

TRANSPORTATION ELEMENT

GOALS, OBJECTIVES AND POLICIES

TRAFFICWAYS

GOAL 1 Provide a safe, convenient and efficient multi-modal transportation system for all residents and visitors to the City. This transportation system shall:

- a) provide for safety, convenience and efficiency for its residents and visitors;
- b) coordinate and balance the transportation system with managed growth, development and environmental sustainability;
- c) coordinate with other transportation plans and programs; that economically addresses the transportation needs of the present and future populations; and
- d) provides for the protection of the existing and the future transportation system.

OBJECTIVE 1.1 Continue to maintain, and where feasible improve the functional relationship between the transportation system and the Future Land Use Map to ensure that the multi-modal transportation system safely, conveniently, and efficiently meets the needs of future population densities, land uses, housing and employment patterns.

Policy 1.1.1 Implement and complete the roadway improvement projects now programmed to correct existing or anticipated deficiencies as indicated in Broward County Transportation Improvement Program (TIP) as may be amended from time to time. (Ord. No. 2146, 2/18/98)

Policy 1.1.2 Unless exempted under other policies, the adopted concurrency management system shall establish the following roadway peak-hour (100th highest hour for 2-way traffic, calculated by use of a K_{100} factor) level of service (LOS) standards for the purpose of issuing development orders and permits:

- a) For facilities within the Strategic Intermodal System (SIS), inclusive of the Florida Intrastate Highway System (FIHS), the generalized two way peak-hour level of service (LOS) standard established by the Florida Department of Transportation. As applied to the City of Plantation, the level of service standard for the Florida Turnpike and the Interstate 595 is LOS "D".

- b) For non-FIHS transportation facilities and transportation facilities functionally classified as collector roads or higher (State, County, and City collectors and arterials), the generalized two-way peak-hour LOS "D" standard volumes depicted on Table 4-4, Level of Service Handbook, Florida Department of Transportation, (2002).
- c) For transportation facilities previously designated as 110 percent maintain under the 1989 Comprehensive Plan, the generalized two-way peak-hour LOS standard shall be calculated by use of a K_{100} factor, which factor will be applied to the 110 percent maintain volumes. The 110 percent maintain roadway segments and corresponding LOS standard are depicted in an Appendix to the Transportation Element Support Document.

Policy 1.1.3

Evaluate and rank proposed City streets in order of priority in preparing improvement programs according to the following guidelines:

- a) whether the project is needed to protect public health and safety, to fulfill the State and/or County commitment to provide multi-modal facilities and services, or to preserve or achieve full use of existing facilities;
- b) whether the project increases efficiency of use of existing facilities, prevents or reduces future improvement cost, provides service to developed areas lacking full service, or promotes infill development;
- c) whether the project represents a logical extension of facilities and services within a designated service area; and
- d) whether the project represents a development requirement for the approval of a project within an undeveloped area.

Policy 1.1.4

The concurrency management system shall provide that for the purpose of issuing development orders and permits, the following local roadway LOS "D" standards exemptions shall apply:

- a) For developments located within the former transportation concurrency exception area (TCEA), the developments shall meet or exceed the transit oriented concurrency district (LOS) level of service requirements of the Central District, as designated by the Broward County Transportation Element as listed in Objective 3.4 of the Broward County Comprehensive Plan as may be amended from time to time. The City, as of this amendment, has four roadways classified as constrained with a "110 percent maintain" level of service standard that were previously included the TCEA. These deficient roadways

are classified as County and State roadways per the Broward County Highway Functional Classifications Map. Any improvements to these roadways will be the responsibility of Broward County and/or the State of Florida in their respective capital improvement programs. As of this amendment, these roadways are not included in either the County's or State's Five Year Program. The City will monitor these programs for inclusion of the deficient roadways and coordinate with the appropriate agency when any planned improvements are considered.

- b) The proposed development is found to have vested rights with regard to any affected road segment, the subject of which was addressed in a development agreement made in accordance with the provisions of Chapter 163, Part 11, Florida Statutes, except as may be otherwise provided in §163.3233 F.S. or its successor, or a common law vested rights determination made as to that road segment. The proposed development must meet concurrency for any road segment for which a vested rights determination has not been made.
- c) The proposed development has a de minimis impact, which is an impact that would not affect more than 1 percent of the maximum volume at the adopted LOS standard of the affected transportation facility. No impact will be de minimis if it would exceed 110 percent of the sum of existing volumes and the projected volumes from approved projects on a transportation facility; provided however, that an impact of a single family home or duplex on a parcel of record prior to May 30, 1990, will constitute a de minimis impact on all roadways regardless of the level of deficiency on the roadway. Further, no impact will be de minimis if it would exceed the adopted LOS standard of any affected designated hurricane evacuation routes.

The City of Plantation further limits de minimus impacts exceptions to the existing urban service area. Such exceptions shall also be limited as follows:

- i) The development proposal is for an increase in density or intensity of less than or equal to twice the density or intensity of the existing development, or for the development of a vacant parcel of land, at a residential density of less than four dwelling units per acre, or for non-residential uses at an intensity of less than 0.1 floor area ratio. Isolated vacant lots in predominantly built residential areas where construction of a single family home would be the most suitable use may be developed for the single family use under the de minimus exception even if smaller than one quarter of an acre in size;

- ii) The transportation impact of the development alone does not exceed 0.1 percent of the maximum service volume at the adopted level of service for the peak hour of the affected transportation facility; and,
- iii) The cumulative total transportation impact from the development minus exceptions does not exceed three percent (3%) of the maximum service volume at the adopted level of service standard of the affected transportation facility if the facility does not meet its minimum level of service standard.
- d) Developments that promote public transportation by providing carefully scaled public transit infrastructure are exempt to the extent of such provided infrastructure. These are developments that directly affect the provision of publicly owned or operated transit including: bus routes, separate lanes for the exclusive use of public transit services, transit stops (shelters and stations), and office buildings or projects that include the foregoing as part of the project.
- e) Urban redevelopment projects, as defined and described in Section 163.3164(25)&(26), F.S. and Rule 9J-5, F.A.C.
- f) A development permit issued in accordance with and as authorized by an approved Development of Regional Impact (DRI) development order that will require concurrency analysis for local streets as well as regional facilities.
- g) A development permit issued in accordance with and as authorized by an approved Florida Quality Development (FQD) development order.
- h) The total traffic generated by the proposed development shall not exceed 500 trips per day.

Policy 1.1.5

The concurrency management system shall provide that a development order or permit be issued when a roadway exceeds its adopted LOS standard provided one or more of the following mitigation measures apply:

- a) There is an approved action plan to accommodate the traffic impact of the development.
- b) The necessary improvements to provide the adopted level of service are under construction at the time a permit is issued.

- c) The necessary improvements to provide the adopted level of service are the subject of a binding executed contract for the construction of the facilities.
- d) The necessary improvements for the adopted level of service have been included in the first two (2) years of the adopted City of Plantation, Broward County, or State five-year schedule of transportation improvement; and the applicable government entity makes a determination that a binding contract for the implementation of said improvements will be executed no later than the final day of the second fiscal year of the original schedule.
- e) The necessary improvements for the adopted level of service have been included in the first two (2) years of the adopted City of Plantation five-year schedule of transportation improvements and the municipality has entered into an interlocal agreement with Broward County. This interlocal agreement will include assurances by the City, upon which the County may rely, that at the time a development permit is issued, the necessary facilities and services are the subject of a binding executed contract which provides for the commencement of the actual construction of the required facilities or the provision of services within one year of the issuance of a building permit.
- f) The necessary facilities and services for the adopted level of service are guaranteed in an enforceable development agreement. An enforceable development agreement may include, but is not limited to, development agreements pursuant to Section 163.3220, Florida Statutes, or an agreement or development order issued pursuant to Chapter 380, Florida Statutes; provided that road improvements required by a Development of Regional Impact (DRI) development order shall not be considered for concurrency determinations for the property outside the DRI boundaries unless conditions b), c), d), e), or above apply.
- g) The approved development would not cause deterioration below the 110 percent maintain level of service.

Policy 1.1.6

The City shall encourage FDOT and Broward County to achieve the adopted level of service on all road segments shown to be operating below their adopted level of service according to the TRIPS model.

Policy 1.1.7

The City shall continue to enforce "110-Percent Maintain" as the level of service for the purpose of issuing development permits for road segments operating below the level of service "D" as identified in the latest Broward County TRIPS model. (Ord. No. 2146, 2/18/98)

Policy 1.1.9

The land development regulations for designated constrained facilities operating below level of service "D" according to the TRIPS model shall provide for a concurrency management system that allows development permits to be issued only in the following circumstances:

- a) The property is within the compact deferral area for a constrained facility operating below its adopted level of service on the TRIPS model, but one of the following additional conditions applies:
- b) The City of Plantation shall limit de minimis exceptions to the existing urban service area; such exceptions shall also be limited as follows:
 - i) The development proposal is for an increase in density or intensity of less than or equal to twice the density or intensity of the existing development, or for the development of a vacant parcel of land, at a residential density of less than four dwelling units per acre or, for nonresidential uses, at an intensity of less than 0.1 floor area ratio. Isolated vacant lots in predominantly built residential areas where construction of a single family house would be the most suitable use, may be developed for single family residential under the de minimis exception even if smaller than one quarter acre in size; and,
 - ii) The transportation impact of the proposed development alone does not exceed 0.1 percent of the maximum service volume at the adopted level of service standard for the peak hour of the affected transportation facility; and,
 - iii) The cumulative total transportation impact from the de minimis exemptions does not exceed three (3) percent of the maximum service volume at the adopted level of service standard of the affected transportation facility if the facility does not meet the minimum level of service standard.
- c) The approved development would not cause deterioration below the "110% Maintain" level of service; or

Policy 1.1.10

The City shall, through land development regulations, provide that urban redevelopment requiring less than 110 percent of the actual transportation impact caused by the previously existing development, shall not be prohibited due to the reduction of transportation levels of service below the adopted standards. (Ord. No. 1974, 4/13/94)

Policy 1.1.11

The City shall continue to implement the transportation land use concurrency (per the Broward County Transportation Element), requiring development to contribute to the cost of mass transit infrastructure to

offset the impact. (Ord. No. 2146, 2/18/98)

Policy 1.1.12

The City will coordinate with the Broward County Transportation Planning Division, and FDOT, as it conducts a study on constrained roadway facilities. The study shall identify constrained facilities, propose adequate LOS standards for those identified constrained facilities, and recommend appropriate actions to improve mobility on the constrained roadways. The study findings may be implemented through a subsequent Transportation Element amendment.

Policy 1.1.13

In coordination with Broward County, the City shall implement the adopted two-way peak-hour LOS "D" standards for local roads through the following actions:

- a) Initially, 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 trips volumes associated with the development.
- b) Coordinate with Broward County to complete a study that identifies the peak-hour and the existing peak-hour volumes for each collector roadway or higher.
- c) Based upon the completed study, amend the Transportation Element as and when appropriate.

Policy 1.1.14

Recognizing the interaction with mixed use developments and the resulting internal satisfaction of trips when analyzing the traffic impact of proposed mixed use developments which promote revitalization and redevelopment. Mixed use developments are characterized by three (3) or more significant, mutually supporting, revenue-producing uses with significant physical and functional integration of project components, including uninterrupted pedestrian connections, and that is developed in conformance with a coherent plan.

Policy 1.1.15

The City shall coordinate land uses with the transportation system consistent with the County, subject to the City of Plantation's Future Land Use Map and land development requirements.

- a) Residential densities in the low to medium ranges should be located with access to existing minor arterial and collector streets.
- b) Residential densities in the medium to high ranges should be located with adequate access to major and minor arterial roadways, expressways, and public transit routes.

- c) Industrial uses shall be located with access to major vehicular transportation facilities, and reasonable access to airports, seaports, rail, and intermodal facilities that are located outside of the City.
- d) Regional or community facilities and other public facilities shall be located in areas of concentrated activity, such as downtowns or near major concentrations of commercial activity such as regional malls in order to provide easy access by public transit and to economize on parking areas.

Policy 1.1.17

Consistent with Broward County, the City shall coordinate the transportation system with land uses through implementation of, but not limited to, the following programs, activities or actions:

- a) Transportation facilities and services shall be developed in a manner that encourages infill development and that promotes the efficient use of urban services.
- b) Transportation facilities and services shall be planned and located in a manner that minimizes the potential impacts on adjacent land uses.
- c) Intermodal facilities shall be located so as to maximize the efficiency of the transportation system.
- d) Work closely with the County to develop and implement transit oriented land use patterns

Policy 1.1.18

Continue to work with Broward County MPO and Broward County Transit to study causes of traffic congestion and create strategies to mitigate traffic congestion.

Policy 1.1.19

The City will work with Broward County to study the feasibility of an urban transit greenway system to offer pedestrian scale circulation opportunities and to relieve traffic congestion in the Plantation Midtown and Plantation Gateway districts.

Policy 1.1.20

The City shall encourage smaller mixed use projects at transit nodes along transportation corridors through some type of concurrency exception (i.e. Broward County exceptions or bonuses.)

OBJECTIVE 1.2

The City shall ensure that development does not encroach upon existing or future rights of way as provided in the Broward County Trafficways Plan. Right-of-way needs shall continue to be identified and priority scheduled for acquisition or reservation.

Policy 1.2.1

The Broward County Planning Council "Trafficways Plan" is adopted as part of the Transportation Element (and as shown in this document as a supplement to the Future Land Use Map) which identifies future right-of-ways based upon this Transportation Element and the Future Land Use

Map Series of the Plantation Comprehensive Plan except where special considerations are indicated.

Policy 1.2.2 Adopt the following minimum public right-of-way requirements for new roadways and protect through the development code.

- a) freeways/turnpike - 325 foot right-of-way;
- b) arterial roadways - Principal: 200 foot right-of-way; Major: 120 foot right-of-way; and Minor: 100 to 110 foot right-of-way;
- c) County and City collector roadways - 80 to 94 foot right-of-way;
- d) local roads - 50 to 70 foot right-of-way;
- e) private streets - 40 foot (may be varied by City Council).

Policy 1.2.3 Implement a program for mandatory dedications for acquiring necessary rights-of-way on existing and future roadways during site plan review and platting.

Policy 1.2.4 The City shall implement a program of dedication for acquiring rights-of-way for roadway and/or intersection improvements, bus pull-out bays, bus shelters, roadway drainage facilities, bicycle lanes, and/or sidewalks.

Policy 1.2.5 Rights-of-way sufficient to meet the requirements of the Broward County Trafficways Plan shall be conveyed to the public by deed or easement at the time of plat recordation. (Ord. No. 1974, 4/13/94)

Policy 1.2.6 In order to protect the transportation corridors identified on the Broward County Trafficways Plan, the City shall not issue building permits or development orders for construction within identified rights-of-way. (Ord. No. 1974, 4/13/94)

OBJECTIVE 1.3 Continue to analyze new development applications to insure that developers construct the improvements necessary to minimize the additional vehicular impact; measurability shall be the development review process and its accompanying files.

Policy 1.3.1 An evaluation and recommendation on each application will continue to be prepared by the traffic consultant or engineer during the plan review process: it specifically addresses the following:

- a) access - driveways, roadway improvements, and on-site circulation and parking:

- b) pedestrian circulation - construct sidewalks where necessary and minimize pedestrian and vehicular conflicts;
- c) traffic study - require a study for projects generating more than 1,000 average trips per day, or above the de minimus impacts per Policy 1.1.4b), which ever is the fewer number of trips.

- Policy 1.3.2** The City shall review all proposed development for consistency with Objective 1.3 and impacts upon the adopted LOS standards.
- Policy 1.3.3** The City shall assess new development an equitable pro rata share of the costs to provide multi-modal transportation improvements to serve the development.
- Policy 1.3.4** The City shall consider the individual and cumulative impacts of land use plan amendments on the existing and planned transportation facilities within the City and County. (Ord. No. 1974, 4/13/94)
- OBJECTIVE 1.4** Transit and transportation planning will continue to be coordinated with the future land uses shown on the Future Land Use Map of the City's Comprehensive Plan, the Broward County Transportation Improvement Program (TIP), the Broward County Comprehensive Plan, the Broward County 2030 Long Range Transportation Plan, the MPO traffic and transit plans, and plans of neighboring jurisdictions through annual reviews by the Department of Planning, Zoning, and Economic Development.
- Policy 1.4.1** The City Planning and Engineering Departments with the Traffic Engineers shall review subsequent versions of the FDOT 5-Year Transportation Plan in order to update or modify this element, if necessary.
- Policy 1.4.2** The City shall review, for compatibility with this element, the transportation plans and programs for the adjacent municipalities as they are amended in the future.
- Policy 1.4.3** Proposed amendments to this Transportation Element should include a statement of findings and where appropriate, study-based material supporting such proposals.
- OBJECTIVE 1.5** The City of Plantation shall continue to participate with and support Broward County, and the Broward County MPO in intergovernmental plans and programs that will improve the safety, convenience, and energy efficiency of the city's and the region's multi-modal transportation system.

Policy 1.5.1

Participate with Broward County to provide safe, convenient, and energy efficient roadways through implementation of programs and actions including:

- a) Continue to maintain land development regulations that control the connections and access points of driveways and roads to roadways as prescribed by either the Florida Department of Transportation (FDOT) Highway Access Manual or the Broward County Land Development Code.
- b) Implement traffic calming techniques, where appropriate.
- c) The City, through the land development regulations, shall continue to assure that all newly platted properties have direct access to roadways, consistent with access management standards, as the convenience measure.
- d) Through its Comprehensive Plan and land development regulations, continue to provide for a hierarchy of roadways with local roads serving as the access roads to private property.
- e) Support the MPO to increase the vehicle occupancy rate from 1.37 to 1.43 persons per vehicle through transportation demand management (TDM) strategies, such as ride-sharing programs, preferred parking, and high occupancy vehicle lanes.
- f) Support Broward County to make the existing transportation system operate more efficient by continuing to implement Transportation System Management (TSM) strategies such as improving road conditions, intersection improvements, and computerized traffic signals.
- g) Support the MPO to reduce the per capita vehicle miles traveled (VMT) below the year 2002 projected daily per capita VMT of 21.70 by implementing TDM strategies
- h) Support the MPO to maintain and, where feasible, expand the number of ride-sharing lots in Broward County.

Policy 1.5.2

The City shall participate with the Florida Department of Transportation and the Broward County MPO to develop strategies that provide relief to the Florida Turnpike, as a part of the Florida Intrastate Highway System (FIHS), to the extent that alternate routes are not degraded to unacceptable level-of-service, and that the City's neighborhoods and business districts are protected from adverse impacts.

- Policy 1.5.3** The City shall encourage greater coordination between the Broward County MPO and the other Broward County transportation entities.
- Objective 1.6** The City of Plantation shall coordinate with Broward County for development within the Transit Oriented Concurrency District established in the Broward County Comprehensive Plan Transportation Element Objective 3.4 as may be amended from time to time. The Transit Oriented Concurrency District emphasizes availability of viable alternative travel paths or modes for common trips and emphasized consistency with the transportation level of service standards. The City of Plantation is within the Central District, which has been designated a Transit Oriented Concurrency District.
- Policy 1.6.1** The City will not issue a building permit until a Transportation Concurrency Statement Certificate from Broward County has been presented.
- Policy 1.6.2** The City is located within the Central District (per the Broward County Transportation Element) which is a transit oriented concurrency district. The City will coordinate with the various departments within Broward County to ensure compliance with Objective 3.4 of the Broward County Transportation Element as may be amended from time to time.
- Policy 1.6.3** The City will coordinate with the County to investigate and implement the use of concurrency mitigation options adopted by the County and amend the City's Comprehensive Plan accordingly.

MASS TRANSIT

GOAL 2

Assure a transit system for the City that is consistent with the Land Use Plan and serves the travel needs of the City of Plantation, in a safe, convenient, and efficient manner. The transit system shall be functionally coordinated with: other modes of travel; with the roadway, pedestrian, and bicycle networks; and with the future land use plan.

The existing and future transit system and infrastructure shall be planned and implemented to assure that the City's quality-of-life and safety is maintained and enhanced. (Res. No. 6779, 2/28/96)

OBJECTIVE 2.1

The City shall continue to work with the County to achieve a modal split of 1.23% from the current 1.15% of the total transit service by the year 2011. (Ord. No. 2146, 2/18/98)

Policy 2.1.1

The City shall continue to urge the County Mass Transit Division to increase bus service to generally achieve the County Transit Development Plan (TDP) Standards of:

- a) service within one-half mile in low density areas and one-quarter mile in higher density areas;
- b) 30 minute headways for 80% of the routes within the City, and
- c) system-wide operating hour average (6:00 a.m. to 9:30 p.m.) on weekdays. (Ord. No. 2146, 2/18/98)

Policy 2.1.2

Ensure that the TDP recommendation to improve the level of service on the Route 56 (Plantation loop) is implemented by the County Mass Transit Division, and continue extended hours of operation. (Ord. No. 2146, 2/18/98)

OBJECTIVE 2.2

To continue to work with the County to develop programs to both increase ridership to system wide averages (measured in passengers per day per mile) and to achieve exclusive transit rights-of-way on routes using congested roadways (Level of Service E and F), by 2011 (Per Broward County Comprehensive Plan policy 3.2.2 (12)).

Policy 2.2.1

The City shall continue to work with the Broward County Mass Transit Division to attract ridership (e.g. bus shelters and marketing) to the routes serving University Drive (Routes 2 & 56). (Ord. No. 2146, 2/18/98)

- Policy 2.2.2** The City shall continue to work with the County in utilizing the Broward Boulevard corridor Multimodal Study as an opportunity to improve the attractiveness of Route 22 (Ord. No. 2146, 2/18/98)
- Policy 2.2.3** In coordination with the Broward County Transportation Planning Division, continue to periodically evaluate the need for expanding municipal public transit systems that are coordinated with the County public transit system and to encourage greater use of public transportation.
- Policy 2.2.4** The City of Plantation will monitor and maintain the Plantation Midtown Trolley and the Plantation Tram community bus routes so long as financially feasible.
- Policy 2.2.5** The City shall work with the County in utilizing the Sunrise Boulevard corridor Multimodal Study as an opportunity to improve the attractiveness of Route 36.
- OBJECTIVE 2.3** Integrate the transit system, facilities, and amenities with other components of the multi-modal transportation system, particularly in congested areas. See policies for measurability.
- Policy 2.3.1** The City shall assist Broward County in its promotion of the existing bus transfer facility located at the West Regional County Complex. This site provides direct access to the Library, Courthouse, Westside Regional Medical Center, and County Offices through transfer for six routes (2, 12, 22, 30, 56, and 88). Broward Mall is still served by two major routes (22 and 56). (Ord. No. 2146, 2/18/98)
- Policy 2.3.3** The City shall continue its program of bus bench, shelter, and amenity construction through a private company as well as through available grants. (Ord. No. 2146, 2/18/98)
- Policy 2.3.4** The City will continue its activities toward developing the FDOT – designated public transportation corridors for greater integration among transportation modes, land use, and urban design. These activities, currently ongoing in the Plantation Gateway District include:
- a) public input and workshops held to develop consensus of desired district uses and development standards;
 - b) prototype bus shelter and signage projects coordinated with Broward County Mass Transit;
 - c) design of landscape and on-street parking improvements for dead-end streets within the District;

- d) development of proposed ordinances refining permitted and prohibited uses, that include the possible intensification of existing uses and mixed-use opportunities;

These activities, currently ongoing in the Plantation Midtown District include:

- i) design of landscape and on-street parking improvements;
- ii) coordination with the Broward County Mass Transit and property owners, and developers for transit stop locations;
- iii) continual development of ordinances refining permitted and prohibited uses that encourage mixed-use opportunities to encourage and promote pedestrian and bicycle activity.

Policy 2.3.5 The City of Plantation is to coordinate with Broward County Mass Transit and Broward County Transportation Services to establish at least one neighborhood transit center.

Policy 2.3.6 The City will support development and implementation of transit oriented development and transit oriented land use patterns, as within the Plantation Gateway district and the Plantation Midtown district.

Policy 2.3.7 The City will continue to support and promote transit service management and transportation demand management programs with Broward County.

OBJECTIVE 2.4 Monitor and continue the Plantation Midtown Trolley transit service to encourage ridership in the district so long as financially feasible.

Policy 2.4.1 The City shall continue to encourage the private sector businesses that make up the Plantation Midtown District to continue to review and evaluate internal transit system alternatives.

Considering the current and future land uses in the area and the district's evolving transportation needs and problems, develop the existing internal road system of the district to:

- a) enable it to relieve the traffic now congesting the arterials;
- b) provide easy access between the various facilities within the district without using any of the major arterials bordering and intersecting the district;

- c) enable it to handle a "small-bus" mass transit system easily;
- d) explore the feasibility of creating multi-level intersections where the internal road system intersects Broward Boulevard; and,
- d) design all road system improvements to visually improve and orient district users. (Ord. No. 2146, 2/18/98)

Policy 2.4.2 The City shall work with the County to continue the current and future bus route pattern in Plantation Midtown. (Ord. No. 2146, 2/18/98)

Policy 2.4.3 The City shall continue to market and promote local transit systems to encourage greater use of public transportation.

GOAL 3 Develop a level of transit service which, with operational development, will provide an alternative to the private automobile for those who wish to change modes.

OBJECTIVE 3.1 The City urges the County to provide transit coverage (within one-quarter mile) of all developed medium density residential areas of Plantation, particularly those with a propensity for transit ridership.

Policy 3.1.1 The City shall continue to support maintenance of the current basic route pattern but monitor development along Cleary Boulevard and Nob Hill Road, west of Pine Island Road, to determine possible future service requirements. The area west of Pine Island Road is currently served by Route 22 and Sunrise Boulevard (#36). (Ord. No. 2146, 2/18/98)

Policy 3.1.2 The City shall continue to actively work with the County to enhance bus service along University Drive, Pine Island Road, and Broward Boulevard. These corridors are currently served by Routes 2, 12, 22, 56, and 88. (Ord No. 2146,2/18198)

Policy 3.1.3 The City shall continue to support Broward County's maintenance of a minimum 75-percent residential and employment functional coverage within the urban infill area.

GOAL 4 Retain and expand transit services for the elderly, and other transportation disadvantaged groups, with both regular and specialized service.

OBJECTIVE 4.1 Support the County to continue the current Transportation Options Program Service (TOPS) Transportation system policy of no waiting list for service.

- Policy 4.1.1** The City shall continue to monitor transit service in Plantation, both scheduled and "demand response", to assure County compliance with this objective. (Ord. No. 2146, 2/18/98)
- OBJECTIVE 4.2** Urge the County to maintain and improve services that are accessible to persons who are disabled on regular routes in order to provide reasonable alternatives for transit riders who are disabled. See policies for measurability.
- Policy 4.2.1** The City shall continue to support efforts to retain the buses on Routes 2 and 22 that are accessible to persons who are disabled. (Ord. No. 2146, 2/18/98)
- Policy 4.2.2** The City shall continue to monitor any County expansion of routes for the use of buses that are accessible to persons who are disabled to achieve more direct service.
- The City shall encourage and request that County or privately owned or operated buses on the routes serving these census tracts shall be accessible to persons who are disabled, pursuant to ADA (Americans with Disabilities Act).
- Policy 4.2.3** In working with the private sector, the City shall make certain that transit system alternatives are accessible to persons that are elderly and disabled to the maximum extent feasible. Any future system would have to be designed and constructed for accessibility pursuant to the ADA. (Ord. No. 2146, 2/18/98)
- GOAL 5** In general, to support Broward County in its effort to implement other recommendations of both its Comprehensive Plan Transportation Element and the TDP which will enhance service to Plantation including planning, financing, capital programming, marketing and monitoring.
- OBJECTIVE 5.1** The City of Plantation shall continue to participate with Broward County, and the Broward County MPO in intergovernmental plans and programs that will improve the safety, convenience, and energy efficiency of the city's and the region's transit system. Through its coordination, the City shall also assure that its residents' quality-of-life and safety is maintained and enhanced through the planning and implementation of the existing and future transit system and infrastructure. (Res. No. 6779, 2/28/96)
- Policy 5.1.2** Support the Mass Transit Division of Broward County, in providing a safe, convenient, energy efficient public transit network through implementation of programs and activities including:

- a) Investigate the feasibility of using crime prevention through environmental design as a technique for enhancing the safety and security of public transit facilities.
- b) Work with the Mass Transit Division and Transportation Planning Division of Broward County continue in developing municipal public transit systems that are coordinated with the County public transit system.
- c) Support the coordination to provide bus shelters, benches, and stops at those locations which generate 25 passengers or more per day.
- d) Support the Mass Transit Division to continue to provide route information at appropriate locations.

Policy 5.1.3

Support Broward County to provide safe, convenient, and energy efficient intermodal terminals and safe access to intermodal facilities.

Policy 5.1.4

The City shall, through coordination with other agencies and public process, develop performance standards, guidelines, and requirements to assure that the planning and implementation of any fixed transit infrastructure does not adversely impact its residents, including but not limited to noise, pollution, privacy, quiet enjoyment, and safety impacts. In coordination with other agencies and the development of its performance standards and requirements, the City shall develop a review procedure for implementing its requirements. Both the performance standards, guidelines, and requirements, and the review procedure shall be adopted by ordinance, and amendment to the City of Plantation Comprehensive Plan. (Resolution No. 6779, 2/28/96)

BICYCLE AND PEDESTRIAN SYSTEM

- GOAL 6** Provide a safe, convenient, and efficient bicycle and pedestrian network for residents and visitors to the City. This bicycle and pedestrian system shall:
- a) provide for the safety, convenience, and efficiency for the City's residents and visitors;
 - b) coordinate and balance the bicycle and pedestrian transportation system with managed growth, development, and environmental sustainability;
 - c) coordinate with other transportation plans and programs that economically address the transportation needs of the City's present and future populations;
 - d) provide for the protection of the existing and future bicycle and pedestrian transportation system.
- OBJECTIVE 6.1** Ensure safe bicycle and pedestrian circulation in activity centers and neighborhoods of Plantation through the adoption of regulations and maintenance of programs by the year 2020 (per 2006 BC Comprehensive plan Policy 3.1.3).
- Policy 6.1.1** The City shall eliminate or minimize roadway designs which lead to hazardous conditions by:
- a) requiring the provision of adequate storage and weaving areas;
 - b) restricting direct access from driveways and local roads onto high, speed traffic lanes;
 - c) reducing conflicts between roadway and pedestrian traffic;
 - d) adopting design criteria for landscaping, sight obstructions, clear recovery areas and signs along new roadways and implementing a program to landscape and maintain existing median strips and rights-of-way.
- Policy 6.1.2** The City shall require or provide pedestrian displays at signal installations and signal modifications where crosswalks are provided.
- Policy 6.1.3** The City shall provide or require bicycle and pedestrian ways for connecting all new residential areas to recreational areas, schools, and

shopping areas within neighborhoods; and pedestrian ways for access to major transit stops.

Policy 6.1.4 The City shall review all proposed development for its accommodation of bicycle and pedestrian traffic needs.

Policy 6.1.5 The City shall require that a State and County roadway project will provide for pedestrian and/or bicycle traffic needs.

Policy 6.1.6 The City Police Department shall prepare annual accident frequency reports for all collector and arterial roads, and continue to enforce regulations and programs to ensure safe vehicular and bicycle/pedestrian safety. (Ord. No. 2146, 2/18/98)

Policy 6.1.7 In its activities toward developing the FDOT - designated public transportation corridors for greater integration among transportation modes, land use, and urban design, the City shall continue to support the enhancement of facilities that provide greater pedestrian and bicycle safety, convenience, and intermodal transfer opportunities. These activities, currently ongoing in the Plantation Gateway District include:

- a) public input and workshops held to develop consensus of desired district development standards;
- b) prototype bus shelter and signage projects coordinated with Broward County Mass Transit;
- c) design of landscape and on-street parking improvements for dead-end streets within the District;
- d) development of proposed ordinances refining permitted and prohibited uses, that include possible mixed-use opportunities;

These activities, currently ongoing in the Plantation Midtown District include:

- i) design of landscape and on-street parking improvements;
- ii) coordination with the Broward County Mass Transit and property owners, developers for transit stop locations;
- iii) continual development of ordinances refining permitted and prohibited uses that encourage mixed-use opportunities to encourage and promote pedestrian and bicycle activity.

OBJECTIVE 6.2 The City of Plantation shall continue to participate with and support Broward County, and the Broward County MPO in intergovernmental plans and programs that will improve the safety, convenience, and energy efficiency of the city's and the region's bicycle and pedestrian transportation system.

Policy 6.2.1 Support Broward County to provide a safe, convenient, and energy efficient bikeways network through implementation of programs and activities including:

- a) Work with the Broward County Bicycle Coordinator to initiate a program to identify high frequency bicycle and pedestrian crash locations, to develop strategies for improving the safety of those location, to adopt and implement those safety strategies, and to monitor those locations.
- b) Work with the Broward County Bicycle Coordinator and the Pedestrian Coordinator to improve access to public transit and rail terminals through the provision of bicycle and pedestrian facilities.
- c) Continue to work with the Broward County Bicycle Coordinator and the Pedestrian Coordinator in developing municipal bikeways and pedestrianways that are coordinated with the County bikeway and pedestrianways networks.
- d) Support the mixed use elements of the Broward County Land Use Plan as a land use strategy for promoting walking and biking.
- e) Support and coordinate with the Transportation Planning Division in the periodic update of the short-term and long-term Bicycle Facilities Network Plans and the Pedestrian Facilities Plans.
- f) Support the Broward County Comprehensive and Neighborhood Planning Division to encourage the provision of bicycle and pedestrian connections among adjoining or abutting properties during the site plan review process.

WATERWAY SYSTEM

- GOAL 7** Provide a safe, convenient, and efficient water transportation network for residents and visitors to the City. This system shall:
- a) provide for the safety, convenience, and efficiency for the City's residents and visitors;
 - b) coordinate and balance the waterway transportation system with managed growth, development, and environmental sustainability;
 - c) coordinate with other transportation plans and programs that economically address the transportation needs of the City's present and future populations.

OBJECTIVE 7.1 The City of Plantation shall continue to participate with and support Broward County, and the Broward County MPO in intergovernmental plans and programs that will improve the safety, convenience, and energy efficiency of the city's and the region's water transportation system.

- Policy 7.1.1** Support Broward County's efforts to provide safe, convenient, and energy efficient waterways facilities through implementation of programs and activities including:
- a) Participate with Broward County, where appropriate to limit boat speeds, activities and time of operations, provide signage, and other actions designed to promote public safety.
 - b) Support Broward County to maintain and, where appropriate, improve County-owned boat ramps and access to boat ramps.
 - c) Support the Broward County Comprehensive Plan and land development regulations that encourage the location of water dependent uses at appropriate locations.
 - d) Support the MPO to encourage watercraft, especially non-motorized, as an alternative transportation mode.

Policy 7.1.2 Waterways facilities shall not be supported that include any waterways or parts of the "Old Plantation Water Control District".

PORTS, AVIATION AND RELATED FACILITIES

GOAL 8 Maintain reasonable accessibility to regional and County port and aviation facilities.

OBJECTIVE 8.1 Coordinate access to ports and airports by the traffic circulation system identified in the Transportation Element, as well as by alternate modes of surface and water transportation.

Policy 8.1.1 Monitor roadway facilities to ensure adequate access to regional and County ports and airports.

Policy 8.1.2 Encourage appropriate State, regional, County and local jurisdictions to provide for alternate modes of surface and water transportation to all ports and airports.

Policy 8.1.3 Areas surrounding existing and proposed airports/heliports shall be planned to promote compatible land uses consistent with the affected elements of the City of Plantation Comprehensive Plan. (Ord. 1974, 4/13/94)

Policy 8.1.4 Within areas surrounding existing or committed airports / heliports, the City shall not issue development orders for land uses or structures that are incompatible with airport uses, or City approved heliport uses, pursuant to the Development Review Requirements subsection of the Plan Implementation Requirements section of the Plantation Land Use Plan. (Ord. 1974 - 4/13/94)

Policy 8.1.5 The recommendations of adopted Part 150 Study Technical Reports shall be taken under consideration during land use decisions affecting airports/heliports and their adjacent areas. (Ord. No. 1974, 4/13/94)

Policy 8.1.6 The City shall cooperate with Federal Aviation Administration approved and locally adopted aircraft air corridors that encourage air travel that is not low level over the City. (Ord. No. 1974, 4/13/94)

The City will continue to oppose non-emergency helicopter travel over its residential areas and shall encourage any necessary non-emergency air travel to be routed around residential areas.

Policy 8.1.7 Support the efforts of the Broward County Aviation Department to provide safe, convenient, and energy efficient County airports and related facilities through implementation of programs and activities including:

- a) 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.

- b) Support the provision of bus shelters to enhance transit and Tri-Rail ridership to Fort Lauderdale-Hollywood International Airport.

RECREATIONAL TRANSPORTATION NETWORK

- GOAL 9** Provide a safe, convenient, and efficient recreational transportation network for residents and visitors to the City. This system shall:
- a) provide for the safety, convenience, and efficiency for the City's residents and visitors;
 - b) provide a recreational transportation system of greenways, blueways, bike paths, and equestrian trails balanced and integrated with development and environmental sustainability;
 - c) coordinate with other transportation plans and programs that economically address the recreational transportation needs of the City's present and future populations.

OBJECTIVE 9.1 The City of Plantation shall continue to participate with and support Broward County, and the Broward County MPO in intergovernmental plans and programs that will improve the safety, convenience, and energy efficiency of the city's and the region's recreational transportation network (Broward County Greenways System, pedestrian ways network, bikeways network, an other multi-use park areas).

Policy 9.1.1 Support Broward County's efforts to provide a safe, convenient, and energy efficient recreational transportation network (Broward County Greenways System) through implementation of programs and activities including:

- a) Continue work with the Broward County Comprehensive and Neighborhood Planning Division and Parks and Recreation Division, the Broward County Metropolitan Planning Organization, the Broward County Bicycle Coordinator, and the Broward County Pedestrian Coordinator, to link together, to the extent feasible, greenways, blueways, and equestrian trails by 2020.

Policy 9.1.2 Blueways facilities shall not be supported that include any waterways or parts of the "Old Plantation Water Control District".