requires an analysis on the projected transportation LOS and system needs based on the future land uses shown on the future land use map. Rule 9-J-5.019(3)(e), FAC, requires an analysis of projected intermodal needs. This section addresses the above requirements.

3. **Bikeways network.** The summary of projected needs included in this subsection is based upon the Broward County Bicycle Facilities Network Plan. In Part II, Data Requirements, it was shown that Broward County does not yet have a functional interconnected bikeways network; less than 70 miles of bikeways exist. As a way to measure the accessibility and convenience of this bikeways network, the Broward County Transportation Planning Division has developed an indicator known as the level of coverage (LOC). The LOC ranges from A, the best level of coverage, to E, the worst, and measures the percentage of major public transit attractors that are accessible through the bikeways network. Table 3-50 displays the percentages associated with each LOC indicator.

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Table 3-50
Bikeways Network Level of Coverage

Percent of Bikeways Network Accessible to Major Public Transit Attractors	LOC Indicator
0 - 20	E
21 - 40	D
41 - 60	C
61 - 80	B
81 - 100	A

Source: Bicycle Facilities Network Plan, Executive Summary, Broward County Transportation Planning Division, 1995.

Currently, the bikeways network has a LOC of E, which means that less than 20 percent of the major public transit attractors are accessible through the bikeways network. Based on this LOC, the primary need is to develop a bicycle network that will provide access to a majority of the major public transit attractors. The Bicycle Facilities Network Plan calls for an increase to the LOC C by 2005. For the long-term, the Bicycle Facilities Network Plan calls for an increase to the LOC A.

4. **Pedestrian network.** The summary of existing needs included in this subsection is based upon the Broward County Pedestrian Facilities Plan. The primary need of both the state and the county sidewalk systems is to improve connectivity and access to public transit by completing missing linkages. Table 3-51 summarizes the mileages of these needs provided in the Program.

Table 3-51
Broward County Sidewalk System Needs, 1992

Roadway system	Millage
State network needs	185
County Network needs	217

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Roadway system	Millage
Regional system needs	402

Source: Broward County Pedestrian Facility Network Plan, Broward County Transportation Planning Division,1992.

B. Community Bus Service

In addition to its directly operated service, the BCTD also supports and coordinates the Community Bus Program. There are Community Bus routes operating in 22 municipalities within Broward County (plus one municipality which operates its own routes, independently from the County). . Through interlocal agreements, the BCTD leases wheelchair accessible buses to the municipalities for $10/year/vehicle. The BCTD also provides an operating subsidy of $20/revenue service hour/vehicle for operating costs. Cities that contract out the service or provide their own vehicles, receive an annual $12,000 capital contribution for each vehicle in operation. The municipalities have the option of supplementing the BCTD's financial support with fare revenue, local option gas taxes, and/or revenues generated from advertising on buses, shelters, and bus benches. The Community Bus Program provided 2,282,037 passenger trips for the year ending in February 2007.

Current (2008) Community Bus Routes in Broward County

District	Municipality	Number of routes
Northeast	Deerfield Beach	3
Northeast	Hillsboro Beach	1
Northeast	Lighthouse Point	1
Northeast	Pompano Beach	3
Total Northeast		8
North Central	Coconut Creek	2
North Central	Coral Springs	2
North Central	Margate	5
North Central	North Lauderdale	2
North Central	Tamarac	2
Total North Central		13
Central	Fort Lauderdale	4
Central	Lauderdale Lakes	2
Central	Lauderdale-By-The Sea	1
Central	Lauderhill	5
Central	Oakland Park	2
Central	Plantation	2
Central	Sunrise*	7

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Central	Wilton Manors	1
Total Central		24
Total Eastern Core	Fort Lauderdale	5
Total Port/Airport	Fort Lauderdale	1
Total Sawgrass	Sunrise*	1
Southeast	Dania Beach	2
Southeast	Hallandale Beach*	3
Total Southeast		5
South Central	Cooper City	1
South Central	Davie	3
South Central	Miramar	4
South Central	Pembroke Pines	2
Total South Central		10

* Two routes in Hallandale Beach, and all routes in Sunrise, are operated without assistance from Broward County.
Note: Only routes operating during weekday peak hours are included in this table.
Source: Broward County Transit Development Plan, Table 2-2.

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C. Specific information for each District:

Northeast District: Parallel east-west trafficways serving this District include Hillsboro Boulevard, S.W. 10 Street, N.E. 48 Street, Sample Road, Copans Road, Martin Luther King, Jr. Boulevard, Atlantic Boulevard, and McNab Road. Bus routes running east-west include Routes 62, 42, 60, 83, 34, and a new continuous route for Hillsboro Boulevard. In the north-south direction, major parallel roadways serving this District include State Road A-1-A, Federal Highway, Dixie Highway, I-95, Andrews Avenue/Military Trail, Powerline Road, and Florida's Turnpike. Bus routes running north-south include Routes 11, 10, 20, 50, and 14. Tri-Rail service also runs through this District, with stations in Deerfield Beach and Pompano Beach. During 2008, there were 8 community bus routes operating within this District. Construction is about to begin on a Neighborhood Transit Center in this District, in the City of Pompano Beach.

North Central District: Parallel east-west trafficways serving this District include the Sawgrass Expressway, Wiles Road, Sample Road, Copans Road/Royal Palm Boulevard, Atlantic Boulevard, McNab Road, and Commercial Boulevard. Bus routes running east-west include the Routes 14, 34, 83, 42, 62, 57, and 55. In the north-south direction, major parallel roadways serving this District include Florida's Turnpike, Lyons Road, State Road 7, Rock Island Road, University Drive, Pine Island Road/Coral Springs Drive, Nob Hill Road/Coral Ridge Drive, and the Sawgrass Expressway. Bus routes running north-south include Routes 31, 18, 2, and 88.

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In addition, the Cypress Creek Greenway, which partially runs through this District, is scheduled for construction in FY 2009. During 2008, there were 13 community bus routes operating within this District.

Central District: Parallel east-west trafficways serving this District include Commercial Boulevard, Oakland Park Boulevard, Sunrise Boulevard, Broward Boulevard, Peters Road, and I-595. Bus routes running east-west include Routes 55, 72, 36, 22, and 30. In the north-south direction, major parallel roadways serving this District include State Road A-1-A, Federal Highway, Dixie Highway, Andrews Avenue, Powerline Road, I-95, 31 Avenue, State Road 7, Florida's Turnpike, University Drive, Pine Island Road, Nob Hill Road, Hiatus Road, and Flamingo Road. Bus routes running north-south include Routes 11, 55, 10, 20, 50, 60, 31, 18, 56, 2, and 88. Tri-Rail service also runs through this District, with two stations in Fort Lauderdale. During 2008, there were 24 community bus routes operating within this District. In addition, the Cypress Creek Greenway, and the Flamingo-Hiatus Greenway, which both partially run through this District, are scheduled for construction in FY 2009.

Sawgrass District: Parallel east-west trafficways serving this District include Oakland Park Boulevard, Sunrise Boulevard, Broward Boulevard, and I-595. Bus routes running east-west include Routes 72, 36, and 22. In the north-south direction, major parallel roadways serving this District include Flamingo Road, 136 Avenue, and the Sawgrass Expressway. The only north-south bus route in this District is Route 23. During 2008, there was 1 community bus route operating within this District.

Eastern Core District: Parallel east-west trafficways serving this District include Sunrise Boulevard, Broward Boulevard, Las Olas Boulevard, Davie Boulevard, 17th Street, State Road 84, and I-595. Bus routes running east-west include Routes 36, 11, 40, 555, 22, 30, and 40. In the north-south direction, major parallel roadways serving this District include State Road A-1-A, Federal Highway, 3rd Avenue, Andrews Avenue, Powerline Road, and I-95. North-south bus routes serving this District include Routes 11, 40, 1, 10, 20, 50, 60, 14, and 6. Tri-Rail service runs along the western edge of this District, with a station at Broward Boulevard. During 2008, there were 5 community bus routes operating within this District.

Port/Airport District: Parallel east-west trafficways serving this District include 17 Street, State Road 84, I-595, and Griffin Road. Bus routes running east-west include Routes 4 and 40. In the north-south direction, major parallel roadways serving this District include Federal Highway and I-95. North-south bus routes serving this District include only Route 1. Tri-Rail service runs along the western edge of this District, with a station at Griffin Road. During 2008, there was 1 community bus route operating within this District.

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Southeast District: Parallel east-west trafficways serving this District include I-595, Griffin Road, Dania Beach Boulevard, Stirling Road, Sheridan Street, Taft Street, Johnson Street, Hollywood Boulevard, Pembroke Road, and Hallandale Beach Boulevard. Bus routes running east-west include Routes 15, 16, 12, 3, 9, 7, 5, and 28. In the north-south direction, major parallel roadways serving this District include State Road A-1-A, Federal Highway, Dixie Highway, I-95, State Road 7, and Florida's Turnpike. North-south bus routes serving this District include Routes 4, 1, 6, 17, 15, and 18. Tri-Rail service runs through this District, with a station in Dania Beach and two stations in Hollywood. During 2008, there were 5 community bus routes operating within this District.

South Central District: Parallel east-west trafficways serving this District include I-595, Griffin Road, Stirling Road, Sheridan Street, Taft Street, Johnson Street, Pines Boulevard, Pembroke Road, Miramar Parkway, and the Turnpike Extension. Bus routes running east-west include 16, 3, 7, 5, and 28. In the north-south direction, major parallel roadways serving this District include Florida's Turnpike, University Drive, Douglas Road, Palm Avenue, Hiatus Road, Flamingo Road, and I-75. North-south bus routes serving this District include Routes 9, 12, 2, and 23. The New River Greenway runs parallel to I-595, along the northern edge of this District. In addition, the Flamingo/Hiatus Greenway, which partially runs through this District, is scheduled for construction in FY 2009. During 2008, there were 10 community bus routes operating within this District. Two Neighborhood Transit Centers are operating in this District, one in Miramar and one in Davie.

4. Demonstrate the basis for establishing the area-wide level of service standards and determine existing and projected transportation service and facility requirements that will support infill development or redevelopment.

The original LOS Standards for these TCMAs, adopted in 2004, were based on the priorities resulting from District meetings of municipal planners; the adopted priorities of the MPO; and the priorities set in previous Transit Development Programs. The proposed LOS Standards now include maintenance of the substantial transit improvements accomplished under that original program.

The LOS Standards involving transit headways of 30 minutes or less correspond to a Level of Service D in the Transit Capacity and Quality of Service Manual (TCQSM). In addition, the 15-minute and 20- minute headway LOS Standards, for the Eastern Core and Sawgrass Districts respectively, correspond to LOS C in the TCQSM.

The overall LOS Standard relative to increasing bus stop shelters will increase the service coverage of the transit system, by encouraging longer waits for arriving buses.

The placement of at least one Neighborhood Transit Center in each District (except the Port/Airport District) is intended to relate to the service measure of Transit/Auto Travel Time in

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the TCQSM.

The LOS Standard to substantially increase transit ridership, in each TCMA, will directly have a positive impact on the peak hour volumes of traffic on the arterial roadway system, and also on the Strategic Intermodal System facilities.

The LOS Standard, in certain TCMAs, to maintain the number of community bus routes, is intended to positively influence the coverage of the transit system.

The LOS Standard, for certain TCMAs, to reduce traffic signal communication failures, will have a positive impact on travel time on the major roadways of these Districts.

Appendix A-2 compares each LOS Standard to existing conditions in that District. All of these TCMAs are substantially built-out, both in terms of land area and of major roadway laneage. The proposed LOS Standards in these Districts will complement the future development patterns of these Districts, which will necessarily be predominantly infill and redevelopment.

5. Demonstrate that the established areawide level of service and other transportation services and programs will support infill development or redevelopment.

Because the TCMAs are all essentially built-out in terms of vacant developable land, but substantial growth is still forecasted for these areas, these Districts are, and will be, experiencing a high degree of infill and redevelopment. The MPO, as reflected in the adopted 2025 Long Range Transportation Plan, has determined that this combination of continued growth and constrained facilities must be addressed by a major shift of priorities away from roadway improvements, and towards transit and non-motorized forms of travel. In concert with this policy direction of the MPO, the County Commission decided to redirect the concurrency mitigation efforts of the development community from roadway improvements to transit enhancements.

This change supports efforts to encourage infill and redevelopment because land that would have been consumed for right-of-way purposes will be available for infill and redevelopment. Also, transit enhancements will encourage areas of denser redevelopment. Finally, the new categories in the Broward County Land Use Plan, which support existing and planned transit corridors, also support Transit Oriented Development.

The addition of a LOS Standard to reduce traffic signal communication failures also will encourage infill and redevelopment, by decreasing travel times without using additional right of way, and without the disruption often caused by roadway construction.

Overall, the areawide Level of Service Standards for these TCMAs will encourage shorter trip

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lengths during peak periods, and therefore will support infill development and redevelopment, as opposed to urban sprawl.

A. Transportation and Land Use in Broward County
[from the Broward County MPO Transit Development Plan]

In recent years, Broward County has consistently been Florida's second largest county in terms of population and employment, exceeded only by Miami-Dade County. By the year 2030, the population of Broward County could reach 2.3 million people, an increase of a half-million people. The County's developable area is rapidly approaching a "build-out" scenario where nearly all existing vacant lots have been absorbed by development. Accommodating new residents in a way that preserves and enhances quality of life for all citizens requires a balancing of transportation and land use priorities.

The existing patterns of residential development and the location of employment are helpful in assessing current levels of transit service, while population and employment growth are key indicators in assessing potential areas for new transit lines or expanded service. The influx of new residents into the County affects key indicators of transit use, such as urban growth and redevelopment, automobile availability, income, traffic and land use planning.

Establishing transit supportive development encourages people to ride buses, walk and bike more often, and allows for alternatives to the automobile. The Broward County Countywide Community Design Guidebook, which was developed with the County's Environmental Protection and Growth Management Department, envisions a distribution of density that is scaled and appropriately linked to a variety of transportation modes. Highest densities would be tied to various forms of mass transit, and lowest densities would be served predominantly by vehicular modes. Effective coordination of transportation and land use can foster a sense of place, encourage mixed-use and transit oriented development, provide affordable housing, and enhance economic opportunity.

Over the last few years, Broward County has been taking steps to prepare for transit oriented land use patterns.

- During the 2004 Evaluation and Appraisal Report (EAR) process, the County developed a Technical Report - Major Issue #6 – **Developing Transit Oriented Land Use Patterns (TOLUPS)**. This report set the course for future growth that combines mixed-use development with transit improvements in Broward County.

- As a result of the TOLUPS report, the Broward County Planning Council adopted changes to the Land Use Plan, creating **three new mixed-use land use designations**: Transit Oriented Corridor (**TOC**), Transit Oriented Development (**TOD**), and Mixed Use Residential (**MUR**).

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- The Broward Metropolitan Planning Organization (MPO) created the **2030 Long Range Transportation Plan (LRTP)** as a tool to guide development of multi-modal transportation and prioritize transportation spending throughout Broward County. The LRTP, with its focus on non-automobile modes of transportation, contains a Transit Cost Feasible Plan that identifies Premium Transit improvements, such as light rail transit (LRT), Bus Rapid Transit (BRT), Rapid Bus, and Express Bus options.

- The Broward County Commission identified "Sense of Place" as one of its priority goals. The **Community Design Guidebook** provides assistance to cities desirous of improving their urban design and sense of place through transit and pedestrian oriented redevelopment. The Guidebook identifies standards and patterns to achieve a sense of place through land use patterns, street layouts, streetscapes, wayfinding systems, and pedestrian and transit linkages. The Guidebook describes prevailing development patterns and the design systems of the built environment. Urban design concepts in the Guidebook include building design and orientation, density/intensity of development, architectural typology, mobility and the pedestrian environment. Finally, the Guidebook includes recommendations for Comprehensive Plan amendments, Land Development Code amendments, as well as revisions to Traffic Engineering standards. Demonstration projects provide the County the ability to show how to accomplish transit oriented redevelopment. The Guidebook addresses the following principles:

  - Making Broward County one of the nation's most visually attractive counties;

  - Creating a more pedestrian/transit friendly environment;

  - Providing for a mix of uses and housing types; and,

  - Enhancing redevelopment and economic opportunity

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(1) Transit / Housing Oriented Redevelopment (THOR)

Broward County's Transit / Housing Oriented Redevelopment (THOR) initiative draws upon principles from the Community Design Guidebook to create Corridor Redevelopment Plans for vibrant, livable transit corridors throughout Broward County. Through THOR, Broward County seeks to direct future growth and increased density along transit corridors while protecting existing single-family neighborhoods.

THOR is a multidisciplinary strategy that incorporates transportation, housing, corridor design and planning, economic development, urban design, and redevelopment for the purpose of protecting existing neighborhoods by directing future growth along transit corridors. The success of THOR collaborative planning lies within Broward County and the municipalities working

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jointly to identify and plan for transit-oriented corridors and /or nodes consistent with local, state, and federal practices.

The THOR Corridor Pilot Study, paid for by the Broward MPO Communities Studies Pilot Program, constitutes a situation appraisal for transit supportive development and context-sensitive design solutions along segments of two Broward County corridors. The first is the one-mile stretch of State Road 7 between I-595 and Peters Road/Davie Boulevard. The second corridor is the two-mile stretch of Broward Boulevard from I-95 to State Road 7. Each of these study areas includes portions of unincorporated Broward County and cross multiple municipal lines. The cities and towns involved in these two studies include Fort Lauderdale, Lauderhill, Plantation, and Davie.

THOR provides a working model for building sustainability through redevelopment of the physical environment of our communities, from transportation infrastructure to the form and structure of real estate development. The Pilot Study engaged local stakeholders and challenged various levels of government to work together to design a sustainable future for Broward County.

Transit Housing Oriented Redevelopment "Corridor" planning encompasses the land use planning strategies that provide the connections, accessibility, and comfort conducive to a balanced transportation system. Sustainable land use strategies are the basis for creating communities with attractive, walkable neighborhoods, and a variety of transportation choices. Infrastructure improvements such as sidewalk connectivity and bus stop infrastructure enhancements along the THOR corridors make transit more user - friendly. For example, the introduction of bus lanes within a congested corridor (peak-hour and express service) is an example of a transit service improvement that makes transit competitive with the auto.

Transit Housing Oriented Redevelopment "Nodal' planning, on the other hand, are the land areas around major transit/rail stops, and include neighborhood transit centers, park-and-ride lots, DRI's, Tri-Rail Stations, BCT terminals, transfer facilities, and future FEC stations. A collaborative process, such as THOR, provides a process for identifying the location of future transit nodes and determining the location for compact, mixed-use development with pedestrian networks that further facilitate and encourage transit use.

(2) Future Land Use

The future land use designation (shown in Figure 4-7) allows for transit supportive densities. The Broward County Planning Council maintains the Land Use Plan that, "establishes the framework for the future development and redevelopment of Broward County and for the provision of facilities and services within the County. All development must be consistent with the uses, the densities and the intensities of this policy plan." The Future Land Use Map is a companion document to the Land Use Plan, and provides a graphic illustration of the geographic distribution of the land use designations.

A separate analysis, involving high capacity transit corridors and transit supportive land use is necessary to determine where transit supportive densities and land use patterns are currently in place.

(3) Transit Supportive Land Uses

Transit-Supportive Land Uses, as identified in Figure 4-8, are those uses in the Broward County Future Land Use Plan which allow sufficient density to support transit:

- Residential densities allowing at least 15 dwelling units per acre or greater
- Commercial uses, including Office Park
- Industrial uses, including Employment Center
- Mixed-use land use designations, such as Regional Activity Center (RAC), Local Activity Center (LAC), Transit Oriented Development (TOD) and Transit Oriented Corridor (TOC).

(4) High Capacity Transit Corridors

The High Capacity Transit Corridors identified in the MPO 2030 Long Range Transportation Plan (LRTP) is a tool to guide and prioritize transportation spending and channel redevelopment throughout the County. This initiative is aligned with the High Capacity Transit Corridors, also shown in Figure 4-8. Providing high-capacity transportation will ensure economic vitality as well as minimize the impact on the environment. Articulated buses and express transit service alternatives are essential to improving transit options. The 2035 Long Range Transportation Plan (LRTP) is currently underway and is exploring the feasibility of fixed guideway and high-performance systems such as Bus Rapid Transit.

Figure 4-9 displays the major public transit generators and attractors included in the 2030 Long Range Transportation Plan with an overlay of the existing BCT and Community Bus networks. Although most of the most dense employment and residential areas have some level of transit coverage, most notable is the absence of BCT fixed route coverage in the University area south of I-595, and the limited coverage provided by BCT to one of the most densely populated areas of the County (Lauderhill and Lauderhill Lakes), although there is good Community Bus coverage in that area.

(5) Roadway Level of Service

As shown in Figure 4-10, with the exception of the eastern portions of the County, the majority of roadways are expected to operate at Level of Service "F" in 2030.

(6) Pedestrian Access

Pedestrian access is vital to a successful and accessible transit system. The Broward MPO 2030 Long Range Transportation Plan (LRTP) Update includes the pedestrian as a transportation mode for evaluation. The Broward County MPO set in motion the process to ensure that a

pedestrian-oriented plan be incorporated into the multimodal planning approach to transportation. As a result, the County adopted a long-range pedestrian facilities plan led the way for numerous pedestrian improvements Countywide, including requiring sidewalks along all new arterial and collector streets. More needs that have been identified in other local plans that require additional analysis include:

- Analysis of missing sidewalks on arterial and collector roadways
- Analysis of missing sidewalks around school districts
- Broward Greenways Plan
- Sidewalk and transit access conditions analyses in pedestrian focus areas of the county

The Sidewalk Condition and Transit Infrastructure Inventory Program was initiated by the Broward MPO to assemble a countywide GIS database of existing conditions for pedestrians and transit users. A Pedestrian Focus Group was established in 2001. The Pedestrian Focus Group meets annually to identify new areas to survey in the continued data collection effort. The information collected to date is used to identify sidewalk and bus stop deficiencies based on the methodologies weighting factors for pedestrian criteria, and adjust the GIS model accordingly.
On February 2005, the committee created a methodology change for selecting future areas. Based on the recommended approach, the new study areas will focus on ¼ mile buffer area around transit routes. Thus far, ten sub areas and BCT Routes 28, 72, 81, 62, 31, and 50 have been completed, documenting deficiencies at bus stops that connect to pedestrian attractors, community bus routes, and health/human/social service agencies.

In the near future, the Sidewalk Condition and Transit Infrastructure Inventory focus is on database enhancements and the construction of a web-base data location for all interested parties to submit and share information. This database will be in a GIS format, and will identify sidewalk and bus stop deficiencies as a tool for identifying priority areas for improvements.

(7) Conclusions

Due to Broward County's population growth, existing and anticipated roadway congestion, and fact that the County is nearing a "build out" scenario, there are significant opportunities to create a more transit friendly environment. In order to capitalize on the opportunities, the continued cooperation and coordination among all of the region's transportation partners will be necessary.
Ongoing efforts to introduce more premium services in Downtown Ft. Lauderdale and along several of the County's major corridors are timely, given a renewed interest in the environment and the rising sensitivity to fuel prices.

The Transit Corridors and Land Use Map confirms that the two systems are generally working in concert in Broward County. Although neither system is at its full potential, the projections for future investments in transit are in line with the areas that can support greater densities. The map also indicates specific locations where the future land use designations are not consistent with the anticipated levels of transit investment, and therefore, where land use plan amendments might be appropriate in the future.

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Enhancements to existing BCT services and the introduction of new premium services, coupled with the County's focus on initiatives to influence land use by creating a "sense of place" through transit oriented development, are expected to have a much broader appeal to choice riders, and improve the level of satisfaction of BCT's existing ridership base.

B. Policies Within the Transportation Element of the Broward County Comprehensive Plan Which Address Supporting Redevelopment Through Transportation Services and Programs:

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 3.5.8. 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 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.

Objective 3.12 Broward County shall implement the recommendations of the "Broward County Countywide Community Design Guidebook" which give priority to urban design, including the creation of a sense of place and transit oriented environment, in transportation planning and decision making.

Policy 3.12.1 Broward County shall 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.

C. Status of Implementation of Community Design Guidebook

(1) Demonstration Area: Historic Downtown Pompano Beach

Background and Objective

In the spring of 2002, the Broward County Board of County Commissioners identified the creation of a "sense of place" throughout Broward County as one of its priority goals. Toward that goal, the County contracted with the firm of Anthony Abbate Architects, in March 2003, to assist the Urban Planning and Redevelopment Department in preparing a Countywide *Community Design Guidebook*, which recommended design criteria in the areas of sustainable transportation options, civic beauty enhancement, population diversity, economic vitality and sustainability and, most importantly, the creation of a "sense of place."

The *Community Design Guidebook* designated four Demonstration Areas as a way of putting Guidebook principles into action. The historic area of Historic Downtown Pompano Beach (HDPB) was one such demonstration area, and local needs and objectives were assessed through a series of workshops. Subsequently, it was recommended that the development and adoption of a zoning overlay for the historic downtown area would preserve some of the historic look and feel while also fostering a pedestrian-oriented environment. The current project was then launched in the summer of 2006, when the Urban Planning and Redevelopment Department selected a consulting team, led by the firm of HDR, and including Dickey Consulting Services and Abbate Architects, to assist in the codification of certain design criteria related to the City's transportation, land use and zoning regulations.

Project Area

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The HDPB Demonstration Area comprises approximately 12 blocks (bounded by Dixie Highway, Atlantic Boulevard, NE 4th Street and NE 3rd Avenue). Although this area forms the heart of this codification effort, the consulting team and City staff also looked at surrounding influences such as a planned redevelopment site (Northwest Pompano Beach CRA), located immediately to the west across Dixie Highway, and other current County projects, which include the future multi-modal transit station/bus terminal at the corner of Martin Luther King, Jr. Boulevard and Dixie Highway; and a proposed County library on the south side of Atlantic Boulevard, adjacent to Pompano Beach city hall.

Process

The project officially kicked-off in August 2006 with a Reconnaissance Tour of the downtown Pompano Beach area with the consulting team. The team also examined the City's current development regulations and other related documents, which included citizen input from previous meetings related to the future of historic downtown Pompano Beach. Two community workshops were held (December 2006 and April 2007) where citizens, business owners/operators and elected officials (including City Mayor Lamar Fisher and City Commissioner George Brummer) provided valuable input regarding their vision for the downtown area as it related to redevelopment and creating a "sense of place." All of this information was utilized by the consulting team and City staff in identifying preferred development patterns for HDPB.

"The current zoning codes for our City, as well as for other Broward municipalities, address development on vacant land," said Larry Schuster, acting director of the Pompano Beach Planning Department. "But redevelopment is another ballgame, and that's where the overlay districts are extremely helpful in getting the type of redevelopment that is appropriate." Schuster added that some of the suggestions made by the consulting team may be used elsewhere in the City for other redevelopment projects.

Implementation

Working closely with Pompano Beach city staff, the consulting team's recommended changes to the City's codes resulted in the creation of two new overlay districts, whose purpose is to promote cohesive development and redevelopment that will create a safe, attractive and pedestrian-oriented area through development incentives and guidelines related to parking, and landscaping requirements. Additionally, these regulations seek to recapture and/or preserve some of the existing elements of the district and its historic development pattern. These overlay districts include:

- ***Core Area***: a commercial overlay with an emphasis on retail uses and rehabilitation. The district, while oriented to local residents and compatible with adjacent neighborhoods, will also be a destination for residents from throughout the community.
- ***Transition Area***: a residential and commercial overlay with an emphasis on creating a pedestrian oriented mixed use environment. While oriented to local residents and

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compatible with adjacent neighborhoods, it will also be a destination for residents from throughout the community.

In addition to providing an attractive environment, the street types and pedestrian improvements will focus on connecting the area internally and to adjacent activity centers. The government center and proposed library to the south will be strongly tied to the area north of Atlantic Boulevard. Finally, efforts shall be made to provide safe and clear connections to the new multi-modal transit center planned for the corner of Martin Luther King, Jr. Blvd. and Dixie Highway.

Adoption
An informational presentation was provided by the consulting team to the Pompano Beach Planning and Zoning Board (May 23) and the City Commission (June 5). The new overlay district ordinances were recommended for approval by the Pompano Beach Planning and Zoning Board at its June 7, 2007 meeting. The City Commission heard this item on September 11 and September 25, 2007, and adopted the ordinances at the September 25, 2007 hearing.

(2) Alternative Roadway Design Guidelines

On June 10, 2008, the Broward County Commission accepted the final report on Alternative Roadway Design Guidelines. To implement that report, specific amendments have been drafted to the Documentation of the Broward County Trafficways Plan, to the Broward County Land Development Code, and to the Minimum Standards (for roadways) contained in the Broward County Administrative Code. These proposed amendments were the subject of a public workshop held on October 21, 2008.

The proposals, if adopted, would establish a designation of "Context Sensitive Corridor" within the Trafficways Plan, with three potential sub-designations: Urban Core; Urban Main Street; and Urban Residential. Each of these categories would have optional design criteria within the Land Development Code and the County's Minimum Standards regulations, meaning that applicants within these corridors could request road design features that are not permissible within other Trafficway Corridors.

6. Demonstrate that the planned roadway improvements and other services and programs such as, transportation system management (TSM) and/or transportation demand management (TDM) strategies and incentives to use public transit (such as parking policies and provision of intermodal transfers), will accomplish mobility within and through each concurrency management area.

The previous and proposed LOS Standards for the TCMAs represent a partial implementation of

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the Long Range Transportation Plan, adopted by the Broward County MPO. The 2030 Long Range Transportation Plan (LRTP) is a group of transportation improvements designed to upgrade the transportation system in Broward County to meet the expected travel demand by the year 2030. The LRTP includes sections focused on air quality, livable communities and non-motorized transportation. The LRTP contains a true multi-modal set of improvement projects which will provide the county's residents, business people and visitors with travel options and reduce reliance on private automobiles. Transit services will be dramatically improved to allow for a far higher degree of commuter travel. Bicycle and pedestrian system improvements will ensure that shorter-distance trips and leisure trips can be safely addressed by these modes, and will contribute towards a sustainable future for Broward County.

A. Bus Stops and Shelters

(1) Excerpts from "From Bus Shelters to Transit-Oriented Development: A Literature Review of Bus Passenger Facility Planning, Siting, and Design". Report prepared for: Florida Department of Transportation Public Transit Office

The bus stop acts as the interface between the other mobility networks and must be pedestrian accessible, ADA compliant, and must maximize the safety of riders transferring from one mode to another.

The most basic passenger facility for all transit agencies, great and small, is the bus stop. It is the point where the passenger and bus service meet. The bus stop acts as portal and node, connecting bus service with all other mobility networks in the city and region. As mentioned in chapter I, bus stops—from signs on the road to sophisticated intermodal stations —depend on good and safe handicapped, pedestrian, bicycle, and automobile accessibility in order to provide quality bus service that enhances non-auto mobility. Hence the location, design, spacing, and operation of bus stops are critical in transit system performance and customer satisfaction. Two major overriding considerations affect customer satisfaction. First, facility siting considerations stress safe and convenient accessibility to the bus stop for the bus patron (i.e., facilities must be adequately incorporated into the existing fabric of roads, pedestrian infrastructure, and public rights of way) while balancing the need for efficient bus operation and service schedule (i.e., facility placement should facilitate efficient service provision). Second, facility design considerations underscore amenitizing patrons' waiting time at the bus stop. Facility waiting time—a function of bus headways—and passenger volume strongly influence success in designing for passenger convenience, comfort and security.

(2) Excerpt from "Accessing Transit: Design Guidelines for Florida Bus Passenger Facilities". Report prepared for: Florida Department of Transportation Public Transit Office.

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Shelters protect waiting passengers from exposure to the sun and rain. The minimal form of a shelter is an overhead canopy beneath which passengers wait for the bus. Optional side enclosures for shelters and the provision of other amenities under or near the shelter enhance the image of the transit service and offer a comfortable and convenient transit trip for patrons. In Florida it is of particular importance to design with the climate in mind. Solar radiation, heavy precipitation, and high relative humidity make waiting for the bus, especially in summer, extremely uncomfortable for passengers. As a result, allowing for shading, shelter, and ventilation are important considerations.

(3) Excerpt from "Accessing Transit: Design Handbook for Florida Bus Passenger Facilities - Version II". Report prepared for: Florida Department of Transportation Public Transit Office by Florida Planning and Development Lab Department of Urban and Regional Planning, Florida State University, July 2008.

Operations Factors

Bus shelters should be provided at any stop with at least 25 boardings a day. Bus shelters should also be provided at stops that are major generators of peak hour transit ridership or are major transfer points between routes. Stops that attract large concentrations of patrons that are young, elderly, or temporarily or permanently disabled – such as universities, recreation centers, senior citizen housing facilities, or hospitals – should be sheltered. See Rule 14-20.003 , F.A.C. for the placement of transit and school bus shelters.

(4) Excerpt from "Transit Capacity and Quality of Service Manual". Report prepared for Transit Cooperative Research Program, Transportation Research Board, National Research Council, January 1999.

Amenities

The facilities that are provided at transit stops and stations help make transit more comfortable and convenient to customers. Typical amenities . . . include the following:

- *Benches*, to allow passengers to sit while waiting for a transit vehicle.
- *Shelters*, to provide protection from wind, rain, and snow in northern climates and from the sun in southern climates. In cold climates, some operators provide pushbutton-operated overhead heaters at shelters located at major transit centers.
- *Informational signing*. Identifying the routes using the stop, their destinations (both intermediate and ultimate), and or scheduled arrival times.
- *Trash receptacles*, to reduce the amount of litter around the transit stop.
- *Telephones*, to allow passengers to make personal calls while waiting for a transit vehicle, as well as providing for the ability to make emergency calls.

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- *Vending facilities*, ranging from newspaper racks at commuter bus stops to manned newsstands, flower stands, food carts, transit ticket and pass sales, and similar facilities at rail stations and bus transfer centers.
- *Air conditioning* on-board transit vehicles, to provide a comfortable ride on hot and humid days.

Transit operators usually link the kinds of amenities at a stop to the number of daily boarding riders at that stop. TCRP Report 19 provides guidelines for installing various kinds of transit amenities.

B. Congestion Management

(1) Description and references.

The Broward County Congestion Management System is a systematic process established by the Federal Highway Administration to monitor and analyze the magnitude of congestion in a multi-modal transportation system. This process is documented in the Congestion Management System (CMS) Plan. This CMS Plan is organized alphabetically by corridor, and within each corridor, by recommended priority of implementation. The prioritization, in addition to various effectiveness criteria, reflects compatibility with local issues and interests. The CMS Plan is therefore a set of implementable congestion management strategies. Note that to effectively relieve congestion and provide improved mobility on these corridors, each of the recommendations listed in this CMS Plan would have to be implemented. A cost estimate and a possible funding source, if identified, is listed alongside each project. The projects listed in this document have been presented as candidates for inclusion in the Broward County's priority list of the Transportation Improvement Program (TIP).

The documents listed below present Broward County's Congestion Management System Plan. The specific actions to mitigate congestion and improve the operational level of service on the corridors are listed in the documents. These recommended actions have been prioritized based on cost effectiveness and on public input as detailed in the "Identification and Evaluation of Congestion Management Strategies" document. The document details the procedure and process followed to obtain this congestion Management Plan for Broward County. The reader of this CMS Plan, is therefore, urged to refer to the document for an understanding of the background, technical details, and for a description of each project listed herein. Detailed information on Corridor Studies is available below.

Congestion Management System Plan -- (PDF file --- 29 pages, 656 Kb)

Identification & Evaluation of Congestion Management Strategies -- (PDF file --- 114

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pages, 3,712 Kb)

Corridor Studies are undertaken as a direct result of Broward County's Congestion Management System (CMS) Plan. Congested corridors identified in the CMS Plan are then selected for detailed multimodal corridor studies. These multi modal corridor studies are conducted in accordance with CMS Plan guidelines. The purpose of a corridor study is to identify, develop, prioritize, and implement multi modal congestion management and mobility enhancement strategies for a selected corridor. Developing and implementing short range strategies other than road widening is the main intent of these studies.

The corridor studies include extensive data collection and in-depth analysis of multi modal transportation conditions. Performance measures and targets are set for four modes of transportation. The four modes examined are roadway, transit, bicycle, and pedestrian. After deficiencies and problems are identified and analyzed, appropriate strategies are recommended which would help mitigate congestion and improve mobility. Also included in the studies is an action plan to implement and monitor the recommended strategies. The following are the detailed corridor studies conducted thus far by the Broward County Transportation Planning Division

Oakland Park Blvd Corridor Study -- (PDF file — 105 pages, 34,441 KB)

State Road 7/US 441 Corridor Study -- (PDF File — 162 pages, 10,655 KB)

Atlantic Boulevard Multi modal Corridor Study -- (PDF File — 11 pages, 18,813 KB)

Sunrise Blvd Corridor Study, currently underway -- (PDF File — 23 pages, 23,741 KB)

Hollywood/Pines Blvd. Corridor Study, currently underway -- (PDF file - 312 pages, 6,429 KB)

The Broward County year 2030 **LONG RANGE TRANSPORTATION PLAN (LRTP)** identifies premium transit modes as part of its Transit System Needs. High performance transit studies are undertaken as a direct result of the LRTP. Premium transit modes identified in the LRTP are selected for detailed study, similar to the corridor studies listed above. The Transit "Bridge" is listed as one of the first premium transit services to be studied and implemented. The Transit "Bridge" study is a Major Capital Investment project following the guidelines of the **Federal Transit Administration's (FTA)** discretionary **New Starts program**.

Following is a summary of the Transit "Bridge" study: **Transit Bridge Study** (PDF file – 10

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pages). Other high performance transit studies include the east/west central Broward and FEC corridor studies.

(2) Excerpt from the MPO Unified Planning Work Program

BROWARD COUNTY, FLORIDA, MPO
UNIFIED PLANNING WORK PROGRAM
PROGRAM PERIOD: July 1, 2008 - June 30, 2010

Section: Program and Plan Development UPWP Task No.: 3.4

Task **CONGESTION MANAGEMENT PROCESS AND CORRIDOR PLANNING**

OBJECTIVES

 Maintain and update a Congestion Management Process (CMP) that functions as an integral part of the overall metropolitan transportation planning process
 Identify innovative options to make the process more effective and meet CMP requirements
 Identify highly congested transportation corridors
 Identify Transportation Demand Management (TDM) options for the CMP and provide technical support to TMAs
 Participate in Statewide and Broward County task forces to further coordinate the application of transportation strategies and projects within congested corridors
 Continue planning and development of fixed guide way and intermodal projects including a high capacity transit service along the US441/SR7 corridor, a Central Broward East West transit study, a Downtown Transit Circulator and the FEC corridor Alternatives Analysis

METHODOLOGY

 Annually update the CMP documentation
 Prepare a list of candidate study areas for MPO consideration
 Meet with District Traffic Operations and Traffic Management Center (TMC) staff for program coordination
 Manage and conduct detailed corridor, Major Capital Investments, and area and sub area mobility studies related to congested corridors
 Monitor the effectiveness of the process annually
 Coordinate with the TIP Priority Projects process
 Prioritize and select congested corridors for upcoming multimodal studies
 Provide technical support to the development of the Broward County Long Range Transportation Plan (Task 3.1) and the development of the Regional Long Range Transportation Plan (Task 3.2).

PREVIOUS MAJOR ACCOMPLISHMENTS

2008: Advanced SR 7 prototype BRT station Preliminary Engineering (PE) and Design
2008: Completed analysis of the county's transportation network including freight and goods

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movement
2007: Advanced the Downtown Transit Circulator project within FTA's New Starts program
2006: Executed contract for the coordination, facilitation, and monitoring of congestion strategies

WORK PRODUCTS

 Ongoing: Active participation in Statewide and Broward County's congestion mitigation task forces.
 Continue SR 7 BRT station PE and Design/Build with previously approved $1.5 Million CMAQ funds. Work to be completed as part of the "Transit" Bridge project by 6/2010.
 Implementation of Transportation Demand Management options leading to the formation and support of TMAs, TMIs and commuter service agencies and programs by 6/2010.
 Ongoing: Participation in fixed guide way and intermodal projects including the project management of the Transit "Bridge" BRT and other high capacity transit services along the US441/SR 7 corridor, and the participation in the Central Broward East West, the Downtown Transit Circulator and the FEC Corridor major capital investment studies.
 Identify major capital investment projects to be included in the county's LRTP and the Regional LRTP by 12/2009.

C. Intelligent Transportation Systems

(1) Traffic Signal Interconnect/ATMS

The Traffic Engineering Division, Systems and Design Section, is responsible for the development, implementation and maintenance of the traffic signal system's component parts. This not only includes the central traffic control computer system and the local traffic signal controllers and coordinators but the actual communications network itself. Presently, over 1,000 intersections are controlled by our central computer system.

Currently, Broward County owns and maintains over 400 miles of traffic signal interconnect cable in underground conduit. The cable, extending from the control center located at 2300 West Commercial Boulevard to all parts of Broward County, is the link between the central control to all the traffic signals in the field. The cable is twisted pair copper, much like standard copper telephone lines, and ranges in size from 75 pair (trunk line) to 12 pair (local feeder).

Although copper has served us well in the past, the Division is now in the process of upgrading the overall traffic control system. One of the more exciting aspects of the project is the complete overhaul of the communications network from a copper based system to the newer, more efficient fiber optics system. This conversion, which is now underway, will continue over the next five to seven years.

The Advanced Transportation Management System (ATMS) includes the deployment of fiber optic cable, network equipment, traffic controllers and cabinets, video cameras, and dynamic

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message signs to improve traffic flow and reduce congestion. ATMS reduces congestion and improves flow by (a) minimizing signal coordination disruptions and (b) giving stsaff the capability to adjust signal timing immediately.

The current system in place is historically prone to the effects of cable cuts. Currently, a cable cut will knock out coordination to all signals that rely on that cable for coordination instructions. ATMS has redundancy, therefore any cable cuts can immediately be bypassed, eliminating coordination disruptions. Telephone and power companies routines employ this strategy when they experience cut cables.

ATMS will allow for signal timing to be adjusted from the central office, another signal on the ATMS net2work, or at the signal itself. Currently, A technician or timing engineer must travel to and from a traffic signal in order to troubleshoot or make timing changes. This method is time consuming and at times impractical with current staffing levels.

ATMS is designed to be implemented in six phases. The Federal and State governments have provided partial funding for Phases l and ll. Phase 1 was fully funded in prior years. The FY 2009-2013 capital program provides the funding to complete Phase ll and phase llla, which is approximately half of phase lll. Phase llla is funded with concurrency fees

(2) "Real-Time" Transit Technology

On June 5, 2008, Broward County Transit (BCT) introduced 'real-time' transit technology that displays and announces the estimated arrival time of the next bus. The new, information system was initially located at two bus stop shelters on Hwy. 441, located directly north and south of Oakland Park Boulevard, in the City of Lauderdale Lakes.

'Real-time' transit employs the global positioning system (GPS) equipment on-board the bus and cellular technology to update the electronic display signs. The two initial signs use FPL power already present at the bus stops; future display signs will use solar panel technology in shelters that are not equipped with pre-existing electrical feeds.

"This technology provides transit riders with information that they have requested and need," said Broward County Mayor Lois Wexler. "The information is not only displayed, a talking voice also tells riders when the next bus will arrive. It's easy for people to understand."

There are currently no American with Disabilities Act (ADA) requirements for a 'talking' component of these signs; BCT felt it would be a significant enhancement for those passengers that have sight impairments and limited reading skills.

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The 'real-time' transit system was funded through a grant from the Florida Department of Transportation (FDOT). BCT has plans to install additional signs at major stops along the entire bus system when funds become available. Funding in the Broward County Capital Program for real-time signs totals $4,500,000 over FY2009 - 2013.

(3) Excerpt from MPO Unified Planning Work Program

BROWARD COUNTY, FLORIDA, MPO
UNIFIED PLANNING WORK PROGRAM
PROGRAM PERIOD: July 1, 2008 - June 30, 2010

Section: Program and Plan Development UPWP TasK 3.10
Task: **INTELLIGENT TRANSPORTATION SYSTEM (ITS)**

OBJECTIVES

Coordinate ITS Project Planning and Development and integrate it within the area's overall transportation planning process, developing and maintaining a regional ITS architecture, in accordance with the State ITS Architecture and the ITS National Architecture and Standards.

METHODOLOGY

 Work with the South Florida ITS coalition to support and maintain the Regional ITS Architecture

 Coordinate with Port Everglades in their deployment of ITS and assist in funding new port access plans that meet security requirements

 Coordinate ITS projects with FDOT, South Florida Regional Transportation Authority, Broward County Traffic Engineering Division, Broward County Transportation Department (formerly Office of Transportation, formerly Broward County Mass Transit Division), Broward County Emergency Management Division, Airport and Seaport, Regional Commuter Service agencies, and the area's TMAs

 Perform cost benefit analyses for ITS alternatives and establish project priorities

 Identify federal, state, and local funding for project implementation

 Identify ITS strategies for traffic operation improvements for arterial corridors and freeways

 Provide support for ITS, including support from private sector and educational and research organizations

PREVIOUS MAJOR ACCOMPLISHMENTS

2007: Provided technical assistance for the planning of signal priority systems along transit corridors

2007: Promoted ITS applications for the Freight and Goods Movement program

2006: Provided planning support to the ITS Coalition through the incorporation of safety goals

WORK PRODUCTS

On-going efforts on the following:

 Promote actions to incorporate ITS Freight applications into operating agencies work plans

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 Public and private sector research support
 Establish interagency technical committees
 Prioritize list of ITS projects including transit applications of signal priority and real time information for express bus service in congested corridors
 Identify ITS Strategies for Arterial Corridors and Freeways

Note: In the FY 2009 – 2013 Broward County Capital Program, , $3,400,000 in funding for signal prioritization projects to improve bus traffic flow is provided.

D. Transit Enhancements

(1) New Express Service

Working in conjunction with BCTD, FDOT has plans to implement three new premium transit services as follows:

 I-75 to Ft. Lauderdale Express providing express bus connections between the western Broward County suburbs, Ft. Lauderdale International Airport and Downtown Ft. Lauderdale;
 Sunrise to Ft. Lauderdale Express providing new express and limited stop service at the Sports Area/Metropica area, South Florida Education Center, Tri-Rail and Downtown Ft. Lauderdale; and
 Weston to Ft. Lauderdale Express providing new express and limited stop service in Weston, South Florida Education Center, Port Everglades and Downtown Ft. Lauderdale. As currently programmed, there will be park-and-ride improvements, branded stations, transit signal priority infrastructure, and new buses. The total capital cost of the program is estimated at $15.7 million with an operating cost of $2.1 million per year.

(2) Bus Rapid Transit Improvements

Bus Rapid Transit Improvements are a series of physical and technological improvements that can be made to a corridor in order to make bus travel speeds comparable with light rail and/or heavy rail speeds. Improvements can be dedicated bus lanes, high capacity loading stations, fare pre-payment, signal priority, queue jumping, special branding and pricing of service. Broward County has either programmed or has identified need for BRT improvements on six critical corridors in the service area, as follows:

 Oakland Park Boulevard
 Broward Boulevard
 Hollywood Boulevard
 U.S. 1
 Sunrise Boulevard

Annual operating costs for these corridors was estimated by measuring the miles for the corridor length and determining the running times and buses needed in order to maintain a 10 minute

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frequency for each corridor, which is the frequency standard for peak service in any BRT system. BRT enhancements can be fully funded by FDOT or local funds and many criteria do not have to be met. However, if BCTD wishes to enter projects for consideration under the Federal New Starts, Small Starts, and/or Very Small Starts programs, then many planning and environmental criteria must be met in order to have a project rated by the Federal Transit Administration.

(3) I-95 Express Plan

The FDOT, working in partnership with Broward County Transit and Miami-Dade Transit, has developed a system-wide mobility project to reduce congestion and provide travel options in South Florida. 95 Express is a combined Bus Rapid Transit /Managed Lanes project which converts the existing High Occupancy Vehicle Lanes to limited access managed lanes. A major component of 95 Express will be the implementation of expanded and new Express Bus/BRT service (see Figure 4-6) that will provide a seamless connection without transfers for commuters riding the bus between Broward and Miami-Dade Counties, as well as connections to the proposed SR 7/441 BRT service. Five additional bus routes and up to 23 new, low emission buses are included in the operational strategy. Three of the routes will provide direct service to Downtown Miami, making use of the express lanes and two will provide express service on existing east-west arterial roadways. All routes will benefit from signal priority treatments on the corridor.

(4) Google Transit Trip Planner

As of June 19, 2008, bus passengers who prefer online trip planning assistance for travel on Broward County Transit (BCT) can log on to Google Transit™ at www.google.com/transit.

Google Transit is a feature of Google Maps™ that provides public transportation trip planning as an alternative to driving directions. Passengers start by entering their starting and ending destination and their expected departure or arrival time. Google Transit will provide them with up to three suggested trip plans, featuring trip maps, any transfer instructions, and estimated arrival times.

Icons show bus stop locations and arrows show the walking direction and distance to and from the bus stop. A cost comparison of the BCT trip versus taking an automobile provides information to those who are uncertain of the cost savings by using public transportation. Users of Google Maps can also click on the "Street View" button in Google Maps to see panoramic, street-level views where one can explore or zoom in on the final destination to become more familiar with the area they are traveling to and preview bus stops.

"Google Transit will allow us to reach out to new customers and provide them with an alternative to driving, especially with the cost comparison features," said Chris Walton, Director,

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Broward County Transportation Department. "We hope that this service will benefit a wide range of users and encourage more people to use public transportation. It can be helpful for anyone, from the first-time to the frequent bus rider."

Passengers can access the trip planner directly at www.google.com/transit, via directions searches in Google Maps, or by logging on to BCT's web site at www.broward.org/bct and click on Google Transit.

Google Transit and Google Maps are trademarks of Google Inc.

(5) Northeast Transit Center

Convenient public transportation to get you where you want to go, unique interactive public art, canopied bus platforms, "real time" bus schedule displays, bench seating and a "kiss and ride" passenger drop-off area are just a few of the amenities that will be available when the Northeast Transit Center in Pompano Beach is completed.

A groundbreaking ceremony to kick-off the project was held on Wednesday, September 19, 2007, "Public transportation needs to be convenient and comfortable in order to get people out of their cars," said Broward County Commissioner Kristin Jacobs, whose District 2 region includes a large portion of Pompano Beach. "The Northeast Transit Center provides an environment that encourages people to use the bus. The use of public transportation relieves traffic congestion and is good for the environment."

The Northeast Transit Center, Broward County Transit's first bus transfer center in the northeast portion of the county, will encompass almost 3.5 acres. Site landscaping will include a "pergola" located at the northeast corner, and interactive public artwork, titled Pompano Drum Circle, a grouping of sculptural percussion instruments created by artists Bill and Mary Buchen.

Broward County Transit routes 20, 42, 50, 60 and Pompano Beach Community Bus Service (blue route) will stop at the transit center. Bus passengers are currently accommodated at the existing bus stops on Dixie Highway, Dr. Martin Luther King, Jr. Boulevard and Atlantic Boulevard. Approximately 2,300 passenger boardings and close to 300 buses pass through the transit center area each weekday.

The Northeast Transit Center is part of the Dr. Martin Luther King, Jr. Boulevard Mixed-Use Redevelopment Project and a partnership of Broward County, Florida Department of Transportation, District IV and the City of Pompano Beach.

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E. Analysis For Each TCMA

Appendix A-2 displays, for each of the proposed LOS Standards in each TCMA, the current status towards achieving that Standard. The programming of forecasted concurrency revenues, along with other transportation revenue sources, in contained in the Broward County Capital Program. These programmed projects are included in the Capital Improvement Element.

The following analysis combines the information in Appendix A-2 and the County's Capital Program to show how the LOS Standards for each TCMA will be achieved.

Northeast District

The increase in peak-hour weekday fixed-route ridership will be achieved primarily through two programs, both funded partially from concurrency revenues: (1) bus stop improvements, which will include ADA compliance, additional shelters, and other enhancements; and (2) bus replacements, which will decrease the frequency of vehicle breakdowns, thereby improving system reliability.

Headways of 30 minutes or less on 90% of routes has already been achieved. These routes will be monitored annually to determine whether additional buses are needed to maintain the headways. This would normally be caused by a decrease in travel speed on the route, due to increasing vehicle volumes. However, roadway volumes in general have not been increasing lately, due to high fuel costs, increased modal shifts, and slowed population growth.

One neighborhood transit center is programmed and funded in Pompano Beach, near the intersection of Atlantic Boulevard and Dixie Highway. Design of this facility is complete, and construction is expected to begin before the end of 2008.

The reduction in traffic signal communication failures will be achieved through the implementation of Phase IIIa of the Advanced Transportation Management System (ATMS). ATMS includes the deployment of fiber optic cable, network equipment, traffic controllers and cabinets, video cameras, and dynamic message signs to improve traffic flow and reduce congestion. Phase IIIa is programmed in FY 2010, FY 2011 and FY 2012.

North Central District

The increase in peak-hour weekday fixed-route ridership will be achieved primarily through two programs, both funded partially from concurrency revenues: (1) bus stop improvements, which will include ADA compliance, additional shelters, and other enhancements; and (2) bus replacements, which will decrease the frequency of vehicle breakdowns, thereby improving system reliability.

Headways of 30 minutes or less on 90% of routes will be achieved with improvements programmed for FY 2009. These improvements are not displayed in the recommended Capital Program, because they are funded by concurrency revenues and County general funds previously

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programmed in FY 2008, and carried over into the next year. After the standard is achieved, these routes will be monitored annually to determine whether additional buses are needed to maintain the headways. This would normally be caused by a decrease in travel speed on the route, due to increasing vehicle volumes. However, roadway volumes in general have not been increasing lately, due to high fuel costs, increased modal shifts, and slowed population growth.

Construction of one neighborhood transit center is a condition in the development order for the Coral Springs Downtown DRI. It is to be located near the intersection of Sample Road and University Drive. No County funds are committed for this project. Condition 4.01 (Z) of the DRI Development Order requires that this NTC be open for use prior to the issuance of a certificate of occupancy for any use more than 1,401 net new two-way peak hour trips (50% of the total).

Central District

The increase in peak-hour weekday fixed-route ridership will be achieved primarily through two programs, both funded partially from concurrency revenues: (1) bus stop improvements, which will include ADA compliance, additional shelters, and other enhancements; and (2) bus replacements, which will decrease the frequency of vehicle breakdowns, thereby improving system reliability.

Headways of 30 minutes or less on 80% of routes will be achieved with improvements programmed for FY 2009. These improvements are not displayed in the recommended Capital Program, because they are funded by concurrency revenues and County general funds previously programmed in FY 2008, and carried over into the next year. After the standard is achieved, these routes will be monitored annually to determine whether additional buses are needed to maintain the headways. This would normally be caused by a decrease in travel speed on the route, due to increasing vehicle volumes. However, roadway volumes in general have not been increasing lately, due to high fuel costs, increased modal shifts, and slowed population growth.

Construction of one neighborhood transit center is proposed to be a condition in the development order for the Lauderhill City Center DRI, currently under review. The proposed project consists of 46 acres of mixed use, located west of State Road 7, between N.W. 12 Street and N.W. 16 Street.

The reduction in traffic signal communication failures will be achieved through the implementation of Phase II of the Advanced Transportation Management System (ATMS). ATMS includes the deployment of fiber optic cable, network equipment, traffic controllers and cabinets, video cameras, and dynamic message signs to improve traffic flow and reduce congestion. Phase II is programmed in FY 2009 and FY 2010.

Port/Airport District

The increase in peak-hour weekday fixed-route ridership will be achieved primarily through two

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programs, both funded partially from concurrency revenues: (1) bus stop improvements, which will include ADA compliance, additional shelters, and other enhancements; and (2) bus replacements, which will decrease the frequency of vehicle breakdowns, thereby improving system reliability.

The County is studying options for the direct movement of freight and passengers between Port Everglades and Fort Lauderdale Hollywood International Airport. This would serve to relieve significant segments of the Strategic Intermodal System in this District. The results of these studies will be incorporated into the Master Plans for the Port and the Airport.

The Intermodal Center (IMC) is a transportation hub. It will provide a connection to commuters who use the other regional transit projects to access the Airport and Port Everglades. Additionally, the IMC could provide remote parking.

The People Mover will provide transportation between the Intermodal Center and the Airport or Port. This will provide convenient access to the employees of the Airport and Port, and to local residents and visitors who utilize these facilities. Additionally, the People Mover will enhance the capacity to transport cruise passengers, who use the Airport for their air travel and Port for their cruise.

A Project Technical and Financial Feasibility Study was completed in the summer of 2004. Broward County has initiated the next phase of the project to comply with the National Environmental Policy Act (NEPA) process. The Federal Highway Administration (FHWA) is participating as the lead federal agency for this project.

In April 2005, the Broward County Board of Commissioners elected to proceed with the Project Development and Engineering (PD&E) Phase of the Broward County Intermodal Center and People Mover.

On May 22, 2008, Port Everglades and the Broward County Aviation Department conducted a workshop to update the public on the Project Development and Environmental Study concerning the Intermodal Center and People Mover System.

Further information concerning this project can be found at:

www.broward.org/airport/community_airportexpansion_intermodalcenter.htm#FACT

Eastern Core District

The increase in peak-hour weekday fixed-route ridership will be achieved primarily through two programs, both funded partially from concurrency revenues: (1) bus stop improvements, which will include ADA compliance, additional shelters, and other enhancements; and (2) bus replacements, which will decrease the frequency of vehicle breakdowns, thereby improving

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system reliability.

Headways of 30 minutes or less on 90% of routes will be achieved with improvements programmed for FY 2009. These improvements are not displayed in the recommended Capital Program, because they are funded by concurrency revenues and County general funds previously programmed in FY 2008, and carried over into the next year. After the standard is achieved, these routes will be monitored annually to determine whether additional buses are needed to maintain the headways. This would normally be caused by a decrease in travel speed on the route, due to increasing vehicle volumes. However, roadway volumes in general have not been increasing lately, due to high fuel costs, increased modal shifts, and slowed population growth.

Headways of 20 minutes or less on 40% of routes has already been achieved, and will be further exceeded with improvements programmed for FY 2009. These routes will be monitored annually to determine whether additional buses are needed to maintain the headways. This would normally be caused by a decrease in travel speed on the route, due to increasing vehicle volumes. However, roadway volumes in general have not been increasing lately, due to high fuel costs, increased modal shifts, and slowed population growth.

In Downtown Fort Lauderdale, plans are well underway for a fixed route electric streetcar system, known as the Wave. This system is designed to connect all major hubs in Downtown Ft. Lauderdale including but not limited to: the BCT Terminal, the government complex, the riverfront, and the hospital district. Following evaluation of fourteen alternative alignments, a preferred alternative was selected.. Construction of the $150 million dollar capital project is scheduled to begin in 2010 with service initiation slated for 2012.

The preferred alternative would have a northern terminus at the intersection of Sistrunk Boulevard and N.E. Third Avenue, and a southern terminus at Broward General Medical Center (at the intersection of Andrews Avenue and S.E. 17 Street). Both of these station locations have high viability to become neighborhood transit centers

The reduction in traffic signal communication failures is being achieved through the implementation of Phase I of the Advanced Transportation Management System (ATMS). ATMS includes the deployment of fiber optic cable, network equipment, traffic controllers and cabinets, video cameras, and dynamic message signs to improve traffic flow and reduce congestion. Phase I is currently being implemented.

Sawgrass District

The increase in peak-hour weekday fixed-route ridership will be achieved primarily through two programs, both funded partially from concurrency revenues: (1) bus stop improvements, which will include ADA compliance, additional shelters, and other enhancements; and (2) bus replacements, which will decrease the frequency of vehicle breakdowns, thereby improving system reliability.

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Headways of 15 minutes or less on 50% of routes has already been achieved. These routes will be monitored annually to determine whether additional buses are needed to maintain the headways. This would normally be caused by a decrease in travel speed on the route, due to increasing vehicle volumes. However, roadway volumes in general have not been increasing lately, due to high fuel costs, increased modal shifts, and slowed population growth

The working draft of the Development Order conditions for the Amerfirst/Metropica DRI, dated 9-24-08, includes the following provision:

> 3.7.4 Within two (2) years after the issuance of a certificate of occupancy for the first new principal structure, a covered, lighted transit station, architecturally compatible with the development, shall be constructed on the north and south sides of Green Toad Road or another suitable location subject to approval by the City and Broward County Transit, which shall accommodate a total of four (4) buses at one time and shall include either within the transit station, or in a nearby structure, restrooms, seating, schedule information, fare information, leaning rails, trash receptacles and bicycle racks. The transit station shall also include a drop off and pick-up area to be utilized by the general public, taxi service, or other forms of vehicular transportation.

Southeast District

The increase in peak-hour weekday fixed-route ridership will be achieved primarily through two programs, both funded partially from concurrency revenues: (1) bus stop improvements, which will include ADA compliance, additional shelters, and other enhancements; and (2) bus replacements, which will decrease the frequency of vehicle breakdowns, thereby improving system reliability.

Headways of 30 minutes or less on 80% of routes will be achieved with County improvements programmed for FY 2009, and the FDOT programmed express service on Hollywood Boulevard. The programmed County improvements are not displayed in the recommended Capital Program, because they are funded by concurrency revenues and County general funds previously programmed in FY 2008, and carried over into the next year. After the standard is achieved, these routes will be monitored annually to determine whether additional buses are needed to maintain the headways. This would normally be caused by a decrease in travel speed on the route, due to increasing vehicle volumes. However, roadway volumes in general have not been increasing lately, due to high fuel costs, increased modal shifts, and slowed population growth.

The Village of Gulfstream Park is an approved DRI, located with the City of Hallandale Beach, east of U.S. 1 and south of Hallandale Beach Boulevard. Within Exhibit 3 to the DRI Development Order, Item B-3 is: "Super Stop along the east side of US 1 south and/or north of 5th Street . . . with full array of the following amenities: [list of 17 amenities]".

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Condition 18b of the DRI Development Order states: "Prior to the issuance of the first Certificate of Occupancy for any permanent structure in accordance with the Development Program provided in Condition 6, the Applicant shall fund, construct or cause the construction, as applicable, of the following improvements outlined in Exhibit 3:

. . .

- Item B-3

. . . "

In the Biennial Status Report for this DRI, dated May 21, 2008, the commentary on this requirement notes that no certificates of occupancy have been issued for any permanent structures on site, and that the applicant has submitted plans for all of the Group B improvements.

South Central District

The increase in peak-hour weekday fixed-route ridership will be achieved primarily through two programs, both funded partially from concurrency revenues: (1) bus stop improvements, which will include ADA compliance, additional shelters, and other enhancements; and (2) bus replacements, which will decrease the frequency of vehicle breakdowns, thereby improving system reliability.

Headways of 30 minutes or less on 80% of routes will be achieved with improvements programmed for FY 2009. These improvements are not displayed in the recommended Capital Program, because they are funded by concurrency revenues and County general funds previously programmed in FY 2008, and carried over into the next year. After the standard is achieved, these routes will be monitored annually to determine whether additional buses are needed to maintain the headways. This would normally be caused by a decrease in travel speed on the route, due to increasing vehicle volumes. However, roadway volumes in general have not been increasing lately, due to high fuel costs, increased modal shifts, and slowed population growth

Two neighborhood transit centers are in operation in this District. One is on the campus of Nova Southeastern University, east of University Drive in Davie. The other is in the Miramar City Center complex, located between Hiatus Road, Red Road, and Miramar Boulevard.

Overall

The increase in the number of bus stop shelters is included under "Bus Stop Improvements" in the Recommended Capital Program. The concurrency revenues are allocated in FY 2012 and FY 2013, but the overall program has funding allocated for each of the five years in the program.

The policy to maintain the specified maximum service volumes on arterial roadways within each TCMA is implemented by an annual analysis performed after the previous year's traffic count data is available.

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Appendix A-1 Justification for Size of Concurrency Districts

Average Trip Length.

Three recent local studies of travel habits were utilized to look at average trip length by trip purpose. These studies are:

Keller Study: Broward Travel Characteristics Study: Final Report for Florida Department of Transportation, District IV, by Walter H. Keller, Inc. (December, 1996).

Gannett Fleming Study: Broward Urban Study Area Travel Forecast Model Validation: Technical Report No. 2: Model Validation by Gannett Fleming (April, 1998).

Corridino Study: Southeast Florida Regional Travel Characteristics Study: Technical Memorandum No. 4: Household travel Survey Findings for Florida Department of Transportation, Districts IV and VI, Miami-Dade MPO, Broward County MPO and Palm Beach County MPO, by Carr Smith Corradino (January, 2000).

The table below summarizes the findings of these studies with regard to average trip length for key trip purposes.

AVERAGE TRIP LENGTH (IN MINUTES) BY TRIP PURPOSE

SOURCE	Home Based Work	Home Based Shopping	Home Based Soc-Rec	Home Based Other	Non-Home Based
Keller	23.5	12.0	17.2	14.6	15.5
Gannett Fleming	21.9	17.3	19.3	16.3	17.5
Corradino	23.8	14.6	15.6	15.7	16.5
Average	23.1	14.6	17.4	15.5	16.5

The Broward County FSUTMS 1999 validated Countywide peak average travel speed was 29.3 miles per hour. Applying this travel speed to the average trip lengths above yields average trip lengths, in miles, as follows:

Home Based Work	11.3
Home Based Shopping	7.1
Home Based Soc-Rec	8.5
Home Based Other	7.6
Non-Home Based	8.1

Therefore, the average peak-hour trip in Broward County is between 7 and 11 miles in length.

Comparable Districts in Broward County

The following are benefit zones established in various portions of the Broward County Land Development Code.

Road Impact Fees - Section 5-182(a) (4) c): The County is divided into seven service areas for the purpose of expenditure of road impact fees. The boundaries are generally: (east-west) Palm Beach County line; Commercial Boulevard; State Road 84; and the Miami-Dade County line; and (north-south) Atlantic Ocean; Florida Turnpike; Sawgrass Expressway; Interstate 75; and the Conservation Area. These boundaries range from 5 to 10 miles in length.

School Impact Fees - Section 5-182(m) (6): The County is divided into four service areas for the purpose of expenditure of school impact fees. The boundaries are generally: Palm Beach County line; Commercial Boulevard; Broward Boulevard; Sheridan Street/Stirling Road; and the Miami-Dade County line. These service areas range from 4 to 9 miles (north/south), and each runs the width of the County.

Local Park Impact Fees - Section 5-182(s) (5). The County is divided into six sectors for the purpose of expenditure of local park impact fees. The boundaries are generally the same as for road impact fees; except that there is no seventh district west of Interstate 75 in far southwest Broward.

Regional Park Impact Fees - Section 5-182(i). Regional Park Impact Fees may be spent Countywide.

Size of Proposed Concurrency Districts

The proposed concurrency districts range from 4 to 8 miles per side, with two exceptions:

(a) The proposed Northwest District is only about two miles from north to south.
(b) The northern portion of the proposed Central District is about 13 miles from east to west.
(c) The western portion of the Southwest District is about 12 miles from north to south.

Based on an average peak-hour trip length of 7 to 11 miles for Broward County, and based on the above comparable districts ranging from 4 to 10 miles per side, the size of the proposed Concurrency Districts are easily justified, except for (b) and (c) above.

Concerning the Central District, the travel patterns within and around this area provided a convincing argument for not subdividing this District. The Year 2025 Long-Range Transportation Plan Update, Final Report (Broward County MPO, June 2002), illustrates that in

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Figure 6.8, AMajor Home-Based Work Trip Interchanges@, which is attached here for reference. This graphic illustrates the top thirty interchanges among superzones of home-to-work trips in the FSUTMS travel demand model. The strong travel demand across the central part of the County is clearly visible here. In addition, the east-west transit routes within the Central District exhibit high ridership (3 out of 4 routes exceed 40 passengers per hour), and short headways (3 out of 4 routes at twenty minutes). Based on this information, it was determined that splitting this District at the Turnpike, or a similar location, would not be an accurate reflection of travel patterns in Broward County.

Concerning the Southwest District, the County acknowledges that, should this be proposed for transit-oriented concurrency in the future, the subdivision of the District will need to be given serious consideration.

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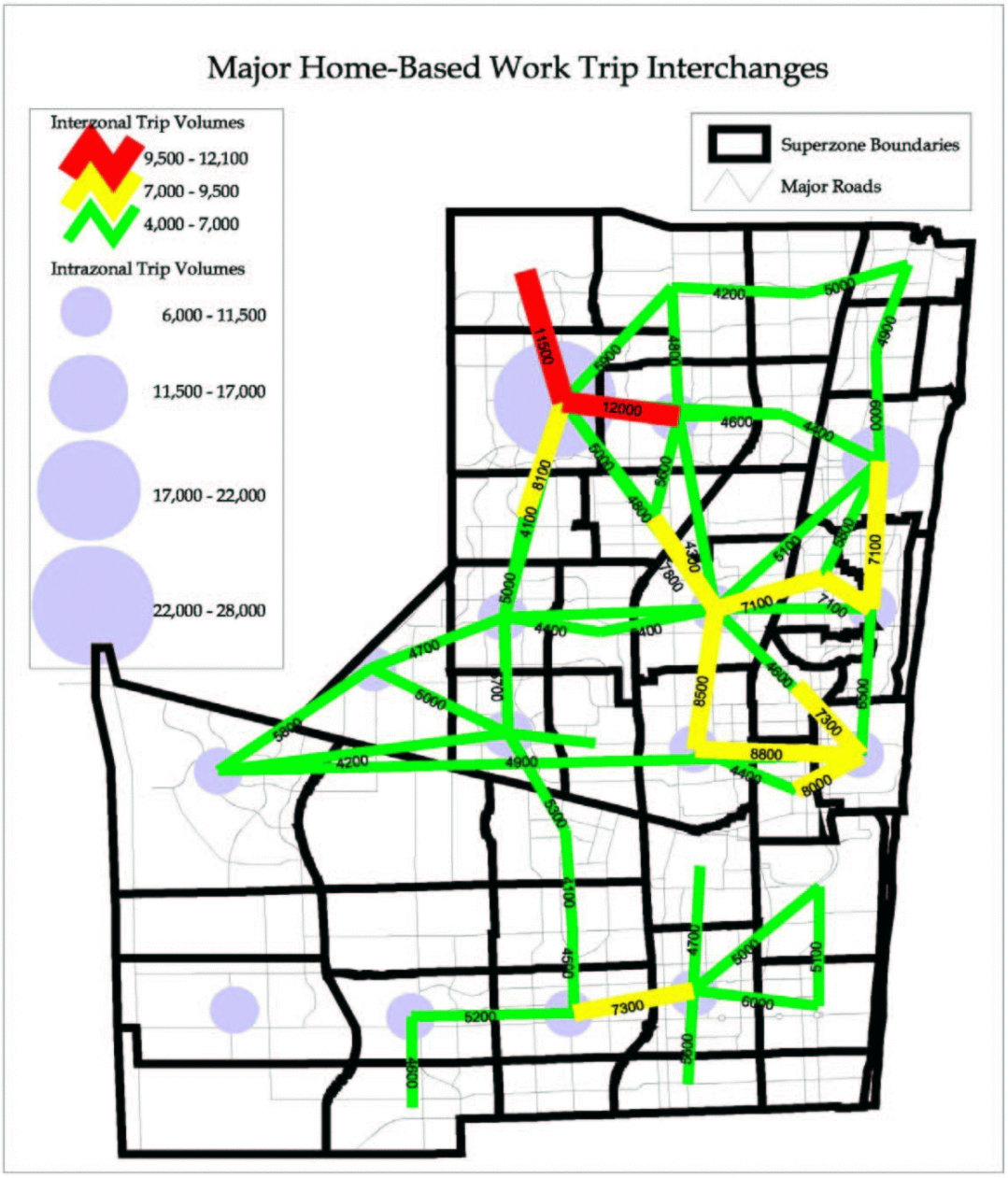
Major Home-Based Work Trip Interchanges
Interzonal Trip Volumes
9,500 - 12,100
7,000 - 9,500
4,000 - 7,000
Intrazonal Trip Volumes
6,000 - 11,500
11,500 - 17,000
17,000 - 22,000
22,000 - 28,000
Superzone Boundaries
Major Roads

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Appendix A-2: Transportation Concurrency Management Areas Comparison of LOS Standards with Existing Conditions

TCMA	LOS STANDARDS	EXISTING (2008) CONDITIONS
Overall	Increase number of bus shelters by 25 percent from FY 2009 to FY 2013.	481 Total Stops with shelters (FY09)
Northeast	Maintain headways of 30 min. or less on 90% of routes.	Headways ≤ 30 min. on 92% of routes (11 out of 12)
	Establish and maintain service at one or more neighborhood transit centers.	NTC programmed in Pompano Beach, design complete
	Reduce traffic signal communication failures by 50% by FY 2013	Baseline signals percentage online is 94% (FY 2013 goal is 97%)
	Increase peak-hour weekday fixed route transit ridership by 17 percent from FY 2009 to FY 2013.	2008 weekday daily ridership of routes going through District is 27989.
North Central	Establish and maintain headways of 30 min. or less on 90% of routes.	Headways ≤ 30 min. on 82% of routes (9 out of 11) With changes programmed for FY 2009: 92%
	Maintain service at one or more neighborhood transit centers.	NTC is requirement of Coral Springs Downtown DRI.
	Increase peak-hour weekday fixed route transit ridership by 23 percent from FY 2009 to FY 2013.	2008 weekday daily ridership of routes going through District is 40488.
	Maintain the current number of community bus routes (13) through 2013.	13 community bus routes as of 2008.
Central	Maintain headways of 30 min. or less on 80% of routes.	Headways ≤ 30 min. on 71% of routes (17 out of 24) With changes programmed for FY 2009: 83%
	Establish and maintain service at one or more neighborhood transit centers.	Negotiating for NTC in pending DRI application in Lauderhill
	Reduce traffic signal communication failures by 50% by FY 2013	Baseline signals percentage online is 94% (FY 2013 goal is 97%)

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	Increase peak-hour weekday fixed route transit ridership by 19 percent from FY 2009 to FY 2013.	2008 weekday daily ridership of routes going through District is 95235,
	Maintain the current number of community bus routes (24) through 2013.	24 community bus routes as of 2008.
Port/ Airport	Study options for the direct movement of freight and passengers between Port Everglades and Fort Lauderdale Hollywood International Airport. This would serve to relieve significant segments of the Strategic Intermodal System in this District. The results of these studies will be incorporated into the Master Plans for the Port and the Airport by FY 2013.	The study is currently underway.
	Increase peak-hour weekday fixed route transit ridership by 20 percent from FY 2009 to FY 2013.	2008 weekday daily ridership of routes going through District is 12760.
Eastern Core	Maintain headways of 30 min. or less on 90% of routes.	Headways $\leq$ 30 min. on 82% of routes (14 out of 17) With changes programmed for FY 2009: 94%
	Maintain headways of 20 min. or less on 40% of routes.	Headways $\leq$ 20 min. on 50% of routes (8 out of 16) With changes programmed for FY 2009: 56%
	Establish and maintain service at one or more neighborhood transit centers.	NTC planned as part of downtown Fort Lauderdale streetcar system (The Wave), currently awaiting Federal funding.
	Reduce traffic signal communication failures by 50% by FY 2013	Baseline signals percentage online is 94% (FY 2013 goal is 97%)
	Increase peak-hour weekday fixed route transit ridership by 19 percent from FY 2009 to FY 2013.	2008 weekday daily ridership of routes going through District is 61256.
Sawgrass	Maintain headways of 15 min. or less on 50% of routes.	Headways $\leq$ 15 min. on 75% of routes (3 out of 4)
	Establish and maintain service at one or more neighborhood transit centers.	Negotiating for NTC in pending Metropica DRI application in Sunrise.
	Increase peak-hour weekday fixed route transit ridership by 22 percent from FY 2009 to FY 2013.	2008 weekday daily ridership of routes going through District is 21980.

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Southeast	Maintain headways of 30 min. or less on 80% of routes.	Headways ≤ 30 min. on 60% of routes (9 out of 15) With changes programmed for FY 2009: 73% With planned express service on Hollywood Blvd: 80%.
	Establish and maintain service at one or more neighborhood transit centers.	NTC is requirement of Gulfstream Park DRI in Hallandale Beach.
	Increase peak-hour weekday fixed route transit ridership by 24 percent from FY 2009 to FY 2013.	2008 weekday daily ridership of routes going through District is 43702.
South Central	Maintain headways of 30 min. or less on 80% of routes.	Headways ≤ 30 min. on 56% of routes (5 out of 9) With changes programmed for FY 2009: 88%
	Establish and maintain service at two or more neighborhood transit centers.	NTCs existing at Nova Southeastern University and Miramar City Center..
	Increase peak-hour weekday fixed route transit ridership by 22 percent from FY 2009 to FY 2013.	2008 weekday daily ridership of routes going through District is 22353.
	Maintain the current number of community bus routes (10) through 2013.	10 community bus routes as of 2008.

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Appendix A-3: BCT 2013 Weekday Ridership Projections

Route No.	2013 Projected Daily Ridership	% Change from 2008	Concurrency Districts*
1	9597	19.9%	SE/PA/EC
2	9312	23.0%	SC/CEN/NC
3	1193	18.2%	SE/SC
4	2139	21.0%	SE
5	1945	21.5%	SE/SC
6	2945	19.7%	SE/EC
7	5356	21.5%	SE/SC
9	2705	23.6%	SE/SC/CEN/EC
10	4493	15.2%	EC/CEN/NE
11	4812	19.1%	EC/CEN
12	2149	16.2%	SE/SC/CEN
14	5620	17.7%	EC/CEN/NE
15	780	18.7%	SE
17	420	19.5%	SE
18	18728	29.0%	SE/CEN/NC
20	1939	15.8%	EC/CEN/NE
22	5669	16.5%	EC/CEN/SAW
23	690	17.7%	SC/SAW
28	3886	23.7%	SE/SC
30	2780	18.1%	EC/CEN
31	4614	20.2%	EC/CEN/NC
34	3393	17.4%	NE/NC
36	9899	21.8%	EC/CAN/SAW
40	5688	19.6%	PA/EC/CEN
42	2619	12.2%	NE/NC
50	6373	17.3%	EC/CEN/NE
55	2600	14.1%	CEN/NC
56	2475	18.9%	CEN
57	232	18.0%	NC
60	5803	19.9%	EC/CEN/NE
62	2697	20.6%	NC/CEN
72	10485	24.8%	CEN/SAW
81	3093	22.3%	CEN
83	1929	17.2%	NE/NC
88	1477	20.1%	NC/CEN
92	135	19.3%	NE
93	117	16.6%	NE
94	130	14.9%	NE
95	139	18.6%	NE
97	61	13.3%	NE
441	2175	24.4%	SE/CEN/NC
Total	**153,289**	**20.9%**	

Source of Projections: Table 7-5, Broward County Transit Development Plan
* Districts containing only minor portions of a route are excluded from list.

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Northeast District

Route	2008 Daily Ridership	2013 Daily Ridership
10	3900	4493
14	4775	5620
20	1674	1939
34	2890	3393
42	2334	2619
50	5433	6373
60	4840	5803
83	1646	1929
92	113	126
93	100	117
94	113	130
95	117	139
97	54	61
Total	27989	32742

Overall increase = 17%

North Central District

Route	2008 Daily Ridership	2013 Daily Ridership
2	7571	9312
18	14518	18728
31	3839	4614
34	2890	3393
42	2334	2619
55	2279	2600
57	197	232
62	2236	2697
83	1646	1929
88	1230	1477
441	1748	2175
Total	40488	49776

Overall increase = 23%

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Central District

Route	2008 Daily Ridership	2013 Daily Ridership
2	7571	9312
9	2188	2705
10	3900	4493
11	4040	4812
12	1849	2149
14	4775	5620
18	14518	18728
20	1674	1939
22	4866	5669
30	2354	2780
31	3839	4614
36	8127	9899
40	4756	5688
50	5433	6373
55	2279	2600
56	2082	2475
60	4840	5803
62	2236	2697
72	8401	10485
81	2529	3093
88	1230	1477
441	1748	2175
Total	95235	113586

Overall increase = 19%

Sawgrass District

Route	2008 Daily Ridership	2013 Daily Ridership
22	4866	5669
23	586	690
36	8127	9899
72	8401	10485
Total	21980	26743

Overall increase = 22%

Port/Airport District

Route	2008 Daily Ridership	2013 Daily Ridership
1	8004	9597
40	4756	5688
Total	12760	15285

Overall increase = 20%

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Eastern Core District

Route	2008 Daily Ridership	2013 Daily Ridership
1	8004	9597
6	2460	2945
9	2188	2705
10	3900	4493
11	4040	4812
14	4775	5620
20	1674	1939
22	4866	5669
30	2354	2780
31	3839	4614
36	8127	9899
40	4756	5688
50	5433	6373
60	4840	5803
Total	61256	72937

Overall increase = 19%

Southeast District

Route	2008 Daily Ridership	2013 Daily Ridership
1	8004	9597
3	1009	1193
4	1768	2139
5	1601	1945
6	2460	2945
7	4408	5356
9	2188	2705
12	1849	2149
15	657	780
17	351	420
18	14518	18728
28	3141	3885
441	1748	2175
Total	43702	54017

Overall increase = 24%

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South Central District

Route	2008 Daily Ridership	2013 Daily Ridership
2	7571	9312
3	1009	1193
5	1601	1945
7	4408	5356
9	2188	2705
12	1849	2149
23	586	690
28	3141	3886
Total	22353	27236

Overall increase = 22%

Summary

District	Projected Increase in Weekday Ridership 2008-2013
Northeast	17%
North Central	23%
Central	19%
Sawgrass	22%
Port/Airport	20%
Eastern Core	19%
Southeast	24%
South Central	22%

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Appendix A-4: Tables from the adopted Transit Development Plan regarding operating and capital funds

TABLE 7-23
Broward County Mass Transit Planning Estimates: Operating Budget Scenario 2009-2013

SECTIONS	FY 08 Base	FY 09	FY 10	FY 11	FY 12	FY 13	FY09-13 Sub-Total
Administration / Compliance/ Info Sys.	$6,453,890	$6,607,760	$6,938,148	$7,285,055	$7,649,308	$8,031,774	$36,512,045
Maintenance	$28,862,020	$33,183,430	$34,842,602	$36,584,732	$38,413,968	$40,334,667	$183,359,398
Customer Relations & Communication	$2,944,100	$2,746,560	$2,883,888	$3,028,082	$3,179,487	$3,338,461	$15,176,478
Service Development	$5,944,670	$4,660,900	$4,893,945	$5,138,642	$5,395,574	$5,665,353	$25,754,415
Transit Operations	$60,140,400	$58,687,600	$61,621,980	$64,703,079	$67,938,233	$71,335,145	$324,286,037
Paratransit Transportation	$27,240,330	$27,262,560	$28,625,688	$30,056,972	$31,559,821	$33,137,812	$150,642,853
Planned Fixed Route Expansion	$0	$6,937,039	$5,393,918	$2,646,615	$4,814,033	$5,198,492	$24,990,098
Planned Community Bus Expansion	$0	$688,500	$688,500	$688,500	$1,000,000	$1,000,000	$4,065,500
System Service enhancements							
System Strategic Initiatives				$2,100,000	$4,705,000	$14,392,027	$21,197,027
TOTAL OPERATING COSTS	**$131,585,410**	**$140,774,349**	**$145,888,669**	**$152,231,678**	**$164,655,425**	**$182,433,729**	$785,983,850
***OPERATING REVENUES**	**FY 2008**	**FY 2009**	**FY 2010**	**FY 2011**	**FY 2012**	**FY 2013**	**TOTAL**
Federal Transit Administration	$0	$0	$0	$0	$0		$0
**Florida Department of Transportation	$11,885,449	$11,866,870	$9,164,000	$9,439,000	$9,722,000	$10,208,100	$50,399,970
FDOT Operating (I-595)				$2,100,000	$2,205,000	$2,315,250	$6,620,250
Charges For Services	$19,834,108	$21,141,190	$22,198,250	$23,308,162	$24,473,570	$25,697,249	$116,818,420
****Miscellaneous Revenue	$800,000	$1,300,000	$865,280	$899,891	$935,887	$982,681	$4,983,739
County General Fund	$54,113,093	$52,814,790	$62,414,410	$64,910,987	$67,507,426	$70,882,797	$318,530,410
TF 1040 CTTF Local Option Gas Tax	$44,300,760	$44,300,760	$47,915,702	$49,832,330	$51,825,623	$54,416,904	$248,291,319
*****Broward County Concurrency Fund	$652,000	$678,080	$705,203	$0	$0		$1,383,283
TOTAL OPERATING REVENUES	**$131,585,410**	**$132,101,690**	**$143,262,845**	**$150,490,370**	**$156,669,506**	**$164,502,981**	**$747,027,392**
TOTAL OPERATING FUNDING SHORTFALL	***$0***	***($8,672,659)***	***($2,625,824)***	***($1,741,308)***	***($7,985,919)***	***($17,930,748)***	***($38,956,458)***

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TABLK 7-26

BROWARD COUNTY TDP PLANNING ESTIMATES: CAPITAL BUDGET

FY08 - FY13

		Base FY 08	FY 09	FY 10	FY 11	FY 12	FY 13	Total FY 09 - FY 13
	CAPITAL REVENUES							
1	Federal Transit Administration	$22,804,190	$23,350,000	$23,583,500	$23,819,340	$24,057,520	$24,298,100	**$119,108,460**
2	Transfer from Transit Concurrency Fund	$3,078,000	$0	$2,600,000	$600,000	$3,800,000	$4,000,000	**$11,000,000**
3	Transfer from CountyTransportation Trust Fund	$2,000,000	$0	$0	$0	$0		**$0**
4	FDOT							**$0**
5	Other:Streetcar							**$0**
6	TOTAL REVENUES	$27,882,190	$23,350,000	$26,183,500	$24,419,340	$27,857,520	$28,298,100	**$130,108,460**

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Appendix A-5: Definitions related to regional transportation facilities

Regional Transportation Network or Regional Road Network. Those roadways shown on the Broward County Trafficways Plan promulgated by the Broward County Planning Council pursuant to Chapter 59-1154, Laws of Florida, as amended, and the Broward County Charter, or on the Broward County 2015 Plan, promulgated by the Broward County Metropolitan Planning Organization, or for which right-of-way has been delineated by the Board of County Commissioners pursuant to Chapter 71-561, Laws of Florida, as amended, and the Broward County Charter. However, those roads that are functionally classified as city collectors are not reviewed for concurrency by Broward County.
[Source: Broward County Land Development Code, Section 5-201.]

(4) Identification of State and Regionally Significant Roadways. For the purpose of evaluating the state and regional significance of a roadway, the Department shall consider the extent, location and configuration of the roadway, and the number and type of trips which occur or could occur on the roadway. Under no circumstances shall the Department consider a roadway to be state and regionally significant unless it is a paved roadway which crosses local government jurisdictional boundaries, is a component of the state highway system, connects components of the state highway system, provides access to a regional center, or is a hurricane evacuation route. Nothing contained herein shall be construed to automatically result in a determination that a roadway is state and regionally significant simply because it is a component of the state highway system or otherwise falls within the categories of roadways enumerated above, unless it is a segment of the Florida Intrastate Highway System.
[Source: Rule 9J-2.045, Florida Administrative Code]

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Appendix A-6: Intergovernmental Coordination

The following are examples of efforts and opportunities for intergovernmental coordination, relative to this amendment to the Transportation Element of the Broward County Comprehensive Plan.

Multiple dates	Monthly meetings of the Broward Transportation Working Group, consisting of municipal, county, FDOT, and SFRPC staff. This proposed amendment was discussed at numerous meetings, beginning in September, 2007.
January 18, 2008	Comprehensive Plan Workshop - Agenda included presentation by County staff on the proposed amendment, and a presentation by FDOT staff on SIS/LOS Connector Standards. Attended by more than 65 municipal, county, regional, state and private sector practitioners.
January 31, 2008	Local Planning Agency public hearing on the proposed amendment.
March 25, 2008	County Commission public hearing to transmit the proposed amendment to the Department of Community Affairs
May 8, 2008	South Florida Regional Planning Council review of transmitted amendment.
June 24, 2008	County Commission public hearing to adopt the proposed amendment. .