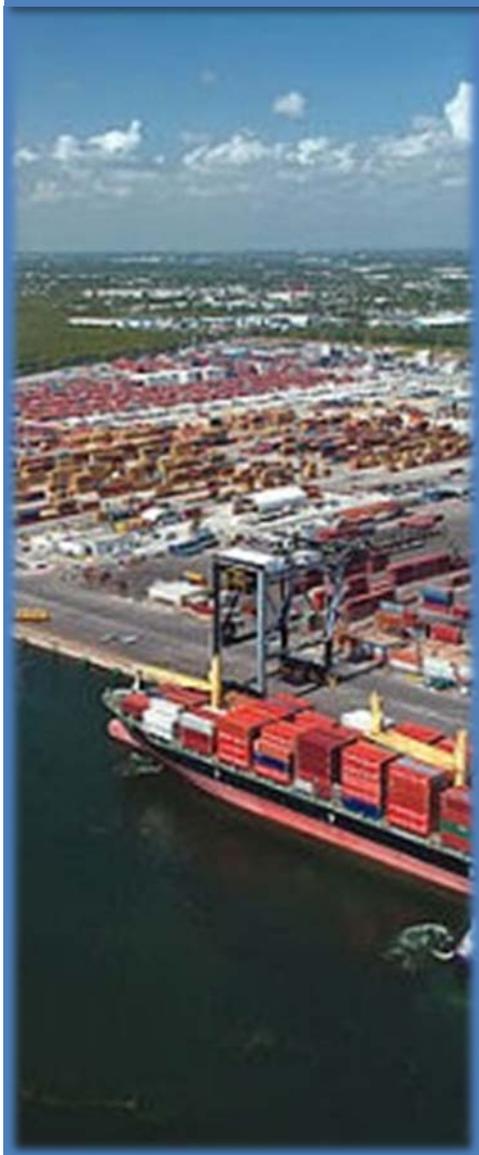


Multi-modal Transportation Strategies and Opportunities are a priority to move People, Goods and Services throughout Broward County



BROWARDNEXT

Moving People, Goods and Services

MULTI-MODAL VISION

The predominant development pattern in Broward County has historically been a suburban model with a focus on auto-oriented, low-density, separated land use, and sprawling development. Today, however, Broward County's urbanized "developable" area, consisting of approximately 410 square miles of the eastern portion of the County, can be characterized as essentially built-out. This built-out character physically and fiscally constrains the ability to increase roadway capacity through the construction of additional travel lanes for automobiles. However, Broward County expects to add approximately 250,000 new residents by the year 2040 and strives to enhance its economic base. In this light, the County is committed to support a full range of multi-modal transportation options necessary to safely and adequately serve the County's current and future residents, businesses and visitors and strengthen the local economy.

STRATEGY Make the Best Use of the Transportation Network to Move People, Goods and Services safely and efficiently while Incorporating and Promoting Complete Streets Principles Where Appropriate

"Complete Streets" are roadways designed and constructed for all modes of transportation – automobiles, buses, bicycles, pedestrians, and freight vehicles, and for all users, regardless of age or ability. Complete Streets enhance the community's quality of life, results in positive health benefits, and have a positive impact on the economy. Broward County's corridor is largely defined and the opportunity to add new links and lanes for single-occupancy vehicles is limited. The County must utilize the existing and planned transportation network to move people, goods and services safely and efficiently, making use of all modes of transportation, including pedestrian, bicycle and transit.

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Broward County shall promote, accommodate, and construct Complete Streets features throughout the County, consistent with the County's jurisdictional responsibilities, and in a "context sensitive" fashion (e.g. consideration of the surrounding area, the primary existing and planned function of the roadway, including the prevalence of freight traffic, and safety).

Implementation Activities include:

- Accommodating Complete Streets features and technology into County-maintained roadways where practical and financially feasible, capitalize on intergovernmental coordination and technical assistance opportunities to identify and achieve efficient interconnected multi-modal networks throughout the County; and,
- Supporting municipal and state Complete Streets projects.

STRATEGY Recognize and Address the Transportation and Housing Connection

The two biggest household expenses are housing costs (i.e. mortgages or rents, insurance and property taxes) and transportation costs (i.e. car payments, fuel, insurance and maintenance costs). The nationally recognized "Housing and Transportation Affordability Index" (H + T Index) offers a benchmark that no more than forty-five percent (45%) of household costs should be consumed by housing and transportation. As of 2015, Broward County's housing and transportation cost index stood at sixty-five percent (65%), which makes Broward County one of the most expensive in the nation for combined housing and transportation costs. Broward County is committed to recognizing and addressing the transportation and housing connection in redevelopment proposals to help reduce these costs.

Broward County shall support strategically directing new growth and redevelopment to mixed use activity areas such as downtowns and along major corridors which offer multi-modal connections and cost effective infrastructure investments to accommodate full access to housing, jobs, local businesses, and community services.

Implementation Activities include:

- Promote and direct redevelopment and mixed use opportunities towards major transportation hubs and corridors;
Support residential attainable housing bonus densities towards major transportation corridors, stations, and redevelopment areas.

STRATEGY Promote and Support a Sustainable Funding Source for Countywide Transit Needs

The built-out character of the County's developable land constrains its ability to increase roadway capacity through the construction of additional travel lanes. To accommodate future growth and urban land use patterns, Broward County supports a sustainable funding source to improve access and mobility for its residents, businesses and visitors.

Broward County supports the identification and approval of a sustainable funding source to accommodate the operation and expansion of the County-wide transit system.

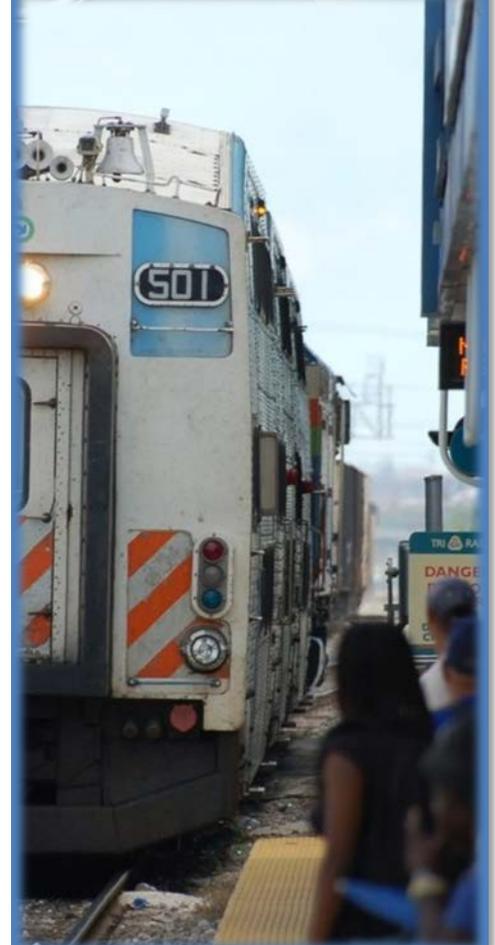
Implementation Activities include:

- Identification, support and approval of a sustainable transportation funding source;
- Identify and adopt minimum acceptable standards for the quality and quantity of transit service;
- Promote mixed use development along major transit corridors; and,
- The creation of additional capacity for other types of mobility by better utilization of existing rights-of-way, including transit, pedestrians and bicycles.

STRATEGY Identify and Implement a Multi-Modal Level of Service Standard for Redevelopment Proposals

The projected impact to the regional transportation network is one of the primary review and analysis tools in determining the effects of a proposed development. This review and analysis has traditionally been based on the estimated impacts on the transportation network resulting from automobiles. Broward County supports and is committed to an analysis that takes alternative modes of transportation and mobility options fully into account.

Broward County shall utilize a multi-modal capacity and impact measure to analyze and evaluate (re)development



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proposals, including those that require a Broward County Land Use Plan amendment.

Implementation Activities include:

- Utilize a level of service standard that fully recognizes existing and planned alternate modes of transportation within recognized mixed use activity centers such as downtowns and along major transportation corridors.

Supporting policy and implementation guidelines for the outlined strategies are included in Section 2 of the Broward County Land Use Plan and the County's Transportation Element.