



# Transportation Element

# Post-Adoption Amendments

The BrowardNEXT2.0 Comprehensive Plan was adopted on March 28, 2019 (Ordinance No. 2019-11).

Post-adoption amendments are listed below:

- Ordinance No. 2022-02, Adopted January 25, 2022:
  - Adds text to OBJECTIVE T 2.5, POLICY T 3.2.2 and 4.5.11; adds text and amends to POLICY T 2.5.5 and 4.2.7; adds POLICY T 4.2.8, regarding the peril of flood requirements of Section 163.3178(2)(f), Florida Statutes.

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# Transportation Element

The Transportation Element encompasses more than transportation-related policies, as it is fundamentally tied to land use, housing, recreation, and other elements of the Comprehensive Plan. The Element integrates these various components while setting a core transportation vision for access and mobility in Broward County and clearly defining the path for implementation.

Broward County's multimodal transportation system serves more than 1.9 million permanent residents in addition to seasonal residents, tourists, and commuters. Centrally located in Southeast Florida, the County recognizes that a regional approach is necessary to address transportation needs. Regional transportation systems in Broward, such as Tri-Rail, Florida State Highway System, and Florida Turnpike Enterprise System, are critical for regional commerce. Broward's Fort Lauderdale-Hollywood International Airport and Port Everglades extend the County's reach across the globe as a major gateway for tourism, freight, and business. Local pedestrian and bicycle networks link communities to transit, recreation, education, employment, and entertainment. Each mode of the transportation system is addressed in this Element to achieve an efficient, sustainable, safe, and convenient network integrated with land use and specific to the County's location within the region.



AvMed Rides by B-Cycle Station in Fort Lauderdale. More than 26,000 people have explored Broward cities by B-cycle since the service started, a program that supports Policy T2.5.1

## Policy History

- 1989 The Traffic Circulation Element is adopted as part of the County's first Comprehensive Plan.
- 1999 Transportation Element replaces the Traffic Circulation Element.
- 2004 Transportation Concurrency adopted with standards that prioritize transit investments.
- 2014 Complete Streets policies are adopted into the Transportation Element.

## Focus Areas

- Expand Broward County's multimodal transportation system by providing for safe, convenient, and comfortable travel
- Plan for prosperity by making equity, economic development, and emerging technologies core components of mobility and built environment strategies
- Align transportation funding with mobility goals and provide a safe and secure transportation system for all users
- Expand regional mobility options, facilities, and partnerships to better connect South Florida and beyond

## Legal Authority



[Section 163.3177 \(6\)\(b\), Florida Statutes](#): *A transportation element addressing mobility issues in relationship to the size and character of the local government. The purpose of the transportation element shall be to plan for a multimodal transportation system that places emphasis on public transportation systems, where feasible. The element shall provide for a safe, convenient multimodal transportation system, coordinated with the future land use map or map series and designed to support all elements of the comprehensive plan.*

# Goals, Objectives & Policies

## GOAL TRANSPORTATION

The Transportation Element of the Comprehensive Plan is intended to set the core vision for access and mobility while recognizing the connection between development patterns and transportation systems. The goals, objectives, and policies are intended to clearly lay out this vision.

### Expand Broward County's multimodal transportation system providing for safe, convenient, and comfortable travel

As congestion on roadways throughout Broward County increases, motorists have noted that travel is not as reliable or convenient as it was in the past. Many streets were designed decades ago and widened to their maximum possible width when the primary goal of this Element was to move cars as efficiently as possible. Today, confronted with additional population growth, Broward County recognizes that streets need to effectively move people, not just cars. In order to enhance mobility, it is important to use available right-of-way on existing streets efficiently. This includes retrofitting existing roadways to incorporate bicycle, pedestrian, and transit networks.

The goals, objectives and policies in this section provide direction on integrating and, where necessary, prioritizing functions of the street. These policies also recognize that, collectively, two or more streets can combine to serve as a "complete corridor."

## GOAL T1

Continue to implement an integrated network of Complete Streets, Greenways and Blueways, that provide safe, convenient, and comfortable travel for all users.

**OBJECTIVE T1.1** Implement complete streets concepts in a context sensitive approach, coordinated with land use and urban design, to facilitate the achievement of a fully connected transportation system providing safe, convenient, and comfortable travel, including access for users of all ages and abilities regardless of their mode of transportation.

**POLICY T1.1.1** Broward County shall utilize its interdepartmental and interdisciplinary "Complete Streets Team" represented, at a minimum, by County Administration, Human Services, Environmental Protection and Growth Management (Environmental Planning and Community Resilience, Planning and Development Management), Parks and Recreation, Public Works (Highway and Bridge Maintenance, Highway Construction and Engineering, Traffic Engineering), and Transportation (Transit). The Broward County Complete Streets Team shall meet at least once quarterly, establish subcommittees as needed, which may include non-County staff participation, and is charged with the following:

1. Review, recommend updates, and monitor the County's Comprehensive Plan and the County's roadway corridor minimum standards and codes to ensure and further context sensitive consistency with the Broward MPO adopted "[Broward Complete Streets Guidelines](#);"
2. Coordinate with the Broward County Planning Council to review and recommend updates to the Broward County Land Use Plan and the Broward County Trafficways Plan to ensure consistency with the Broward Complete Streets Guidelines;
3. Conduct timely reviews and offer recommendations for all projects involving County maintained roads and for other roadway projects, as may be required and/or requested within Broward County, to include context sensitive features and techniques consistent with the Broward Complete Streets Guidelines;
4. Conduct, coordinate, and support fact-finding and educational outreach efforts with municipal, regional, and State agencies, and other interested parties, in support of context sensitive implementation of the Broward Complete Streets Guidelines; and
5. Identify, coordinate, leverage, and support pursuit of funding sources for Complete Streets projects, including "pilot" and "demonstration" projects supported by the County.

**POLICY T1.1.2** In support of Complete Streets, Broward County shall consider opportunities and methods to partner on and support roadway "shared space" efforts such as, but not limited to, the (re)design of appropriate rights-of-way to best accommodate festivals, parades, open-air markets, and other events that encourage social interaction and community building.

**POLICY T1.1.3** Broward County shall support and encourage context sensitive implementation to enhance and/or re-establish street-network connectivity and circulation (e.g. removal of barriers which close off or inhibit pedestrian, bicycle, or vehicle access to public rights-of-way, including during construction activities).

**POLICY T1.1.4** Broward County shall support efforts to identify and implement techniques to further the Broward Complete Streets Guidelines through "request to experiment" procedures in regard to the Federal Highway Administration's [Manual on Uniform Traffic Control Devices for Streets and Highways](#) (MUTCD) and [FDOT Design Manual](#).

**POLICY T1.1.5** Broward County shall support and incorporate into the County's codes and standards the utilization of context sensitive techniques to enhance pedestrian safety and comfort, consistent with the Broward Complete Streets Guidelines, including, but not limited to:

1. Wide sidewalks;
2. Pedestrian scale setbacks;
3. Pedestrian-friendly crossings, including prominent placement and adequate timing;
4. Pedestrian refuges;
5. Small corner radii;
6. Sidewalk bulb-outs;
7. Mid-block crossings;
8. Pedestrian scale energy efficient lighting;
9. Avoidance of uneven pedestrian surfaces, consistent with Americans with Disabilities Act (ADA) requirements;
10. All-pedestrian phase and lead interval crossings;
11. Pedestrian signage and wayfinding;
12. Sufficient, appropriately placed, and high-quality street furniture (e.g. benches, information kiosks, trash receptacles, public art);
13. Prioritization of the use of appropriate trees and landscaping, located, and tended in a manner that assures healthy growth, adequate shade, and a provides a physical barrier between pedestrians and the adjacent road;
14. Coordination of pedestrian street crossings with transit stop locations;
15. Coordination and connection to existing and planned greenway paths/trails;
16. Creation of pedestrian access networks to connect to complimentary uses, such as residential/commercial, office/commercial;
17. Incorporation of design features in new development that provide adequate shade, such as, arcades and awnings; and
18. Parklets.





Example of a pedestrian-friendly environment that support Complete Streets Guidelines, Downtown Hollywood, described in Policy T1.1.5

**POLICY T1.1.6** Broward County shall support and incorporate into the County's codes the utilization of context sensitive techniques to enhance bicycling safety and comfort, consistent with the Broward Complete Streets Guidelines, including, but not limited to:

1. Sufficient and safe bicycle lanes, with a preferred width of 7 feet, that include door zones, buffers, and/or protected cycle tracks;
2. Highly visible bicycle lanes (e.g. utilizing striped/dashed lane markings through intersections, green colored bicycle lanes in conflict zones, lighting, signage, signalization);
3. Avoidance of uneven bike path surfaces;
4. Identification and sufficient marking of shared use paths;
5. Wayfinding signage and maps;
6. Consideration and identification of bicycle boulevards and/or use of parallel streets;
7. Bicycle specific signals and/or signal detection;
8. In-street bicycle boxes;
9. Availability and placement of sufficient bicycle racks, including at transit stops;

10. Coordination of bicycle lanes and facilities with transit routes and facilities to support user option of segmented user trips (e.g. bicycle cars on trains, bicycle racks on buses);
11. Routing bicycle lanes around transit stops, especially at stops with island platforms;
12. Coordination and connection to existing and planned greenway paths/trails;
13. Mountable curbing when transitioning a bicycle lane to a mixed-use path; and
14. End of trip facilities (e.g. showers, lockers).



Installation of a green bicycle lane on Bailey Road, another Broward Complete Streets project.

**POLICY T1.1.7** Broward County shall support and incorporate into the County’s codes and standards the context sensitive use of “street/traffic calming” techniques; (e.g. reduced vehicle lane width), textured pavement, chicanes, roundabouts, on-street parking, strategic use of differing median types) to enhance multi-modal user safety and accessibility.

**POLICY T1.1.8** Broward County shall support and incorporate into the County’s codes and standards the context sensitive use of urban forestry techniques, including trees selected, located, and tended in a manner that assures healthy growth, to enhance pedestrian and bicyclist shade/cooling, and enhance corridor aesthetics.



Flagler Drive Bioswale, Fort Lauderdale. Project that supports Policy T1.1.9.

**POLICY T1.1.9** Broward County shall support and incorporate into the County’s codes and standards the context sensitive use of techniques to efficiently address streetwater runoff (e.g. swales, planters, vegetated buffer strips, rain gardens, bioswales, infiltration trenches, permeable paving) in a manner that provides ecological, economic, and aesthetic benefits. Additionally, utilities should be placed in such ways to minimize disruption to pedestrian and bicycle travel and to facilitate directing streetwater runoff, planting “Florida Friendly” trees and other vegetation, and siting street furniture, while maintaining necessary access to utilities for maintenance and emergencies.

**POLICY T1.1.10** Broward County shall support and incorporate into the County’s codes and standards the context sensitive placement of energy efficient illumination to promote pedestrian, bicycle, and vehicular activity and safety without adversely impacting protected wildlife or promoting light pollution.

**POLICY T1.1.11** Broward County shall coordinate multi-modal use of rights-of-way with appropriate supporting land uses, urban form, and densities necessary to support transit-oriented development (e.g. public spaces that promote ground level interest, reduced setbacks, surface parking behind buildings).

**POLICY T1.1.12** Broward County shall integrate art in public places into transportation infrastructure such as traffic control boxes, street lighting poles, transit transfer centers, and service area covers



Opened to the public in 2012, the Northeast Transit Center (NTC) provides passengers a comfortable place to transfer routes in northeast Broward County. Amenities at the NTC include ticketing, trip planning assistance, ample seating, bike racks, water fountains, restrooms, 'kiss & ride', public art, and real-time passenger information. The NTC is serviced by 4 BCT routes and City of Pompano Beach Community Shuttle routes. This project supports Objective T1.2.

**POLICY T1.1.13** Coordinate with the [Florida Department of Transportation](#) (FDOT) and the [Broward Metropolitan Planning Organization](#) (MPO) to develop a mechanism to evaluate the impacts of new bicycle and pedestrian facilities to help prioritize future improvements, including monitoring bicycle and pedestrians counts prior to and after the implementation of a new projects.

**POLICY T1.1.14** Broward County shall require that new pedestrian, bicycle, and transit amenities and facilities are in compliance with the [Americans with Disabilities Act of 1990](#) (ADA), as amended.

**POLICY T1.1.15** Broward County shall collaborate with stakeholders, such as the [American Association for Retired Persons](#) (AARP), to identify additional considerations for the enhanced safety and comfort of transportation infrastructure, including but not limited to, complete streets, greenways, and transit, for the County's aging population.

**POLICY T1.1.16** Broward County shall encourage the placement of dedicated short term staging areas for the safe and secure pick up and drop off of passengers from taxis and shared mobility services, especially at airports, cruise terminals, bus terminals, hospitals, activity centers, mobility hubs, and other high volume destinations.

**POLICY T1.1.17** Broward County shall continue to maintain and provide for the good repair of County-owned and operated roadways, sidewalks, bicycle lanes, greenways, and transit facilities including the removal of debris and obstructions that could hinder the safe operations for drivers, bicyclists, and pedestrians.

**OBJECTIVE T1.2** Prioritize transit amenities and facilities along Complete Streets to facilitate an intermodal transportation system that provides safe, convenient, and comfortable travel, including access for users of all ages and abilities regardless of their mode of transportation.

**POLICY T1.2.1** Broward County shall support and incorporate into the County's codes and standards the utilization of context sensitive techniques consistent with the Broward Complete Streets Guidelines, such as, but not limited to:

1. Intelligent Transportation Systems (ITS) for transit, including queue jumps and transit signal priority;
2. Dedicated or semi-exclusive lanes for transit, including Business Access/Transit lanes;
3. Coordination of transit stop locations and amenities with pedestrian street crossings;
4. Bus bays, landing pads, island platforms, and connector sidewalks, as appropriate;
5. Transit stop amenities and shelters (e.g. sufficient lighting, seating, protection from the elements, bike racks);
6. Real-time arrival and departure information;
7. High visibility bus stop pavement markings,
8. Mobile ticketing options; and
9. Inclusion of ancillary uses at transit transfer facilities (e.g. newspaper, magazine and flower sales, refreshments, secure bicycle storage).

**POLICY T1.2.2** For the safety of transit passengers, bicyclists, and pedestrians, Broward County shall, to the greatest extent possible, design new facilities for the safe operation of transit vehicles along existing and future transportation corridors. The Transit Division shall review Complete Streets plans to ensure consistency with minimum operational requirements (e.g. adequate right-of-way, lane width, turn radii), [FDOT Accessing Transit Design Handbook](#) and best practices from the [American Public Transportation Association \(APTA\)](#).

**OBJECTIVE T1.3** Broward County shall expand the network of greenways, blueways, and off-network paths to connect to major destinations, transit, schools, parks, and Complete Streets.

**POLICY T1.3.1** Broward County, in coordination with municipalities and partner agencies,

shall continue to pursue the development of greenways and blueways identified in the Broward County Greenways System Master Plan.

**POLICY T1.3.2** Broward County, in coordination with municipalities and partner agencies, shall continue collaboration to find solutions that enhance the safety and convenience of pedestrian and bicycle crossings where greenways intersect with trafficways, grade separations, and waterways.

**POLICY T1.3.3** Broward County, in coordination with municipalities, Broward MPO, and partner agencies, shall leverage the investments in greenways and trails by connecting them with Complete Streets and transit.

**POLICY T1.3.4** Broward County shall plan and construct greenways to include adequate pedestrian and bicycling amenities (e.g. shelters, seating, trash receptacle, water fountains, landscape canopy, bicycle repair stations, wayfinding signs), when feasible.

**POLICY T1.3.5** Broward County shall coordinate with municipalities and partner agencies to increase access to public waterways through expansion of the blueways system with dock facilities at public parks and other appropriate locations. Broward County will continue to maintain and improve, where appropriate, County-owned boat ramps.

**POLICY T1.3.6** Broward County shall, where appropriate, incorporate equestrian crossings, signage, and other improvements designed to protect the safety of recreational trail users.

**POLICY T1.3.7** Broward County shall continue to coordinate with the Florida Greenways and Trails Council and [Florida Office of Greenways and Trails](#) to ensure Broward County greenways are included in the [Florida Greenways and Trails System Plan](#).



Broward County New River Greenway is an example of a project that supports Goal T1 and associated objectives and policies.

**POLICY T1.3.8** Broward County shall update the Greenways System Master Plan no later than FY 2023

## Plan for prosperity by making equity, economic development, and emerging technologies core components of mobility and built environment strategies

The land use and development patterns described in the Broward Municipal Services District (BMSD) Comprehensive Plan and the Broward County Land Use Plan are integrally connected to the County and region's transportation system. Activity Centers are designated for transit-oriented and mixed-use development that are most successful where coupled with multimodal transportation options for all trips throughout the day, including evenings and weekends. Auto and freight access to property will also remain important for accommodating growth throughout the region. As emerging technologies evolve, it will be critical to provide a framework for modernizing the County's transportation system and needs. Paramount to these efforts, redevelopment and transportation solutions for the future must be planned to provide equal benefit to and avoid disparate impacts to historically disadvantaged populations.

### GOAL T2

Plan Broward County's mobility and built environment to foster (re)development that complement multimodal transportation investments.

**OBJECTIVE T2.1** Broward County shall maintain and continue to expand the public transit network.

**POLICY T2.1.1** Broward County, through Broward County Transit Division (BCT), will continue to be the primary provider of fixed-route transit and paratransit services. BCT's Transit Development Plan (TDP) clearly outlines service and capital needs that, if funded with a sustainable source of revenue, will make transit a mode of choice for people who live and/or work in Broward County. The Board approved 2019-2028 "[BCT Connected" Transit Development Plan](#) is adopted by reference.

Broward County Transit is guided by the following goals:

- Promoting economic development and livability through transit investments;
- Making a transportation provider of choice for current and potential customers;
- Achieving financial stability and efficiency;
- Developing a BCT workforce that is highly qualified, efficient, productive, and dedicated to safety, security, customer service excellence, and
- Implementing a capital program plan to maintain State of Good Repair and introduce new technologies.

*BCT Connected Transit Development Plan, FY2019 - FY2028*

**POLICY T2.1.2** Broward County shall provide a convenient public transit network through implementation of, but not limited to, the following programs, activities, and actions:

1. Install transit shelters, benches, solar-power lighting, trash receptacles and bicycle racks, when feasible, and other amenities (such as real-time bus information) at highly utilized bus stops to encourage additional ridership;
2. Implement and promote the use of off board ticketing options, such as mobile ticketing, to provide greater passenger convenience and reduce dwell time;
3. Through its involvement on Broward MPO advisory/coordinating committees and project specific initiatives, identify, prioritize, and implement transit and mobility improvements;
4. The Broward MPO [Metropolitan Transportation Plan \(MTP\)](#), formerly known as the Long Range Transportation Plan (LRTP), contains long term (10+ years) transportation and mobility priorities. Broward County, through its involvements on the Broward MPO Board and committees, shall encourage updates of the LRTP to be consistent with the TDP;
5. Coordinate with regional partner agencies including, but not limited to, the Broward MPO, South Florida Regional Transportation Authority (SFRTA), and the Florida



Department of Transportation (FDOT) to pursue additional funding to support and expand transit operations;

6. Annually assess performance of routes to identify opportunities to best meet mobility goals such as establishment of new routes or modes, service enhancements, and/or reallocation of transit resources;
7. Continue to coordinate and offer technical assistance to Broward County municipalities for continued operations and improvements of community shuttle routes that complement BCT services by completing gaps in local-scale transit networks or serve special markets;
8. Continue to provide door-to-door ADA complementary paratransit service and bus pass programs for residents who are disabled and/or transportation disadvantaged that meet Broward County's eligibility criteria;
9. Continue to equip transit vehicles with bicycle racks and consider implementing technology to count and locate bicycle boardings and alightings;
10. Monitor parking utilization at stations and park & ride lots to ensure adequate capacity to meet transit demand;
11. Consistently monitor farebox recovery and evaluate methods to maintain or improve efficiency while maintaining quality of service and Title VI compliance; and
12. Pursue transit partnerships, such as I-95 Express Bus, to initiate or accelerate the implementation of specific transit improvements that serve new or emerging markets.

**POLICY T2.1.3** In coordination with the major updates of the Transit Development Plan, BCT shall conduct a system-wide survey effort to assess customer needs and desires. BCT should also consider surveying non-riders to identify potential improvements and strategies to increase ridership and coordinate this effort with initiatives, such as Complete Streets, to assess multimodal access needs to transit stations.

**POLICY T2.1.4** Broward County, in collaboration with transportation partners, shall conduct market and land use analyses to guide the planning of appropriate transit modes and levels of service.

**POLICY T2.1.5** Broward County, in collaboration with transportation partners, shall facilitate convenient first and last mile connections to public transit through co-location of shared mobility options such as bicycle share, car share, taxi and Transportation Network Companies (TNC) with transit terminals, park and ride lots, and hubs.

**OBJECTIVE T2.2** Broward County shall emphasize mobility improvements and development patterns that foster continued economic prosperity and enhance Broward County's attractiveness for new investments.

**POLICY T2.2.1** Broward County, in collaboration with municipalities and Broward County Planning Council, shall maintain and explore additional opportunities for Activity Centers and mobility hubs along areas with high capacity transit as well as those programmed for future transit enhancements. The following considerations should be addressed in transportation and land use decisions:

1. Siting and designation of Activity Centers and mobility hubs should be consistent with plans from BCT, SFRTA, Broward MPO, and FDOT as well as private transportation providers (such as Brightline);
2. Engage developers, financial institutions, insurance providers, and other key stakeholders to better understand how successful projects can be developed that enhance the connection between transportation and land use;
3. Assess the amount of undeveloped land and the potential for redevelopment of existing land along transportation corridors;
4. Manage growth through coordinated land use and transportation corridors, including intermodal connectors for the movement of people and goods to every community; and
5. Evaluate development incentives needed to encourage transit-oriented development (TOD) within Activity Centers. These incentives could include any combination of the following: reduced parking requirements; transportation concurrency fee credits; and density bonuses.

**POLICY T2.2.2** Broward County shall collaborate with regional partners such as the FDOT and Broward MPO to engage municipalities and the development community to identify ideal locations for TOD.

**POLICY T2.2.3** Broward County shall continue to recognize internal capture of trips when analyzing the traffic impact of proposed mixed-use developments which promote revitalization and redevelopment.

**POLICY T2.2.4** Broward County shall coordinate land uses with the transportation system through implementation of the following programs and activities:

1. Residential densities in the Low (1 du/ac) to Low-Medium (10 du/ac) ranges should be located with access to existing minor arterial and collector streets;

2. Residential densities more intense than Low-Medium (10 du/ac) should be located with adequate access to major and minor arterial roadways, expressways, and public transit routes;
3. Through the designation of sufficient acreage on the BMSD Comprehensive Plan Map Series, Broward County shall continue to provide a range of housing opportunities and a mix of land uses so that housing opportunities are within a 30-minute commute to employment;
4. Industrial uses shall be located with access to major transportation facilities, including roads, airports, seaports, rail, and intermodal facilities; and
5. Public facilities shall be located in areas of concentrated activity, such as downtowns and transit stations, to provide convenient access to public transit and to utilize shared parking areas.

**POLICY T2.2.5** Broward County shall continue to collaborate with the Broward MPO to expand the network of mobility hubs and transit supportive infrastructure.

**POLICY T2.2.6** Broward County shall continue to coordinate with its transportation partners to identify high capacity, frequent, and convenient transit options that connect to regional destinations such as [Fort Lauderdale-Hollywood International Airport](#), [Greater Fort Lauderdale/Broward County Convention Center](#), BB&T Center, and South Florida Education Center.

**POLICY T2.2.7** Broward County shall encourage technologies and modes that reduce the need for parking in activity centers and support redevelopment of these areas where they are well supported by transportation alternatives.

**OBJECTIVE T2.3** Broward County will maintain its concurrency system, while exploring opportunities for improvement that provide multimodal transportation enhancements.

**POLICY T2.3.1** By 2023, Broward County shall collaborate with municipalities and transportation partners to study and identify opportunities to enhance the Transportation Concurrency System.

**POLICY T2.3.2** Broward County will continue to be divided into Concurrency Districts, as illustrated in Map T-10. Each District shall be one of the following types:

1. A Transportation Concurrency Management Area (TCMA) shall be a compact geographic area with an existing network of roads where multiple, viable alternative travel paths or modes are available for common trips. An areawide level of service standard shall be established for each such District, for the purpose of issuing development orders and permits, based on how mobility will be accomplished

within the District.

2. A Standard Concurrency District shall be an area where roadway improvements are anticipated to be the dominant form of transportation enhancement. A roadway level of service standard shall be established for each such District, based on the peak-hour standard volumes contained in the Florida Department of Transportation Level of Service Manual.

**POLICY T2.3.3** The concurrency management system shall establish the following transportation level of service (LOS) standards:

1. Within Transportation Concurrency Management Areas, the transportation LOS standards, for the purpose of issuing development orders and permits, are to achieve and maintain the following by FY 2023:

TMCA	Concurrency LOS Standard
Overall	Increase transit ridership 10%
	Provide 1.4 million annual fixed-route revenue service hours
	Construct bus shelters at 1/3 of stop locations
	Maintain average fleet age of 6 years or less
	Expand network of Adaptive Traffic Signal Control technology
	Maximum vehicular traffic volume 75% above LOS standard*
	Ensure adequate transit maintenance infrastructure to accommodate fleet demand
	Study and develop two additional intermodal transit centers
	Increase fixed-route fleet by up to 15 vehicles to support new and expanded service
	Procure up to 40 vehicles to support Community Bus shuttle operations
Northeast	30 minute peak hour headways on 70% of bus routes
	Maintain and enhance Northeast Transit Center
North Central	30 minute peak hour headways on 70% of bus routes
Central	30 minute peak hour headways on 60% of bus routes
	Maintain and enhance Lauderhill Transit Center and West Regional Terminal
Port/Airport	Maintain at least one fixed-route with direct service to Fort Lauderdale-Hollywood International Airport
	Continue studies to examine intermodal connections between Port Everglades, Fort Lauderdale-Hollywood International Airport, and the Greater Fort Lauderdale / Broward County Convention Center
Eastern Core	30 minute peak hour headways on 60% of bus routes
	Maintain and enhance the Broward Central Bus Terminal

Sawgrass	30 minute peak hour headways on 70% of bus routes
	Maintain operations BB&T Center park & ride lot
Southeast	30 minute peak hour headways on 60% of bus routes
	Enhance transfer facility at Young Circle
South Central	30 minute peak hour headways on 60% of bus routes
	Implement new I-75 Express Bus Service
	Maintain operations at new park and ride lots

*Peak Hour Two-Way Maximum Service Volumes		
	Eastern Core TCMA	All Other TCMA
Two-lane arterials	2,468	2,800
Four-lane arterials	5,320	6,265
Six-lane arterials	8,033	9,433
Eight-lane arterials		12,618

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

2. Within standard concurrency districts, the transportation LOS standards, for the purpose of issuing development orders and permits, are:

Standard District	LOS Standard
Northwest	Generalized two-way peak-hour LOS "D" volumes for urbanized areas
Southwest	Generalized two-way peak-hour LOS "D" volumes for urbanized areas

**Note:** Service volumes are calculated from "Generalized Peak Hour Two-Way Volumes for Florida's Urbanized Areas" on Table 4, Quality/Level of Service Handbook published by the Florida Department of Transportation, 2012

3. The traffic volumes described above for TCMA and Standard Districts do not apply to Strategic Intermodal System (SIS) roadway facilities and cannot be used in a manner that would result in interference with mainline operations on SIS roadway corridors. Countywide, the automobile mode LOS for the SIS, including connectors, shall be consistent with FDOT LOS Policy for the State Highway System during peak travel hours:
  - a. LOS "D" for roadways within urbanized areas
  - b. LOS "C" for roadways outside urbanized areas.

**POLICY T2.3.4** Broward County shall include in its adopted Capital Improvement Element projects that are projected to achieve the level of service standards for each District listed in

Policy T2.3.3. The Board of County Commissioners (Board) shall ensure that the Capital Program is a financially feasible plan. The Capital Program shall be updated annually, and its transportation component shall be consistent with the Long-Range Transportation Plan adopted by the Broward MPO.

**POLICY T2.3.5** Prior to approval for a building permit with any local government within Broward County, the applicant shall obtain a Transportation Concurrency Satisfaction Certificate from Broward County. No municipal government shall issue a building permit, unless the corresponding Transportation Concurrency Satisfaction Certificate has been presented. The Board may adopt land development codes which exempt categories of building permits from this requirement that clearly do not create additional transportation impacts. [Section 5-182 of the Broward County Land Development Code](#) provides regulations for the implementation and administration of Transportation Concurrency.

**POLICY T2.3.6** A building permit application that is subject to a Transportation Concurrency Assessment by Broward County shall not be subject to additional impact fees for regional transportation facilities by Broward County or by a Broward County municipality.

**POLICY T2.3.7** Broward County shall continue to coordinate and implement existing Development of Regional Impact (DRI) agreements and DRI development orders, consistent with changes to State growth management regulations in place for DRI development.

**POLICY T2.3.8** Broward County shall address overcapacity roadway segments and roadway segments approaching capacity through the following actions:

1. Examine the most recent Broward MPO [Roadway Capacity and Level of Service Analysis](#) prior to the development of the Capital Improvement Program and Capital Improvements Element. In so doing, a high priority shall be assigned to appropriate County road improvements for road segments operating below, or projected to operate below, the adopted peak-hour LOS standard.
2. Continue annual allocation of County matching funds in the Capital Improvements Element for locally sponsored, efficient road and traffic engineering improvements.
3. On an annual basis, initiate necessary amendments to the Broward MPO's Long-Range Transportation Plan, if the level of service on a segment is operating below the adopted LOS standard.
4. On an annual basis, initiate necessary amendments to the Broward MPO's adopted Transportation Improvement Program (TIP) to include the programming of available federal aid and matching funds for improvements to roads shown in the adopted Long Range Transportation Plan network, where the LOS is projected to remain

below the LOS standard.

5. Continue to support State legislative initiatives to provide a permanent increase in State transportation funding to accelerate the construction of high priority state projects in the MPO's Long Range Transportation Plan.
6. Continue to foster a cooperative County-State traffic engineering improvement program on congested arterial roads, according to established priorities as identified in Broward County's intersection database, and making use of the total range of available funding programs at the Federal, State, and County levels.
7. Broward County Complete Streets Team will examine corridor multimodal transportation options to increase the person throughput via non-motorized or transit modes.

**POLICY T2.3.9** Broward County shall implement the adopted two-way peak-hour LOS standards through the following actions:

1. In order to determine the roadway level of service and the trip volumes generated from a proposed development, a planning analysis (K100) factor shall be used to convert average annual daily trip volumes to two-way peak hour trips. The TRIPS Models shall continue to be used to determine the roadway level of service and trip volumes associated with the development.
2. Use the Broward MPO Roadway Capacity and Level of Service Analysis to identify the peak-hour and the existing peak-hour volumes for each collector roadway or higher.
3. Encourage the Broward MPO to provide annual updates to the Roadway Capacity and Level of Service Analysis.

**POLICY T2.3.10** Broward County shall monitor progress towards LOS attainment within TCMA's on an annual basis, prior to the development of its Capital Improvement Program and Capital Improvements Element. In so doing, a high priority shall be assigned to transportation projects designed to improve a deficient LOS.

**OBJECTIVE T2.4** Broward County shall adapt analysis of long range transportation impacts from land use changes from a traditional automobile-oriented methodology to a context-sensitive methodology that will result in the best possible outcomes for residents and businesses.

**POLICY T2.4.1** In accordance with the Broward County Land Use Plan, Broward County shall coordinate with the Broward County Planning Council to develop recommendations for level of service analysis for long term assessments of mobility impacts from new development,

accounting for lands use distributions, access to transit, and bicycle and pedestrian facilities, among others.

**POLICY T2.4.2** The transportation LOS standards for the purpose of long range transportation planning, shall be:

1. Consistent with FDOT LOS Policy for the State Highway System (SHS) effective April 19, 2017 (Topic No: 000-525-006-c), automobile mode LOS targets during peak travel hours are “D” in urbanized areas and “C” outside urbanized areas:

SHS/SIS Corridor	Corridor End Points	LOS
Florida Turnpike & Homestead Extension	Miami-Dade County line to Palm Beach County line	D
Interstate 95	Miami-Dade County line to Palm Beach County line	D
Interstate 595	Interstate 75 to US 1	D
Sawgrass Expressway	Interstate 75 to east of I-95 ramps via SW 10 Street (State Road 869)	D
Interstate 75	Miami-Dade County line to west of US-27	D
Interstate 75	West of US-27 to Collier County line	C
US 27	Miami-Dade County line to Interstate 75	D
US 27	Interstate 75 to Palm Beach County line	C
<u>SIS Connectors</u>	<u>SIS Connectors as designated by FDOT</u>	<u>D</u>

**Note:** As of November 2017, SHS Corridors in Broward County include Strategic Intermodal System (SIS) Corridors

2. For all other streets, the generalized two-way peak-hour LOS “E” within the Eastern Core TCMA and the generalized two-way peak-hour LOS “D” within all other TCMA/Districts, as depicted on Table 4, Quality/Level of Service Handbook, Florida Department of Transportation, (2012).

**OBJECTIVE T2.5** Broward County shall advance transportation and land use choices that: reduce fossil fuel use and vehicle miles traveled; improve the mobility of people, goods, and services; provide a diverse, efficient, and equitable choice of transportation options; and increase the County’s resiliency to the impacts of climate change, including intensifying sea level rise and potential flooding.

**POLICY T2.5.1** Broward County, in collaboration with transportation partners, shall provide for an energy-efficient alternative transportation network and work to reduce greenhouse gases through implementation of, but not limited to, the following programs, activities, or actions:

1. Continue to enhance the BCT fleet by increasing the percentage of alternative fuel and hybrid buses;
2. Continue to support and identify priority areas to expand [AvMed Rides Powered by](#)



- [Broward B-Cycle](#), the County's bike sharing program;
3. Support and explore additional funding opportunities to decrease transit headways on the most heavily traveled transit corridors;
  4. Monitor the transportation mode split and coordinate with the Broward MPO on the development of a long-term vision for local and regional transit services;
  5. Maintain bicycle racks/storage on all transit vehicles;
  6. Continue to use solar-powered lighting at transit stops;
  7. Continue to explore a network of high capacity transportation alternatives such as bus rapid transit, light rail, modern streetcar, and commuter rail;
  8. Continue to assist municipalities in delivering community shuttle service for residents;
  9. Encourage transit operators to limit idling of public transit or paratransit vehicles;
  10. Encourage carpool and ride sharing programs by coordinating with South Florida Commuter Services;
  11. Continue to collaborate with FDOT on I-95/I-595/I-75 Commuter/Express Bus routes, construct adequate park and ride facilities with transit amenities; and
  12. Continue to evaluate priority locations for electric vehicle (EV) charging stations to provide a convenient network of charging locations that encourages EV ownership.



BB&T Center Park and Ride Lot for 95/595 Express Bus Service, an example of successful implementation of Policy T2.5.1

**POLICY T2.5.2** Broward County shall provide for an energy efficient roadway network and work to reduce greenhouse gases through implementation of, but not limited to, the following programs, activities, or actions:

1. Broward County shall continue to implement and monitor for improvements to the computerized Advance Traffic Management System (ATMS) signal system throughout the County. The new signalization system replaces outdated copper wire signals with interconnecting fiber optic cable;
2. Continue replacement of traditional span wire traffic signals with mast arm signalization to ensure fewer repairs and more efficient traffic flow following tropical storms and high winds. At a rate of nearly 50 mast arm signal replacements per year, a full upgrade of the County's approximately 1,000 signals will be completed by December 2030;
3. Through participation in the Broward MPO, continue to support implementation of Intelligent Transportation System (ITS) dynamic message signs for local arterials, thereby alleviating traffic congestion along both local roadways and those comprising the Strategic Intermodal System (SIS);
4. Support federal legislation providing for construction of energy efficient and environmentally friendly vehicles, including the expansion of electric vehicle charging infrastructure and tax breaks for the purchase of electric vehicles;
5. Broward County shall continue to use alternative fuel and hybrid vehicles;
6. Through participation in the Broward MPO and collaboration with the FDOT, increase the vehicle occupancy rate through implementation of transportation demand management (TDM) strategies, such as ride-sharing programs, preferred parking, and high occupancy vehicle/toll lanes;
7. Broward County shall make the existing transportation system operate more efficiently by continuing to implement Transportation System Management (TSM) strategies such as improving road conditions, intersections improvements, park and ride lots, and computerized traffic signals;
8. Broward County shall reduce internal vehicle miles traveled (VMT) by continuing to make technology upgrades that will enable staff to conduct more meetings through telecommuting/webinars;
9. Broward County, in coordination with the Broward MPO, should examine opportunities to pilot a tax on miles driven, as opposed to fuel consumption, as a means to uncouple transportation funding from the consumption of fossil fuels;
10. Convert street and pedestrian lighting to Light Emitting Diodes (LEDs) that adhere to [Dark Sky Principles](#); and

11. Encourage shared mobility options that enable car-free lifestyles in activity centers.

**POLICY T2.5.3** Broward County shall incorporate energy efficient measures into the design of all additional, expansion, or replacement facilities that support Fort Lauderdale-Hollywood International Airport, Port Everglades, or Broward County Transit.

**POLICY T2.5.4** Broward County shall support and encourage all local municipalities to include, within their adopted comprehensive plans, policies and standards that encourage connectivity between all modes of transportation and improve access to and availability of low carbon emission mobility options.

**POLICY T2.5.5** Broward County should assist in coordinating transportation-related adaptation policies across jurisdictional boundaries and ensure consistency among broader planning and plan implementation efforts, including the Broward County Emergency Management Enhanced Local Mitigation Strategy and Fort Lauderdale-Hollywood International Airport Master Plan. Specifically, strategies for preparing for intensifying sea level rise and potential flooding, such as increasing road surface elevation standards, subsurface stabilization, stormwater management and drainage, and adjustment of bridge heights to allow for navigation, ~~should~~ shall be collaboratively assessed and implemented.

**POLICY T2.5.6** Broward County should, where feasible, design arterial roadways and fixed guideway transit to permit the safe crossing of wildlife.

**OBJECTIVE T2.6** Broward County, in collaboration with transportation and public health stakeholders, will prioritize and evaluate equity and health outcomes in transportation decision-making to avoid disproportionate and disparate burdens on traditionally disadvantaged communities.

**POLICY T2.6.1** Broward County shall support and maintain involvement in programs focused on connecting transportation, land use, and health issues, such as the Healthy Community Zones Initiative, improved access to healthy foods, and public school programs emphasizing healthy eating, among others.

**POLICY T2.6.2** Broward County should support and seek funding for Health Impact Assessments to better comprehend the relationship between public health outcomes and transportation proposals.

**POLICY T2.6.3** Broward County shall evaluate funding community shuttle service in the Broward Municipal Services District to better connect residents with local area services such as a grocery stores, medical offices, parks, and retail.

**POLICY T2.6.4** Broward County, through participation in the Broward MPO, should prioritize funding to projects that address food deserts and increase access to healthy and fresh foods.

**POLICY T2.6.5** Broward County, through Disadvantaged Business Enterprise, shall ensure diversity of economic opportunities for local, small, women-owned, and minority-owned companies in the development and operation of the County's transportation systems.

**POLICY T2.6.6** Broward County, in accordance with BCT's Language Assistance Plan, shall ensure written translation of public transportation information for populations with limited English proficiency.

**POLICY T2.6.7** Broward County shall encourage the placement of child and/or senior daycare at or near transit facilities/centers through the cooperation of transportation, health, human, and social service agencies.

**POLICY T2.6.8** Broward County shall incentivize affordable housing opportunities along multimodal corridors with frequent transit service by offering density bonuses, as described in Policy 2.16.3 of the [Broward County Land Use Plan](#).

**POLICY T2.6.9** Broward County shall, in collaboration with the Broward MPO, FDOT, and other funding partners, perform equity analyses consistent with [Title VI of the Civil Rights Act of 1964](#), as amended, to evaluate the distribution of multimodal projects to ensure that predominantly minority and low-income communities are not denied equal benefit of transportation improvements.

**POLICY T2.6.10** Broward County shall encourage and support forms of shared mobility that demonstrably increase mobility for underserved and disadvantaged populations.

**OBJECTIVE T2.7** Broward County will continue to monitor and consider future technologies, including the impacts these can have on transportation, land use, and urban form.

**POLICY T2.7.1** Broward County, in collaboration with transportation partners, shall monitor and study the possible long-term transportation and land use implications of autonomous and connected vehicle technologies, including, but not limited to:

1. Roadway design, signage, and engineering (e.g. lane widths);
2. Traffic operations, signalization, and safety especially when autonomous vehicles are commingled in early adoption;
3. Transit;
4. Freight;

5. Mobility for children, seniors, and people with disabilities;
6. Vehicle ownership, mode split, and environmental impacts;
7. Safety and conflict detection for crash avoidance, especially between automated vehicles and bicyclists or pedestrians;
8. Urban design;
9. Emergency management and evacuation; and
10. Maintenance of County infrastructure (e.g. pavement markings and signage)

**POLICY T2.7.2** Broward County supports the FDOT's [Florida Automated Vehicles Program](#) to educate the public by engaging stakeholders, developing collaborative research and pilot projects, and creating awareness for automated vehicle technologies.

**POLICY T2.7.3** Broward County shall closely monitor the impact of transportation network companies (TNC) on trip patterns and mode choice and consider partnerships with TNCs for first and last mile connections from transit hubs and Activity Centers.

**POLICY T2.7.4** Broward County supports FDOT's agreements with transportation crowdsource applications (such as [Waze](#) and [Strava](#)) to improve real-time transportation information and provide datasets, such as bicycle/pedestrian activity counts, that are difficult or costly to otherwise collect Statewide.

**POLICY T2.7.5** Broward County shall examine best practices and methods for the safe and context sensitive implementation of shared mobility and micromobility solutions, such as dockless bicycle share, dockless scooters, and e-bikes.



Automated/Self-Driving Vehicles are changing transportation planning. See Objective T2.7 and associated policies.

**POLICY T2.7.6** Broward County will plan for the future implementation of Infrastructure-to-Everything (I2X) communication that will permit real-time transmission of advisories and dynamic routing of pedestrians, bicycles, and vehicles.

**POLICY T2.7.7** Broward County will plan for the future implementation of Vehicle-to-Everything (V2X) communication that will permit real-time transmission of advisories and dynamic routing of County fleet and transit vehicles.

**POLICY T2.7.8** Broward County will support the development of new technologies and services that provide transparent and open data on the real-time and daily use of the transportation system. Anonymized data should be made available to all to improve transportation system operations and reduce environmental impacts.

**POLICY T2.7.9** Broward County shall monitor the technological advancement and proliferation of aerial drones for recreational and commercial use to ensure safety and security of residents, employees, and visitors.

## Align transportation funding with mobility goals and provide a safe and secure transportation system for all users

Adequately funding the continued operation, maintenance, and enhancement of the transportation network is key to preserving and continuing to improve the quality of life for all of Broward County's residents. On November 6, 2018, the Broward County electorate approved a one-cent Charter County and Regional Transportation System Surtax ("Transportation Surtax"). Broward County, in collaboration with partner agencies, will make investments to provide the safest and most effective transportation system for Broward County residents, businesses, and visitors.

This section identifies goals and policies related to providing and prioritizing funds for transportation projects, programs, and services. It also identifies the types of multi-year investment plans to be developed that will support implementation of this Element.

### GOAL T3

Align transportation funding and prioritizations with multimodal mobility goals of providing a safe and convenient transportation system for all users.

**OBJECTIVE T3.1** Broward County shall collaborate with transportation partner agencies to implement the Charter County and Regional Transportation System Surtax.

**POLICY T3.1.1** Broward County shall implement the [Broward County Transportation Surtax Ordinance](#) located in Article V, Section 31½ -71 through 31½-75 of the Broward County Code of Ordinances in accordance with Sections 212.054 and 212.055(1), Florida Statutes.

**POLICY T3.1.2** Broward County shall collaborate with Broward MPO, FDOT, and other transportation partner agencies to leverage Broward County Surtax Funding in the application of state and federal discretionary transportation grant programs (such as [FTA New Starts](#)).

**POLICY T3.1.3** Broward County, in collaboration with its partner agencies, shall monitor the transportation, land use, and economic impacts of Transportation Surtax investments.

**POLICY T3.1.4** Broward County, in collaboration with transportation partners, shall conduct outreach to keep residents and businesses informed on the progress and phasing of Transportation Surtax projects.

**OBJECTIVE T3.2** Broward County shall make the most efficient use of transportation funds to foster an effective and efficient transportation system.

**POLICY T3.2.1** Broward County Transit shall make the most efficient use of transportation funding through implementation of, but not limited to, the following programs and activities:

1. Continue to evaluate route efficiency and make realignments to avoid duplicitous service as well as meet changing customer demand, travel patterns, and emerging markets;
2. Study and consider expansion of existing contracted service agreements for routes with low farebox recovery;
3. Pilot a partnership between taxi companies and/or transportation network companies (TNC) to provide certain paratransit and transportation disadvantaged trips at a lower cost per ride and greater passenger convenience;
4. Encourage municipalities to require transit amenities and infrastructure such as landing pads, shelter easements, shelters, and benches as a condition of site plan approval; and
5. Continue to require dedication of bus stop shelter easements, and construction of bus stop landing pads, and connector sidewalks to support ADA as a part of the plat review process, as appropriate.

**POLICY T3.2.2** Broward County shall make the most efficient use of transportation funding through implementation of, but not limited to, the following programs and activities:

1. Coordinate construction of roadway and utility projects to avoid duplicate construction costs and inconvenience to residents, where feasible;
2. Continue to add bicycle lanes and multimodal improvements as a part of roadway resurfacing projects, where feasible;
3. Continue to utilize the Complete Streets Team to prioritize Complete Streets projects and coordinate with municipalities, the Broward MPO, and FDOT on projects and to identify funding opportunities to expand the number of Complete Streets projects implemented each year;
4. Consider establishing public-private partnerships to enable the expedient construction and operations of major/critical transportation infrastructure projects; and
5. Regularly apply for Broward MPO [Complete Streets and other Localized Initiatives Program \(CSLIP\)](#) grants and other local, State, and federal grants that support multimodal transportation planning, design, and construction.
6. Consider the impacts of potential intensifying sea level rise and flooding when planning transportation improvement projects and incorporate adaptation practices as needed to protect transportation infrastructure investments.

**OBJECTIVE T3.3** Broward County shall continue to evaluate additional opportunities to participate in cooperative programs that enhance safety and security and promote realization of mobility goals.

**POLICY T3.3.1** Broward County shall strive to achieve zero transportation-related fatalities through implementation of, but not limited to, the following programs and activities:

1. Broward County shall continue to maintain land development codes requiring ADA accessible infrastructure for new development and redevelopment;
2. Broward County shall continue to provide safety and other educational training courses and expand courses targeted at roadway users 16 years of age and older, as well as opportunities to collaborate with Broward County Public Schools for educational programs;
3. Broward County, FDOT, and the Broward MPO shall work with the appropriate jurisdictions and agencies to initiate a program to identify high frequency bicycle



and pedestrian crash locations, to develop strategies for improving the safety of those locations, and to adopt and implement safety strategies, such as those identified in the [Bicycle and Pedestrian Safety Action Plan](#);

4. Broward County, FDOT, and the Broward MPO shall facilitate the planning, development, and implementation of the Safe Routes to School Program projects and activities and continue Broward County's School Safety Program, which focuses on the safety of children walking, biking, or being driven to school, and to use the School Board's Quarterly Hazardous Walking Conditions Report as a base for prioritizing improvements near schools;
5. Broward County shall continue to support the [Bicycling and Pedestrian Advisory Committee](#); and
6. Broward County shall support the development of automated and connected vehicle technologies that have been demonstrated to improve safety and reduce crash risk.

**POLICY T3.3.2** Transit service providers (such as BCT and SFRTA) shall provide a safe and secure public transit system through implementation of, but not limited to, the following programs, activities, or actions:

1. Consistent with [Florida Administrative Code, Chapter 14-90](#), maintain an adopted System Safety Program Plan (SSPP) that consists of safety considerations and standards for: management, vehicles and equipment, operational functions, driving requirements, maintenance, equipment for transporting wheelchairs, and training;
2. Continue to annually submit a safety certification to the FDOT verifying a SSPP has been adopted, that Broward County is in compliance with the adopted SSPP, and that safety inspections have been performed by a qualified entity at least annually;
3. Continue the installation and state of good repair of security surveillance cameras at terminals and on-board transit vehicles;
4. Continue to monitor traffic incidents associated with transit services to assure the safety of its patrons;
5. Measure transit safety by the maintenance of the adopted SSPP and through the annual safety certification; and
6. Coordinate with the appropriate State and regional agencies to ensure safety aboard and surrounding regional transit networks, such as [Tri-Rail](#), [Amtrak](#), and

[Brightline](#) passenger rail service.

**POLICY T3.3.3** Broward County shall support context sensitive implementation of transportation-related crime prevention through environmental design (CPTED) strategies.

**POLICY T3.3.4** Broward County shall plan and have measures in place for the safe evacuation and restoration of transportation services following natural and manmade disasters including, but not limited to, the following actions:

1. Continue to plan for and accomplish the timely evacuation of visitors and residents within hurricane evacuation zones and other vulnerable locations such as mobile homes and low-lying areas;
2. Continue to provide transit service to assure the timely evacuation of the Evacuation Zones prior to hurricane landfalls. Timely evacuation means evacuation operations shall commence four (4) hours after an evacuation order is issued by the County Mayor and shall be in effect approximately six (6) hours for Plan A (i.e., [Saffir-Simpson Hurricane Wind Scale](#) Category 1 and 2) and 12 hours for Plan B (Category 3) and Plan C (Category 4 and 5);
3. Continue to implement the flotilla plan for boats in the event of a hurricane;
4. Identify transportation facilities vulnerable to flooding and provide detour information prior to hurricane or storm impact;
5. Coordinate with the FDOT to clear roadways and to repair traffic signal system and roadway signage within the County expeditiously;
6. Work with appropriate entities to ensure timely debris removal from roadways and other transportation facilities; and
7. Return to full transit service as expeditiously as feasible following hurricanes and other disasters.

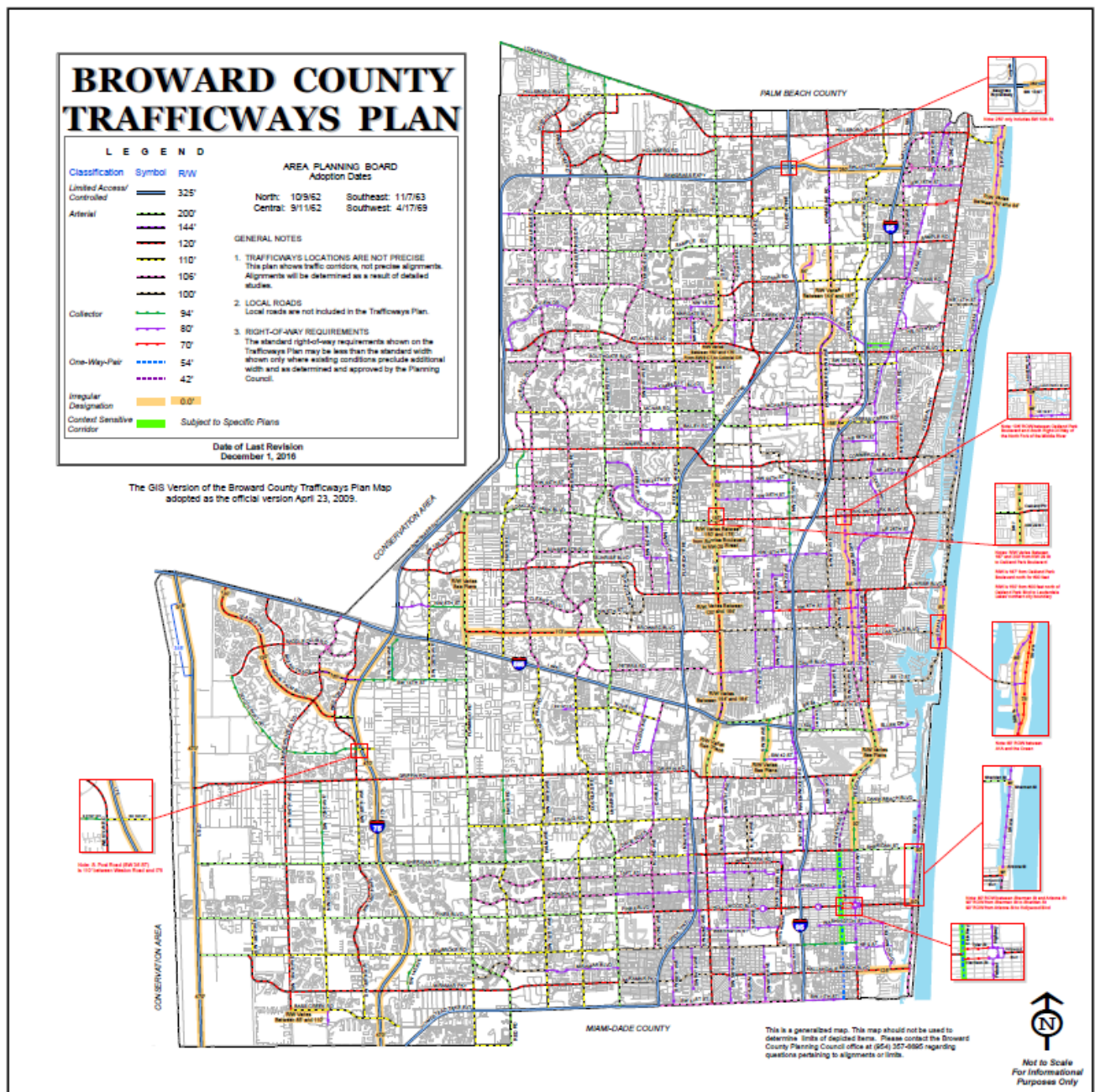
**OBJECTIVE T3.4** Broward County shall ensure existing rights-of-way are preserved to support a safe and convenient transportation network.

**POLICY T3.4.1** Continue to protect existing rights-of-way from building encroachment through implementation of [Broward County Land Development Code](#) provisions that provide that no obstructions of any type, which are deemed unsafe pursuant to County standards, shall remain in the ultimate right-of-way to ensure compliance with the ADA.

**POLICY T3.4.2** Broward County shall continue to protect future rights-of-way from building encroachment through implementation of, but not limited to, the following programs, activities or actions:

1. Continue to implement the roadway circulation network consistent with the adopted Broward County [Trafficways Plan](#);
2. Broward County Land Development Code provisions which require that, at the time of plat and site plan approval, future trafficways delineated on the Broward County Trafficways Plan be conveyed to the public by dedication on the face of the plat, deed or, if acceptable to the County, by grant of easement which is necessary for the ultimate construction of roadways, intersections, turn lanes, bicycle facilities, sidewalks, bus pullout bays, bus shelters, or roadway drainage facilities;
3. Continue to include funding for acquisition of rights-of-way in the [Capital Improvements Element](#), where dedication of land is not possible; and
4. Through the [Broward County Planning Council](#), continue to coordinate the Trafficways Plan with the right-of-way protection maps of jurisdictions and transportation authorities adjacent to Broward County.

**POLICY T3.4.3** Broward County shall establish measures for the acquisition and preservation of existing and future public transit rights-of-way and exclusive public transit corridors.

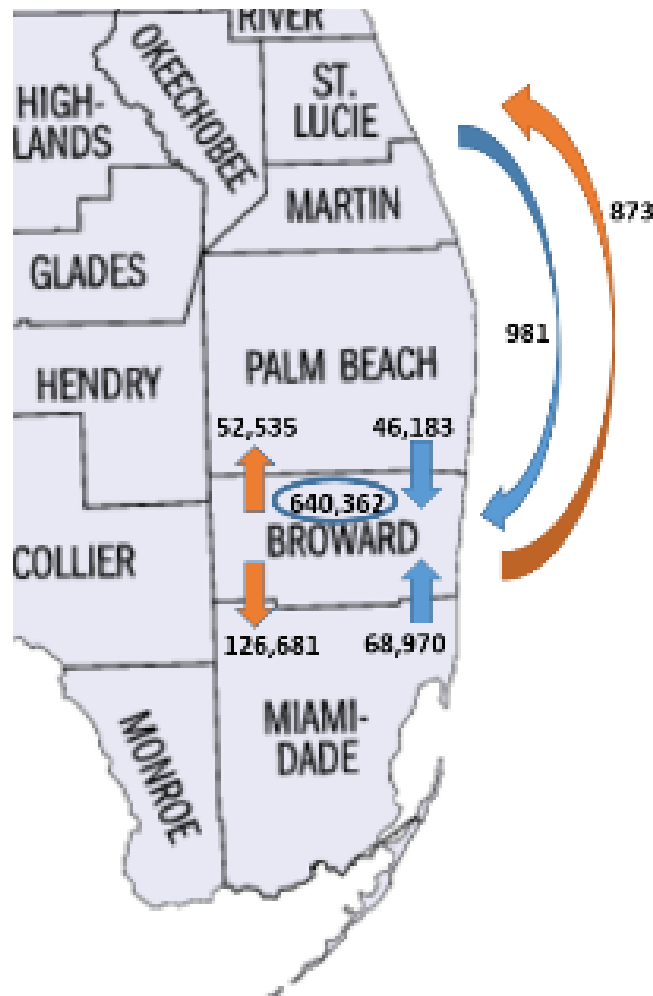


The Broward County Trafficways Plan ensures that adequate right-of-way for auto and multimodal facilities is preserved, as discussed in Policy T3.4.2.

## Expand regional mobility options, facilities, and partnerships to better connect South Florida

Broward County is centrally located in the Southeast Florida region, commuters, residents and visitors frequently travel between Broward, Miami-Dade and Palm Beach Counties daily. People do not see a county line as they travel for their daily needs, therefore it is critical to support a transportation system that recognizes the region's travel patterns. The figure below identifies employees travel patterns.

Approximately 640,000 Broward County residents are employed within the County; however, nearly 180,000 are commuting to either Miami-Dade or Palm Beach County for work.



Broward County Commuter Travel Patterns, US Census Bureau, 2009-2013 American Community Survey Commuting Flows

## GOAL T4

Expand regional mobility options that enhance connections within Southeast Florida region and beyond.

**OBJECTIVE T4.1** Broward County, through its Aviation Department, shall continue to maintain and expand County-owned airports (Fort Lauderdale-Hollywood International and North Perry) and their related facilities in order to provide the maximum economic, environmental, and community benefits to Broward County.



The 8,000 foot south runway at Fort Lauderdale-Hollywood International Airport which opened in 2014, was constructed over Federal Highway and the FEC rail. Right-of-way under the runway was preserved for a future light rail system.

**POLICY T4.1.1** Broward County shall provide safe and secure County airports and related facilities through implementation of, but not limited to, the following programs, activities, or actions:

1. Continue to implement [Federal Aviation Administration](#) (FAA) mandated airport security measures to ensure passenger, employee, and visitor safety at County-owned airports, in coordination with County staff, the [Broward County Sheriff's Office](#), federal and state agencies, and the airlines;
2. Coordinate with the Federal Aviation Administration, to ensure navigational aids are maintained and, where necessary, replaced or relocated;
3. Conduct obstruction surveys to locate and identify existing obstructions that impact navigable airspace at County-owned airports;
4. Continue to implement programs to prevent or address obstructions, as defined by Federal Aviation Regulations (FAR) Part 77, within navigable airspace at County-owned airports;
5. Continue to review all proposed plats for new development within Broward County for possible aviation impacts and to advise developers and property owners of the need to submit FAA forms for airspace reviews;
6. Request the FAA to provide notification of aeronautical studies performed for obstructions impacting County-owned airports;

7. Protect County-owned airports, related facilities, Runway Protection Zones, and airspace imaginary surfaces from encroachment of incompatible land use by controlling development and ensuring compatible land uses, hazards, and obstructions;
8. Continue to implement and amend, as necessary, the County's Airport Zoning Ordinance as required to meet provisions of Chapter 333, Florida Statutes, Airport Zoning;
9. Pertaining to potential obstructions in the air space, coordinate with municipalities, that have land upon which an obstruction may be constructed or altered to adopt Airport Protection Zoning Regulations which meet the provisions of Chapter 333, Florida Statutes;
10. Continue to provide for safe and efficient vehicular and non-vehicular movements, parking, and adequate access for service and emergency vehicles within County-owned airports;
11. Maintain safe and secure airport operations areas and airport facilities to meet Federal Aviation Administration requirements; and
12. Conduct an emergency simulation/training exercise in coordination with all emergency service providers as required by Federal Aviation Regulations as required by 14 Code of Federal Regulation (CFR), Part 139.

**POLICY T4.1.2** The Board approved 2010 [Fort Lauderdale-Hollywood International Airport Master Plan](#) and the 2009 [North Perry Airport Master Plan](#), developed and periodically updated in order to guide short and long-term planning and operational decisions, are adopted by reference.

**OBJECTIVE T4.2** Consistent with the Deepwater Port Component, Broward County, through the [Port Everglades](#) Department (PED), shall continue to maintain and expand a deepwater seaport that provides the maximum economic, environmental, and community benefits to Broward County.

**POLICY T4.2.1** PED shall continue to maintain and develop a deepwater seaport and cruiseport that provides the maximum economic, physical, and social benefits to Broward County.

**POLICY T4.2.2** PED shall provide a multimodal transportation system that facilitates the safe and efficient movement of passengers and cargo, while protecting and minimizing impacts to natural systems and resources.

**POLICY T4.2.3** PED shall continue to develop, maintain, and improve the Port as a competitive and viable deepwater facility to serve local and regional shipping and cruise

tourism needs, while providing for the economic well-being and environmental sustainability of Broward County and the surrounding region.



Port Everglades is a major economic driver in Broward County and the surrounding region. Economic activity of the Port is estimated to exceed \$28 billion. It is one of the busiest cruise ports in the world and a leading container, cargo, and fuel port.

**POLICY T4.2.4** PED shall maintain land use compatibility, consistent with the Port Master/Vision Plan and with the goals, objectives, and policies in the Broward County Comprehensive Plan, while pursuing economic development opportunities customarily associated with ports and foreign trade zones.

**POLICY T4.2.5** PED shall promote international trade and waterborne commerce by maintaining a five-Year Capital Improvement Plan, which identifies the infrastructure improvements necessary to meet the Port's projected needs in the five-year period and shall look beyond into the 10- and 20-year planning horizons.

**POLICY T4.2.6** Broward County should explore safe and secure options to enhance mobility and reduce congestion and vehicular delay in and around Port Everglades and the Greater Fort Lauderdale/ Broward County Convention Center.

**POLICY T4.2.7** The ~~2014~~ 2019 update to the [Port Everglades Master/Vision Plan](#), which is a plan designed to maximize market share and revenue through a realistic five year facility development program within a framework of 10 and 20-year vision plans, shall guide Port development.



[POLICY T4.2.8](#) Projected developed consistent with the 2019 updated to the [Port Everglades Master/Vision Plan](#) shall consider the impacts of intensifying sea level rise and flooding on Port improvements projects and incorporate adaptation practices to protect Port investments.

**OBJECTIVE T4.3** Broward County will continue to support the maintenance and expansion of regional passenger and freight rail systems.



SFRTA operates Tri-Rail, a 72-mile passenger commuter rail line with 18 stations between Mangonia Park and Miami International Airport.

[POLICY T4.3.1](#) Broward County will continue to collaborate with the [South Florida Regional Transportation Authority](#) (Tri-Rail), FDOT, Brightline, and railroad owners (Coastal Seaboard Railroad (CSX) and Florida East Coast Railroad (FEC)) to maintain and expand passenger rail service in Broward County including, but not limited to, the expansion of Brightline to Orlando International Airport and the [Tri-Rail Coastal Link](#) proposal to operate commuter rail service along the Florida East Coast line.

[POLICY T4.3.2](#) Broward County shall work with regional transportation partners to ensure that impacts from new rail projects that could negatively affect local industries, such as Broward’s maritime industry, are minimized.

[POLICY T4.3.3](#) Broward County, in accordance with section 343.58 F.S., will continue to fund the SFRTA annually to support the operations and maintenance of Tri-Rail commuter rail service.

**POLICY T4.3.4** In order to increase the convenience of using transit for regional trips, Broward County shall identify methods to improve local transit connections with regional rail service as well as implementing a regional fare media that would allow seamless transfers between transit operators.

**POLICY T4.3.5** Broward County supports and encourages passenger rail operators to fund connector shuttles from rail stations to provide passengers convenient links to their final destinations (e.g. SFRTA/Tri-Rail shuttles).

**POLICY T4.3.6** Broward County encourages passenger rail operators to collaborate with Broward County Transit when siting and designing rail stations to ensure that transit vehicles have safe ingress and egress into the station areas.

**POLICY T4.3.7** Broward County highly encourages passenger and freight rail operators to actively participate in community public education efforts, such as [Operation Lifesaver](#), to teach residents and visitors rail safety.

**POLICY T4.3.8** Broward County supports continued federal funding for [Amtrak](#) passenger rail services throughout Southeast Florida; providing a safe and reliable option for interregional and interstate travel.

**POLICY T4.3.9** Broward County shall collaborate with regional transportation partners to support the establishment of a freight rail corridor along US 27 to alleviate freight congestion and permit additional passenger rail capacity within the urbanized area of Broward County. To ensure economic competitiveness and convenient freight access to Port Everglades, direct freight rail or other multimodal connectors should be considered as a part of the US 27 multimodal corridor.

**POLICY T4.3.10** Broward County, through its membership in the Broward MPO, supports innovative strategies to improve safety and security along the railway network including, but not limited to, the following actions:

1. Support FDOT's expedited implementation of the enhanced crossing warning device program;
2. Support FDOT's demonstration of the feasibility of alternatives to conventional warning devices, such as four-quadrant gates and median separators;
3. Support the context sensitive closing of grade crossings, where appropriate;
4. Support expeditious implementation of the Railroad Safety Improvement Act of 2008, including Positive Train Control (PTC) on passenger and freight railways; and
5. Support implementation of Quiet Zones where the necessary crossing infrastructure are present, the public demonstrated support, and where feasibility and safety features are determined sufficient by the Federal Railroad Administration and the

FDOT.

**OBJECTIVE T4.4** Broward County supports continued improvements to and an adequate level of service for the multimodal [Strategic Intermodal System \(SIS\)](#) as a Statewide transportation and economic priority.

**POLICY T4.4.1** Recognizing the growing need for regional, interregional, statewide, and international connectivity, coordinate with the FDOT, appropriate municipalities, the MPO, and the SFRTA to continue implementing strategies to maintain Level of Service Standards on the SIS / Florida Highway System (FHS), including strategies to facilitate local traffic to use alternatives to the SIS / FHS as a means of protecting interregional and intrastate functions. Among the strategies that Broward County will continue to support are:

1. Implementation of Express Lanes Network with applicable noise mitigation infrastructure;
2. [I-95, I-75, and I-595 Express bus](#) services during peak travel hours;
3. Construction of additional park and ride lots to support demand for express bus and passenger rail services;
4. Widening of Florida's Turnpike and Sawgrass Expressway when eligible noise mitigation infrastructure is designed as part of project implementation;
5. Interchange improvements, such as diverging diamonds, on I-95, I-595, I-75, Florida's Turnpike, Sawgrass Expressway, as appropriate;
6. Recommendations per the [SW 10<sup>th</sup> St Consensus Report](#) and [FDOT SW 10<sup>th</sup> Street Project Development and Environment Study](#);
7. Funding of regionally significant arterials and local roadways to ensure smooth traffic flow within the County's transportation network and connecting to the SIS network/facilities;
8. Study the use of the Florida East Coast Railroad as an urban transit corridor;
9. Removal of road barriers and connection of discontinuous roadways to fill gaps and enhance roadway networks;
10. Coordination of intelligent transportation systems (ITS) efforts between the FDOT and Broward County;
11. Public transit routes which are parallel to SIS / FHS roads and connect to SIS facilities;

12. Continued participation in initiatives such as the [I-95 Corridor Mobility Planning Project](#), that address issues and opportunities involving SIS facilities in a holistic, multiple stakeholder perspective;
13. Study options to provide connectivity between SIS facilities, such as Port Everglades and Fort Lauderdale-Hollywood International [Airport](#); and
14. Encourage expansion of ADA-accessible water taxi service along SIS waterways (e.g. Atlantic Intracoastal Waterway) to serve tourists as well as commuters seeking alternative routes to A1A, US 1, or I-95.

**POLICY T4.4.2** County staff shall continue to review proposed projects on State roads to ensure potential conflicts with bicycle, pedestrian, and other forms of mobility are minimized.

**POLICY T4.4.3** Broward County shall encourage the State of Florida to include greater emphasis on transit and non-motorized transportation modes as SIS priorities, including designation of SIS funds to support transit for routes that directly reduce automobile trips on the SIS.

**OBJECTIVE T4.5** Strengthen and foster regional collaboration and cooperation through coordinated planning, operations, and capital investment to further the realization of regional multimodal goals and vision.

**POLICY T4.5.1** Broward County shall collaborate with partner agencies in the development of transportation plans under their authority (i.e. the Broward MPO and the Long-Range Transportation Plan) through technical committees, steering committees, or other available forums.

**POLICY T4.5.2** In the development of plans under Broward County authority, the appropriate County departments/divisions shall seek input and collaborate with transportation partner agencies including, but not limited to, the Broward MPO, FDOT, and SFRTA.

**POLICY T4.5.3** Broward County and its regional transportation partners shall make updates to the [FDOT District 4 and 6 Regional ITS Architecture](#) to ensure mutually agreed roles and responsibilities are properly delineated and information is exchanged efficiently per the plan to facilitate a regionally coordinated transportation system.

**POLICY T4.5.4** Broward County supports the Broward MPO and FDOT [Integrated Corridor Management \(ICM\)](#) approach for Interstate 95. The County will continue to participate in ICM and encourages expansion of this approach to other corridors.

**POLICY T4.5.5** Broward County will continue to collaborate with the FDOT on implementing [Transportation Systems Management and Operations](#) (TSM&O) initiatives to create a more effective highway and arterial network, enable residents and visitors to make informed transportation choices, and enhance safety through improved incident management.



Dynamic Message Signs (DMS) are a component of TSM&O (Policy 4.5.5) used to communicate travel times, crash and incident data, safety announcements, and AMBER/Sliver Alerts to the traveling public.

**POLICY T4.5.6** Broward County supports continued FDOT funding for [South Florida Commuter Services](#) and Florida 511 as a resource for residents and visitors to learn about regional transportation options, provide real-time traffic information, and encourage alternative transportation through carpool, vanpool, and Emergency Ride Home programs.

**POLICY T4.5.7** Broward County will strive to coordinate new investments in transportation technology with regional transportation partners to ensure data is compatible and interoperable to leverage individual investments with regional datasets and products.

**POLICY T4.5.8** Broward County will enhance its coordination with municipalities, adjacent counties, MPOs, and other transportation partners regarding regional transportation issues, including the need to ensure mobility on shared SIS and other regionally significant transportation facilities crossing County lines.

**POLICY T4.5.9** Broward County will continue to support the [Southeast Florida Transportation Council](#) (SEFTC) through participation in committees and subcommittees (e.g. Regional

Transportation Technical Advisory Committee) and collaborating in updates of the [Regional Transportation Plan](#) (RTP) and plans that address the movement of freight and goods through and within the region.

**POLICY T4.5.10** Broward County will continue to support the SFRTA through participation in committees and subcommittees (e.g. Planning Technical Advisory Committee) and collaborating in updates of the [SFRTA Transit Development Plan](#).

**POLICY T4.5.11** Broward County shall collaborate with state, regional and local transportation partners, including FDOT, private transportation and rail operators, to identify areas and projects most vulnerable to climate change and intensifying sea level rise and take appropriate action to increase resiliency to adverse physical, economic, and/or social impacts. The County shall continue to implement recommendations in the [Southeast Florida Regional Climate Change Action Plan](#).

**POLICY T4.5.12** Broward County shall collaborate with regional and local transportation partners, including FDOT, to expand the context sensitive use of Adaptive Traffic Signal Control technologies to reduce traffic congestion and delay.

**OBJECTIVE T4.6** Strengthen and foster regional collaboration and cooperation through coordinated planning, operations, and capital investment to ensure efficient freight transportation.



**Florida East Coast Railway's Intermodal Container Transfer Facility is credited with increasing cargo volume at Port Everglades.**

**POLICY T4.6.1** Broward County shall collaborate with the FDOT and Broward MPO to improve efficiency of freight movement through involvement in the Broward MPO Freight Transportation Advisory Committee and partnering to advance the [Florida Freight Mobility and Trade Plan](#).

**POLICY T4.6.2** Broward County, in collaboration with the Broward MPO, FDOT, SEFTC, and other partners, shall address regional freight and goods movement to, from, and through Broward County and explore opportunities to reduce impacts between freight, commuter rail, and automobile trips.

**POLICY T4.6.3** Broward County shall coordinate the expansion plans recommended by the Port Everglades Master/Vision Plan and the Fort Lauderdale Hollywood International Airport Master Plan to assure operational compatibility.

**POLICY T4.6.4** Broward County should coordinate cargo marketing efforts and promote the development of synergistic approaches to cargo development, including joint facility use between Fort Lauderdale-Hollywood International Airport and Port Everglades, where applicable.