

ORDINANCE NO. 2009-

AN ORDINANCE OF BROWARD COUNTY, FLORIDA, ADOPTING AN AMENDMENT TO THE BROWARD COUNTY COMPREHENSIVE PLAN BY AMENDING THE TRANSPORTATION ELEMENT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

(Sponsored by the Board of County Commissioners)

WHEREAS, Broward County adopted the 1989 Broward County Comprehensive Plan on March 1, 1989; and

WHEREAS, the Department of Community Affairs has found the Broward County Comprehensive Plan in compliance with the Local Government Comprehensive Planning and Land Development Regulation Act; and

WHEREAS, on June 24, 2008, Broward County adopted Ordinance No. 2008-33 amending the Transportation Element of the Broward County Comprehensive Plan; and

WHEREAS, on July 31, 2008, the Florida Department of Community Affairs ("DCA") filed a petition for formal administrative hearing which challenged the amendment's consistency with Chapters 163 and 187, Florida Statutes, Rule 9J-5, Florida Administrative Code, and the Strategic Regional Policy Plan for South Florida; and

WHEREAS, on March 24, 2009, Broward County approved a Stipulated Settlement Agreement with DCA pursuant to Section 163.3184, Florida Statutes, regarding the Transportation Element; and

WHEREAS, the Stipulated Settlement Agreement requires Broward County to adopt certain amendments to the Transportation Element to bring it into compliance; and

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1           WHEREAS, Broward County now wishes to propose those amendments to the  
2 Plan required by the Stipulated Settlement Agreement; and

3           WHEREAS, the Environmental Protection and Growth Management Department,  
4 as the local planning agency for the Broward County Comprehensive Plan, has held its  
5 hearing on March 6, 2009, with due public notice; and

6           WHEREAS, pursuant to Subsection 163.3184(16), Florida Statutes, the Board of  
7 County Commissioners held an adoption public hearing on March 24, 2009, at 2:00 p.m.  
8 [also complying with the notice requirements specified in Subsection 163.3184, Florida  
9 Statutes] at which public comment was accepted; and

10           WHEREAS, the Board of County Commissioners after due consideration of all  
11 matters hereby finds that the following amendment to the 1989 Broward County  
12 Comprehensive Plan is consistent with the State Plan, Regional Plan, and the Broward  
13 County Comprehensive Plan; complies with the requirements of the Local Government  
14 Comprehensive Planning and Land Development Regulation Act; and is in the best  
15 interests of the health, safety, and welfare of the residents of Broward County; and

16           WHEREAS, the proposed amendment is required pursuant to a Stipulated  
17 Settlement Agreement and, therefore, pursuant to Subsection 163.3187(1)(d), Florida  
18 Statutes, shall not be counted as one of Broward County's two annual amendments.

19           BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF  
20 BROWARD COUNTY, FLORIDA:

21           Section 1. Ordinance No. 2008-33, amending the Broward County  
22 Comprehensive Plan by amending the Transportation Element, is hereby repealed.

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1 Section 2. The 1989 Broward County Land Use Plan is hereby amended by  
2 Amendment 09-1A-T1 which is an amendment to the Transportation Element, as set  
3 forth in Attachment A, attached hereto and incorporated herein.

4 Section 3. SEVERABILITY.

5 If any section, sentence, clause or phrase of this Ordinance is held to be invalid  
6 or unconstitutional by any court of competent jurisdiction, then said holding shall in no  
7 way affect the validity of the remaining portions of this Ordinance.

8 Section 4. EFFECTIVE DATE.

9 1. The effective date of the plan amendment set forth in this Ordinance shall  
10 be:

11 (a) The date a final order is issued by the Department of Community Affairs  
12 finding the amendment to be in compliance in accordance with Section 163.3184,  
13 Florida Statutes. DCA's notice of intent to find a plan amendment in compliance shall  
14 be deemed to be a final order if no timely petition is filed challenging the amendment; or

15 (b) If the plan amendment is timely challenged, the date a final order is issued  
16 by the Administration Commission of the Department of Community Affairs finding the  
17 amendment to be in compliance in accordance with Section 163.32465(6), Florida  
18 Statutes.

19 2. This Ordinance shall become effective as provided by law.

20 ENACTED

21 FILED WITH THE DEPARTMENT OF STATE

22 EFFECTIVE

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3/10/09  
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**ATTACHMENT A**

PROPOSED AMENDMENT TO THE BROWARD COUNTY COMPREHENSIVE  
PLAN

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The referenced **Policies** within the Transportation Element (TE) are being amended as a result of negotiations between DCA, FDOT and Broward County:

**TRANSPORTATION LAND USE COORDINATION - CONCURRENCY**

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

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

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

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that District.

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

1. Within ~~transit-oriented concurrency districts~~ Transportation Concurrency Management Areas, the transportation LOS standards, for the purpose of issuing development orders and permits, are to achieve and maintain the following by FY ~~2009~~ 2013:

(i) ~~(a) Overall - Increase number of bus stop shelters by 30 percent, Increase number of bus stop shelters by 25 percent from FY 2009 to FY 2013. Maintain the maximum service volumes on arterial roadways within each District, as displayed below: Traffic volumes on arterial roadways in each District shall remain less than the maximum service volumes as displayed below. These volumes do not apply to Strategic Intermodal System (SIS) and Transportation Regional Incentive Program-funded roadway facilities and cannot be used in a manner that would result in interference with mainline operations on SIS roadway corridors. The County and FDOT will work together during 2009 to revise downward the volumes in this table.~~

**Peak Hour Two Way Maximum Service Volumes\***

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

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

[~~Note: Headway standards apply only to non-contract BCT routes.~~]

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

~~(b) (c) North Central District - Achieve headways of 30 minutes or less on 90% of routes, establish at least one neighborhood transit center, establish at least one additional community bus route, and expand coverage area to 53 percent. Establish and maintain headways of 30 minutes or less on 90% of routes. Maintain service at one or more neighborhood transit centers. Increase peak-hour weekday fixed-route transit ridership by 23 percent from FY 2009 to FY 2013. Maintain the current number of community bus routes (13) through 2013.~~

~~(c) (d) Central District - Achieve headways of 30 minutes or less on 80% of routes, establish at least one neighborhood transit center, and establish at least two additional community bus routes. Maintain headways of 30 minutes or less on 80% of routes. Establish and maintain service at one or more neighborhood transit centers. Reduce traffic signal communication failures by 50% by FY 2013. Increase peak-hour weekday fixed-route transit ridership by 19 percent from FY 2009 to FY 2013. Maintain the current number of community bus routes (24) through 2013.~~

~~(d) (e) Port/Airport District - Establish at least one additional community bus route. Increase peak-hour weekday fixed-route transit ridership by 20 percent from FY 2009 to FY 2013. Continue to pursue the ongoing Project Development and Environment study to define alternatives that facilitate direct movement of people and goods between Port Everglades and Fort Lauderdale Hollywood International Airport. This study also includes an intermodal center to facilitate this connectivity along with connections to local and regional transit services, including county transit routes, Tri-Rail and potential passenger transit services on the Florida East Coast rail corridor. Implementation of these improvements would serve to ensure efficient operations within the port and airport while addressing traffic congestion on Strategic Intermodal System facilities and other roadways. The results of this study will be incorporated into the Master Plans for the Port and the Airport by FY 2013. Funding for this~~

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project has not yet been identified. Also continue to pursue, as a potential condition of proposed amendments to the Northport DRI, a by-pass roadway for Port Everglades, that would provide a connection between U.S. 1 and S.E. 17<sup>th</sup> Street. Notwithstanding the above, County has no affirmative obligation to fund or construct this bypass roadway.

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

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

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

~~(h) (i) South Central District - Achieve headways of 30 minutes or less on 80% of routes, establish at least one neighborhood transit center, establish at least one additional community bus route, and expand coverage area to 48 percent~~ Maintain headways of 30 minutes or less on 80% of routes. Establish and maintain service at two or more neighborhood transit centers. Increase peak-hour weekday fixed-route transit ridership by 22 percent from FY 2009 to FY 2013. Maintain the current number of community bus routes (10) through 2013.

2. Within standard concurrency districts, the transportation LOS standards, excluding Strategic Intermodal System and Transportation Regional Incentive Program-funded roadway facilities, for the purpose of issuing development

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orders and permits are:

- (a) Northwest District - the generalized two-way peak-hour LOS "D" standard volumes depicted on ~~Table F-1, Level of Service Manual 4-4, Quality/Level of Service Handbook, Florida Department of Transportation, (2002).~~
- (b) Southwest District - the generalized two-way peak-hour LOS "D" standard volumes depicted on ~~Table F-1, Level of Service Manual 4-4, Quality/Level of Service Handbook, Florida Department of Transportation, (2002).~~ with the following exceptions:

(1) ~~Interstate 75, from 2 mile west of 184th Ave. US-27 to Collier Co. line - LOS B~~

(2) ~~United States 27 (State Road 25), from Miami-Dade Co. Line to —Pembroke Road, and from Griffin Road I-75 to Palm Beach County line - LOS B~~

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

<u>SIS Facilities</u>		
<u>Roadway</u>	<u>Roadway Segment</u>	<u>LOS Standard*</u>
<u>SIS Corridors</u>		
<u>Florida Turnpike &amp; Homestead Extension</u>	<u>Miami-Dade County line to Palm Beach County line</u>	<u>D</u>
<u>Interstate 95</u>	<u>Miami-Dade County line to Palm Beach County line</u>	<u>E</u>
<u>Interstate 595</u>	<u>Interstate 75 to US 1</u>	<u>D</u>
<u>Sawgrass Expressway</u>	<u>Interstate 75 to east of I-95 ramps via SW 10 Street(State Road 869)</u>	<u>D</u>
<u>Interstate 75</u>	<u>Miami-Dade County line to west of US-27</u>	<u>D</u>
<u>Interstate 75</u>	<u>West of US-27 to Collier County line</u>	<u>B</u>
<u>US 27</u>	<u>Miami-Dade County line to Interstate 75</u>	<u>D</u>
<u>US 27</u>	<u>Interstate 75 to Palm Beach County line</u>	<u>B</u>

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<u><b>SIS Connectors</b></u>		
	<p><u>Port Everglades</u></p> <ul style="list-style-type: none"> <li>• <u>I-95 east straight into entrance (Eller Drive)</u></li> <li>• <u>I-95 to SR 84 to Spangler Boulevard to entrance</u></li> </ul> <p><u>Fort Lauderdale – Hollywood International Airport</u></p> <ul style="list-style-type: none"> <li>• <u>SIS corridor (I-595/US-1 interchange) directly to entrance</u></li> <li>• <u>I-95 to SR 84/SW 24th Street to SW 4th Avenue to Perimeter Road to air cargo entrance</u></li> </ul> <p><u>FEC Intermodal Terminal</u></p> <ul style="list-style-type: none"> <li>• <u>I-95 to SR 84 to Andrews Avenue to entrance</u></li> </ul> <p><u>Ft. Lauderdale Greyhound Bus Terminal</u></p> <ul style="list-style-type: none"> <li>• <u>I-95 to Broward Boulevard to NE 3rd Avenue to 3rd Street to entrance</u></li> </ul> <p><u>Deerfield Beach Amtrak/Tri-Rail Station</u></p> <ul style="list-style-type: none"> <li>• <u>I-95 to Hillsboro Boulevard to entrance</u></li> </ul> <p><u>Ft. Lauderdale Amtrak/Tri-Rail Station</u></p> <ul style="list-style-type: none"> <li>• <u>SIS corridor (I-95 ramps) directly to entrance</u></li> </ul> <p><u>Hollywood Amtrak/Tri-Rail Station</u></p> <ul style="list-style-type: none"> <li>• <u>I-95 to Hollywood Boulevard to entrance</u></li> </ul> <p><u>Cypress Creek Tri-Rail Station</u></p> <ul style="list-style-type: none"> <li>• <u>I-95 to Cypress Road to Andrews Avenue to entrance</u></li> </ul> <p><u>Ft. Lauderdale-Hollywood International Airport Tri-Rail Station</u></p> <ul style="list-style-type: none"> <li>• <u>I-95 to Griffin Road to Ravenswood Road to Gulf Stream Way to entrance</u></li> </ul> <p><u>Pompano Beach Tri-Rail Station</u></p> <ul style="list-style-type: none"> <li>• <u>I-95 to SR 834 (Sample Road) to 8th Avenue to entrance</u></li> </ul> <p><u>Sheridan Street Tri-Rail Station</u></p> <ul style="list-style-type: none"> <li>• <u>I-95 to N 29th Avenue to entrance</u></li> </ul>	<u>D</u>
<u><b>TRIP-Funded Facilities</b></u>		
	<u><b>Roadway Segment</b></u>	<u><b>LOS Standard**</b></u>

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	<p><u>Palm Avenue from Stirling Road to Griffin Road</u></p> <ul style="list-style-type: none"> <li>• <u>Palm Avenue from Orange Drive to Sheridan Street</u></li> </ul> <p><u>State Road 7 from North of Hallandale Beach Boulevard to North of Fillmore Street</u></p> <ul style="list-style-type: none"> <li>• <u>State Road 7/U.S. 441 from NE/NW 215th Street (Miami-Dade County) to Johnson Street</u></li> </ul> <p><u>State Road 7/U.S. 441 from South of Miami-Dade County Line to North of Hallandale Beach Boulevard</u></p> <ul style="list-style-type: none"> <li>• <u>State Road 7/U.S. 441 from NE/NW 215th Street (Miami-Dade County) to Sheridan Street</u></li> </ul> <p><u>Griffin Road from SW 172nd Avenue to SW 188th Avenue</u></p> <ul style="list-style-type: none"> <li>• <u>Griffin Road from SW 188th Avenue to Weston Road/Dykes Road</u></li> </ul>	<u>D</u>
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\* The level of service letter designations are defined in FDOT's 2002 Quality/Level of Service Handbook unless an alternate (as refined through identified mobility strategies) standard is agreed to in writing by FDOT, Broward County and affected local governments.

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

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

1. For facilities within the ~~Strategic Intermodal System (SIS), inclusive of the Florida Intrastate Highway System (FIHS), the Generalized Peak Hour Two Way Level of Service Standard, established by the Florida Department of Transportation, is as follows: Strategic Intermodal System (SIS) Facilities and Transportation Regional Incentive Program-funded Facilities,~~ the LOS standards as identified in Policy 3.4.2.3.

<b>SIS / FIHS Roadway</b>	<b>Roadway Segment</b>	<b>LOS Standard</b>
<del>Florida Turnpike &amp; Homestead Extension</del>	<del>Miami-Dade County line to Palm Beach County line</del>	<del>D</del>
<del>Interstate 95</del>	<del>Miami-Dade County line to Palm Beach County line</del>	<del>E</del>
<del>Interstate 595</del>	<del>Interstate 75 to US 4</del>	<del>D</del>
<del>Sawgrass Expressway</del>	<del>Interstate 75 to SW 10 Street</del>	<del>D</del>
<del>Interstate 75</del>	<del>Miami-Dade County line to west of US-27</del>	<del>D</del>
<del>Interstate 75</del>	<del>West of US-27 to Collier County line</del>	<del>B</del>

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US-27	Miami-Dade County line to Interstate 75	D
US-27	Interstate 75 to Palm Beach County line	B

2. For ~~facilities not within the SIS/FlHS, the LOS standard shall be~~ roadways not on the SIS (including connectors), and not funded in accordance with Section 339.2819 F.S. (TRIP), the generalized two-way peak-hour LOS “E” standard volumes depicted on Table F-1, Level of Service Manual 4-4, Quality/Level of Service Handbook, Florida Department of Transportation, (2002) within the Eastern Core District, and the generalized two-way peak-hour LOS “D” standard volumes depicted on Table F-1, Level of Service Manual 4-4, Quality/Level of Service Handbook, Florida Department of Transportation, (2002) within all other Districts.

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

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

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

...

- 8 A development of regional impact may satisfy the transportation concurrency requirements of the County’s comprehensive plan and its concurrency management system, and of s. 380.06, F.S. by payment of a proportionate-share contribution for local and regionally significant traffic impacts, if the provisions of Section 163.3180 (12). F.S. are met.

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

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

**Policy 3.4.26.** By December 2011, Broward County shall establish a methodology to establish level of service standards for pedestrian and bicycle infrastructure. The methodology shall include a demand analysis for high frequency destinations or routes and include different standards for different roadway typologies. Separate standards may be defined for each concurrency district in order to implement Policy 3.4.29.

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

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

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

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

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

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

**COORDINATE TRANSPORTATION PLANS AND PROGRAMS**

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

~~Policy 3.5.9. Broward County agrees to work with the Florida Department of Transportation and other partners on the following ongoing and proposed activities:~~

~~1. SIS Connector Studies~~

~~These studies will identify LOS deficiencies and inform consultations between the Department and local governments on actions needed to better address access to and achieve mobility along SIS connectors that are not meeting or are projected not to meet the applicable statewide LOS standard. The intent is for FDOT, Broward County and affected municipalities to review each study's findings and agree on improvements or strategies to be implemented in a coordinated fashion. For SIS connectors serving transit hubs, mitigation in the form of improved transit access and mobility or transit oriented development proximate to stations will be considered.~~

~~2. SIS Corridor Studies~~

~~FDOT, in coordination with Broward, Palm Beach and Miami-Dade counties,~~

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municipalities and the SEFTC MPOs, plans to conduct studies addressing mobility on SIS corridors, starting with 1-95 and its parallel transit facility (Tri-Rail). Each study will identify and evaluate LOS issues and deficiencies and recommend actions needed either to achieve the applicable statewide LOS standard or ensure mitigation of impacts through development and implementation of a comprehensive mitigation plan covering the corridor and its wider context. Examples of techniques or tools that may be considered are long-term concurrency management systems, backlog authorities, SIS proportionate fair share, improvements to parallel facilities (including transit), LOS variances, multimodal LOS standards, congestion and incident management, and demand and system management.

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

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

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

- a. By January 2009 – FDOT will distribute the studies to Broward County and affected municipalities.
- b. By February 2009 – FDOT will convene meetings with Broward County and affected municipalities to review study findings. Funding and completion dates for any follow up studies needed to refine and prioritize

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improvements or strategies identified in the studies for failing SIS roadway connectors will be addressed at these meetings.

- c. By April 2009 – FDOT, Broward County and affected municipalities will agree upon a coordination process for identifying and addressing impacts to SIS roadway connectors from proposed sub-DRI level developments. For each connector, the agreed-upon process shall specify:

- The proximity of a proposed development to the connector which will result in FDOT involvement in the development review process (within at least one mile); and
- The impact threshold of a proposed development on the connector which will trigger an FDOT review.

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

- d. By September 2009 – FDOT, Broward County and affected municipalities will agree upon mitigation measures to address each SIS connector which does not meet the adopted LOS standard. Implementation of these measures will be adopted as amendments in the appropriate programs of the participating governments. The process agreed upon under subparagraph c. above will be implemented by the participants as soon as possible after the programming of the mitigation measures, but no later than December 2009.

- e. The process and mitigation measures will be incorporated into the County and municipal comprehensive plans in the next available amendment cycle.

2. **SIS Corridors:** SIS roadway corridors are critical to the movement of people and goods within regions and across the state and hence are subject to a statewide LOS standard (see Policies 3.4.2 and 3.4.3). FDOT will lead the following steps, coordinating with Broward County and affected municipalities.

- a. By January 2009 – FDOT will disseminate the best available data and analysis on the SIS roadway corridors with maps and tables denoting existing and projected traffic volumes and LOS.
- b. By April 2009 – FDOT, Broward County and affected municipalities will agree upon a coordination process for identifying and addressing impacts to SIS roadway corridors from proposed sub-DRI level developments. For each corridor, the agreed-upon process shall specify:

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- The proximity of a proposed development to the corridor which will result in FDOT involvement in the development review process (within at least one mile); and
- The impact threshold of a proposed development on the corridor which will trigger an FDOT review.

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

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

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

- a. By May 2009 – FDOT will define the study area; compile FDOT, local government, MPO and other policies affecting the corridor; inventory studies relating to the corridor; and identify programmed and planned projects and other improvements identified as being needed on the corridor.
- b. By June 2009 – FDOT will complete an interchange analysis study for the arterials covered by the maximum service volumes set in Policy 3.4.2. This study will identify interim and long-term interchange improvements

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needed to keep operations on the arterials from interfering with operations on the mainline I-95 corridor.

- c. By December 2009 – FDOT, Broward County and other partners will agree on a strategy or combination of strategies to be implemented to address mobility on the corridor and within its wider context, including existing and projected LOS issues. Identification of projects and funding mechanisms will be part of this effort.
  - d. Commitments needed to ensure timely implementation of the agreed upon strategy or combination of strategies will be incorporated into the comprehensive plans for Broward County and affected municipalities in the next available amendment round.
- 4. Roadway Segments Improved with TRIP Funds:** Roadway segments with improvements funded with TRIP funds are subject to a statewide LOS standard. A LOS D standard applies in the Standard Concurrency Districts. That same LOS standard applies in the Transportation Concurrency Management Areas unless FDOT agrees to an alternate standard.
- a. By February 2009 – FDOT will convene meetings with Broward County and affected municipalities to address LOS on TRIP-funded facilities.
  - b. At such time as FDOT identifies a TRIP-funded facility which is not projected to meet the adopted LOS standard after its programmed improvement is completed, or for which the programmed improvement has been completed and the adopted LOS standard is not being met, then FDOT, Broward County, affected municipalities, and other appropriate partners will establish and follow a schedule to conduct a mobility study for the corridor involved and implement the study results.
- 5. Regional Coordination:** Broward County will enhance its coordination with municipalities, adjacent counties; the Broward, Palm Beach and Miami-Dade MPOs; the South Florida Regional Transportation Authority and other partners regarding regional level transportation issues, including the need to ensure mobility on shared SIS and other regionally significant transportation facilities crossing county lines.
- 6. Transportation System Management and Operation (TSM&O):** Broward County will meet with FDOT by February 2009 to review current TSM&O projects and plans and agree upon an ongoing coordination process focused on ensuring mobility on SIS and TRIP-funded facilities.