

Plan Review

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PLAN REVIEW

In preparing this TDP Update, a review of applicable federal, state, regional, and local plans, programs, and studies that influence BCT operations, infrastructure, policy, or funding were reviewed. Findings of this review have been summarized and are incorporated into the development of the TDP through the situation appraisal. A situation appraisal, which is required during a major TDP update under the TDP Rule, is an evaluation of the environment in which the transit agency operates. One of the key components of the situation appraisal is this review of relevant plans, programs, and studies, in which factors and influences that will help BCT better understand its environment are identified.

SUMMARY TABLE AND DOCUMENTATION OF REVIEW

Table 1 provides a summary of the key findings and considerations from the plans, programs, and studies reviewed as part of this effort. Essentially, this table provides the pertinent “take-aways” from each to be considered during the situation appraisal.

Following this table, a more detailed summary of the primary plans, programs, and studies listed above is provided.

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Table 1: Plan Review Summary

Plan/Program/Study Reviewed	Geographic Applicability	Most Recent Update/Timeframe	Responsible/Partner Agencies	Overview	Key Considerations for the Situation Appraisal
Moving Ahead for Progress in the 21st Century Act (MAP 21)	Federal	Implemented July 6, 2012	Federal Transit Administration (FTA), FDOT	<ul style="list-style-type: none"> MAP-21 extends federal highway and transit funding through federal fiscal year 2014. 	<ul style="list-style-type: none"> MAP-21 consolidates or eliminates a number of existing funds and provides several new funds for transit capital and operating programs, in which BCT may be a recipient. New Freedom funds are combined with Section 5310 program funds, while the Job Access and Reverse Commute (JARC) program is eliminated; however, many JARC projects are now eligible for funding under 5307 and 5311 funds.
Clean Air Act of 1990	Federal	Revisions to National Ambient Air Quality (NAAQS) proposed in 2010; not yet implemented	U.S. Environmental Protection Agency (EPA)	<ul style="list-style-type: none"> The Clean Air Act of 1990 and subsequent amendments determine the NAAQS for six pollutants, including carbon monoxide and ozone. 	<ul style="list-style-type: none"> Broward County is currently classified as an-attainment area. Enhanced transit options reduce travel by single-occupant vehicle, helping Broward County to remain classified as an attainment area.
Title VI and Environmental Justice (EJ) Circulars	Federal	EJ Circular, effective August 15, 2012 Title VI Circular, effective October 1, 2012	U.S. DOT, FTA	<ul style="list-style-type: none"> The new EJ Circular issued by FTA provides recipients of FTA financial assistance with guidance for incorporating EJ principles into FTA-funded plans, projects, and activities. The revised Title VI Circular includes the removal of several references to EJ, which are now incorporated into the separate EJ Circular, to better understand the distinctions between Title VI and EJ. 	<ul style="list-style-type: none"> BCT is required to submit Title VI programs every three years as a transit provider operating 50 or more fixed route vehicles in peak service and located in an urbanized area of more than 200,000 persons. BCT also is required to evaluate service and fare equity changes or monitor transit service for Title VI impacts. BCT's public involvement plan should incorporate outreach designed to encourage meaning full participation from members of the EJ population.
DOT Livability Initiative and Federal Sustainable Communities Program	Federal	Partnership for Sustainable Communities formed in 2009	U.S. DOT, FTA, U.S. Department of Housing and Urban Development (HUD), and EPA	<ul style="list-style-type: none"> The goal of this joint-initiative is to improve access to affordable housing, better transportation choices, and lower transportation costs while protecting the environment – essentially making communities throughout the United States more livable. 	<ul style="list-style-type: none"> The US DOT and FTA support a number of policies and initiatives intended to help communities improve livability and overall quality of life, including programs to encourage Transit Oriented Development (TOD) enhanced mobility options, etc.
Florida Transportation Plan: Horizon 2060 (FTP)	State	2010	FDOT	<ul style="list-style-type: none"> The Florida Transportation Plan (FTP) looks at a 50-year transportation planning horizon and calls for a fundamental change in how and where Florida invests in transportation. 	<ul style="list-style-type: none"> The FTP supports the development of state, regional, and local transit services through a series of related goals and objectives, emphasizing new and innovative approaches by all modes to meet the needs today and in the future.
State of Florida Transportation Disadvantaged Five-Year/Twenty-Year Plan	State	2005	Florida Commission for the Transportation Disadvantaged	<ul style="list-style-type: none"> The plan, required under the Florida Statutes, includes the following elements: <ul style="list-style-type: none"> Explanation of the Florida Coordinated Transportation System Five-Year Report Card Florida Office of Program Policy Analysis and Government Accountability Review Strategic Vision and Goals, Objectives, and Measures 	<ul style="list-style-type: none"> Short-term strategic vision includes developing and field-testing a model community transportation system for persons who are Transportation Disadvantaged. Long-range strategic vision includes developing a universal cost-effective transportation system with a uniform funding system and services that are designed and implemented regionally throughout the state.

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FDOT FY 2013-2017 Work Program	State (specific project list developed for FDOT District Four and Broward County)	February 12, 2013	FDOT	<ul style="list-style-type: none"> The Five-Year Work Program is developed annually by FDOT and is a project-specific list of transportation activities and improvements developed in cooperation with the Broward MPO and local transportation agencies. The Work Program must be consistent, to the maximum extent feasible, with the capital improvement elements of local government comprehensive plans. 	<ul style="list-style-type: none"> A summary of transit projects by type of work found in the adopted FY 2013-2017 Work Plan was compiled for consideration in the TDP update. Types of transit projects included in the FY 2013-2017 Work Program include BCT route realignments, operational improvements, fixed-route capital, transit studies, park-and-ride lot improvements, etc.
State Growth Management Legislation (House Bill 7207)	State	June 2, 2011	Florida Legislature and local governments	<ul style="list-style-type: none"> HB 7207 repeals most of the State-mandated growth management planning laws that have governed development activities within Florida since the original Growth Management Act of 1975, including transportation concurrency. 	<ul style="list-style-type: none"> The repeal of state-mandated transportation concurrency provides local governments with the opportunity to develop a more localized concurrency program that aligns with the development and mobility goals of the community. HB 7207 strengthens legislative language that supports multi-modal approaches to transportation by stating that Comprehensive Plan Transportation Elements "shall provide for a safe, convenient multi-modal transportation system."
South Florida East Coast Corridor (SFECC) Study	Regional	In Progress	FTA, Southeast Florida Transportation Council, FDOT, SFRTA, Broward MPO, BCT, Palm Tran, Palm Beach MPO, Miami-Dade MPO, Miami-Dade Transit (MDT)	<ul style="list-style-type: none"> The SFECC Study proposes reintroducing passenger service along an 85-mile stretch of the Florida East Coast (FEC) Railway corridor between downtown Miami and Jupiter. 	<ul style="list-style-type: none"> This regional corridor connects to the existing bus systems, including BCT, Palm Tran and MDT, and rail transit systems including both Tri-Rail and Metrorail. It will also integrate with the various transit systems including the new Miami Trolley, the proposed Wave in downtown Fort Lauderdale, and the proposed Central Broward East-West Connection. The System Master Plan is currently being refined to identify and evaluate initial phases for implementation, start-up infrastructure, stations, and preliminary costs. Next Steps include recommending a preferred alternative. BCT is a Project Partner on this study and sits on the SFECC Steering Committee.
All Aboard Florida	Regional	In Progress	Private Initiative led by Florida East Coast Industries	<ul style="list-style-type: none"> All Aboard Florida is looking at the feasibility of implementing a privately owned, operated, and maintained intercity passenger rail service along a 240-mile section of the existing FEC between Miami and the Space Coast and the creation of new tracks into Orlando. 	<ul style="list-style-type: none"> Study requires coordination between with FEC and local transit/transportation agencies (including BCT) regarding connecting service at proposed stations (including a proposed station in Fort Lauderdale).
95 Express Managed Lanes (Phase 2)	Regional	In Progress	FDOT	<ul style="list-style-type: none"> 95 Express Phase 2 will extend the existing express lanes north from Golden Glades interchange in Miami-Dade County to Broward Boulevard in Broward County. 	<ul style="list-style-type: none"> The 95 Express operated by BCT provides Express Bus service from Broward County to Downtown Miami within current express lanes. The extension of the 95 Express lanes from the Miami-Dade County line to Broward Boulevard will allow BCT's 95 Express route to continue traveling at higher average travel speeds via uninterrupted express lanes.
Regional Transit System Master Plan (RTSMP)	Regional	In Progress	South Florida Transportation Council (SEFTC)	<ul style="list-style-type: none"> A key component of the SEFTC-led 2040 Southeast Florida Regional Transportation Plan (2040 RTP). Project will identify the most significant regional investment needed to meet travel demands throughout the Southeast Florida region. 	<ul style="list-style-type: none"> The RTSMP, when completed in early 2014, will provide a thorough analysis of unmet transit travel demands and other regional transit opportunities in the three-county region. It is expected that this analysis will be particularly helpful for the development of future regional express bus service.

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Regional Transit Interoperability/Universal Fare Technology Study	Regional	In Progress	FDOT, BCT, SFRTA, MDT, and Palm Tran	<ul style="list-style-type: none"> • Purpose of this study is to evaluate and implement a regional fare card using smart card technologies for BCT, SFRTA, MDT, and Palm Tran, along with evaluating the business case and total cost drivers associated with realizing the technical integration solution. • SFRTA and MDT utilizing EasyCard system; BCT and Palm Tran now accept SFRTA transfer ticket. • Regional travel is complex where separate fare media, different fares and transfer policies make travel difficult for existing riders and daunting for new customers 	<p>The next steps for implementing a regional fare system include:</p> <ul style="list-style-type: none"> • Decision-makers from transit stakeholders to draft a fare policy for multi-modal regional trips • Define limitations to accessing Easy Card encryption key • Launch pilot program to evaluate use and administrative functions • Focus to develop robust system that is extensible to emerging technologies
Broward County Comprehensive Plan	Broward County	2006	Broward County, Broward County Planning Council	<ul style="list-style-type: none"> • The Broward County Comprehensive Plan is the primary policy document concerning land use, transportation, and other planning matters for unincorporated Broward County. 	<ul style="list-style-type: none"> • The Comprehensive Plan Land Use Element identifies parameters for land use designations that promote or enhance transit, such as Regional Activity Centers, Local Activity Centers, Transit Oriented Corridors (TOC), and TODs. • The Comprehensive Plan Transportation Element defines the County's Transportation Concurrency Program, providing a concurrency designation for multi-modal transportation districts, which assign secondary priority to vehicle mobility and primary priority to travel and interconnectivity of alternative modes.
Broward County Land Use Plan	Broward County	2013	Broward County, Broward County Planning Council	<ul style="list-style-type: none"> • Under the Broward County Charter, the Broward County Planning Council is charged with preparing a land use plan. The County Charter requires all local land use plans to conform to the Broward County Land Use Plan. 	<ul style="list-style-type: none"> • The Land Use Plan 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. Land use designations that promote or enhance transit will need to be adopted into the Broward County Land Use Plan to be implemented at the local level.
Broward County Trafficways Plan	Broward County	2013	Broward County, Broward County Planning Council	<ul style="list-style-type: none"> • The Broward County Trafficways Plan serves as the roadway right-of-way preservation plan for Broward County. • Dedication of right-of-way may be required through the development review process to provide for an adequate regional roadway network. 	<ul style="list-style-type: none"> • The Broward County Trafficways Plan identifies adequate right-of-way for the regional road network that is required to ensure that necessary facilities are or can be put into place to support vehicular, transit, bicycle, and pedestrian modes of travel.
City of Fort Lauderdale Comprehensive Plan	City of Fort Lauderdale	2008	City of Fort Lauderdale	<ul style="list-style-type: none"> • The City of Fort Lauderdale Comprehensive Plan is the primary policy document concerning land use, transportation, and other planning matters for the City of Fort Lauderdale. 	<ul style="list-style-type: none"> • The City has designated four Regional Activity Centers, with the Downtown Regional Activity Center providing the highest level of transit and regional connectivity to existing and planned systems/routes. There are currently no specific sites designated for Local Activity Centers, TOCs, or TODs in the city.

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City of Hollywood Comprehensive Plan	City of Hollywood	2008	City of Hollywood	<ul style="list-style-type: none"> The City of Hollywood Lauderdale Comprehensive Plan is the primary policy document concerning land use, transportation, and other planning matters for the City of Hollywood. 	<ul style="list-style-type: none"> The City has established a Regional Activity Center in and around downtown Hollywood to encourage redevelopment in a way that facilitates multi-use and mixed-use development, encourages mass transit, and reduces the need for automobile travel. A TOC is designated alongside SR 7/US 441 between the northern and southern City of Hollywood limits. The goal of this designation is to facilitate mixed-use development with access to transit stations or stops along this corridor. There are specific design guidelines with the TOC specified to encourage connectivity between uses and to transit facilities.
City of Miramar Comprehensive Plan	City of Miramar	2010	City of Miramar	<ul style="list-style-type: none"> The City of Miramar Comprehensive Plan is the primary policy document concerning land use, transportation, and other planning matters for the City of Miramar. 	<ul style="list-style-type: none"> The City has established the Miramar Regional Activity Center, located north of Bass Creek Road between Palm Avenue and Flamingo Road, under the Broward County Regional Activity Center designation. The City has established a TOC, consistent with the Broward County Comprehensive Plan, which is located east of SW 66th Avenue and bound by the north by Pembroke Road, on the east by SR 7/US 441, and on the south by County Line Road. The City has established a Town Center to serve as the focal point of activity in the city. The City seeks to continue to develop and enhance, in cooperation with BCT, the community shuttle services to effectively serve the Town Center and also the western, central, and eastern community centers.
City of Coral Springs Comprehensive Plan	City of Coral Springs	2008	City of Coral Springs	<ul style="list-style-type: none"> The City of Coral Springs Comprehensive Plan is the primary policy document concerning land use, transportation, and other planning matters for the City of Coral Springs. 	<ul style="list-style-type: none"> The City seeks to create a multimodal transit center within downtown Coral Springs that will combine a commuter drop-off zone, BCT routes, bicycle facilities, pedestrian walkways, and transit station with seating and other amenities. The City looks to maximize BCT and SFRTA services for its employees and residents by identifying opportunities for park-and-ride lot locations that are in proximity to or within the city, which may offer transit services, such as the Tri-Rail and BCT Express Bus Services.
Broward MPO 2035 & 2040 Long Range Transportation Plan (LRTP)	Broward County	2009, next update in 2014	Broward MPO	<ul style="list-style-type: none"> In 2009, the Broward MPO Board adopted the 2035 LRTP branded "Transformation." Transformation is a transit-focused LRTP, proposing investments in BRT, premium rapid bus, mobility hubs, and other mobility options (bicycle, pedestrian, and greenways) that complement transit. The Broward MPO is in the process of developing the 2040 LRTP, branded "Commitment 2040." 	<ul style="list-style-type: none"> The 2035 LRTP Cost Feasible Plan includes 81 miles of BRT, 75 miles of Premium Rapid Bus, 20 Gateway Hubs, 20 Anchor Hubs, 63 Community Hubs and 8 new local bus routes. A portion of Broward County Transit's Operations and Maintenance and all capital costs are funded in the Cost Feasible Plan. One third of BCT's FY 2009-2018 TDP service is funded. BCT will work with Broward MPO staff to ensure that transit projects identified in this TDP update for FY 2014-2023 will be incorporated into the 2040 LRTP Needs Plan, as appropriate.

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Broward MPO Congestion Management Process/Livability Planning Studies (Hollywood Pines Corridor Project)	Hollywood/Pines Boulevard Corridor from SR A1A to US 27	In Progress	Broward MPO, in coordination with the Cities of Hollywood and Pembroke Pines, and other state, regional and local agencies	<ul style="list-style-type: none"> The Broward MPO's integration of Congestion Management Processes and Livability Planning focus on enhancing the quality of life by reducing congestion, improving safety and increasing mobility and livability along the corridor. The Hollywood Pines Corridor Study Area includes a major east-west travel corridor (Hollywood/Pines Boulevard) served by several BCT/Breeze routes, as well as connections to I-95 Express, Tri-Rail, and potential the FEC corridor. 	<ul style="list-style-type: none"> The Hollywood Pines Corridor Project will identify ways to improve transit operations and transit supportive land uses through short and long-term strategies and improvements. Short-term improvements for the corridor may include bus stop placement, connections and amenities; park-and-ride locations; and transit signal priority and queue jump bypass lanes. Long-term improvements for the corridor may include premium transit, connection to multi-modal/rail hubs; location/design of mobility hubs; and linkage with future redevelopment projects.
Broward County Climate Change Action Plan	Broward County	2010	Broward County	<ul style="list-style-type: none"> In June 2008, the Broward County Board of County Commissioners (BOCC) formed the Broward County Climate Change Task Force. The mission of the Task Force was to develop recommendations for a coordinated countywide strategy in mitigating the causes and addressing local implications of global climate change. The Broward County Climate Change Action Plan, contains 126 recommended actions to be brought before the Board for approval and implementation. Recommendations were ranked into three categories—high (critical), medium, and low. 	<ul style="list-style-type: none"> A total of 65 recommendations were ranked as critical and given a “high” ranking; some type of action has already been taken on 52 of the 65 high ranked action items. Major topic areas that these 65 high ranked recommendations fall under and that have an implication for transit include: <ul style="list-style-type: none"> Amend zoning and building recommendations to support TOD and transit supportive/walkable land uses. Create a functional mass transportation system as a major component to achieve the Commission's goal of reducing greenhouse gas emissions to 80% below current levels by 2050. Support local, regional, and state planning entities that integrate and adopt regional climate change mitigation and adaptation goals into their planning processes, including BCT.
Regional Climate Change Action Plan	Regional	2012	Southeast Florida Regional Climate Change Compact (Compact),	<ul style="list-style-type: none"> Compact is a collaborative effort among Palm Beach, Broward, Miami-Dade, Monroe Counties, their municipalities and partners to develop a regional action plan for Southeast Florida to reduce greenhouse gas emissions and adapt to regional and local impacts of a changing climate. 	<ul style="list-style-type: none"> The Regional Climate Change Action Plan establishes seven goals to categorize the 110 action items identified by the Plan. One of the goals is to “reduce greenhouse gas emissions by planning, designing, and prioritizing walkable, affordable communities supported by sustainable multimodal transportation options.” There are 16 action items associated with this goal that address both land use policy and multimodal infrastructure investment strategies. The Regional Climate Change Action Plan recognizes that there are more than 100 entities in the four-county region that exercise governance over transportation planning, operation, and investment decisions. Continued enhancement of mobility options and land use policy to support alternative modes will require inter-regional coordination among these agencies, including BCT.
Fort Lauderdale – Hollywood International Airport Master Plan	Broward County	2010	Broward County	<ul style="list-style-type: none"> The objective of the report is to plan the terminal airport area facilities through 2020. 	<ul style="list-style-type: none"> Development at the airport is to accommodate connections to local transit service.
Port Everglades Master Plan	Broward County	2011	Broward County	<ul style="list-style-type: none"> The goal of the plan is to create a plan to maximize market share and revenue through a realistic 5-year facility development program within a framework of 10- and 20- year vision plans. 	<ul style="list-style-type: none"> The master plan assesses the market for the Port's four business lines: containerized cargo, non-containerized cargo, liquid bulk, and cruise ships. Connection with the airport for cruise passengers is important to the Port.

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Seven50 Regional Plan	Broward County	In Progress	South Florida Regional Planning Council – Treasure Coast Regional Planning Council	<ul style="list-style-type: none"> Led by the South Florida and Treasure Coast Regional Planning Councils and the Southeast Florida Regional Partnership (SFRP). The SFRP is a voluntary, broad-based and growing collaboration of more than 200 public, private, and civic stakeholders from the Southeast Florida region. The plan is being devised through a series of public summits, workshops, online outreach, and high-impact studies and will identify a blueprint for growing the Southeast Florida region into a prosperous and desirable place for the next 50 years and beyond. 	<ul style="list-style-type: none"> Concept is based on the “six pillars” designed to serve as an organizing force for strategic planning at local, regional, and state levels. The six pillars include: Talent Supply and Education, Innovation and Economic Development, Infrastructure and Growth Leadership, Business Climate and Competitiveness, Civic and Governance Systems, and Quality of Life and Quality Places. Identifies a need to develop and maintain multimodal, interconnected trade and transportation systems to support a globally competitive economy and focus on improvement. The Comprehensive Economic Development Strategies (CEDS) completed by the South Florida and Treasure Coast Regional Planning Councils, addressing the six pillars, will be integrated into the Seven50 Plan to form a comprehensive 2060 vision plan for the entire seven-county Southeast Florida Region.
Broward Complete Streets Initiative	Broward County	2013	Broward County Planning Council	<ul style="list-style-type: none"> Broward County has developed model guidelines for developing complete streets 	<ul style="list-style-type: none"> The Complete Streets Initiative is an ongoing educational process that is supported by several Broward County organizations. Broward County Commission approved the Complete Streets Initiative in March 2013 and includes the development of an inter-departmental Complete Streets Team.
Oakland Park Boulevard Transit Alternatives Analysis Study	Oakland Park Boulevard Corridor from the Sawgrass Expressway to SR A1A	In Progress	BCT, SFRTA, Broward MPO, FDOT, and affected municipalities	<ul style="list-style-type: none"> This is a multi-agency project to evaluate premium transit projects along the high-ridership Oakland Park Boulevard corridor from the Sawgrass Expressway to SR A1A. Study outcomes will be to identify the most feasible and effective transit projects that will improve mobility, congestion, and better link points of connection. 	<ul style="list-style-type: none"> The study is currently evaluating short- and long-term transit mode alternatives and operational improvements. Selection of a Locally Preferred Alternative (LPA) is anticipated to be completed by Spring 2014. BCT sits on the Technical Advisory Committee (TAC) for this study.
University Drive Mobility Improvements Planning Study	University Drive Corridor, from Sample Road to NW 215 th Street	In Progress	BCT, SFRTA, Broward MPO, FDOT, MDT, and affected municipalities	<ul style="list-style-type: none"> This study will evaluate mobility improvements and transit projects along University Drive, from Sample Road in Broward County to south of the Miramar Parkway at NW 215th Street in Miami-Dade County. 	<ul style="list-style-type: none"> This study is in its initial stages, but when completed will define the range of potential enhanced transit alternatives for the corridor, including reviews of station locations, accessibility to stations, connectivity by different modes, costs, technologies, benefits, and feasibility. Selection of the Locally Preferred Alternative is anticipated to be completed by January 2014. BCT sits on the Project Advisory Committee (PAC) for this study.
Central Broward East-West Transit Study	Central Broward County	Locally Preferred Alternative approved in October 2012	Broward MPO, FDOT, SFRTA and BCT	<ul style="list-style-type: none"> Project goal is to develop a premium transit service in Central Broward County. Study area boundaries include the central part of Broward County, located between Oakland Park Boulevard in the north, the Weston-Sawgrass area in the west, Griffin Road/Stirling Road in the south, and the Intracoastal Waterway in the east. 	<ul style="list-style-type: none"> The Broward MPO approved the Griffin Road Alternative in October 2012, which will evaluate a combination of premium bus and modern streetcar services. Premium bus will be considered from Sunrise to the South Florida Education Center. Both premium bus and modern streetcar will be considered from the South Florida Education Center to the Griffin Road Tri-Rail Station. Modern Streetcar will provide service to the Fort Lauderdale-Hollywood International Airport, downtown Fort Lauderdale connecting with the Wave, and the Broward Boulevard Tri-Rail Station.

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The Wave Streetcar	Downtown Fort Lauderdale	In Progress	Broward County, BCT, SFRTA, Broward MPO, FDOT, City of Fort Lauderdale, and Fort Lauderdale Downtown Development Authority (DDA)	<ul style="list-style-type: none"> The Wave is a 2.7-mile environmentally friendly streetcar system that will serve as a local circulator in Downtown Fort Lauderdale. The Wave route will include 10 stations, streetscape improvements, and a traffic signalization package to help maintain headways during peak periods. 	<ul style="list-style-type: none"> The Wave will connect points of interest along route to the regional transit network, including BCT routes. The Wave will maintain 7.5-minute headways during peak periods and 10 minute headways during off-peak periods by providing transit priority at traffic signals.
BCT I-95 Express Bus Service	Service from Hollywood/ Miramar to Downtown Miami	In Operation	Service operated by BCT in cooperation with FDOT and other agencies	<ul style="list-style-type: none"> The 95 Express operated by BCT provides BRT service from Broward County to Downtown Miami via a combination of High-Occupancy Vehicle (HOV)/express lanes along I-95. 	<ul style="list-style-type: none"> The 95 Express currently travels in the I-95 express lanes from downtown Miami to Miami Gardens Drive/NE 183rd Street and travels in HOV lanes north. Extension of the I-95 express lanes to Broward Boulevard will allow BCT's 95 Express route to continue traveling at higher average travel speeds via uninterrupted express lanes. 95 Express Bus Service provides free commuter park-and-ride locations, and travel along the major interstate highways to Miami-Dade County on weekdays during morning and afternoon peak travel hours.
MDT I-95 Express Bus Service	Service between Downtown Miami and Sheridan St. and Ft. Lauderdale Tri-Rail Stations	In operation	Service operated by MDT in cooperation with FDOT and other agencies	<ul style="list-style-type: none"> I-95 Express Service (Existing Route 195): This route provides express weekday rush-hour service and features two legs of service. The first leg provides express service between Downtown Miami and Sheridan Street Tri-Rail Station in Broward County via I-95. The second leg provides express service between Downtown Miami and Ft. Lauderdale Tri-Rail Station via I-95. 	<ul style="list-style-type: none"> This MDT Express Bus service provides connections to BCT Route 12 (Sheridan St. Tri-Rail Station) and BCT Route 22 (Ft. Lauderdale Tri-Rail Station).
BCT I-595 Express Bus Service	Service from Downtown Fort Lauderdale to Downtown Miami and Sunrise to the Miami Civic Center	In Operation	Service operated by BCT in cooperation with FDOT and other agencies	<ul style="list-style-type: none"> 595 Express provides BRT service from downtown Fort Lauderdale to Downtown Miami/Brickell and Westgate Square Park-and-Ride to the Miami Civic Center. Currently buses travel in regular lanes on I-595 with mixed traffic; however, in 2014 the reconstruction of I-595 will be completed and the 595 Express will use reversible express lanes being built in the median. On I-95, the 595 Express uses the same travel lanes as the 95 Express. 	<ul style="list-style-type: none"> Construction of the I-595 reversible express lanes as well as the extension of the I-95 express lanes will allow BCT's 595 Express route to travel at higher average travel speeds via uninterrupted express lanes for the entire route. It is expected that these lanes will be fully constructed and operational by mid-2014. 595 Express Bus Service provides free commuter park and ride locations, and travel along the major interstate highways between downtown Fort Lauderdale and Miami-Dade County on weekdays during morning and afternoon peak travel hours.
MDT Northeast Corridor (Biscayne Blvd.) Enhanced Bus Phase 1	Service from Downtown Miami to Aventura Mall via Biscayne Blvd./US 1	Revenue service expected in 2014	Service to be operated by MDT	<ul style="list-style-type: none"> This route will provide premium limited stop transit service along Biscayne Boulevard/US-1 from Downtown Miami to Aventura Mall. This route provides service to the Adrienne Arsht Performing Arts Center, and a direct connection to the cities of Little Haiti, Miami Shores, North Miami and North Miami Beach. Service headways will be 15 minutes during the AM/PM peak-hour and 20 minutes during the mid-day. Revenue service is anticipated to begin in 2014 using 11 new 60-foot diesel/electric hybrid, clean diesel, compressed natural gas (CNG), or other alternative fuel buses. The bus purchase component is considered Phase I for this corridor. 	<ul style="list-style-type: none"> This forthcoming MDT Enhanced service will directly benefit patrons using BCT Route's 1/US 1 Breeze/28 that currently serve the same transfer location as MDT at the Aventura Mall. The forthcoming (2013-14) BCT-led US 1 BRT Improvements Study will review all options/plans for MDT's Northeast Corridor Enhanced Bus service for optimal transit service solutions into and out of this corridor.

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MDT I-95 Express Bus Service Broward Blvd. Expansion	New service from Broward Blvd. Tri-Rail Station to Miami Civic Center	Revenue service expected in 2014	Service to be operated by MDT	<ul style="list-style-type: none"> This route would provide express commuter transit service between the Fort Lauderdale Tri-Rail Station located at Broward Boulevard in Broward County and the Civic Center Metrorail Station in Miami-Dade County via I-95. Service headways will be 30 minutes during the AM/PM peak-hour. Revenue service is anticipated to begin in 2014. 	<ul style="list-style-type: none"> New Express Bus Service would provide direct connection between Fort Lauderdale/Broward County to the Civic Center employment area in Downtown Miami.
MDT I-95 Express Bus Service Sheridan Street Expansion	New service from Sheridan St. Tri-Rail Station to Miami Civic Center	Revenue service expected in 2014	Service to be operated by MDT	<ul style="list-style-type: none"> This route would provide express commuter transit service between the Sheridan Street Tri-Rail Station in Broward County and the Civic Center Metrorail Station in Miami-Dade County via I-95. Service headways will be 30 minutes during the AM/PM peak-hour. Revenue service is anticipated to begin in 2014. 	<ul style="list-style-type: none"> New Express Bus Service would provide direct connection from southeast Broward County to the Civic Center employment area in Downtown Miami.
MDT NW 7th Ave. Enhanced Bus Service	Service between Downtown Miami and Golden Glades	Revenue service expected in 2015	Service to be operated by MDT	<ul style="list-style-type: none"> This route will provide premium limited-stop transit service along NW 7th Avenue between Downtown Miami and the park-and-ride lot located at the Golden Glades Interchange. Service headways will be 15 minutes during the AM/PM peak-hour and 30 minutes during the mid-day. This route will provide a premium transit connection to the NW 7th Avenue Transit Village located at NW 7th Avenue and NW 62nd Street. Revenue service is anticipated to begin in 2015. 	<ul style="list-style-type: none"> This planned service will provide connections to BCT's University and US 441 Breeze routes at the Golden Glades transfer location, enhancing connectivity between MDT and BCT.
MDT I-295 Express Bus	Service from Miami-Dade/Broward Co. Line at 215 th St./NW 27 th Ave. and Downtown Miami via the HEFT and I-95	Revenue service expected in 2016	Service to be operated by MDT	<ul style="list-style-type: none"> This route would provide express commuter transit service between the Miami-Dade/Broward County Line (NW 215th Street and NW 27th Avenue) and Downtown Miami via the HEFT and I-95. Service headways will be 15 minutes during the AM/PM peak-hour. Revenue service is anticipated to begin in 2016. 	<ul style="list-style-type: none"> This planned service will provide connections to BCT's Route 2 and University Breeze routes at the planned MDT park-and-ride facility at the Miami-Dade/Broward Co. Line at 215th St/NW 27th Ave, enhancing connectivity between MDT and BCT.
MDT North Corridor (NW 27th Ave.) Enhanced Bus	Service from Miami-Dade/Broward County Line (NW 215 th St. & NW 27 th Ave.) to Miami Intermodal Center (MIC)	Revenue service expected in 2017	Service to be operated by MDT	<ul style="list-style-type: none"> This route would provide premium limited-stop transit service along the NW 27th Avenue corridor from the Miami-Dade/Broward County Line (NW 215th Street and NW 27th Avenue) to the Miami Intermodal Center (MIC). A park-and-ride/bus terminal station is proposed at the northern terminus of the route at NW 215th Street. Service headways will be 10 minutes during the AM/PM peak hour and 20 minutes during the mid-day. Revenue service is anticipated to begin in 2017 using 11 new 60-foot diesel/electric hybrid, clean diesel, compressed natural gas (CNG), or other alternative fuel buses. 	<ul style="list-style-type: none"> This forthcoming MDT Enhanced Bus service will directly benefit patrons utilizing the BCT Route 2 (University Dr.) and the University Breeze Limited Stop route. BCT will explore sending these two routes to serve MDT's proposed park-and-ride/bus terminal station at NW 215 St.

Plan/Program/Study Reviewed	Geographic Applicability	Most Recent Update/Timeframe	Responsible/Partner Agencies	Overview	Key Considerations for the Situation Appraisal
I-75 Express Bus Service	Service from Sawgrass Mills/1-595 area into Miami-Dade County	Revenue service expected in 2018	Operating agency to be determined by FDOT Dist. IV	<ul style="list-style-type: none"> The overall purpose of the projects (I-75 and SR 826 Express Lanes) is to improve mobility, relieve congestion, provide additional travel options, enhance transit services, accommodate future growth and development in the region, enhance emergency evacuation, and improve system connectivity between key limited access facilities in South Florida. 	<ul style="list-style-type: none"> Express Bus Service operating costs are projected to be funded by toll revenue from the completed Managed Lanes project. Express Bus Service routing has not been finalized but is generally expected to originate in western Broward County and terminate in western Miami-Dade County. The number, cost and type of buses to provide this service have not yet been identified.
MDT Northeast Corridor (Biscayne Blvd.) Enhanced Bus Phase 2	Service from Downtown Miami to Aventura Mall via Biscayne Blvd./US 1	Revenue service expected in 2020	Partnership between Miami-Dade MPO and MDT	<ul style="list-style-type: none"> The Miami-Dade MPO in cooperation with MDT is performing an Implementation Plan for the Biscayne Boulevard Enhanced Bus Service (EBS) project. This EBS route will feature robust stations, Wi-Fi, real-time "Where is the Bus?" arrival times via the internet or on web enabled mobile devices, real-time "Next Bus" arrival information via electronic signs, Transit Signal Priority (TSP), and Park-and-Rides. Phase II for the Biscayne Enhanced Bus Service project will feature 10 minute service headways during the AM/PM peak-hour and 20 minutes during the mid-day using an additional five (5) new 60-foot diesel/electric hybrid buses, clean diesel, compressed natural gas (CNG) or other alternative fuel buses. Phase II is expected to be completed by 2020. 	<ul style="list-style-type: none"> This forthcoming MDT Enhanced service will directly benefit patrons using BCT Route's 1/US 1 Breeze/28 that currently serve the same transfer location as MDT at the Aventura Mall. The forthcoming (2013-14) BCT-led US 1 BRT Improvements Study will review all options/plans for MDT's Northeast Corridor Enhanced Bus service for optimal transit service solutions into and out of this corridor.
MDT Palmetto Express Bus	Service from FDOT Park-n-Ride Lot at I-75 to Palmetto Metrorail Station	Revenue service expected in 2022	Partnership between Miami-Dade MPO, FDOT Dist. VI and MDT	<ul style="list-style-type: none"> This route would provide express commuter transit service between the proposed FDOT park-and-ride lot at I-75 (as proposed by the FDOT I-75 Express Bus Service Alternatives Study) and Miami Gardens Drive interchange to the Palmetto Metrorail Station via SR 826 Express Lanes. Service headways will be 15 minutes during the AM/PM peak-hour. Revenue service is anticipated to begin in 2022. 	<ul style="list-style-type: none"> This proposed service allows the opportunity for future I-75 Express Bus Service from Broward Co. to provide important connections to either the MDT Express Bus or Metrorail systems.
SR 7/US 441 Project Development and Environment (PD&E) Study	SR 7/US 441 from SR 834/Sample Road to SR 808/Glades Road	In Progress	FDOT	<ul style="list-style-type: none"> SR 7 between the Broward County Line and Glades Road is designated as a TOC in the Broward County Comprehensive Plan. Broward County policy requires the addition of two dedicated transit/special use lanes when projected level of service (LOS) falls below LOS D within a five-year period. 	<ul style="list-style-type: none"> The purpose of this study will be to analyze traffic/land use data; perform an environmental analysis, develop engineering concepts, conduct a noise study, and perform a financial analysis. This PD&E Study will consider an evaluation of premium transit within the corridor, as well as recommend a build/no-build alternative based on the findings.
US 1 Bus Rapid Transit Improvements Study	US 1 (between downtown Fort Lauderdale and Aventura Mall)	In Progress (2013-14)	BCT, Broward MPO, FDOT, MDT, Miami-Dade MPO, SFRTA, and affected municipalities	<ul style="list-style-type: none"> BCT received a \$686,000 FTA Earmark to study BCT's third busiest bus route by daily trip activity. Current BCT local service (Route 1) in this corridor experiences overcrowding, faces unmitigated traffic congestion and consequently suffers from unreliable travel times. This study is a critical step in pursuing beneficial short and medium-term premium transit service and technology improvements that can be applied to the corridor. 	<p>The goals of this study are to:</p> <ul style="list-style-type: none"> Improve transit travel time in a highly-utilized transit travel corridor; Improve transit service reliability; Meet existing and projected transit capacity needs; Enhance the transit passenger experience utilizing transit on corridor; Encourage sustainability, livability and transit-oriented development concepts and efforts along the corridor.

Plan/Program/Study Reviewed	Geographic Applicability	Most Recent Update/Timeframe	Responsible/Partner Agencies	Overview	Key Considerations for the Situation Appraisal
Broward Boulevard Livable Mobility Plan	Broward Boulevard	In Progress (until end of 2014)	BCT	<ul style="list-style-type: none"> Broward County received \$8 million in federal funding from FTA for transit capital and operating improvements on Broward Boulevard. 	<ul style="list-style-type: none"> Improvements programmed with federal funding include purchasing nine energy-efficient hybrid-electric buses to operate along Broward Boulevard (BCT Route 22), implementing Transit Signal Priority along Broward Boulevard, enhancing bicycle and pedestrian facilities/connections, developing a car sharing program, and making Advanced Traffic Management System (ATMS) improvements.
Broward Boulevard Corridor Transit Study	Broward Boulevard from US 1 to Pine Island Road	Final Report July 2012	FDOT, Broward MPO, BCT, SFRTA, and affected municipalities	<ul style="list-style-type: none"> The purpose of this study is to explore transit options for the Broward Boulevard corridor to improve mobility, relieve congestion, and improve air quality. 	<ul style="list-style-type: none"> Selected Alternative includes adding an overlay service on BCT Route 22 that only stops at high demand stops. A longer-term Alternative includes dedicating curb lanes of Broward Boulevard from SR 7 to Andrews Avenue as Business Access and Transit (BAT) lanes. Operating and Maintenance costs remain unidentified for the selected Alternative.
Broward Boulevard Gateway Implementation Plan	Broward Boulevard from NE 8 th Avenue to NW 27 th Avenue	In Progress	City of Fort Lauderdale, Fort Lauderdale DDA, Fort Lauderdale Transportation Management Authority, Fort Lauderdale Community Redevelopment Agency (CRA), South Florida Regional Planning Council (SFRPC), Broward County, Broward MPO, FDOT, and BCT	<ul style="list-style-type: none"> The project goal is to improve mobility, accessibility, connectivity, and quality of life through specific implementable projects along Broward Boulevard, with the goal of creating a gateway to downtown Fort Lauderdale. 	<ul style="list-style-type: none"> Potential implementation projects will likely include transit-related recommendations that will impact BCT, Tri-Rail, and the future Wave route, such as park-and-ride, additional amenities, service improvements, etc.
Bus Queue Jump Lanes Pilot Demonstration Project	SR 7 and Prospect Road	Mid-2013	Broward County, BCT, FDOT and affected municipalities	<ul style="list-style-type: none"> In late 2012, a pilot project was implemented to introduce a new traffic signal for buses in order to reduce bus delay and improve service delivery and traffic flow. 	<ul style="list-style-type: none"> Data collected during the two-week pilot project will be analyzed to assess the benefits of this technology and if similar applications are appropriate elsewhere in the county.
BCT Shelters and Amenities Program	Broward County	2010	Broward County, BCT	<ul style="list-style-type: none"> Program objective is to increase the number of shelters, seating areas, and transit amenities at BCT bus stops at a minimum of 679 bus stop locations with identified funding. 	<ul style="list-style-type: none"> This countywide action plan will increase the number of shelters and transit amenities at bus stops; plan includes specific shelter designs adopted by Broward County and affected municipalities. Bus stops are prioritized based on daily ridership figures, right-of-way availability, site safety, ADA accessibility and connecting pedestrian accessibility (sidewalks). BCT will have over 1,000 total shelters in the system-wide once the project is completed at the end of 2014. Once this project is completed, nearly 20% of BCT's total bus stops will have a shelter.

PLAN REVIEW

The following details are provided with relation to the plans reviewed for the TDP.

Moving Ahead for Progress in the 21st Century Act

Responsible Agencies: FTA, FDOT

Overview	Key Considerations for the TDP Update
<ul style="list-style-type: none"> On July 6, 2012, President Obama signed into law P.L. 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21). The Act extends federal highway and transit funding through federal fiscal year 2014. The intention of MAP-21 is to create a streamlined, performance-based, and multimodal program to address the many challenges facing the U.S. transportation system, including improving safety, maintaining infrastructure, reducing traffic congestion, improving system efficiency and freight movement, protecting the environment, and reducing delays in project delivery. 	<ul style="list-style-type: none"> The Section 5309 program (Transit Capital Investment) previously provided capital assistance for new and replacement buses and facilities, modernization of existing rail systems, and new fixed guideway systems. The program is now the Fixed Guideway Capital Investment Grants and focuses on providing grants to assist in financing new fixed guideway capital projects, small start projects, and core capacity improvement projects. The Section 5310 program (Transportation for Elderly Persons and Persons with Disabilities) and Section 5317 program (New Freedom) are combined into an expanded Section 5310 program, Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities. Expanded project eligibility to include services that exceed ADA requirements, improve access to fixed route service and decrease reliance by individuals with disabilities on complementary paratransit, and alternatives to public transportation that assist seniors and individuals with disabilities with transportation. Areas with populations of 200,000 or more will receive 60 percent of the funding and at least 55 percent of the apportionment must be spent on capital projects. The Section 5316 program, Job Access and Reverse Commute (JARC) is eliminated, but JARC projects are given a modified definition and are now eligible for funding under the Section 5307 and Section 5311 programs. A new program, Section 5324 (Public Transportation Emergency Relief), can provide operating and capital assistance in cases where a state of emergency has been declared to support evacuation services, rescue operations, and temporary public transportation service, among other needs during or after an emergency. A new program, Section 5326 (Transit Asset Management), establishes and implements a National Transit Asset Management System in which federal funding recipients must prepare transit asset management plans and report on the condition of their respective systems.

Overview	Key Considerations for the TDP Update
	<ul style="list-style-type: none"> <li data-bbox="892 240 1885 381">• A new program, Section 5337 (State of Good Repair Grants), takes over the Fixed Guideway Modernization program that was originally part of Section 5309 and shifts to a primarily formula-based process for distributing funds to advance transit systems to a state of good repair. <li data-bbox="892 397 1885 500">• A new program, Section 5339 (Bus and Facilities Formula Grants), establishes funds to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities.

Clean Air Act of 1990

Responsible Agency: U.S. EPA

Overview

- The Clean Air Act of 1990 and subsequent amendments determine the National Ambient Air Quality Standards (NAAQS), which are standards based on the amount of particulate matter in the air, measured in parts per million of the following pollutants:
 - ◇ Carbon Monoxide (CO)
 - ◇ Nitrogen Dioxide (NO₂)
 - ◇ Ozone (O₃)
 - ◇ Sulfur Dioxide (SO₂)
 - ◇ Lead (Pb)
 - ◇ Particulate Matter (PM)
- In 2010, the EPA proposed revisions to the NAAQS for ground-level ozone. The revisions are based on scientific evidence about ozone and its effects on people, trees, and plants.
- Due to the economy and the financial burden that higher environmental standards are expected to place on corporations, President Obama announced on September 2, 2011, that the EPA's tighter standards would not yet be implemented. The anticipated implementation of the new standards will not be until 2013.
- Broward County is currently classified as an attainment area.

Title VI and Environmental Justice Circulars

Responsible Agencies: U.S. DOT and FTA

Overview	Key Considerations for the TDP Update
<ul style="list-style-type: none"> • The new EJ Circular issued by FTA provides recipients of FTA financial assistance with guidance for incorporating EJ principles into plans, projects, and activities. The effective date of the EJ Circular is August 15, 2012. The EJ Circular moves EJ language from the Title VI Circular to the new circular with exception of the service and fare equity analysis section that remains in the Title VI Circular. • Concurrently, FTA issued new guidance on Title VI, effective October 1, 2012, to help recipients of FTA grant funding better understand and comply with federal civil rights requirements. The revised Title VI Circular includes the removal of several references to EJ, which are now incorporated into the separate EJ Circular, to better understand the distinctions between Title VI and EJ. 	<p>Environmental Justice Circular:</p> <ul style="list-style-type: none"> • Designed to provide a framework to assist recipients in integrating EJ principles into its transit decision-making process. • Contains recommendations for agencies on how to fully engage EJ population in the transportation decision-making process, how to determine whether a policy, project or action will subject the EJ population to a disproportionately high and adverse human health or environmental effects, and how to avoid minimize, or mitigate these effects. • Discusses that the agencies public engagement plan incorporate outreach designed to encourage meaning full participation from members of the EJ population. • Identifies the guiding principles of EJ as follows: <ul style="list-style-type: none"> • To avoid, minimize, and mitigate disproportionately high and averse affects. • To ensure the full and fair participation by all potential affected communities • To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations. <p>Title VI Circular:</p> <ul style="list-style-type: none"> • All recipients are required to submit Title VI programs every three years. • Title VI program must be approved by grantee’s Board of Directors or equivalent before it is submitted to FTA. • Grantees must submit all documents that comprise a complete Title VI Program, even if the documents have not changed since the last submission. • Reporting requirements are based on whether the transit provider operates 50 or more fixed route vehicles in peak service and are located in an urbanized area of 200,000 or more in population. • Transit providers operating 50 or more fixed route vehicles in peak service and are located in an urbanized area of 200,000 or more in population are required to evaluate service and fare equity changes or monitor transit service for Title VI impacts.

DOT Livability Initiative and Federal Sustainable Communities Program

Responsible Agencies: U.S. DOT, FTA, U.S. EPA, and U.S. Department of Housing and Urban Development (HUD)

Overview	Key Considerations for the TDP Update
<ul style="list-style-type: none"> • In 2009, EPA, HUD, and the U.S. DOT formed the Partnership for Sustainable Communities to help communities improve access to affordable housing and transportation while protecting the environment. • The goal of this joint-initiative is to improve access to affordable housing, better transportation choices, and lower transportation costs while protecting the environment – essentially making communities throughout the United States more livable. • The program is founded on a set of six guiding principles, which include: <ul style="list-style-type: none"> • Provide more transportation choices • Promote equitable, affordable housing • Increase economic competitiveness • Support existing communities • Leverage federal investment • Value communities and neighborhoods 	<p>The programs below represent highlights of the U.S. DOT and FTA policies and provisions specifically intended to help communities improve their livability and overall quality of life by identifying investments in transit. Most of these policies/provisions do not have associated designated funding sources. Rather, these elements are eligible for federal transit funds under appropriate FTA grant programs.</p> <ul style="list-style-type: none"> • Transit Oriented Development – FTA encourages Transit Oriented Developments (TODs) through its grants, programs, research, technical assistance, and various partnerships. TOD is defined as compact, mixed-use development near transit facilities and high-quality walking environments. Transit elements of TOD are eligible for FTA funding. • Joint Development – Joint development is a specific form of TOD that is often project-specific, taking place on, above, or adjacent to transit agency property that was acquired (in whole or in part) with federal transit funds. Joint development activities are subject to FTA review for eligibility. • Associated Transit Improvements – The term “associated transit improvements” means projects or project elements that are designed to enhance mass transportation service or use and are physically or functionally related to transit facilities. FTA’s Urbanized Area Formula Grant Program requires at least one percent of money to be used for transit improvements. Other associated transit improvements funding is also available under the Surface Transportation Program (STP). • Bike and Pedestrian – Funding from FTA grant programs can be used for bicycle facilities and access, and pedestrian-related alternatives connected to transit facilities. • Intercity Bus (5311(f)) – The Intercity Bus Program under FTA’s Non-urbanized Area Formula Grant Program supports the connections between non-urbanized areas and the larger regional or national system of intercity bus service. • Art in Transit – Art in Transit is an example of the quality of life initiatives that FTA supports through the Urbanized Area Formula Grant Program, STP, and other funding sources. FTA program funds may be used for the costs of design, fabrication, and installation of art that is part of a transit facility.

Florida Transportation Plan: Horizon 2060

Responsible Agency: FDOT

Overview	Long-Range Goals and Objectives
<ul style="list-style-type: none"> • In 2010, FDOT completed the 2060 Florida Transportation Plan (FTP) Update, which looks at a 50-year transportation planning horizon. • The 2060 FTP calls for a fundamental change in how and where Florida invests in transportation. • The FTP defines transportation goals, objectives, and strategies to make Florida’s economy more competitive, communities more livable, and the environment more sustainable for future generations. • The FTP supports the development of state, regional, and local transit services. The growth in Florida requires new and innovative approaches by all modes to meet the needs today and in the future. 	<ul style="list-style-type: none"> • Goal: Invest in transportation systems to support a prosperous, globally competitive economy. <ul style="list-style-type: none"> • Objective: Improve transportation connectivity for people and freight to established and emerging regional employment centers in rural and urban areas. • Objective: Invest in transportation capacity improvements to meet future demand for moving people and freight. • Goal: Make transportation decisions to promote responsible environmental stewardship. <ul style="list-style-type: none"> • Objective: Plan and develop transportation systems and facilities in a manner which protects and, where feasible, restores the function and character of the natural environment and avoids or minimizes adverse environmental impacts. • Objective: Plan and develop transportation systems to reduce energy consumption, improve air quality, and reduce greenhouse gas emissions. • Goal: Maintain and operate Florida’s transportation system proactively. <ul style="list-style-type: none"> • Objective: Achieve and maintain a state of good repair for transportation assets for all modes. • Objective: Minimize damage to infrastructure from transportation vehicles. • Objective: Optimize the efficiency of the transportation system for all modes. • Goal: Improve mobility and connectivity for people and freight. <ul style="list-style-type: none"> • Objective: Expand transportation options for residents, visitors, and businesses. • Objective: Reinforce and transform Florida’s Strategic Intermodal System facilities to provide multi-modal options for moving people and freight. • Objective: Expand and integrate regional public transit systems in Florida’s urban areas. • Objective: Increase the efficiency and reliability of travel for people and freight. • Objective: Integrate modal infrastructure, technologies, and payment systems to provide seamless connectivity for passenger and freight trips from origin to destination.

State of Florida Transportation Disadvantaged Five-Year/Twenty-Year Plan
Responsible Agency: Florida Commission for the Transportation Disadvantaged

Overview	Key Considerations for the TDP Update
<ul style="list-style-type: none"> • The State of Florida TD Five-Year/Twenty-Year Plan is required under Florida Statutes and includes the following elements: <ul style="list-style-type: none"> • Explanation of the Florida Coordinated Transportation System • Five-Year Report Card • Florida Office of Program Policy Analysis and Government Accountability Review • Strategic Vision and Goals, Objectives, and Measures 	<p>The five-year and long-range strategic visions were reviewed and used for guidance.</p> <p>Five-Year Strategic Vision: Develop and field-test a model community transportation system for persons who are TD incorporating the following features:</p> <ul style="list-style-type: none"> • Statewide coordination of community transportation services using APTS including Smart Traveler Technology, Smart Vehicle Technology, and Smart Intermodal Systems. • Statewide coordination and consolidation of community transportation funding sources. • A statewide information management system for tracking passenger eligibility determination. • Integration of Smart Vehicle Technology on a statewide multi-modal basis to improve vehicle and fleet planning, scheduling, and operations. This effort includes vehicle and ridership data collection, electronic fare media, and geographic information system (GIS) applications. • Development of a multi-modal transportation network to optimize the transportation system as a whole, using Smart Intermodal Systems. This feature would be available in all areas of the state via electronic access. <p>Long-Range Strategic Vision: Create a strategy for the Florida CTD to support the development of a universal transportation system with the following features:</p> <ul style="list-style-type: none"> • A coordinated, cost-effective multi-modal transportation system delivered through public-private partnerships. • A single, uniform funding system with a single eligibility determination process. • A sliding scale of fare payment based on a person’s ability to pay. • Use of electronic fare media for all passengers. • Services that are designed and implemented regionally (both inter-county and inter-city) throughout the state.

FDOT FY 2013-2017 Work Program (updated February 12, 2013)

Responsible Agency: FDOT

Overview	Key Considerations for the TDP Update
<ul style="list-style-type: none"> The Five-Year Work Program is a project-specific list of transportation activities and improvements developed by FDOT in cooperation with the Broward MPO and local transportation agencies. The Work Program must be consistent, to the maximum extent feasible, with the capital improvement elements of local government comprehensive plans. The Tentative Work Program is presented to the Legislature at the beginning of each legislative session. It identifies transportation projects and programmed funding by year and is adopted by July 1 each year. 	<p>A summary of transit projects in Broward County by type of work in the adopted FY 2013-2017 FDOT Works Program is provided below.</p> <p>Urban Corridor Improvement Projects</p> <ul style="list-style-type: none"> BCT realignment of Route 14 to Cypress Creek Tri-Rail Station (\$533,286 total in FY 2013-FY 2014) <p>Operating for Fixed-Route</p> <ul style="list-style-type: none"> BCT realignment of Route 60 to Cypress Creek Tri-Rail Station (\$561,190 total in FY 2013-FY 2014) <p>Park-and Ride Lots</p> <ul style="list-style-type: none"> CB Smith Park-and-Ride Expansion (\$129,786 total in FY 2013) <p>Public Transportation Shelters</p> <ul style="list-style-type: none"> Bus shelters along Oakland Park Boulevard and NW 31st Avenue (\$471,000 total in FY 2013) <p>Transit Improvements</p> <ul style="list-style-type: none"> Broward/Andrews Mobility Hub Transit Capital Improvements (\$8.8 million in FY 2013) Downtown Fort Lauderdale Wave Streetcar (\$142.6 million in FY 2013-FY 2015) <p>Intermodal Hub Capacity</p> <ul style="list-style-type: none"> Broward/I-95 Express Bus Purchase and Station Improvements (\$2.1 million in FY 2013-FY 2014) <p>Broward County Block Grant Funds</p> <ul style="list-style-type: none"> Transit operations (\$56.0 million total in FY 2013-FY 2017) <p>Section 5303 Funds</p>

Overview	Key Considerations for the TDP Update
	<ul style="list-style-type: none"> • Public Transportation Operations Studies (\$4.1 million total in FY 2013-FY 2017) <p>Section 5307 Funds</p> <ul style="list-style-type: none"> • Fixed-Route Capital (\$127.5 million total in FY 2013-FY 2017) • Downtown-Beach Transit Shuttle (\$1.9 million in FY 2013) <p>Section 5309 Funds</p> <ul style="list-style-type: none"> • Fixed-Route Capital/Livability (\$401,440 million total in FY 2013) • Fixed-Route Capital/Asset Management (\$1.0 million total in FY 2013) • Downtown Transit Circulator (\$0.5 million total in FY 2013)

State Growth Management Legislation (House Bill 7207)

Responsible Agencies: Florida Legislature and Local Governments

Overview	Key Considerations for the TDP Update
<ul style="list-style-type: none"> House Bill (HB) 7207, named the Community Planning Act, was signed into law on June 2, 2011. HB 7207 is the most significant change to Florida growth management laws in years, repealing most of the State-mandated growth management planning laws that have governed development activities within Florida since the original Growth Management Act of 1975, including transportation concurrency. HB 7207 limits the role of state and regional agencies in the review of comprehensive plan amendments and the time needed to process the majority of plan amendments has been significantly reduced. 	<ul style="list-style-type: none"> HB 7207 supersedes Senate Bill (SB) 360, known as the Community Renewal Act, approved in 2009 and required the preparation of mobility plans within dense urban land areas (DULAs) and Transportation Concurrency Exemption Areas (TCEAs). A local jurisdiction interested in implementing its own concurrency ordinance or mobility plan can still do so, but will have limitations on how to implement and enforce the ordinance. Under HB 7207, state-mandated concurrency requirements have been repealed and, consequently, a large share of growth management responsibility has shifted to cities and counties. This provides local governments with the opportunity to develop a more localized concurrency program that aligns with the development and mobility goals of the community. HB 7207 strengthens legislative language that supports multi-modal approaches to transportation by stating that Comprehensive Plan Transportation Elements “shall provide for a safe, convenient multi-modal transportation system” (F.S. Section 163.3177 [6b]).

South Florida East Coast Corridor (SFECC) Study

Partner Agencies: FTA, Southeast Florida Transportation Council, FDOT, SFRTA, Broward MPO, BCT, Palm Tran, Palm Beach MPO, Miami-Dade MPO, MDT

Overview

- The SFECC Study proposes reintroducing passenger rail service along an 85-mile stretch of the Florida East Coast (FEC) Railway corridor between downtown Miami and Jupiter.
- The goal of this service is to improve north-south mobility, encourage stronger east-west connections, promote redevelopment and revitalization, and enhance freight movement.
- This regional corridor connects to the existing bus systems, including BCT, Palm Tran and Miami-Dade Transit, and rail transit systems including both Tri-Rail and Metrorail. It will also integrate with the various transit systems including the new Miami Trolley, the proposed Wave in downtown Fort Lauderdale, and the proposed Central Broward East-West Connection
- The System Master Plan is currently being refined to identify and evaluate initial phases for implementation, start-up infrastructure, stations, and preliminary costs. The refined Master Plan will propose an implementation strategy based on various scenarios to implement the project in phases and will be presented for endorsement as a Locally Preferred Alternative.
- Next Steps include:
 - Recommend Build Alternative
 - Reach consensus on segments to move into Project Development



Figure 2-1

South Florida East Coast Corridor Study Area

All Aboard Florida

Private Initiative led by Florida East Coast Industries

Overview

- All Aboard Florida is an initiative to provide intercity passenger rail service that is privately owned, operated and maintained by Florida East Coast Industries (FECI).
- The proposed 240-mile route will feature passenger service along the existing Florida East Coast (FEC) Corridor between Miami and the Space Coast and the creation of new tracks into Orlando.
- The route will include stations in downtown Miami and Orlando, with intermediate stops in downtown Fort Lauderdale and downtown West Palm Beach. Stations will provide access to international airports, seaports, and existing transit systems.
- Coordination with FEC regarding the South Florida East Coast Corridor Study and local transit/transportation agencies regarding connecting service at proposed stations is ongoing.



95 Express Managed Lanes

Responsible Agency: FDOT

Overview	Key Considerations for the TDP Update
<ul style="list-style-type: none"> • 95 Express Phase 2 will extend the existing express lanes north from Golden Glades interchange in Miami-Dade County to Broward Boulevard in Broward County. The express lanes currently terminate at Miami Gardens Drive/NE 183rd Street in Miami-Dade County, with HOV lanes continuing to the north. The Phase 2 extension will be accomplished by converting the existing HOV lanes to two express lanes in each direction. The 95 Express Phase 2 is anticipated to be completed in late 2014. • The 95 Express operated by BCT provides BRT service from Broward County to downtown Miami on the following routes: <ul style="list-style-type: none"> • 95 Express Hollywood – service from University Drive/Pines Boulevard to Miami Civic Center/Downtown Miami • 95 Express Miramar – service from Miramar Town Center to Miami Civic Center • 95 Express Pembroke Pines – service from CB Smith Park/Miramar Town Center to Downtown Miami • Free parking is provided to 95-Express riders at identified commuter park-and-ride lots. 	<ul style="list-style-type: none"> • The existing 95 Express lanes have allowed traffic and premium buses to travel at higher average speeds than when only the local lanes and the HOV lanes were available. Prior to the express lanes, the local/HOV lanes were operating below 20 MPH during peak travel periods. With the opening of the express lanes, northbound and southbound average speeds have improved to above 40 MPH in the local lanes and 50 MPH in the express lanes during peak travel periods. • Extension of the 95 Express lanes will allow BCT’s 95 Express route to continue traveling at higher average travel speeds via uninterrupted express lanes into Broward County.

Broward County Comprehensive Plan
Responsible Agency: Broward Planning Council

Overview
<ul style="list-style-type: none"> The 1975 Broward County Charter established the Broward Planning Council and tasked the agency with preparation of a countywide land use plan. The Charter established the Broward County Land Use Plan as the official land use plan within the county and requires that all local land use plans be consistent with the countywide plan. As required by State law, local jurisdictions must prepare their own future land use plans, which are submitted to the Broward Planning Council for review and consistency with the Countywide Land Use Plan. If certified by the Broward Planning Council, the local plan will become the land use guide for that jurisdiction.
Future Land Use Policy
<p>The following are future land uses categories and policies found in the Broward County Future Land Use Element that promote and enhance transit.</p> <ul style="list-style-type: none"> Regional Activity Center – Areas designed to encourage development or redevelopment of areas that are of regional significance, facilitate mixed-use development, encourage mass transit, and non-motorized transportation, and reduce the need for auto travel. There are 11 Regional Activity Centers designated throughout Broward County. Local Activity Center – Similar to a Regional Activity Center, but on a more local scale. A Local Activity Center must have a geographic configuration that supports multiple nodes of activity centered around a ¼-mile walk. Seventy-five percent (75%) of the land within a Local Activity Center must be located within a ¼-mile of existing or planned mass transit or multi-modal facilities. There are nine Local Activity Centers designated throughout Broward County. TOC – The goal of this designation is to facilitate mixed-use development with access to transit stations or stops along existing and planned higher performance transit service corridors. A significant portion of the SR 7/US 441 corridor throughout Broward County has been designated as a TOC. There are specific design guidelines with the TOC specified to encourage connectivity between uses and to transit facilities. Designated TOC include: <ul style="list-style-type: none"> Davie TOC –located along the south side of I-595 between SR 7/US 441 and the Florida Turnpike Hollywood TOC–located alongside SR 7/US 441 between the north and southern City of Hollywood limits Lauderdale TOC–located west of SR 7/US 441 between NW 29th Avenue and Sunrise Boulevard and east of SR 7/US 441 between NW 19th Street and Sunrise Boulevard Margate TOC–located south of Sample Road and approximately ½-mile north of Cypress Creek Road, bisected by SR 7/US 441 Miramar TOC–located east of SW 66th Avenue and bound by the north by Pembroke Road, on the east by SR 7/US 441, and on the south by County Line Road West Park TOC–located east of SR 7/US 441 between Pembroke Road and SW 41st Street (Broward/Miami-Dade County Line) Wilson Manors TOC–located between NE 11th Avenue and NE 15th/16th Avenue, and between the South Fork of the Middle River and the North Fork of

the Middle River.

- TODs are designated to complement the following County objectives:
 - Objective 10.05.00: Encourage mixed-use development in areas served by regional transit stations such as Tri-Rail stations, major transit hubs, and neighborhood and regional transit centers.
 - Objective 10.04.00: Facilitate mixed-use development with access to transit stations or stops along existing and planned high performance transit service corridors.
- Designated TODs include:
 - Deerfield Beach Station TOD—located on the south side of Hillsboro Boulevard, between the CSX Railroad and Southwest 12th Avenue
 - Hollywood TOD—located on the east side of the CSX Railroad, between Sheridan Street and Taft Street
 - Sunrise TOD (Metropica)—located on the north side of Sunrise Boulevard, along both sides of SW 136th Avenue

Transportation Policy

The following are key policies found in the Broward County Transportation Element that promote and enhance transit.

- Maintain 75 percent residential and employment transit county coverage through the annual TDP update (Policy 3.2.2).
- Continue to provide express bus service as documented in the Broward MPO LRTP, TDP, or the Broward County Transit Investment Plan. (Policy 3.2.2).
- Broward County maintains Concurrency Districts for State- and County-maintained roads. Those Districts designated as a Multi-Modal Transportation District shall be an area for which the local comprehensive plan assigns secondary priority to vehicle mobility and primary priority to assuring a safe, comfortable and attractive pedestrian environment, with convenient interconnection to transit. Such a District shall incorporate community design features that will reduce the number of automobile trips or vehicle miles of travel and will support an integrated, multimodal transportation system (Policy 3.4.1).

City of Fort Lauderdale Comprehensive Plan

Responsible Agency: City of Fort Lauderdale

Future Land Use Policy

The following future land use categories/policies that promote and enhance transit have been designated in the City of Fort Lauderdale Future Land Use Element.

- The City has designated four Regional Activity Centers: Downtown Regional Activity Center, NW Regional Activity Center, Central Beach Regional Activity Center, and South Regional Activity Center. The first three Regional Activity Centers focus on land use and redevelopment goals specific to the characteristics of each area. The Downtown Regional Activity Center, including the downtown core, provides a higher level of emphasis on transit and regional connectivity, as downtown Fort Lauderdale provides a core area for business, government, education, social, and cultural facilities for Broward County.
- Northwest Regional Activity Center
 - While primarily residential/low-intensity commercial in nature, the City seeks to coordinate with BCT to evaluate the feasibility of City operations of shuttle bus service that connects the Redevelopment area with BCT routes (Policy 1.10.2).
- Downtown Fort Lauderdale Regional Activity Center and Downtown Master Plan
 - The BCT facility, located at Broward Boulevard and the FEC tracks, serves as a major transfer point for all county transit service. The Downtown Regional Activity Center also has direct access to Tri-Rail.
 - City policies guide more intense non-residential land uses to the Downtown Regional Activity Center and also exempts the Downtown Regional Activity Center from minimum parking requirements in order to encourage public transit use and redevelopment.
 - Design guidelines and zoning in the Downtown Regional Activity Center guides residential development character and allows for the densest high-rise development in the City Center Zoning District and scaled down residential density directed throughout other areas in the Downtown Regional Activity Center.
 - Growth shall be directed to the designated Urban Redevelopment/Downtown Revitalization Area (within the Downtown Regional Activity Center) in order to discourage urban sprawl and encourage use of transit (Objective 1.32).
 - The City shall actively support FDOT and other agencies in funding or planning initiatives for the development of a transit system that will link the airport, Port Everglades, beach, downtown, and Tri-Rail (Policy 1.32.8).
 - The City shall coordinate with BCT to ensure there is available service within ¼-mile of all areas of the Urban Redevelopment/Downtown Revitalization Area, and 30-minute headways (Policy 1.32.9).
- There are currently no specific sites designated for Local Activity Centers, TOCs, or TODs in the City of Fort Lauderdale Comprehensive Plan. However, the Future Land Use Element does recognize these designations within the Broward County Comprehensive Plan and any future designated sites shall be consistent with county policy.

Transportation Policy

The following are key Transportation Element policies that promote and enhance transit.

- The City shall coordinate with BCT and SFRTA to provide convenient regional and local transit as part of the larger multimodal transportation network (Objective 1.2 and associated policies), which includes:
 - Continuing work with the Downtown Fort Lauderdale Transportation Management Association to increase local transit service in the beach area
 - Continuing to support studies to identify methods to provide transit connections between the downtown, the Executive Airport/Cypress Creek Road area and the Fort Lauderdale-Hollywood International Airport.
 - Continuing to partner with the DDA, Broward MPO and the Community Redevelopment Agency Transportation Demonstration Project and Transit Master Plan that includes transit, shuttle system and pedestrian enhancements.
 - Encouraging the use of transit oriented/friendly development along transit corridors.
 - Maintaining a peak hour transit level of service standard of 70 percent of residential and employment functional area coverage.
- The City shall continue to evaluate and implement pedestrian and transit design standards for the incorporation of mass transit, carpool, pedestrian and bicycle amenities in major commercial, industrial, and office buildings outside of the downtown (Policy 1.3.7).
- The City will coordinate changes to the Future Land Use Element with Broward County and FDOT and include, where appropriate, transit oriented land use patterns and or transit sensitive zoning criteria which support increased transit use (Policy 1.4.1).
- The City will review existing land uses along Broward County designated public transportation corridors and propose amendments, where appropriate, to land uses in the designated public transportation corridors in order to promote public transportation (Policy 1.4.4).
- The City of Fort Lauderdale shall participate in Broward County's Transit Oriented Concurrency Management System and FDOT's SIS Program and implement local road concurrency in order to mitigate traffic impacts created by development.

City of Hollywood Comprehensive Plan

Responsible Agency: City of Hollywood

Future Land Use

The City of Hollywood is a mature (built-out) community, focusing on infill/redevelopment rather than new (greenfield) development. The City has achieved physical build-out but is anticipating continued population growth through infill and redevelopment, in particular within the designated Regional Activity Center.

The following future land uses categories/policies that promote and enhance transit have been designated in the City of Hollywood Future Land Use Element.

- The City has established a Regional Activity Center to encourage redevelopment in a way that facilitates multi-use and mixed-use development, encourages mass transit, reduces the need for automobile travel, provides incentives for quality development, and gives definition to the urban form. Per the City’s Future Land Use Element, the Regional Activity Center is where the majority of population growth is projected to occur. Policies guiding the Hollywood Regional Activity Center are consistent with the Broward County Comprehensive Plan. Objectives of the Regional Activity Center include:
 - Focus on best mix of uses that will promote a lively, livable, and successful regional downtown core.
 - Provide a pedestrian-oriented core.
 - Enhance transit connections (links to downtown with I-95, the airport, the port, Tri-Rail, Central Beach, and the rest of Hollywood Boulevard).
 - Realize creative siting of buildings, transportation routes, and open space to create cohesiveness, link downtown with the rest of Hollywood Boulevard, and discourage crime
- The City shall coordinate with other agencies to increase transit ridership and alleviate travel demand on the FIHS (Florida Interstate Highway System); linkage between BCT and Tri-Rail; TOD improvements; pedestrian access; multi-modal transportation facilities at Hollywood Boulevard Tri-Rail Station (to include parking, commuter rail/bus, intercity bus, bicycle, pedestrian, mixed-use development) (Policy 1.1.1).
- The City shall encourage multi-use areas and mixed uses concentrations of density near existing or planned major employment centers and major transportation routes in order to promote energy conservation and mass transit, preserve air quality, reduce the cost of services, encourage affordable housing, and promote economic development (Objective 6).
- Consistent with the Broward County Comprehensive Plan, a Transit Oriented Corridor is designated alongside SR 7/US 441 between the northern and southern City of Hollywood limits. The goal of this designation is to facilitate mixed-use development with access to transit stations or stops along existing and planned higher performance transit service corridors. There are specific design guidelines with the TOC specified to encourage connectivity between uses and to transit facilities.

Transportation Policy

The following are key transit facilities/infrastructure found in the City of Hollywood:

- SIS connector: The Hollywood Amtrak/Tri-Rail station
- Designated Public Transit Transfer Stations: Hollywood Super Mall (US 441/Hollywood Boulevard); Young Circle (US 1/Hollywood Boulevard)
- Designated Neighborhood Transit Centers: Hollywood Center (Dixie Highway/Polk Street)
- Designated Premium Transit Enhancement Corridor: Hollywood/Pines Boulevard from SW 160th Ave to Young Circle
- BCT’s Breeze service, providing limited stops along the route at major intersections only, on weekdays every 30 minutes during morning and afternoon peak travel hours. Breeze operates routes on US 441, University Drive, and US 1.

The following are key Transportation Element policies that promote and enhance transit:

- The City of Hollywood uses the Broward County Transit Oriented Concurrency for State- and County-maintained facilities and the Concurrency Management System implemented by the Broward County Development Management Division for city maintained roadways.
- In conjunction with the development of the Citywide Master Plan, the City of Hollywood shall, in coordination with BCT, Miami-Dade Transit Authority (MDTA), SFRTA, and other appropriate public and private transit providers, address improvements to public transit services. These coordination efforts will address existing and proposed major trip generators and attractors, safe and convenient public transit terminals, land uses and accommodation of the special needs of the Transportation Disadvantaged (Objective 4).
 - The City shall encourage infill development and redevelopment through the Broward County Mass Transit Division Community Shuttles program to feed the major Broward County Transit bus routes (Policy 4.1.1).
 - Promote transportation solutions that connect residents and visitors with employment, shopping, entertainment, recreation, medical, training and education, and public services venues (Policy 4.2.3).
 - Examine alternatives to improve public transportation to and from Hollywood Beach, including multi-modal transportation solutions (Policy 4.3.0).
 - Identify potential locations for transit shelters. Prioritize locations and work with agencies to obtain funding (Policy 4.4.0).
 - Monitor and prepare for the FEC commuter rail line (Policy 4.5).
 - Support efforts to utilize the FEC corridor for intercity train service, light rail, or other passenger service (Policy 4.5.1).
 - Promote a compatible land use and people friendly transportation linkage from downtown Hollywood to Hollywood Beach to create activity and development synergies, and to use available off-peak downtown parking supply (Policy 4.5.2).

City of Pembroke Pines Comprehensive Plan

Responsible Agency: City of Pembroke Pines

Future Land Use Policy

The City of Pembroke Pines is a mature community, focusing on infill/redevelopment rather than new development. At the time of the most recent comprehensive plan analysis in 2005, it was estimated that 95 percent of the city’s land mass is built and only 5 percent of the land mass is vacant. The city has achieved physical build-out, but is anticipating continued population growth, primarily through infill and redevelopment of multi-family and commercial properties. The suburban single family housing patterns found in the city presents a challenge of connecting city residents to the rest of the city via alternative modes of transportation, in particularly to commercial uses in the Pines Boulevard Corridor. A significant portion of the city’s land mass in the future map is composed of single uses (majority low density residential).

The following future land use categories/policies that promote and enhance transit have been designated in the City of Hollywood Future Land Use Element.

- There are currently no TOCs, TODs, or Regional Activity Centers designated on the City’s Future Land Use Map.
- There is one Local Activity Center designation in the City of Pembroke Pines, which includes 146 acres located east of Hiatus Road, bound on the north by Pines Boulevard and on the east by Palm Avenue; this site is a center of governmental employment activity.
 - Areas proposed for the Local Activity Center land use designation must support the location of uses in a manner oriented around the five-minute (i.e. quarter-mile) walk. Multiple nodes of activity oriented around the five-minute walk may be included within one Local Activity Center. Areas proposed for the Local Activity Center land use designation must support the location of uses and internal circulation such that pedestrian mobility is a priority. All land uses in a Local Activity Center shall be directly accessed via pedestrian-ways and accessible to existing or future alternate public transportation modes, including bicycle and transit (Policy 19.2).
 - To reduce reliance on automobile travel, convenient access to mass transit or multi-modal facilities shall be ensured within a proposed Local Activity Center (Policy 19.8).
 - Internal transit systems to serve the residents and employees shall be encouraged within the proposed Local Activity Center (i.e. trolley, community transit services). Transit shelters should be incorporated in the Local Activity Center design guidelines to provide safe and comfortable service and to encourage transit usage (Policy 19.9).
- A variety of employment opportunities should continue to be encouraged to balance the City's tax base, provide jobs and employment centers in close proximity to affordable housing, and improve economic stability and mobility by giving special attention to the neediest and disadvantaged populations (Objective II).
- The City seeks to continue to coordinate with Broward County, the Broward MPO, and FDOT to provide multi-modal transportation facilities to enhance tourism (Policy 2.8).

Transportation Policy

The following are key transit facilities/infrastructure found in the City of Pembroke Pines:

- The City of Pembroke Pines and BCT operate community bus routes within the city that connect to BCT fixed-route network.
- The following are considered high capacity transit corridors: Pines Boulevard, between SW 160th Avenue and the eastern city limits, University Drive from the southern to north city limits.
- The CB Smith Park-and-Ride serves users of the 95 Express.
- There are no significant centralized public parking facilities or transit terminals in the city, though the Pembroke Lakes Mall is a transfer site of several routes.

The following are key Transportation Element policies that promote and enhance transit.

- The City of Pembroke Pines uses the Broward County Transit Oriented Concurrency for State- and County-maintained facilities and the Concurrency Management System implemented by the Broward County Development Management Division for city maintained roadways.
- Objective 2.1: The City of Pembroke Pines, in coordination with the transportation planning efforts of the State of Florida, Broward County, SFRPC, the Broward MPO, and adjacent 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 (Objective 2.1).
- The City of Pembroke Pines shall continue to participate in cooperative intergovernmental plans and programs that will, by 2011, improve convenience through an increase in transportation facilities availability that includes the provision of efficient public transit services based upon existing and proposed major trip generators and attractors and safe and convenient public transit terminals (Objective 2.5).
- The City of Pembroke Pines shall continue to coordinate with the County for potential park-and-ride intermodal locations, where feasible that support ridesharing and public transit use.
- The City of Pembroke Pines shall continue to coordinate with BCT in the provision of a convenient public transit network through implementation of, but not limited to, the following programs, activities, and actions (Policy 2.5.2):
 - The City, through its interlocal agreement with Broward County, will continue to supplement the countywide public transit system with shuttle bus service to meet all transportation demands including the TD.
 - Membership on the City’s Development Review Committee will continue to consist of a representative from BCT.
 - The City will continue to coordinate with BCT in improving existing connections to the multi-modal and intermodal transportation network and in examining the need for additional facilities including park-and-ride lots as well as aesthetic improvements at transit facilities such as bus benches.
 - The City will amend the Land Development Regulations by 2008 to require the provision of bicycle racks at all community facilities.
 - The concurrency management system shall provide that for the purpose of issuing development orders and permits within the Transportation Concurrency Management Area, the adopted public transit level of service shall be in accordance with TE Policies 2.1.1. and 2.1.2
 - The City of Pembroke Pines shall continue to coordinate with BCT to expand the public transit functional area coverage so that there are increased

opportunities to reduce the affordable housing need within the current planning timeframe.

- The City of Pembroke Pines will continue to support and coordinate efforts for the purpose of maintaining the County's standard of 75 percent residential and employment transit coverage through the annual update of the County's TDP.
- The City's shuttle bus service shall continue to provide door to door public transit service for the TD and physically disabled residents 55 years or older that reside in the Southwest Sector of Broward County.
- Continue to coordinate with Broward County regarding the provision of bus shelters, benches, and stops with proper lighting and signage at those locations which generate 25 passengers or more per day, and to reduce the number of ADA inaccessible public transit facilities.

City of Miramar Comprehensive Plan

Responsible Agency: City of Miramar

Future Land Use

The following future land use categories/policies that promote and enhance transit have been designated in the City of Miramar Future Land Use Element.

- The City has established the Miramar Regional Activity Center, located north of Bass Creek Road between Palm Avenue and Flamingo Road, under the Broward County Regional Activity Center designation.
- The City has established a TOC, consistent with the Broward County Comprehensive Plan. The purpose of the TOC is to facilitate mixed use development with access to transit stations or stops along existing and planned high performance transit service corridors (such as bus rapid transit or rapid bus) designated in the Broward County Comprehensive Plan Transportation Element, the Broward County Transit Master Plan and Broward County MPO's LRTP, Broward County TDP, or local adopted financially feasible transportation or transit plan. The Miramar TOC is located east of SW 66th Avenue and bound by the north by Pembroke Road, on the east by SR 7/US 441, and on the south by County Line Road (Objective 9D).
- The City seeks to implement an accelerated economic redevelopment and reinvestment program for eastern Miramar, concentrating initially on the State Road 7 TOC and immediate environs, but eventually encompassing major areas to the west as later phases are addressed. The initial milestone for this effort is to increase the tax base of the redevelopment area by 15% within the first five (5) years (Objective 9A).
- The City has established a Town Center to serve as the focal point of activity in the city, located in the center of the city, north of Miramar Parkway between Red Road, Hiatus Road, and Miramar Boulevard. The 54-acre mixed use project houses a new City Hall, public library, and cultural center-arts park and educational center in the civic complex area. In addition, the project is programmed to contain retail, office, and residential components. The City seeks to continue to develop and enhance, in cooperation with BCT, the community shuttle services to effectively serve Miramar's Town Center and western, central, and eastern community centers (Policy 7D.5).
- The City will encourage and implement to the maximum extent feasible for those (re)development projects within the city compact building design principles which preserve more open space, contain mixed uses, support multi-modal transportation options, make public transportation viable, reduce infrastructure costs, and take advantage of recycled building materials (Policy 9A.8).
- The City of Miramar will implement the Urban Infill Area (UIA) program required by the Broward County Land Use Plan in all designated areas of the city located east of the Florida Turnpike by setting local policies, in coordination with Broward County and the cities of Hollywood, Pembroke Park, Pembroke Pines and West Park, which promote economic development, help increase housing opportunities, and maximize the use of existing public facilities and services in the designated UIA (Objective 9B).
 - To the maximum extent feasible, Miramar shall encourage integrated transportation systems, mass transit facilities, bikeways and pedestrian corridors to serve the designated UIA in order to reduce reliance upon automobile travel (Policy 9B.5).
 - All identified redevelopment areas must be served by mass transit facilities (Policy 9B.6).

Transportation Policy

The following are key Transportation Element policies that promote and enhance transit.

- The City of Miramar and BCT operate community bus routes within the city that connect to BCT fixed-route network.
- The City of Miramar uses the Broward County Transit Oriented Concurrency for State- and County-maintained facilities and the Concurrency Management System (CMS) implemented by the Broward County Development Management Division for city maintained roadways.
- Recognizing the growing need for regional connectivity, the City of Miramar will participate with Broward County, MPO, SFRTA, FDOT, and other appropriate municipalities in implementing strategies to maintain level of service and facilitate local traffic to use alternatives to the SIS as a means of protecting its interregional and intrastate functions through the following (Policy 1.19):
 - Work with the Broward County Planning Council, BCT, FDOT, and other affected municipalities to identify FDOT public transportation corridors for the purposes of implementing an overlay zoning district to promote public transit along the designated corridor, and to amend the City’s land use plan and LDC as appropriate.
 - Continue to enhance community bus systems to expand transit coverage and improve connectivity.
 - Promote transit oriented design along roads that are parallel to SIS roads.
 - Improve pedestrian access to transit by ensuring that all phases of road planning, design, and construction include the necessary pedestrianways on arterials and collectors under the responsibility of the State, county and municipalities, where feasible.
- The City shall encourage the provision of pedestrian and bicycle infrastructure linking neighborhoods to the transit system (Policy 1.27).
- The City of Miramar shall continue to coordinate with BCT in the provision of a convenient public transit network through implementation of, but not limited to, the following programs, activities, and actions (Policy 5.2):
 - The City, through its interlocal agreement with Broward County will continue to supplement the countywide public transit system with shuttle bus service to meet all transportation demands including the transportation disadvantaged.
 - The City will continue to coordinate with BCT to ensure adequate BCT representation on the City's Development Review Committee.
 - The City will continue to coordinate with BCT in improving existing connections to the multi-modal and intermodal transportation network and in examining the need for additional facilities including park and ride lots as well as aesthetic improvements at transit facilities such as bus benches.
 - The City will continue to enforce the Land Development Code to require the provision of bicycle racks at all community facilities.
 - The concurrency management system shall provide that for the purpose of issuing development orders and permits, the adopted public transit level of service shall be for the BCT to provide fixed route transit service to at least 70 percent of all residences and employment locations during the peak hour.
- The City of Miramar shall work closely and aggressively with the BCT to increase bus service throughout developed and developing portions of the City, including the concept of express bus routes on I-75 linking west central Miramar with communities north and south (Policy 5.4).

City of Coral Springs Comprehensive Plan

Responsible Agency: City of Coral Springs

Future Land Use

The following future land use categories/policies that promote and enhance transit have been designated in the City of Coral Springs Future Land Use Element.

- The City has established the Coral Springs Local Activity Center, consisting of approximately 138 acres surrounding the four corners of the University Drive/Sample Road intersection.
- The City shall coordinate transportation improvements for Downtown Coral Springs with the Comprehensive Plan and the plans and programs of the Broward MPO, the Broward MPO’s Technical Coordinating Committee (TCC), BCT, FDOT (including FDOT’s Five-Year Transportation Plan) and any other appropriate agencies or plans (Objective 6.3.0).
- The City shall encourage pedestrian, bicycle, and mass transit facilities to provide for a fully multi-modal transportation system (Policy 6.3.4).
- In cooperation with BCT, the City shall create a multimodal transit center within the downtown area that will combine a commuter drop-off zone, BCT bus routes, bicycle routes, pedestrian walkways, and transit station with seating and other amenities (Policy 6.3.9).
- The City shall develop specific strategies to improve transit use and amenities within the downtown area (Policy 6.3.10).
- The City shall examine existing transportation facilities and adjacent property for modification to provide for pedestrian, bicycle, and transit systems (Objective 11.2.0).
- The City will modify existing land development regulations based on urban design plans for the Downtown to ensure transportation facilities and amenities that promote the Local Activity Center downtown through alternative modes of public transportation such as shuttle buses and transit demand strategies (Policy 16.1.2).

Transportation Policy

The following are key Transportation Element policies that promote and enhance transit.

- The City of Coral Springs and BCT operate community bus routes within the city that connect to BCT fixed-route network.
- The City of Coral Springs uses the Broward County Transit Oriented Concurrency for State- and County-maintained facilities and the Concurrency Management System implemented by the Broward County Development Management Division for city maintained roadways.
- Support planning and implementation of improvements, that may include light rail and reversible lanes, to the Central Broward East-West Transit Corridor to alleviate traffic pressure on I-595 .(Policy 1.1.18(4)).
- Support efforts to study the use of the Florida East Coast Railroad as an urban transit corridor (Policy 1.1.18(8)).
- Continue to enhance community bus systems to expand transit coverage and improve connectivity (Policy 1.1.18(18)).

- Improve pedestrian access to transit by ensuring that all phases of road planning, design, and construction include the necessary pedestrian ways on arterials and collectors under the responsibility of the State, County, and municipalities, where feasible (Policy 1.1.18(19)).
- The Coral Springs Community Bus service shall require bicycle racks on all transit vehicles providing service to City residents (Policy 3.2.10).
- The City shall continue, in conjunction with the Future Land Use Element, to encourage land uses that promote transit oriented development in County designated public transportation corridors to allow for convenient transit service (Policy 4.1.4).
- The City will cooperate with the implementing agencies to explore the feasibility of locating park and ride lots in proximity to, or within the City, which may service transit services, such as the Tri-County Rail System and Express Bus Services (Policy 5.1.2).
- The City will encourage increased walking, bicycle riding, and use of public transit by updating land use requirements for walkways, bicycle lanes, and bus stops (Policy 5.2.1).
- The City will encourage increased walking, bicycle riding, and use of public transit to reduce commuting trips by individual automobiles (Policy 5.2.2).
- The City will continue developing a high level of transit service, which provides safe, economical, efficient, and convenient travel for the citizens of Coral Springs (Goal 6.0.0).

Online Resources for City Comprehensive Plans in Broward County

Responsible Agency: Individual Cities

Municipality	2010 Population*	Comprehensive Plan Adoption (Update) Year	Transit Supportiveness			Comprehensive Plan City Department Location	Link to Department Location
			Transportation Element	Land Use Element	Goals & Policies		
Coconut Creek	52,909	2007	High	High	High	Planning and Zoning Division	http://coconutcreek.net/sd/planning-and-zoning2
Cooper City	28,547	2002 (2007)	High	High	High	Growth Management Department	http://www.coopercityfl.org/index.asp?Type=B_BASIC&SEC={2F752259-774E-40E0-9E00-47E75C0B8C3C}
Coral Springs	121,096	2008	High	High	High	Community Development Department	http://www.coral springs.org/Planning/AdoptedComprehensivePlan.cfm
Dania Beach	29,639	2007	High	High	High	Community Development Department	http://www.ci.dania-beach.fl.us/index.aspx?NID=1273
Davie	91,992	2006	High	High	High	Long Range Planning Department	http://www.davie-fl.gov/Pages/DavieFL_PlanZoning/Longrange_Planning/index
Deerfield Beach	75,018	2009	High	High	High	Planning and Zoning Department	http://www.deerfield-beach.com/index.aspx?NID=1080
Fort Lauderdale	165,521	2008	Moderate	Moderate	High	Urban Planning & Design Department	http://www.fortlauderdale.gov/planning_zoning/comp_plan.htm
Hallandale Beach	37,113	(2009)	High	High	High	Planning and Zoning Division	http://www.hallandalebeachfl.gov/index.aspx?NID=78#comp
Hillsboro Beach	1,875	N/A	N/A	N/A	N/A	N/A	N/A
Hollywood	140,768	N/A	High	High	High	N/A	N/A
Lauderdale Lakes	32,593	2010	High	High	High	Planning and Zoning Department	http://www.lauderdaleslakes.org/index.asp?Type=B_BASIC&SEC={2105E D5B-8CE0-406F-B833-19C683F3ABE7}
Lauderdale-by-the-Sea	6,056	2011	High	Low	Moderate	Development Services Department	http://www.lauderdalbythesea-fl.gov/dev/dev.htm
Lauderhill	66,887	N/A	N/A	N/A	N/A	N/A	N/A
Lazy Lake	24	N/A	N/A	N/A	N/A	N/A	N/A
Lighthouse Point	10,344	2009	High	Low	Moderate	Building and Zoning Department	http://city.lighthousepoint.com/building-and-zoning/
Margate	53,284	N/A	N/A	N/A	N/A	N/A	N/A
Miramar	122,041	Currently Updating	High	High	High	Planning and Zoning Department	http://www.ci.miramar.fl.us/development/planning/
North Lauderdale	41,023	N/A	N/A	N/A	N/A	N/A	N/A

Municipality	2010 Population*	Comprehensive Plan Adoption (Update) Year	Transit Supportiveness			Comprehensive Plan City Department Location	Link to Department Location
			Transportation Element	Land Use Element	Goals & Policies		
Oakland Park	41,363	2007 (2010)	High	High	High	Community Redevelopment Agency	http://www.oaklandparkfl.org/news/cra/comprehensive_plan.cfm
Parkland	23,962	2008	High	Low	Moderate	Planning and Zoning Division	http://www.cityofparkland.org/index.aspx?nid=96
Pembroke Park	6,102	N/A	N/A	N/A	N/A	N/A	N/A
Pembroke Pines	154,750	N/A	High	Moderate	High	N/A	N/A
Plantation	84,955	2008	High	Low	High	Planning and Zoning Department	http://www.plantation.org/Planning-Zoning/comprehensive-plan.html
Pompano Beach	99,845	2010 (2012)	High	High	High	Planning and Zoning Department	http://mypompanobeach.org/pages/department_directory/development_services/planning_and_zoning_division/planning_and_zoning_division.html.php
Sea Ranch Lakes	670	N/A	N/A	N/A	N/A	N/A	N/A
Southwest Ranches	7,345	2003 (2009)	Moderate	Low	Moderate	Official Documents	http://www.southwestranches.org/Official%20Docs/Official_Documents.html
Sunrise	84,439	2009 (2013)	High	High	High	Planning Department	http://www.sunrisefl.gov/index.aspx?page=517
Tamarac	60,427	2007	High	Low	High	Planning and Zoning Department	http://www.tamarac.org/index.aspx?nid=368
West Park	14,156	N/A	N/A	N/A	N/A	N/A	N/A
Weston	65,333	2009	High	High	High	Development Services/Planning and Zoning	http://www.westonfl.org/Departments/DevelopmentServices/DevelopmentServicesHome.aspx
Wilton Manors	11,632	N/A	N/A	N/A	N/A	N/A	N/A

Notes: Some municipalities do not have comprehensive plans online.

* Source: U.S. Census Bureau, 2010 Census.

Broward County 2035 Long Range Transportation Plan

Responsible Agency: Broward MPO

Overview	Key Considerations for the TDP Update
<ul style="list-style-type: none"> • In 2009, the Broward MPO Board adopted the 2035 LRTP branded “Transformation,” setting the framework for a balanced multi-modal transportation system. Transformation is a transit-focused LRTP, proposing transit investments in BRT, premium rapid bus, mobility hubs, and other mobility options (bicycle, pedestrian, and greenways) that complement transit. • Transformation integrates land use and transportation objectives by defining the “Mobility Hub” concept, which identifies places where people interact with the transportation system, are critical points for transit access and transfers, and may also have infill or redevelopment potential. Three categories of Mobility Hubs are identified: Gateway, Anchor, and Community, based on transit boardings, connectivity, and development characteristics. • Two types of premium services were defined during the 2035 LRTP process: <ul style="list-style-type: none"> • Premium high capacity transit service includes Light Rail Transit (LRT), Streetcar, People Mover, BRT, or Commuter Rail. • Premium Bus Rapid Transit includes buses operating in mixed traffic but under traffic signal priority to provide connections to Premium High Capacity Transit. 	<ul style="list-style-type: none"> • The 2035 Needs Plan requires funding of \$9 to \$20 billion (in 2009 dollars). The total revenue available for the Cost Feasible Plan is \$8.5 billion (in 2009 dollars) for the technology scenarios evaluated. • The 2035 LRTP Cost Feasible Plan consists of 81 miles of BRT, 75 miles of Premium Rapid Bus, 20 Gateway Hubs, 20 Anchor Hubs, 63 Community Hubs, and 8 new local bus routes. The plan also includes 485 miles of bicycle projects, 314 miles of pedestrian projects, and 251 miles of Greenway projects to provide other mobility options that complement transit. • A portion of Broward County Transit’s Operations and Maintenance and all capital costs are funded in the Cost Feasible Plan. One third of FY 2009-2018 TDP service is funded. See Figure 2-3. • Broward MPO recently began the process of updating its LRTP. This update, called Commitment 2040, will identify cost feasible transit projects out to the 2040 planning horizon.

LEGEND

PREMIUM TRANSIT PROJECTS

- Premium Rapid Bus
- Premium High Capacity
- Service in Neighboring Counties

BROWARD COUNTY TRANSIT SERVICE

- Existing Local Bus Route
- New Local Bus Route

MOBILITY HUBS

- Community Hub
- Anchor Hub
- Gateway Hub

ILLUSTRATIVE PROJECTS

- The Wave (City of Fort Lauderdale Downtown Circulator)
- Peplemover-SunPort (Airport/Seaport)
- Central Broward Transit (not final routing)
- South Florida East Coast Corridor (FEC)

Notes:

Illustrative projects are shown for context and are not part of the 2035 Cost Feasible Plan.

50% of the existing transit service's operating and maintenance are funded with existing sources. Local bus services that are partially funded may be restructured to better serve mobility hubs and Premium Transit corridors.



Figure 2-3

Broward MPO 2035 L RTP Cost Feasible Transit Projects and Mobility Hubs

**Congestion Management Livability Planning Studies
Hollywood/Pines Corridor Project**

*Responsible Agency: Broward MPO in coordination with the Cities of Hollywood and Pembroke Pines,
and other state, regional, and local agencies*

Overview	Project Goals
<ul style="list-style-type: none"> Following development of the 2035 LRTP, the Broward MPO is integrating Livability Planning into the Congestion Management Process. This integrated Congestion Management Process/Livability Planning approach will focus on enhancing the quality of life and improving safety and mobility through short- and long-term strategies and improvements for land use, transit, biking, and walking. 	<ul style="list-style-type: none"> Implement Mobility Hubs as defined in the Broward MPO’s 2035 LRTP. Mobility hubs are places where people interact with the transportation system and are a critical point for ridership and transfers with frequent transit service and high development potential. Improve transit operations and a transit supportive land use through short and long-term strategies and improvements. Identify short-term transit improvements specific to project corridor: <ul style="list-style-type: none"> Bus stop placement, connections, and amenities Park-and-ride locations Transit signal priority and queue jump bypass lanes Identify long-term improvements specific to project corridor: <ul style="list-style-type: none"> Premium transit Connection to multi-modal/rail hubs Location/design of mobility hubs Linkage with future redevelopment(s)
<p>Hollywood Pines Corridor Project</p> <ul style="list-style-type: none"> The Hollywood/Pines Boulevard Corridor Congestion Management Process/Livability Planning Project (Hollywood/Pines Corridor Project) is the first project under this combined system. The study area for the Hollywood/Pines Corridor Project extends from SR A1A to US 27 and includes an approximate one-mile north-south buffer. This approximately 20-mile stretch of Hollywood/Pines Boulevard serves as a major transportation corridor, including the 95 Express Route and intersects with Tri-Rail and the FEC Corridor. The study area includes City of Hollywood and the City of Pembroke Pines. See Figure 2-4. 	

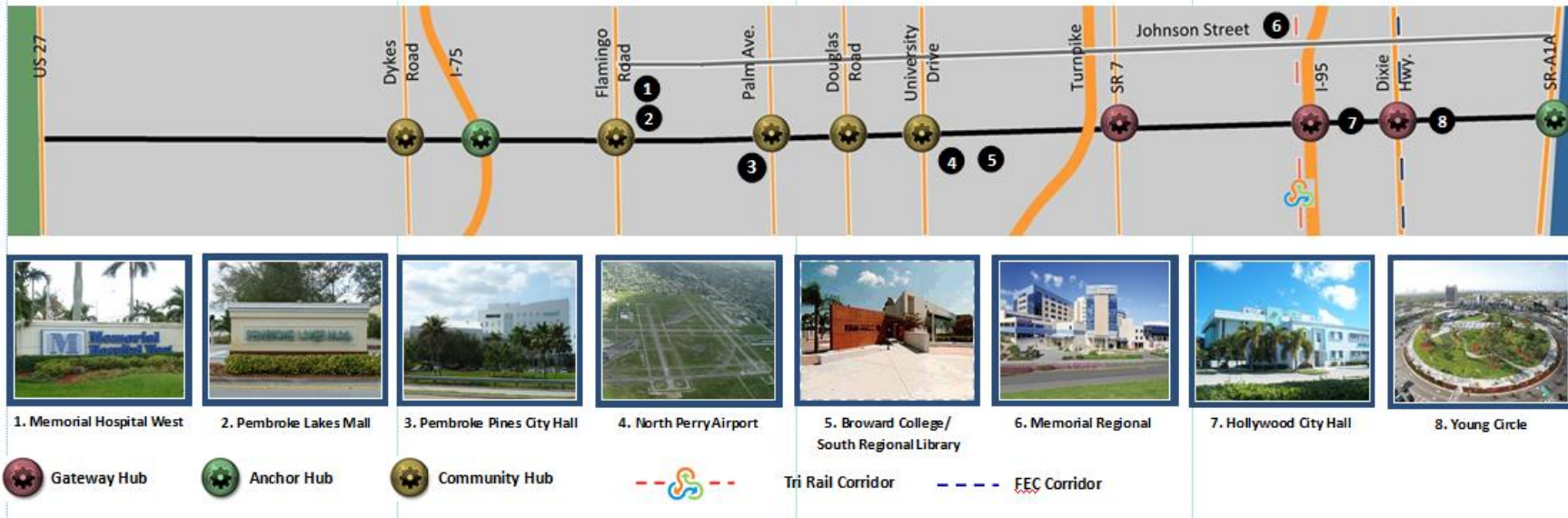


Figure 2-4
Hollywood Pines Corridor Project Study Area and Mobility Hubs/Major Activity Centers

Oakland Park Boulevard Transit Alternatives Analysis Study

Partner Agencies: BCT, SFRTA, Broward MPO, FDOT, and Affected Municipalities

Overview	Project Outcomes
<ul style="list-style-type: none"> • Multi-agency project including BCT, FDOT, Broward MPO, SFRTA, and affected municipalities to address transit needs on the high-ridership Oakland Park Boulevard corridor from the Sawgrass Expressway to SR A1A. The study area includes the cities of Sunrise, Lauderhill, Lauderdale Lakes, Oakland Park, Wilton Manors, and Fort Lauderdale. See Figure 2-5. • BCT Route 72 traveling on Oakland Park Boulevard is the system’s busiest east-west route, nearing 9,000 daily riders. • Purpose is to evaluate premium transit projects along the corridor to identify the most feasible and effective projects that will improve mobility, congestion, and better link points of connection. • Project is currently evaluating short and long-term alternatives. Selection of the Locally Preferred Alternative is anticipated to be completed by Spring 2014. 	<ul style="list-style-type: none"> • Identify short-term transit operational improvements: <ul style="list-style-type: none"> ○ Stop placement, connections, and amenities ○ Transit priority at signals ○ Queue jump bypass lanes • Identify long-term transit improvements <ul style="list-style-type: none"> ○ Route restructuring ○ Reliable, safe, and faster transit service ○ Location/design of mobility hubs ○ Linkage with future redevelopment(s) • Recommend traffic control modifications (transit and auto). • Attract choice riders in the corridor. • Obtain FTA approval and federal funding. • Realize economic development opportunities (around transit). • Achieve multimodal enhancements (pedestrian/cyclist connections).



Figure 2-5
 Oakland Park Boulevard Transit Alternatives Analysis Study Area

University Drive Mobility Improvements Planning Study

Partner Agencies: BCT, SFRTA, Broward MPO, FDOT, Miami-Dade Transit (MDT), and Affected Municipalities

Overview	Project Outcomes
<ul style="list-style-type: none"> • Multi-agency project including BCT, FDOT, Broward MPO, SFRTA, and municipalities to evaluate premium transit improvements for University Drive, from Sample Road in Broward County to south of Miramar Parkway at NW 215th Street in Miami-Dade County (to tie in with MDT’s enhanced bus service and park and-ride hub just south of the Broward County line). • Purpose is to define the range of potential enhanced transit alternatives for the corridor, including reviews of station locations, accessibility to stations, connectivity by different modes, costs, technologies, benefits and feasibility. • Project began in November 2012; estimated completion date is January 2014. 	<ul style="list-style-type: none"> • Identify short-term transit operational improvements: <ul style="list-style-type: none"> ○ Stop placement, connections, and amenities ○ Transit priority at signals ○ Queue jump bypass lanes • Identify long-term transit improvements <ul style="list-style-type: none"> ○ Route restructuring ○ Reliable, safe, and faster transit service ○ Location/design of mobility hubs ○ Linkage with future redevelopment(s) • Recommend traffic control modifications (transit and auto). • Attract choice riders in the corridor. • Obtain FTA approval and federal funding. • Realize economic development opportunities (around transit). • Achieve multimodal enhancements (pedestrian/cyclist connections).

Central Broward East-West Transit Study

Partner Agencies: BCT, SFRTA, Broward MPO, and FDOT

Overview
<ul style="list-style-type: none"> Project goal is to develop a premium transit service in Central Broward County. The study area boundaries include the central part of Broward County, located between Oakland Park Boulevard in the north, the Weston-Sawgrass area in the west, Griffin Road/Stirling Road in the south, and the Intracoastal Waterway in the east.
Locally Preferred Alternative (LPA)
<ul style="list-style-type: none"> The Broward MPO approved the Griffin Road LPA in October 2012. See Figure 2-6. This LPA, including options, will evaluate a combination of premium bus and modern streetcar services. <ul style="list-style-type: none"> Premium bus will be considered from Sunrise to the South Florida Education Center. Both premium bus and modern streetcar will be considered from the South Florida Education Center to the Griffin Road Tri-Rail Station. Modern Streetcar will provide service to the Fort Lauderdale-Hollywood International Airport, downtown Fort Lauderdale connecting with The Wave, and the Broward Boulevard Tri-Rail Station.

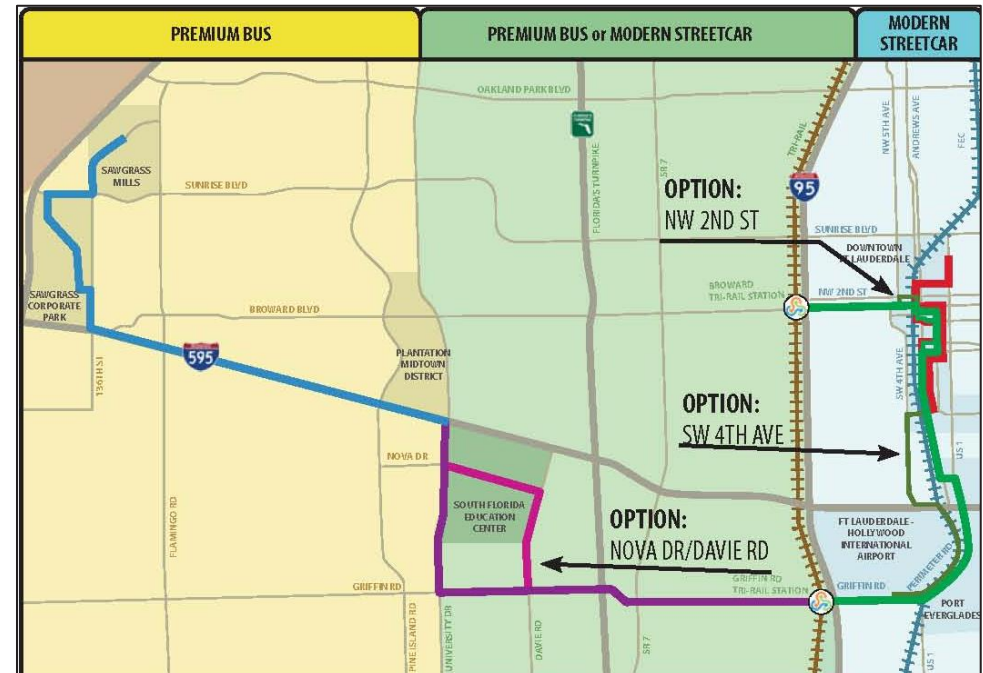


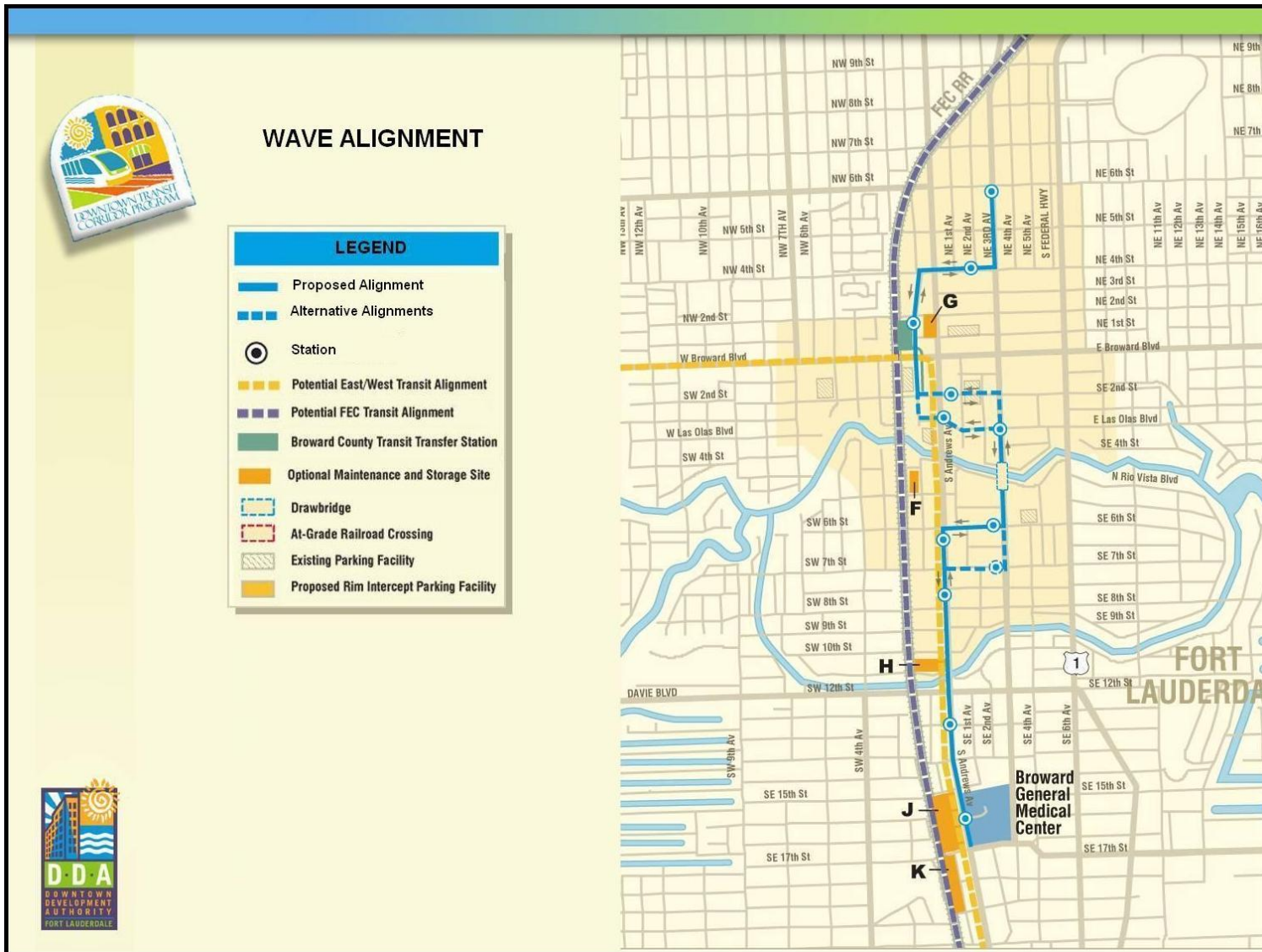
Figure 2-6

Central Broward East-West Transit Study LPA

The Wave Streetcar

Partner Agencies: BCT, SFRTA, Broward MPO, FDOT, City of Fort Lauderdale, and Fort Lauderdale Downtown Development Authority

Overview	Locally Preferred Alternative (LPA)
<ul style="list-style-type: none"> The Wave is a 2.7-mile, environmentally friendly streetcar system that will serve as a local circulator in Downtown Fort Lauderdale. The Wave seeks to create a livable community by integrating land use, transportation, and economic development while being environmentally sustainable. Route will include 10 stations, streetscape improvements, and a traffic signalization package to help maintain headways during peak periods. Project development is currently ongoing. Procurement/ construction is anticipated to begin in early 2014, with the project completed by December 2015. 	<ul style="list-style-type: none"> The LPA was selected in 2008 and the route extends from Sistrunk/6th Street on the North to SE 17th Street on the South, including the hospital. See Figure 2-7.
	<p>Project Goals</p> <ul style="list-style-type: none"> Connect points of interest along route to regional transit network, including BCT routes. Offer environmentally friendly and technologically enhanced transit stops, including solar powered stations and real-time schedule information. Maintain 7.5-minute headways during peak periods and 10-minute headways during off-peak periods by providing transit priority at traffic signals. Enhance pedestrian mobility due to improved pedestrian amenities. Promote planned regional rail systems and streetscape improvements, such as pedestrian crosswalks, shade trees, lighting, and improved sidewalks. Encourage private investment and enhance economic development opportunities.



95 Express and 595 Express Bus Service

Responsible Agency: Service operated by BCT in cooperation with FDOT and other agencies

95 Express	595 Express
<ul style="list-style-type: none"> • The 95 Express operated by BCT provides BRT Service from Broward County to Downtown Miami on the following routes: <ul style="list-style-type: none"> ○ 95 Express Hollywood – service from University Drive/Pines Boulevard to Miami Civic Center/Downtown Miami ○ 95 Express Miramar – service from Miramar Town Center to Miami Civic Center ○ 95 Express Pembroke Pines – service from CB Smith Park/Miramar Town Center to Downtown Miami • The 95 Express Phase 2 Project will extend the existing express lanes north from Golden Glades interchange in Miami-Dade County to Broward Boulevard in Broward County. The 95 Express currently travels in HOV lanes north of Miami Gardens Drive/NE 183rd Street in Miami-Dade County. • Extension of the I-95 express lanes will allow BCT’s 95 Express route to continue traveling at higher average travel speeds via uninterrupted express lanes. • 95 Express Bus Service provides free commuter park-and-ride locations, and travel along the major interstate highways to Miami-Dade County on weekdays during morning and afternoon peak travel hours. 	<ul style="list-style-type: none"> • The 595 Express provides BRT Service from downtown Fort Lauderdale to Downtown Miami/Brickell and Westgate Square Park-and-Ride to the Miami Civic Center. • Currently buses travel in regular lanes on I-595 with mixed traffic; however, in 2014 the reconstruction of I-595 will be completed and the 595 Express will use reversible express lanes being built in the median. On I-95, the 595 Express uses the same travel lanes as the 95 Express. • Construction of the I-595 reversible express lanes as well as the extension of the I-95 express lanes will allow BCT’s 595 Express route to travel at higher average travel speeds via uninterrupted express lanes for the entire route. • 595 Express Bus Service provides free commuter park-and-ride locations, and travel along the major interstate highways to Miami-Dade County and downtown Fort Lauderdale on weekdays during morning and afternoon peak travel hours.

SR 7/US 441 Project Development and Environment Study

Responsible Agency: FDOT

Overview

- Project Development and Environment (PD&E) Study on SR 7/US 441 from SR 834/Sample Road to SR 808/Glades Road.
- SR 7 between the Broward County Line and Glades Road is designated as a TOC in the Broward County Comprehensive Plan; County policy requires the addition of two dedicated transit/special use lanes with projected LOS falls below LOS D within a five-year period.
- The purpose of this study will be to analyze traffic/land use data; perform environmental analyses, develop engineering concepts, conduct a noise study, and perform financial analyses in order to accomplish the following:
 - Address operational/capacity needs
 - Evaluate premium transit on SR 7/US 441
 - Connect and improve north-south transit service
 - Address bicycle and pedestrian needs
 - Improve safety
 - Increase sustainability, mobility options
- Alternatives to be considered:
 - No build/no project alternative
 - Build alternatives
 - Intersection improvements
 - Bicycle/pedestrian/transit improvements
- Selection of the preferred alternative is anticipated to be completed 2013-2014.

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