

Broward County 16-8ESR (BrowardNext) - FDOT District Four Review Technical Comments Dated 10/28/16

The Florida Department of Transportation (FDOT) appreciates the opportunity provided for agency stakeholders to coordinate with County staff and provide comments during the development of the BrowardNEXT initiative. This planning effort is an important step in preparing for increases in population and anticipated shifts from the historic suburban development pattern to one that is increasingly urban. The following comments are intended to help reinforce the statewide and regional perspective as the County moves forward with identified visions, strategies, and implementation approaches.

Broward County's long term projected growth will place additional demands on transportation resources and facilities of state and regional importance, including the Strategic Intermodal System (SIS) and State Highway System (SHS). The manner in which Broward County accommodates new growth in transportation-supportive land use patterns will directly affect the performance of the SIS and SHS. Land use and other supportive policies that focus growth within high intensity mixed use "activity centers" will promote opportunities for expanding travel choice options by incorporating network connectivity and mode choice expectations. In this light, the Department offers the following comments and recommendations.

PCT 16-5: Section 1 – Highlighted Regional Issues

1. Multi-Modal Vision - Consider developing and incorporating an aspirational vision statement into the Multi-Modal Vision component of the Highlighted Regional Issues document in Section 1 of the Comprehensive Plan to describe where the County intends to focus new growth and how the future land use and future transportation system are intended to function together in light of the essentially built-out conditions and future growth projections. Consider drafting a vision statement related to transportation that coincides with partner agency vision statements. If the county chooses to develop an aspirational vision statement, please consider reviewing the proposed strategies, implementation approaches and activities to ensure consistency with the updated vision.

For example, the Department's vision statement is as follows:

"Serving the people of Florida by delivering a transportation system that is fatality and congestion free."

The Broward MPO has the following vision statement:

"The Broward MPO's vision is to transform transportation in Broward County to achieve optimum mobility with emphasis on mass transit while promoting economic vitality, protecting the environment, and enhancing quality of life."

In conjunction with the vision statement, the County could consider developing a strategy, activity or approach to develop a vision map that conveys the connection between the future

multi-modal transportation system and areas targeted for receiving new growth. A vision map demonstrates how the envisioned land uses and activity areas align with and support future transportation investments, particularly in premium transit service. A vision map can help clarify for elected officials, agency staff, business interests, and members of the public to understand what direction the County wants to go in.

- A vision map could include:
- areas of focused development (i.e. activity centers)
- envisioned land uses and land use patterns
- existing and planned multimodal transportation routes
- critical environmental features
- other envisioned components

The Regional Transit Vision in the SEFTC Southeast Florida 2040 Regional Transportation Plan is an example of a visioning map that the County could build upon. Another example of a map illustrating general areas of targeted growth and a future multi-modal transportation system is the Aspirational Future Vision Map from the I-95 Corridor Mobility Planning Project.

A vision map could help integrate several of Broward County's proposed strategies, potential implementation approaches, and supporting concepts from multiple focus areas, including:

- Prioritize new and redevelopment to existing and planned downtowns and major transit corridor and transit hubs (Targeted Redevelopment Strategy#1)
- Identifying and achieving efficient interconnected multi-modal networks throughout the County (Multi-Modal Vision, Strategy #1, first bullet under Implementation Activities)
- Promoting mixed-use development along major transit corridors (Multi-Modal Vision, Strategy #3, third bullet under Implementation Activities)

Some wording has been clarified to be more inclusive and enhance the Highlighted Regional Issue. Please see notes below.

2. Performance-based planning - Consider incorporating performance-based planning for achieving longer term multi-modal transportation accessibility goals. Performance measures and standards can be used to work towards a longer term vision of transportation and land use. The key in implementing a performance based planning approach is to use the same measures and standards for long term comprehensive planning and for development review processes. The Department can offer assistance with setting up a performance-based approach for setting long term targets with compatible shorter term standards.

Follow up phase after adoption

3. Strategy MM-1: Make Best Use of the Regional Transportation Network

- a. In the third sentence in the first paragraph, suggest this change: “Broward County’s ~~corridor~~ transportation network is largely defined...” **Staff concurs. Incorporated. See Highlighted Regional Issue – Multi-Modal Vision.**
 - b. Suggest this addition to the second implementing activity: “Supporting municipal, metropolitan planning organization, and state Complete Streets Projects.” **Staff concurs. Incorporated. See Highlighted Regional Issue – Multi-Modal Vision.**
 - c. Strategy MM-1: references movement of goods and services in the strategy but not in the associated explanation of the strategy. It is recommended to add content specific to the movement of goods and services (freight) in the context of a complex urban/suburban environment and incorporation of a Transportation System Management and Operations (TSM&O) theme to maximize the efficiency of the existing transportation network. Also suggest identifying implementation activities to go with the added content. **Staff concurs. Incorporated. See Highlighted Regional Issue – Multi-Modal Vision.**
 - d. MM-1 Implementation activities, second bullet: Strengthen the description of County support for municipal and state Complete Streets projects to clarify the type of support the County could provide. For example, the County could provide financial, technical, or other types of support to the state and local governments. The County could also consider indicating the level of support in each area where it anticipates providing support and whether support would be direct or indirect. **Incorporated. See Highlighted Regional Issue – Multi-Modal Vision.**
4. Strategy MM-2: Housing and Transportation Connection
- a. The term “activity areas” is used in the first sentence in the second paragraph. Is “activity centers” meant instead? **Noted.**
5. Strategy MM-4: Identify and implement a multi-modal level of service standard for redevelopment proposals
- a. Consider examining multi-modal accessibility measures to complement multimodal level of service standards. The Department can provide resources to assist in this investigation. **Staff concurs. Incorporated. See Highlighted Regional Issue – Multi-Modal Vision.**
 - b. Multi-modal LOS does not incorporate whether destinations are within walking distance – the concept of accessibility. Accessibility-related performance measures can work in tandem with multi-modal LOS measures to form a more complete picture of destination accessibility and the relative comfort and connectedness to and from these destinations.

PCT 16-6: Section 2 – Policies

6. Policy 2.1.3: states that the Broward County Planning Council shall review the Broward County Land Use Plan at least every seven (7) years, including considerable public outreach and participation. This reflects the minimum statutory requirement. However, technology and society is changing at a rapid pace. The County may want to consider coinciding their review with the adoption of the Broward MPO's Long Range Transportation Plan every five (5) years.

Noted.

(For Reference: **POLICY 2.1.3** The Broward County Planning Council shall review the Broward County Land Use Plan at least every seven (7) years, including considerable public outreach and participation. (f/k/a New Policy 3))

7. Policy 2.2.5: states that a studio housing unit or efficiency housing unit no greater than 500 square feet in size may be counted by the local government as 0.5 dwelling units for residential density calculations. The associated trip generation rate will result in a reduced traffic impact scenario. However, without a requirement to provide fewer parking spaces or factoring in the proximity to nearby transit, the analysis could easily under-estimate the transportation impacts from a proposed development. It is recommended that the policy be modified to include a mandatory reduction in parking and proximity to transit services.

Noted. Staff considers parking reductions a function of the local government.

(For Reference: **POLICY 2.2.5** A studio housing unit, or efficiency housing unit, or similar housing unit, no greater than 500 square feet in size may be counted by the local government as 0.5 dwelling units for residential density calculations. (f/k/a Revised New Policy 8))

8. Policy 2.4.3 and Policy 2.4.4: In support of transit oriented development and planning for transit services, the County should consider providing for minimum as well as maximum residential uses within Activity Centers. This addition would be in line with Policy 2.4.5, which provides for minimum and maximum FAR for non-residential uses within Activity Centers.

Noted. Staff considers phasing a function of the local government.

(For Reference: **POLICY 2.4.3** Residential use is required as a principal component within an Activity Center. Maximum residential density must be specified by the local government, and must be described in the permitted uses section of the Broward County Land Use Plan. Residential densities may be specified either as units per gross acre in geographically designated areas and/or as a maximum number of permitted units (e.g. pool of units in the Activity Center). (f/k/a Policy 17 and Combined Policies 10.03.04, 10.04.02, 10.05.01 and 10.05.02)

POLICY 2.4.4 At least two non-residential uses must be permitted in the Activity Center as a principal use: e.g. retail, office, restaurants and personal services, hotel/motel, light industrial (including “live work” buildings), research business, civic and institutional. (f/k/a Policy 18 and Combined Policies 10.04.03 and 10.05.03))

9. Policy 2.14.1: states that Broward County will continue to provide a transportation concurrency fee credit for new development located in proximity to transit stops. Proximity is not defined. Since there are thousands of bus stops in Broward County, this credit would appear to apply to most developments. The policy should be revised to include or require the development of minimum standards to be eligible for the credit. An example would be arterial & collector roads that have sidewalks within ¼ mile, ADA compliance, lighting, bicycle accommodations, trash receptacle, shelter, etc. Alternatively, the policy could also apply to stops that meet minimum ridership thresholds.

Staff concurs. Policy updated. This is an existing Policy and will be further addressed in the Broward County Land Development Code.

(For Reference: **POLICY 2.14.1** Broward County will continue, through the criteria established within the Broward County Land Development Code, to provide a transportation concurrency fee credit for new development located in proximity to transit stops. (f/k/a New Policy 83; Updated for 2nd public hearing per FDOT Technical Comment))

10. Policy 2.14.6: The Department requests that this policy be modified to require consultation with FDOT to determine capacities and levels of service to be used for the regional roadway network, including the Strategic Intermodal System (SIS).

Noted. This is an existing Policy which endorses the BMPO model. It is staff’s understanding that roadway capacity tables are created utilizing the FSUTMS model, which is administered by FDOT along with the Broward MPO.

(For Reference: **POLICY 2.14.6** Broward County and its local governments shall utilize the highway capacity methodology endorsed by the Broward ~~County~~ Metropolitan Planning Organization and approved by the Broward County Board of County Commissioners to determine the capacities and levels of service on the regional roadway network. (f/k/a Policy 88 and Revised Policy 12.01.02))

11. Policy 2.14.9: The Department recommends revising this policy to include consideration of impacts to the SIS as follows – “The impact analysis for proposed amendments to the Broward County Land Use Plan shall continue to consider as significant those regional roadway segments and interstate ramps that are projected to experience, as a result of the net effect from the proposed amendment, an impact of three percent (3%) or greater than the p.m. peak hour level of service capacity for those regional roadway segments. (f/k/a Policy 91 and Policy 12.01.11)”

Noted. Ramps are included in the FSUTMS, however there is no corresponding Roadway Capacity Analysis data available at this time. This could potentially be updated in the future should data become available.

(For Reference: **POLICY 2.14.9** The impact analysis for proposed amendments to the Broward County Land Use Plan shall continue to consider as significant those regional roadway segments that are projected to experience, as a result of the net effect from the proposed amendment, an impact of three percent (3%) or greater than the p.m. peak hour level of service capacity for those regional roadway segments. (f/k/a Policy 91 and Policy 12.01.11))

12. Policy 2.16.3(2), first paragraph: What is meant by “limited transit stop” is unclear. Is it a transit stop for limited stop (or express) transit service? This term is not defined in the definitions section.

Staff concurs. Policy updated. The Policy includes an update to reflect areas within ¼ of limited transit stops that 5 buses per hour pass by and within ½ mile rail. See PCT 16-8, as well as attached map.

(For Reference:

(1) Bonus Formulas

Moderate-income: two (2) bonus “market rate” units per every one (1) “moderate-income” unit (including areas east of the Intracoastal Waterway), except the bonus may be up to four (4) “market rate” units per every one (1) “moderate-income” unit for a project located within an “Activity Center” designated on the Broward County Land Use Plan, or projects located within ~~¼~~ ½ mile of a rail station or premium-¼ mile of limited transit stop defined as no fewer than 5 buses or similar transit vehicles passing by in one hour (not including areas east of the Intracoastal Waterway).

Very-Low to Low-income: Four (4) bonus “market rate” units per every one (1) “very-low or low-income” unit (including areas east of the Intracoastal Waterway), except the bonus may be up to six (6) “market rate” units per every one (1) “very-low or low-income” unit for a project located within an “Activity Center” designated on the Broward County Land Use Plan, or projects located within ~~¼~~ ½ mile of a rail station or premium-¼ mile of limited transit stop defined as no fewer than 5 buses or similar transit vehicles passing by in one hour (not including areas east of the Intracoastal Waterway).)

13. Policy 2.18.2: The Department continues to support County and municipal efforts to approach level of service (LOS) standards/performance standards for transportation from an integrated, multimodal perspective. Policy 2.4.18 speaks to municipal policies for new Activity Centers that promote an urban form which, among other things, “promotes the safe, interconnectivity of vehicular, pedestrian and other non-motorized movement.” Policy 2.4.2 indicates pedestrian mobility is to be a priority within new Activity Centers. The existing Activity Centers range in size from 8.8 acres to 2,244 acres (3.5 square miles) and no maximum size is being set for new Activity Centers. Some level of vehicular travel, including use of roadways for transit service, is likely to continue within existing and new

Activity Centers.

Noted.

(For Reference: **POLICY 2.18.2** By 2018, Broward County and the Broward County Planning Council shall study and recommend integrated levels of service standards for bicycle, transit, and pedestrian facilities and services within, at a minimum, designated or proposed and eligible “Activity Centers,” or municipal and county approved community redevelopment areas. If a proposed development fails to meet levels of service standards for automobile roadway capacity in such areas, the proposed development may be recommended for approval if levels of service for bicycle, transit, and pedestrian facilities and services are acceptable after considering effects from the proposed development. (f/k/a New Policy 108))

14. Policy 2.21.2: This comment was previously provided on this policy (as Policy A.03.06) relating to designation of Adaptation Action Areas(AAAs):

Broward County Land Use Plan Policy A.03.06 provides for coordination with local municipalities on the designation of AAAs. The Department recommends that the policy also provide for County coordination with FDOT and other agencies that plan for or own, operate, and maintain public facilities/infrastructure within or crossing proposed AAAs.

Staff concurs. Policy updated. See PCT 16-8.

(For Reference: **POLICY 2.21.2** Broward County shall, in coordination with its local municipalities and other affected agencies, designate Adaptation Action Areas (AAAs), per Florida State Law, in order to: a. Identify areas of regional significance that are vulnerable to the impacts of rising sea level; b. Identify and implement adaptation policies to increase community resilience; and c. Enhance the funding potential of infrastructure adaptation projects. (f/k/a Policy 131 and Policy A.03.06; Updated for 2nd public hearing per FDOT Technical Comment))

15. Policy 2.21.4: Information available from studies and other sources on potentially at risk transportation infrastructure within Broward County and the wider Southeast Florida region is growing. Accordingly, would suggest not limiting this policy to coordination on adaptation efforts “for infrastructure immediately landward of coastal high hazard areas, in order to ensure functional access to emergency evacuation routes for coastal populations.”

Noted.

(For Reference: **POLICY 2.21.4** Broward County shall work cooperatively with local governments and transportation agencies to identify and evaluate transportation infrastructure at risk and help coordinate adaptation efforts for infrastructure immediately landward of coastal high hazard areas, in order to ensure functional access to emergency evacuation routes for coastal populations. (f/k/a Policy 133 and Policy 8.08.07))

16. Policy 2.36.1: This new policy addressing environmental justice focuses on impacts to vulnerable populations from local and regional land use policy and public infrastructure and services decisions. Another dimension that could be covered is “ladders of opportunity” (access to essential services) which is a federal planning emphasis area. More specifically, the Federal Highway Administration and the Federal Transit Administration are encouraging State DOTs, MPOs, and providers of public transportation (e.g., Broward County Transit), as part of the transportation planning process, to identify transportation connectivity gaps in accessing essential services. Essential services include employment, health care, schools/education, and recreation.

Staff concurs. Policy updated. In addition, new Policy 2.36.2 has been added to set a timeline for the development of model guidelines, methods and tool to advance Policy 2.36.1 (based on this comment as well as additional input from another agency). See PCT 16-8.

(For Reference: POLICY 2.36.1 For local and regional land use policy and public infrastructure and services decisions, local governments and agencies should ensure environmental justice when considering the impacts to vulnerable populations, including but not limited to, the economically disadvantaged, racial and ethnic minorities, the uninsured, low-income children, the elderly, the homeless and those with chronic health conditions, including severe mental illness. (New Policy; Updated for 2nd public hearing per FDOT Technical Comment)

POLICY 2.36.2 The Broward County Planning Council and Broward County shall, by 2019, work with Broward County municipalities, partner agencies, stakeholders, and interested parties who make and are affected by land use policy and public infrastructure and services decisions, and issue model guidelines, methods, and tools to advance environmental justice. (New Policy Proposed for 2nd public hearing per FDOT Technical Comment and other input)

PCT 16-7, Section 2: Definitions

17. Context Sensitive Roadways: Would consider this modification: “means...surrounding neighborhood, ~~and~~ are responsive to multiple transportation modes, and maintain safety and mobility.” This modification would more clearly incorporate the “consideration of the primary existing and planned function of the roadway” aspect of “context sensitive” stated in the Multi- Modal Vision.

Definition updated. See PCT 16-7.

(For Reference: CONTEXT SENSITIVE ROADWAYS – means roadways that are planned and developed with improvements that are considerate of the character and environment of the corridor and the surrounding neighborhood, ~~and~~ are responsive to multiple transportation modes, and maintain safety and mobility. (Updated for 2nd public hearing per FDOT Technical Comment))

18. Multi-Modal: “Freight” is not typically identified as a mode. Could replace “automobile” with “automobile/truck” and add rail (for passengers as well as freight). Also, may want to consider adding “surface” before “transportation network” if mean to exclude aviation and seaport modes.

Staff concurs. Definition updated. See PCT 16-7.

(For Reference: MULTI-MODAL – means a transportation network that considers all modes, including automobile/truck, transit, bicycle, pedestrian and rail freight. (Updated for 2nd public hearing per FDOT Technical Comment))

19. The County should clarify how the use of “regional roadway network” in policies (2.14.5, 2.14.6, 2.14.9, 2.17.1) relates to the proposed “regional transportation network” definition.

The County should explain, in the definition or elsewhere in the plan, how the county’s “regional transportation network” relates to and furthers the following networks in the SEFTC’s 2040 RTP

(http://seftc.org/system/uploads/documents/2040RTPFinal_Oct2015.swf):

- 2040 Regional Corridor Network (Figure 12, p. 45)
- Regional Transit Vision connecting regional destinations (e.g., downtown Fort Lauderdale Mega Gateway) (Figure 16, p. 83)
- Regional Greenways and Trails Plan (Figure 20, p. 103)
- Regional Freight Networks (Figures 23 and 24 on pp. 109 and 111).

Staff concurs. Definition updated. See PCT 16-7.

For Reference: REGIONAL TRANSPORTATION ROADWAY NETWORK - means the facilities roads contained within the Broward County Metropolitan Planning Organization's adopted long range Year 2040 2025 Highway Network, except for those roads functionally classified as city collector roads, but not excluding other modes and networks such as corridors, transit, greenways and freight. (Updated for 2nd public hearing per FDOT Technical Comment)

PCT 16-8, Section 2.B.: Permitted Uses

20. 9. Criteria for designating adaptation action areas of regional significance - The County may want to consider providing for joint applications by municipalities for Adaptation Action Area designations in cases where problems and proposed solutions cross their jurisdictional lines.

Noted. Not prohibited by existing language. Partnerships will continue to be encouraged.

Note: Underlined and ~~struck through~~ words were included in the initial draft that was the subject of public hearing and transmitted to the State of Florida review agencies.

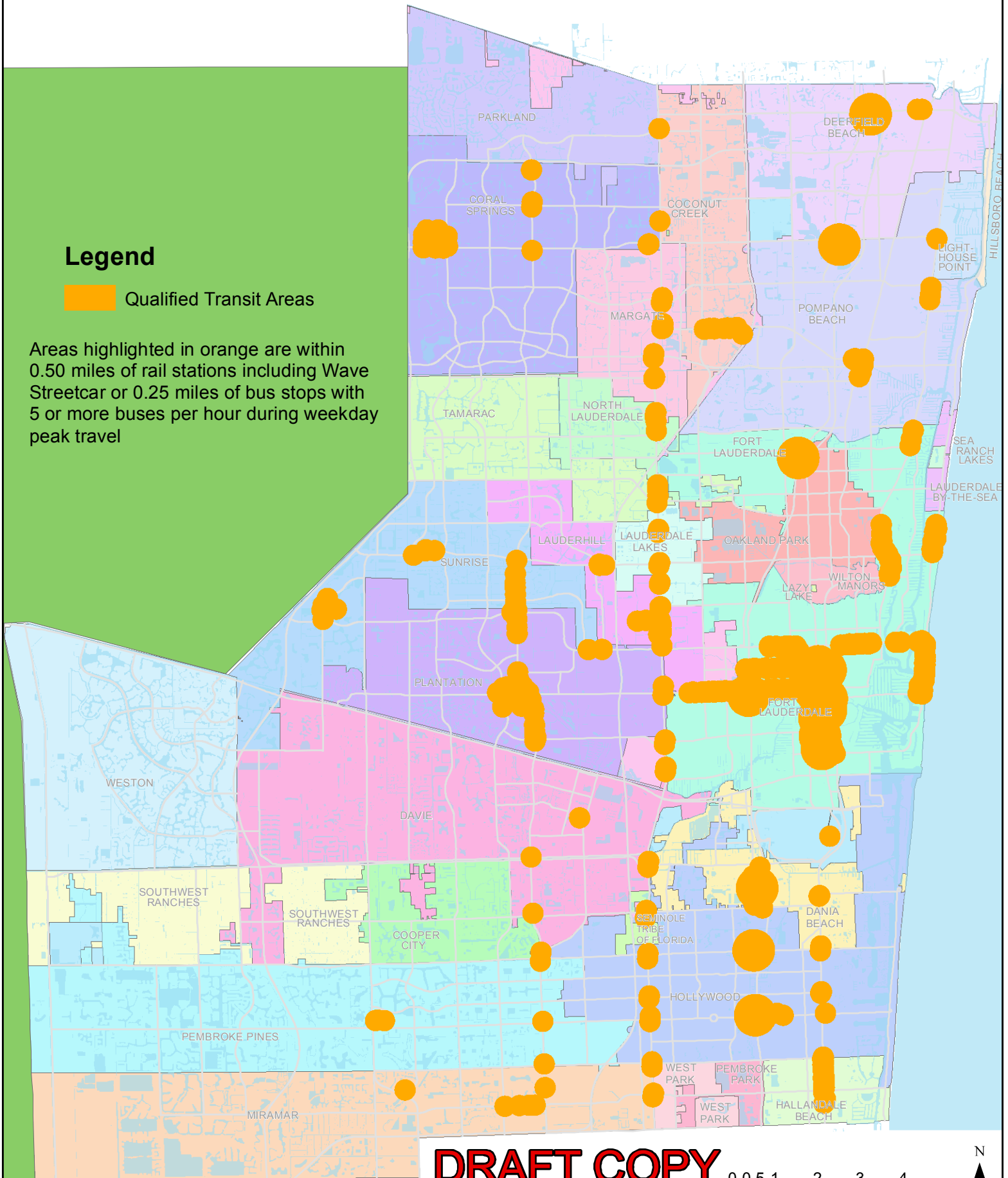
Double-Underlined and ~~struck through~~ words are proposed additions and deletions subsequent to transmittal to the State of Florida review agencies.

BCT Broward Next Policy Concept A with Wave Streetcar

Legend

 Qualified Transit Areas

Areas highlighted in orange are within 0.50 miles of rail stations including Wave Streetcar or 0.25 miles of bus stops with 5 or more buses per hour during weekday peak travel



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0 0.5 1 2 3 4 Miles

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