

**TRANSPORTATION ELEMENT
OF THE CITY OF PEMBROKE PINES
COMPREHENSIVE PLAN**

RULE 9J-5.019, FAC

City of Pembroke Pines, Florida

ADOPTION DOCUMENT

TRANSPORTATION ELEMENT

TRANSPORTATION ELEMENT ADOPTION DOCUMENT

VIII. GOALS, OBJECTIVES AND POLICIES

Transportation Goal No. 1.0. With an emphasis on public transportation and strategic intermodal systems, protect, maintain, and where feasible improve the City of Pembroke Pines transportation system in a manner that provides for safety, convenience and efficiency; that coordinates and balances the transportation system with the State, regional and Countywide multi-modal plans, programs and systems; that is considerate of sensitive environmental issues and areas; and that addresses the transportation needs of present and future populations including the transportation disadvantaged. Meeting this goal will involve developing objectives and policies that support the facilities, hubs, and connectors that have been designated and those designated in the future by the State's Strategic Intermodal System (SIS).

TRANSPORTATION LAND USE COORDINATION - CONCURRENCY

Objective No. 2.1. The City of Pembroke Pines, in coordination with the transportation planning efforts of the State of Florida, Broward County, SFRPC, MPO, and adjacent municipalities shall continue to maintain and, where feasible, improve the functional relationship between the transportation system and applicable future land use maps to ensure that transportation modes and services meet the transportation needs of existing and future population densities, housing and employment patterns, and land uses.

Evaluation Measure 2.1. Record of development that implements the changes to the concurrency districts adopted by Broward County consisting of a shift away from roadway concurrency to a transit oriented transportation concurrency management system and from DOT's shift away from the Florida Interstate Highway System (FIHS) to the Strategic Intermodal System (SIS).

Policy 2.1.1. The City of Pembroke Pines is primarily divided into two Concurrency Districts as illustrated in TE Map No. 18 of the support documents for this element. Below are the two types of concurrency districts applicable to the City of Pembroke Pines*:

1. For areas of the City east of I-75 and south of Sheridan Street, and east of Flamingo Road, north of Sheridan Street, a Transportation Concurrency Management Area (South Central District) applies. A Transportation Concurrency Management Area is defined by the Broward County Transportation Element as a compact geographic area with an existing network of roads where multiple, viable, alternative travel paths or modes are available for common trips. The area-wide level of service standard established and adopted by Broward County will apply within this concurrency district for the purpose of issuing development orders and permits based on how mobility will be accomplished within the District; and
2. For areas of the City west of I-75 south of Sheridan Street, and Flamingo Road north of Sheridan Street, a Standard Concurrency District (Southwest District) applies. A Standard Concurrency District is defined by the Broward County Transportation Element as an area where roadway improvements are anticipated to be the dominant form of transportation enhancement. A roadway level of services standard established and adopted by Broward County and the City of Pembroke Pines, based on peak-hour standard volumes contained in the Florida Department of Transportation Level of Service Manual will apply within this district.

* A small triangular parcel of land within the City is located in the Southeast District Transportation Concurrency Management Area , between the Florida Turnpike and Pembroke Road.

Policy 2.1.2. Unless exempted under other policies, the concurrency management system shall establish the following transportation level of service (LOS) standards:

1. Within the Transportation Concurrency Management Areas established by and specified in the Broward County Transportation Element, the transportation LOS standards, for the purpose of issuing development orders and permits, are to achieve and maintain the following by FY 2013 pursuant to Policy 3.4.2 of the Broward County Transportation Element.
 - a. Overall - Increase number of bus stop shelters by 25 percent from FY 2009 to FY 2013. Traffic volumes on arterial roadways in each District shall remain less than the maximum service volumes as displayed below. These volumes do not apply to Strategic Intermodal System (SIS) and Transportation Regional Incentive

Program- funded roadway facilities and cannot be used in a manner that would result in interference with mainline operations on SIS roadway corridors. Broward County and FDOT will work together to revise downward the volumes in the below table and these revisions will be updated in the City's support documents during the next EAR amendment cycle.

- b. South Central District – Maintain headways of 30 minutes or less on 80% of routes. Establish and maintain service at two or more neighborhood transit centers. Increase peak-hour weekday fixed-route transit ridership by 22 percent from FY 2009-FY 2013. Maintain the current number of community bus routes through 2013.
- c. Southeast District – Maintain headways 30 minutes or less on 80% of routes. . Establish and maintain service at one or more neighborhood transit centers. Increase peak-hour weekday fixed route transit ridership by 24 percent from FY 2009 - FY 2013.

The above Transportation Concurrency Management Areas are to maintain the maximum service volumes on arterial roadways within the district, as displayed below:

	Peak Hour Two Way Maximum Service Volumes*	
	Eastern Core District	All Other Districts
Two-lane arterials	2,485	2,555
Four-lane arterials	5,267	5,442
Six-lane arterials	7,910	8,190
Eight-lane arterials	10,342	10,605

*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 D, for all other Districts.

Note: Headway standards apply only to non-contract BCT routes.

2. Within standard concurrency districts established by and specified in the Broward County Transportation Element, excluding Strategic Intermodal System and Transportation Regional Incentive-funded roadway facilities, the transportation LOS standards for the purpose of issuing development orders and permits are:
 - a. Southwest District – the generalized two-way peak-hour LOS “D” standard volumes depicted on Table 4-4. Quality /Level of Service Handbook, Florida Department of Transportation, (2002).

3. Countywide, the level of service standards for roadways on the SIS, including connectors, and roadway facilities funded in accordance with Section 339.2819 FS, the Transportation Regional Incentive Program (TRIP) shall be as set forth in Rule 14-94, FAC, summarized below. These standards shall apply for the purpose of issuing development orders and permits.

SIS Facilities

Roadway	Roadway Segment	LOS Standard*
SIS Corridors		
Florida Turnpike	Pembroke Road to Pines Boulevard	D
Interstate 75	Pembroke Road to Sheridan Street	D
US 27	Pembroke Road to Sheridan Street	D
	Trip-Funded Facilities	LOS Standard**
	None at this time	

*The level of service letter designations are defined in FDOT's 2002 Quality /Level of Service Handbook unless an alternate (as refined through identified mobility strategies) standard is agreed to in writing by FDOT.

****Broward County should coordinate with FDOT on the settling of the level of service standard for facilities receiving TRIP funding. The presumption is that LOS D will apply as soon as the improvement is programmed for implementation; however an alternate standard may be adopted in TCMA's if agreed to in writing by FDOT.**

Alternate standards as agreed to by FDOT and Broward County will be incorporated within the City's Transportation Element during the EAR amendment cycle following adoption by Broward County.

Policy 2.1.3. The transportation LOS standards for the purpose of long range transportation shall be:

1. For the Strategic Intermodal System (SIS) Facilities and Transportation Regional Incentive Program-funded Facilities, the LOS standards are identified in Policy 2,1,2,(3), inclusive of the Florida Interstate Highway system (FHIS), the Generalized Peak Hour Two Way Level of Service Standard, established by the Florida Department of Transportation, (DOT) is as follows:
2. For roadways not on the SIS (including connectors), and not funded in accordance with Section 339.2189 F.S. (TRIP), the generalized two-way peak-hour LOS "E" standard volumes depicted on Table 4-4 Quality/Level of Service Manual, Florida Department of Transportation, (2002) within all other districts.
3. When DOT's LOS standards are further developed and later agreed to and adopted by the County for SIS connectors, the City will adopt standards consistent with those adopted by the County for SIS connectors identified within the City as a land use plan amendment to the Transportation Element during the next available amendment process.
4. The City of Pembroke Pines will review the County's policies in addressing how DOT's LOS will be maintained upon identification of SIS facilities in the City of Pembroke Pines and adopt those policies which enhance mobility and safety as a land use plan amendment to the Transportation Element during the next available amendment process.
5. The City of Pembroke Pines will review and adopt, if applicable, as an amendment to the Transportation Element during the next available amendment process, the County's adopted procedures for monitoring and evaluating the implementation of the SIS LOS standard including specific and measurable short and long term objectives that are sufficient in providing a basis for evaluating the effectiveness of the City's Comprehensive Plan.

6. The City of Pembroke Pines is committed to incorporating the statewide minimum level of service standards for SIS roadways for concurrency management and long range transportation planning purposes in coordination with the county and other municipalities during the next amendment cycle following county adoption.

7. The City of Pembroke Pines will consider strategies such as improvements to or creation of parallel facilities, encouraging use of alternative modes of travel, and supporting transportation demand management techniques as methods of addressing SIS LOS issues.

Policy 2.1.4. The City shall coordinate with the County upon adoption of a five-year County Transit Program (CTP) by the County Commission based on recommendations by the MPO and if necessary, amend the City's Transportation Element during the next available amendment process.

Policy 2.1.5. Prior to application for a building permit, the applicant shall obtain a Transportation Concurrency Satisfaction Certificate from Broward County. The City shall not accept a building permit application, nor issue a building permit unless the corresponding Transportation Concurrency Satisfaction Certificate has been presented. The City may adopt land development regulations consistent with the County's adopted land development regulations which exempt from this requirement categories of building permits that clearly do not create additional transportation impacts.

Policy 2.1.6. A Transportation Concurrency Satisfaction Certificate may be issued by Broward County relative to a building permit application, under any of the following circumstances:

1. If the building permit application is on property within a recorded plat that was approved by the County Commission on or after March 20, 1979, and before the effective date of County Amendment 04-2-T1; and the building permit application is consistent with the level of development under which the plat is currently approved by the City and County Commissions; and the County Commission's finding of satisfaction of transportation concurrency for the plat has not expired; and the plat is not in violation of an agreement with Broward County and the City of Pembroke Pines with respect to transportation concurrency.

2. If the building permit application is on property for which the Broward County Commission has made a finding of vested rights with respect to transportation concurrency; and the building permit application is consistent with the level of development under which the plat was approved by the County and City Commissions; and the plat is not in violation of an agreement with Broward County with respect to transportation concurrency.

3. If the building permit application is for property within, and for development in accordance with and as authorized by, an approved Development of Regional Impact (DRI) or a Florida Quality Development (FQD) development order which development order was either issued prior to the adoption of the 1989 Broward County Comprehensive Plan or was issued after being reviewed for, and satisfying, Broward County's transportation concurrency requirements.
4. If the building permit application is for property within a Transportation Concurrency Management Area; and the applicant has paid to Broward County a Transit Concurrency Assessment pursuant to Policy 3.4.7. of the Broward County Transportation Element, for the development proposed in the building permit application.
5. If the building permit application is for property within a Transportation Concurrency Management Area; and the application is for an addition to, replacement of, or renovation to a residential building, and does not increase the number of dwelling units within that building nor change the type of units.
6. If the building permit application is for property within a Transportation Concurrency Management Area; and the application is for an addition to, replacement of, or renovation to a non-residential building, and does not increase the number of peak-hour trips generated by the building.
7. If the building permit application is for property within a standard concurrency district, and a proportionate fair-share contribution to an eligible project was approved in accordance with the City and County's proportionate fair share ordinance and agreement with the City and the County which requires payment and/or completion of mitigation improvements prior to the issuance of a Transportation Concurrency Satisfaction Certificate.
8. If the building permit application is for property within a standard concurrency district; and the application is for property within a recorded plat that was approved by the County Commission after the effective date of County Amendment 04-2-T1; and a finding of satisfaction of transportation concurrency was made for that plat by the County Commission in accordance with Policies 2.1.11. of the City's TE and 3.4.12. of the County's TE, and has not expired; and the building permit application is consistent with the level of development under which the plat is currently approved by the City and County Commissions; and the plat is not in violation of an agreement with the City and County with regard to transportation concurrency.

9. If the building permit application is for property within a standard concurrency district, and the property is not within a recorded plat that was approved by the County Commission on or after March 20th, 1979, and the City is not requiring platting or replatting with regard to this building permit application. Broward County may require written verification from the City that platting or replatting is not required.

10. If the building permit application is for development that promotes public transportation, which means development that directly affects the provision of public transit, including transit terminals, transit lines and routes, separate lanes for the exclusive use of public transit services, transit stops (shelters and stations), and office buildings or projects that include fixed rail or transit terminals as part of the building.

11. A Transportation Concurrency Satisfaction Certificate can be issued by the County Commission by ordinance, relative to a building permit application, if the proposed development is a project which promotes public transportation; and is located within a Regional Activity Center as described in and defined by the Broward County and City Comprehensive plans; and is within an area that contains major public and private postsecondary institutions of higher learning. The impact of the proposed development on the FIHS, as defined in Section 338.001, F.S., shall be considered in issuing said certificate.

Policy 2.1.7. The Transit Concurrency Assessment shall be calculated in accordance with Policy 3.4.7 of the County Transportation Element.

Policy 2.1.8. The City Commission shall adopt land development regulations consistent with the County's land development regulations after adoption of same by the County Commission that provide for credits against the County's Transit Concurrency Assessment for approved site plans which contain features intended to significantly encourage transit usage.

Policy 2.1.9. The City Commission may adopt land development regulations consistent with the County's land development regulations after adoption of same by the County Commission that provide for a waiver of the Transit Concurrency Assessment for affordable housing projects, and or for the construction of public buildings which will directly serve the health and/or safety needs of the public, provided that all such waived assessments are paid from a designated source.

Policy 2.1.10. The City Commission may adopt land development regulations that provide for a waiver of the Transit Concurrency Assessment for a class of development on property within the City, provided that all such waived assessments are paid to Broward County by either the City or by a source designated by the City.

Policy 2.1.11. Within standard concurrency districts, the concurrency management system shall provide that a finding of satisfaction of transportation concurrency be made, when a roadway exceeds its adopted LOS standard provided one or more of the following mitigation measures apply:

1. The proposed development does not place any trips on, or create any, overcapacity links within the impact area. The impact area is a circular area, centered on the proposed development site, with a radius determined by the scale of the proposed development.
2. There is an approved action plan to accommodate the traffic impact of the development, and implementation of the plan has been committed to in a written agreement approved by the property owners, the City of Pembroke Pines, and the County Commission.
3. The necessary improvements to provide a LOS "D" are under construction at the time a permit is issued.
4. The necessary improvements to provide LOS "D" are the subject of a binding executed contract for the construction of the facilities.
5. The necessary improvements for the LOS "D" have been included in the first two (2) years of the adopted State or County five-year schedule of transportation improvements 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.
6. The necessary improvements for the LOS "D" have been included in the first two (2) years of the City's adopted five-year schedule of transportation improvements and the City has entered into an interlocal agreement with the County, which 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.
7. The necessary facilities and services for LOS "D" 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 3., 4., 5., or 6 above apply.

8. The proposed development is found to have vested rights with regard to any affected road segment in accordance with the provisions of Chapter 163, Part II, Florida Statutes, or a common law vested rights determination has been made as to that road segment in accordance with procedures set forth within the land development regulations adopted by the City Commission and/or the Board of County Commissioners. The proposed development must meet concurrency for any road segment for which a vested rights determination has not been made.

9. An impact of one single family home or duplex 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.

10. The proposed development is for property within, and for development in accordance with and as authorized by, an approved Development of Regional Impact (DRI) or a Florida Quality Development (FQD) development order which development order was either issued prior to the adoption of the 1989 Broward County Comprehensive Plan or was issued after being reviewed for, and satisfying Broward County's Transportation concurrency requirements.

11. The proposed development would promote public transportation, which means development that directly affects the provision of public transit, including transit terminals, transit lines and routes, separate lanes for the effective use of public transit services, transit stops (shelters and stations), and office buildings or projects that include fixed-rail or transit terminals as part of the building. Said finding shall be made by the County Commission at the time of approval of an application for a plat, an amendment to the restrictive note on the plat, the placement of a restrictive note on the plat, or a new finding of adequacy for a plat.

Policy 2.1.12. A building permit application that is subject to a Transit Concurrency Assessment by Broward County shall not be subject to impact fees for regional transportation facilities by Broward County or by the City of Pembroke Pines.

Policy 2.1.13. The City of Pembroke Pines in coordination with the Broward County Transportation Planning Division, FDOT and other municipalities, shall conduct a study on constrained roadway facilities. The study, which shall identify constrained facilities, propose adequate LOS standards for those identified constrained facilities, and recommend appropriate actions to improve mobility on the constrained roadways, shall be completed by December 2011. The study findings shall be implemented through a Transportation Element amendment.

Policy 2.1.14. The City of Pembroke Pines in coordination with Broward County shall address overcapacity roadway segments and roadway segments approaching capacity through the following actions:

1. Continue to utilize and apply, on an annual basis, the results of the Broward County Traffic Circulation Analysis, including level of service determinations, 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 and City road improvements for road segments operating below, or projected to operate below, the adopted peak-hour LOS "D" standard.
2. For overcapacity City roads with lower priorities in funding than those in major road programs, coordinate with Broward County in exploring funding source options such as County matching funds and in securing adequate funding for locally sponsored, efficient road and traffic engineering improvements identified in the City's Capital Improvements Element.

Policy 2.1.15. The City of Pembroke Pines shall implement the adopted two-way peak-hour LOS "D" standards through the following actions:

1. To determine the roadway level of service and the trip volumes generated from a proposed development, a planning analysis (K_{100}) factor shall be used by Broward County to convert average annual daily trip volumes to two-way peak hour trips. The Broward County TRIPS Models shall continue to be used to determine the roadway level of service and trips volumes associated with the development.
2. Incorporate into the TE data requirements section, the roadway level of service report prepared by and updated annually by Broward County to identify the peak hour and the existing peak-hour volumes for each collector roadway or higher.

Policy 2.1.16. Recognizing the growing need for regional connectivity, the City of Pembroke Pines will coordinate with Broward County, the FDOT, MPO, SFRTA (South Florida Regional Transportation Authority) and other appropriate municipalities, and governmental agencies in implementing strategies to maintain level of service standards on the SIS/FIHS (Florida Intrastate Highway System), including strategies to facilitate local traffic to use alternatives to the SIS/FIHS as a means of protecting its interregional and intrastate functions and improve mobility.

1. Coordinate with FDOT, Broward County, MPO, SFRTA, County, and other affected municipalities to improve access to SIS facilities located within the City of Pembroke Pines and regional facilities, including emerging SIS facilities pursuant to DOT's Transportation Regional Incentive Program (TRIP). Currently, I-75, US 27, and the Florida Turnpike are the designated SIS facilities in the City of Pembroke Pines.
2. The City of Pembroke Pines will continue to coordinate with Broward County, FDOT, MPO, SFRTA and other affected municipalities to address improvements to and maintenance of SIS facilities and local, intraregional and interregional facilities, infrastructure and services.
3. Improve pedestrian access to transit by ensuring that all phases of road planning, design, and construction include the necessary pedestrianways on arterials and collectors under the responsibility of the State, County and City, where feasible.
4. Continue to enhance the City of Pembroke Pines Community Bus System to expand transit coverage and improve connectivity to the SIS/FIHS where feasible.
5. Coordinate with Broward County to implement the Congestion Management Plan recommendations, with an emphasis on roads that are parallel to SIS/FIHS roads.
6. Support interchange improvements, where appropriate and financially feasible on I-75 and the Florida Turnpike.
7. Coordinate with DOT and the County in the analysis of implementing a transitway along I-75.
8. Maintain and where feasible, improve the level of service on City roads that are parallel to SIS/FIHS roads.

Policy 2.1.17. The City of Pembroke Pines shall continue to support Broward County's practice of 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, land uses with physical and functional integration of project components, including uninterrupted pedestrian connections that are developed in conformance with a coherent plan.

1. Mixed use developments shall promote easy access to existing and proposed transit facilities on adjacent streets.

Policy 2.1.18. The City of Pembroke Pines shall continue to coordinate land uses with the transportation system through implementation of, but not limited to, the following programs, activities or actions:

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 in the Medium High (25 du/ac) and High (50 du/ac) ranges should be located with adequate access to major and minor arterial roadways, expressways, and public transit routes.
3. Through the designation of land uses on the City's Land Use Plan map the City 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, office, commercial and employment center uses shall be located with access to major transportation facilities, including roads, airports, seaports, rail, and intermodal facilities.
5. Public and community facilities shall be located in areas of concentrated activity, where feasible, to provide easy access to public transit and to economize on parking areas.
6. 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 at the federal, state, and local levels.

Policy 2.1.19. The City of Pembroke Pines shall coordinate the transportation system with land uses through coordination processes with Broward County in the implementation of, but not limited to, the following programs, activities, or actions:

1. Transportation facilities and services shall be coordinated in a manner that encourages infill development and that promotes the efficient use of urban services;
2. Transportation services and facility planning and locations shall be coordinated in a manner which minimizes the potential negative impacts on adjacent land uses.
3. Intermodal facility locations shall be coordinated in a manner so as to maximize the efficiency of the transportation system and promote regionalism
4. Transit oriented improvements shall be coordinated with Broward County consistent with the County's adopted Transit Master Plan.

Policy 2.1.20. An application for a Development of Regional Impact (DRI), as governed by Chapter 380.06, Florida Statutes, shall satisfy the regional transportation concurrency requirements of Broward County if the DRI Development Order (DO) complies with the following:

A development of regional impact may satisfy the transportation concurrency requirements of the County's comprehensive plan and its concurrency management system, and of s. 380.06, F.S. by payment of a proportionate-share contribution for local and regionally significant traffic impacts, if the provisions of Section 163.3180 (12). F.S. are met.

Policy 2.1.21. The City of Pembroke Pines, in coordination with Broward County shall encourage the provision of pedestrian and bicycle infrastructure linking neighborhoods to the transit system.

Policy 2.1.22. By December 2011, City of Pembroke Pines shall coordinate with the County's Planning and Redevelopment Division on establishment of bicycle and pedestrian level of service standards to be used for concurrency and short/long range planning purposes, in order to implement Policy 2.1.25.

Policy 2.1.23. After Broward County establishes a methodology to identify level of service standards for pedestrian and bicycle infrastructure, the City of Pembroke Pines, will incorporate the methodology and identified level of service standards for pedestrian and bicycle infrastructure within the City's Transportation Element during the next amendment cycle following adoption by the County.

Policy 2.1.24. By December 2012. the City will coordinate with Broward County in the identification of projects needed to achieve the adopted pedestrian and bicycle level of service standards and in defining a prioritization strategy to rank projects within each concurrency district.

Policy 2.1.25. The City of Pembroke Pines shall adopt short-term bicycle and pedestrian level of service standards to be included in the concurrency management system and long-term transit, bicycle and pedestrian standards to be evaluated similar to the long-term standards for roadways during the next amendment cycle following adoption by Broward County which is estimated to take place after December 2012.

Policy 2.1.26. By December 2013, and each year thereafter, the City of Pembroke Pines shall include Broward County's status of the County's progress at achieving or maintaining pedestrian and bicycle level of service standards as part of the annual Capital Improvements Element update. Any project reprioritizations or changes in funding status shall be identified in the annual update exhibits portion of the CIE.

Policy 2.1.27. In conjunction with the annual update of its Capital Improvements Element, the City shall include the County's report on the status of the transportation system in relation to the LOS standards adopted in Policies 2.1.2 and 2.1.3, and identify any remedial actions needed and how and when they will be implemented. The County will coordinate with the Florida Department of Transportation on this reporting function

COORDINATE TRANSPORTATION PLANS AND PROGRAMS

Objective 2.2. The City of Pembroke Pines shall coordinate the transportation system with other entities' transportation plans and programs, including those of the Broward County MPO, Transportation Authority, Florida Transportation Plan, Florida Department of Transportation's Adopted Work Program and the Strategic Intermodal System (SIS)

Evaluation Measure 2.2. Increase participation and attendance by 50 percent at MPO, Broward County Technical Advisory Committee and/or related planning committees, and other Transportation Management meetings.

Policy 2.2.1. The City of Pembroke Pines shall coordinate the following plans and programs with Broward County, the Broward County Metropolitan Planning Organization, the Federal Aviation Administration, and the Florida Department of Transportation, District IV:

1. The Transportation Element, and significant amendments thereto.
2. The North Perry Airport Master Plan and amendments thereto.
3. The City of Pembroke Pines Bicycle and Pedestrianway Networks.
4. The Capital Improvements Element.

Policy 2.2.2. Through its membership and participation in MPO, the City of Pembroke Pines shall actively pursue a continuation of the current land use coordination practices in the maintenance of the City's long-range transportation plan, including:

1. Recognition of the Trafficways Plan component of the Broward County Land Use Plan as the basic system of designated corridors within which the future roadway network shall be planned, designed and constructed.
2. Recognition of the City's and Broward County's Land Use Plan in maintaining the socio-economic data base which in turn is the basis of forecasting future travel demand.
3. Coordinate with Broward County on amendments to the adopted Year 2030 Highway Network in keeping with the City's planning objectives.
4. By 2011, in coordination with Broward County and FDOT, modify and restructure the transportation planning process to enhance the relationship between land use and transportation planning. Examples of such restructuring could include coordinating the impact of land use decisions on the SIS/FIHS and participating in connector and/or corridor designation studies for incorporation in the comprehensive plan.
5. Recognition of the State's SIS, a Statewide transportation network including SIS roadways, connectors, and hubs.

Policy 2.2.3. The City of Pembroke Pines will continue to participate in Highway Beautification agreements with Broward County and the State of Florida Department of Transportation.

Policy 2.2.4. The City of Pembroke Pines will incorporate all updated Transportation Element objectives and policies which require coordination with other entities into the City's Intergovernmental Coordination Element during the amendment cycle following the update to the County's Intergovernmental Coordination Element.

Policy 2.2.5. Through participation in the MPO, the City shall support the County in coordinating their activities with the Southeast Florida Transportation Council in the prioritization of transportation projects of regional significance for TRIP eligibility including transit capital projects funded by the State's TRIP program that are located within the City of Pembroke Pines and that meet the following criteria:

1. Support facilities or infrastructure that serve national, statewide, or regional functions and function as an integrated transportation system;

2. Be identified in the City of Pembroke Pines CIP or long term concurrency management systems that are in compliance with the State Comprehensive Plan requirements;
3. Be consistent with the SIS
4. Be in compliance with local corridor management policies; and
5. Have a 50 percent commitment of local, regional, private or allowable federal categories of matching funds.

Policy 2.2.6. The City of Pembroke Pines shall support Broward County's efforts in developing, maintaining, and updating a regional transportation plan that, at a minimum, identifies regionally significant transportation facilities and contains a prioritized list of regionally significant projects.

Policy 2.2.7. Through participation with the County and the MPO, ensure compatibility of locally established level of service standards with other agency transportation plans to insure compatibility regarding the establishment of locally desired level of service standards.

Policy 2.2.8. Work with Broward County in their efforts to establish a transit-oriented corridor (TOC) overlay zoning district along the County's 2030 LRTP identified high capacity transit corridors located within the City of Pembroke Pines as a means to increase land use densities and intensity and ensure economic vitality. The City and County in establishing a TOC shall address the following:

1. Assess the amount of undeveloped land and the potential for redevelopment of existing land along identified corridor(s). Manage growth through coordinated land use and transportation corridors, hubs and intermodal connectors for the movement of people and goods to each segment of every community.
2. Evaluate the type of development incentives needed to encourage Transit Oriented Development (TOD) within a TOC zoning district. These incentives can include any combination of the following: reduced parking requirements; waiver or partial waiver of impact fees and other development related costs; and public funding of TOD improvements (such as bus bays, bus benches and shelters, pedestrian facilities and connections to bus stops, etc.)
3. Implement the zoning and policy changes to link transit and land uses.
4. Create affordable housing opportunities along transit corridors
5. Encouragement of diverse economic opportunities.

6. Coordinate with the county to develop public/private partnerships and to distribute information to increase the use and support for multi-modal mobility.

Policy 2.2.9. Encourage new housing, including housing at higher densities toward areas within the City that may be designated in the future as Urban Corridors, Regional Intermodal Facilities and Regional Centers by FDOT and/or other applicable agencies.

Policy 2.2.10 - The City of Pembroke Pines will work with Broward County and the Florida Department of Transportation (FDOT), and other partners to ensure timely completion of the following initiatives focused on identifying and addressing impacts to the Strategic Intermodal System (SIS) and roadway facilities funded under the Transportation Regional Incentive Program (TRIP) (s. 339.2819, Florida Statutes). County TE Map 3-15 shows SIS and other regionally significant transportation facilities that serve the City, Broward and adjacent counties. County TE Map 3-16 highlights the facilities located in the City of Pembroke Pines.

1. SIS Connectors: SIS roadway connectors serve the critical role of linking SIS hubs with SIS corridors and hence are subject to a statewide level of service (LOS) standard (see Policies 3.4.2 and 3.4.3). FDOT has completed a study for each SIS roadway connector in Broward County. These studies identify both LOS conditions and deficiencies and potential improvements or strategies needed to ensure access to and achieve mobility on the facilities. For SIS roadway connectors serving transit hubs, mitigation in the form of improved transit access and mobility or transit-oriented development proximate to stations will be considered.
 - b. The studies, as best available data and analysis, will serve as the basis for consultations among FDOT, Broward County and affected municipalities.
 - c. The process and mitigation measures will be incorporated into the City of Pembroke Pine's comprehensive plan in the next available amendment cycle following adoption by Broward County. .
2. SIS Corridors: SIS roadway corridors are critical to the movement of people and goods within regions and across the state and hence are subject to a statewide LOS standard (see Policies 2.1.2 and 2.1.3).
 - a. FDOT, Broward County and affected municipalities will agree upon a coordination process for identifying and addressing impacts to SIS

roadway corridors from proposed sub-DRI level developments. For each corridor, the agreed-upon process shall specify:

- The proximity of a proposed development to the corridor which will result in FDOT involvement in the development review process (within at least one mile); and
- The impact threshold of a proposed development on the corridor which will trigger an FDOT review.
- The process will require that any proposed sub-DRI level development in the proximity of a corridor not meeting the adopted LOS standard must have mitigation for its impacts on the facility approved by FDOT prior to Broward County's issuance of a Transportation Concurrency Certificate. Impacts to corridors from DRIs will be addressed through the DRI process.

b. As a part of each study conducted by the County and FDOT addressing mobility on SIS roadway corridors, FDOT and its partners will agree upon a strategy or combination of strategies to be implemented for that corridor, including the incorporation of such strategies within the city's comprehensive plan following adoption by the County.

3. Roadway Segments Improved with TRIP Funds: Roadway segments with improvements funded with TRIP funds are subject to a statewide LOS standard. A LOS D standard applies in the Standard Concurrency Districts. That same LOS standard applies in the Transportation Concurrency Management Areas unless FDOT agrees to an alternate standard.

a. At such time as FDOT identifies a TRIP-funded facility within the City of Pembroke Pines (currently no such facility is identified) which is not projected to meet the adopted LOS standard after its programmed improvement is completed, or for which the programmed improvement has been completed and the adopted LOS standard is not being met, then FDOT, Broward County, the City of Pembroke Pines, and other appropriate partners will establish and follow a schedule to conduct a mobility study for the corridor involved and implement the study results.

4. Regional Coordination: The City of Pembroke Pines will participate with Broward County in their coordination efforts with adjacent counties; the Broward, Palm Beach and Miami-Dade MPOs; the South Florida Regional Transportation Authority and other partners regarding regional level transportation issues, including the need to ensure mobility on shared SIS and other regionally significant transportation facilities crossing county lines.

5. Transportation System Management and Operation (TSM&O): The City of Pembroke Pines shall participate in the coordination process agreed upon by the county and FDOT focused on ensuring mobility on SIS and TRIP-funded facilities

PROTECTION OF EXISTING AND FUTURE RIGHTS OF WAY

Objective 2.3. The City of Pembroke Pines shall ensure development does not encroach upon existing rights-of-way and shall ensure future development does not encroach upon future rights-of-way as provided in the Broward County Trafficways Plan.

Evaluation Measure 2.3. Evaluate roadway conditions annually to identify future needs for right-of-way acquisition and reservation.

Policy 2.3.1. Continue to protect existing rights-of-way from building encroachment through implementation of the City of Pembroke Pines Land Development Code provisions that no obstructions of any type which are deemed unsafe pursuant to City standards shall remain or be permitted in the ultimate right-of-way to ensure compliance with the ADA.

Policy 2.3.2. The City of Pembroke Pines 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 construct the roadway circulation network consistent with the adopted Broward County Trafficways Plan.
2. City and 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 City and/or 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 where dedication of land is not possible in the City's Road and Bridge Fund.
4. Through the Broward County Planning Council, coordinate the City's right-of-way protection maps with the Broward County Trafficways Plan.

Policy 2.3.3. The City shall coordinate with Broward County in establishing measures for the acquisition and preservation of existing and future public transit rights-of-way and exclusive public transit corridors located within the City of Pembroke Pines.

SAFETY AND SECURITY

Objective 2.4. The City of Pembroke Pines shall continue to participate in cooperative intergovernmental plans and programs that will improve safety through 2011.

Evaluation Measure 2.4. To establish a coordinated safety database with Broward County and FDOT that will be updated on an annual basis.

Policy 2.4.1. By 2011, coordinate with Broward County to provide a safe transportation roadway network that reduces the rates of motor vehicle, bicycle, and pedestrian fatalities and serious injuries through implementation of, but not limited to, the following programs, activities, or actions:

1. The Environmental Services Division shall 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, the City Land Development Code, and the City of Pembroke Pines Public Services Department Engineering Division Standard Details and Procedural Manual, as amended (2000).
2. The Environmental Services Division shall continue to maintain land development regulations governing on-site traffic flow, parking, and signage.
3. The Environmental Services Division shall continue to coordinate with the County and MPO to monitor and annually identify those high accident-frequency locations on the County highway system within the City of Pembroke Pines with a safety ratio equal to or exceeding 2.0; and to identify improvements and funding sources to improve safety for those high accident locations.

Policy 2.4.2. Through 2020, coordinate with Broward County in the provision of a safe bikeway network that reduces the injury rate from 39 to 34 per 100,000 and a safe pedestrianways network that reduces the injury rate from 61 to 57 per 100,000 through implementation of, but not limited to, the following programs, activities, or actions:

1. The Environmental Services Division shall continue to maintain land development regulations requiring accessible sidewalks for new development and redevelopment.
2. The Environmental Services Division shall continue to require safe and interconnected pedestrianways within educational facilities, recreation and open space areas, and employment centers.
3. The Environmental Services Division shall coordinate with Broward County to identify high frequency bicycle and pedestrian crash locations; to develop strategies for improving the safety of those locations; to adopt and implement those safety strategies; and to monitor those locations.
4. The Environmental Services Division shall investigate the State's Safe-Paths-To-Schools program as a means of providing safe and efficient ways for the City of Pembroke Pines' children to travel from their homes to their schools and to reduce school-related commuter traffic.

Policy 2.4.3. The City will continue to coordinate with the Broward County Aviation Department in order to provide safe county operated airport facilities and related facilities through implementation of, but not limited to, the following programs, activities, or actions:

1. Continue to control development and ensure land uses compatible with airport operations within Runway Protection Zones.
2. The City of Pembroke Pines shall continue to coordinate with both the Broward County Aviation Department (BCAD) and Federal Aviation Administration (FAA) during the site plan review process to ensure aviation regulations are reviewed and enforced.

Policy 2.4.4. The City of Pembroke Pines shall provide a safe recreational transportation network that is coordinated with Broward County's recreational network through implementation of, but not limited to, the following programs, activities, or actions:

1. The City's Environmental Services Division shall continue to work with the City's Parks and Recreation Department, the Broward County Metropolitan Planning Organization, Broward County, and adjacent municipalities to implement greenway, pedestrianway, and bikeway plans and where feasible, linking the network with existing and planned recreational equestrian trails.

Policy 2.4.5. Coordinate with Broward County in the provision of a safe and secure public transportation network.

CONVENIENCE

Objective 2.5. The City of Pembroke Pines shall continue to participate in cooperative intergovernmental plans and programs that will, by 2011, improve convenience through an increase in transportation facilities availability that includes the provision of efficient public transit services based upon existing and proposed major trip generators and attractors and safe and convenient public transit terminals.

Evaluation Measure 2.5. Reduction in the number of transportation facility links that are not interconnected to the system and percentage of major trip generators and attractors served by public transit.

Policy 2.5.1. The City of Pembroke Pines shall provide a convenient roadway network through implementation of, but not limited to, the following programs, activities, and actions:

1. The Environmental Services Division, through the land development regulations and in coordination with Broward County, shall continue to assure that all newly platted properties have direct access to roadways. Direct access to roadways, consistent with access management standards, shall be the convenience measure.
2. 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.
3. Continue efforts to coordinate with Broward County and DOT in providing bicycle facilities, accessible sidewalks, and appropriate landscaping on all roadways.
4. Through participation in the MPO, support efforts to maintain and improve city, county and state roadways including any identified regional arterials that qualify for TRIP monies in order to facilitate convenient and efficient travel to and from SIS facilities.
5. The City of Pembroke Pines shall continue to coordinate with the County for potential park and ride intermodal locations, where feasible that support ridesharing and public transit use.
6. 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 at the federal, state, and local levels.

Policy 2.5.2. The City of Pembroke Pines shall continue to coordinate with BCt in the provision of a convenient public transit network through implementation of, but not limited to, the following programs, activities, and actions:

1. The City, through its interlocal agreement with Broward County, will continue to supplement the countywide public transit system with shuttle bus service to meet all transportation demands including the transportation disadvantaged.
2. Membership on the City's Development Review Committee will continue to consist of a representative from BCt.
3. The City will continue to coordinate with BCt in improving existing connections to the multi-modal and intermodal transportation network and in examining the need for additional facilities including park and ride lots as well as aesthetic improvements at transit facilities such as bus benches.
4. The City will amend the LDR's by 2008 to require the provision of bicycle racks at all community facilities.
5. The concurrency management system shall provide that for the purpose of issuing development orders and permits within the Transportation Concurrency Management Area, the adopted public transit level of service shall be in accordance with TE Policies 2.1.1. and 2.1.2
6. The City of Pembroke Pines shall continue to coordinate with BCt to expand the public transit functional area coverage so that there are increased opportunities to reduce the affordable housing need within the current planning timeframe.
7. The City of Pembroke Pines will continue to support and coordinate efforts for the purpose of maintaining the County's standard of 75 percent residential and employment transit coverage through the annual update of the County's Transit Development Plan (TDP).
8. The City's shuttle bus service shall continue to provide door to door public transit service for the transportation disadvantaged and physically disabled residents 55 years or older that reside in the Southwest Sector of Broward County.
9. Continue to coordinate with the County regarding the provision of bus shelters, benches, and stops with proper lighting and signage at those locations which generate 25 passengers or more per day, and to reduce the number of ADA inaccessible public transit facilities.

Policy 2.5.3. By 2030, the City of Pembroke Pines will coordinate with the County and other agencies to reduce the number of bikeway/pedestrianway links that do not provide connections to the overall transportation network by 25 percent, and to improve the percentage of major trip generators served by the links from the County's adopted level of coverage (LOC) B (60%-80%) to A (80%-100%) in order to provide a convenient pedestrian network which reduces the missing state and county sidewalk linkages by 25 percent through implementation of, but not limited to, the following programs, activities, and actions:

1. Through its membership in the MPO, continue to maintain and improve the bikeways LOC, pedestrianway network, and the greenways network; identifying and reducing missing pedestrian facilities; reducing missing links that are not connected to the recreational transportation network; and improving connectivity while ensuring compliance with ADA
2. The Environmental Services Division will work with the Broward County and FDOT to improve pedestrian access to public transit on local and state roadways through the provision of curb cuts, ramps, shelters, and accessible sidewalks to bus stops.
3. The Environmental Services Division will work with Broward County in connecting the City's predominantly recreational oriented bikeway and pedestrianway network with the County's non-recreational and recreational bikeway and pedestrianways networks including the provision of bikeways at the entrances to City parks where financially feasible.
4. The City of Pembroke Pines shall encourage compact mixed use developments as a land use strategy for promoting walking and biking through the mixed use provisions adopted in the City's Land Use Plan Element.
5. The City of Pembroke Pines will work with the Broward County Neighborhood Planning Division to provide a countywide connected equestrian trail system for the northwest section of the City.
6. The Environmental Services Division will prepare a feasibility report by 2011 that includes the costs to eliminate all missing sidewalk links and to connect sidewalks within canal rights-of-way as part of a safe and efficient recreational transportation network in the City's effort to enhance access to parks city-wide.
7. The Environmental Services Division shall investigate the feasibility of adding Sheridan Street in the vicinity of the "Preserve" to the County's Greenway system.
8. The Environmental Services Division shall investigate the State's Safe-Paths-To-Schools program as a means of providing safe and efficient ways for the City of Pembroke Pines' children to travel from their homes to their schools and to reduce school-related commuter traffic

Policy 2.5.4. The City of Pembroke Pines shall coordinate with Broward County agencies including the MPO, FDOT, and other agencies as appropriate in the provision of convenient intermodal terminals and access to intermodal facilities through the implementation of County, South Florida Regional Transportation Authority Board, and Southeast Florida Transportation Council programs, activities, and actions.

ENERGY EFFICIENCY

Objective 2.6. The City of Pembroke Pines shall continue to participate in cooperative intergovernmental plans and programs that will, by 2015, improve energy efficiency

Evaluation Measure 2.6. By 2008, develop a list of transportation demand management strategies for prioritizing and recommendation to the City Commission.

Policy 2.6.1. The City of Pembroke Pines in coordination with Broward County, shall provide for an energy efficient roadway network through implementation of, but not limited to, the following programs, activities, or actions:

1. Through participation in the MPO, continue to address single occupant vehicle issues through transportation demand management (TDM) strategies, such as parking management strategies, flex work hours, and shuttle services through 2015.
2. The Environmental Services Division, in conjunction with other entities, shall make the existing transportation system operate more efficiently by continuing to implement Transportation System Management (TSM) strategies such as improving road conditions, intersection improvements, and computerized traffic signals through the current five year planning timeframe.
3. Through participation in the MPO, work to reduce per capita vehicle miles traveled (VMT) below the year 2002 projected daily per capita VMT of 21.70 by implementing TDM strategies.

Policy 2.6.2. The City of Pembroke Pines shall provide for energy efficient bikeway and pedestrianway networks through implementation of, but not limited to, the following programs, activities, or actions:

1. The Environmental Services Division shall, once every five years, update the Bicycle and Pedestrian Facilities Plans.

2. The Environmental Services Division shall continue to require bikeway/pedestrianway facilities and connections among adjoining properties through the platting and site plan review process.

Policy 2.6.3. The City of Pembroke Pines shall provide for an energy efficient recreational traffic network through participation with Broward County in the development of a recreational transportation network plan that focuses on non-motorized vehicles by December 2015.

1. The City shall continue to coordinate with the county and other governmental agencies in planning and implementing greenways that create aesthetic alternatives to traditional traffic networks and modes.

Policy 2.6.4. The City of Pembroke Pines shall provide for an energy efficient public transit network through implementation of, but not limited to the following:

1. Maintaining the City's shuttle bus fleet so that they operate at their maximum level, replacing where financially feasible, older fleet vehicles with energy efficient ones.