TRANSPORTATION ELEMENT
OF THE CITY OF PEMBROKE PINES
COMPREHENSIVE PLAN

RULE 9J-5.019, FAC

City of Pembroke Pines, Florida

SUPPORT DOCUMENT

TRANSPORTATION ELEMENT

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TRANSPORTATION ELEMENT

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I. INTRODUCTION

A. General. The purpose of the Transportation Element (TE) is to plan for a multimodal transportation system that places an emphasis on public transportation. The objective is to develop a transportation/land use nexus to improve access and travel choices through enhancement of public transit, bicycle and pedestrian systems, intermodal facilities and roads, and Strategic Intermodal Systems (SIS). This TE Support Document provides the data and analysis used as the basis for the TE goal, objectives and policies.

The TE Support Documents are divided into three parts. Part I is an introduction which includes definitions and descriptions of technical terms used. Part II addresses the data requirements and includes inventories of the general location of transportation system features; special transportation or land use features; transportation level of service (LOS) standards; capacity of significant parking facilities and duration limitations; safety considerations; air quality monitoring; and transportation and population characteristics. Part III analyzes all modes of transportation in support of the goal, objectives and policies of the TE. The TE Adoption Document consists of the goals, objectives, and policies (Part IV). Part V addresses TE implementation, and Parts VI and VII include the appendices for the tables and maps (TE–Appendix A & TE–Appendix B).

B. Service Area. The TE service area consists of the entire City of Pembroke Pines. The roadway system consists of a number of State of Florida maintained principal arterials and collectors providing primarily north-south movement, Broward County maintained collectors and minor arterials providing primarily north-south and east-west movement and City of Pembroke Pines maintained collector roads. The public transit system consists of Broward County Transit (BCt) facilities and the City's shuttle bus services. The bikeway and pedestrian networks are primarily provided along state and county maintained roadways with connections along several City collectors. Aviation includes the North Perry Airport (HWO) which is owned and operated by Broward County. Recreational transportation primarily consists of bikeways/pedestrianways along Broward County maintained collectors..

C. Planning Horizons. The TE planning horizons are 2015 and 2030. The objectives correspond with the 2015 planning horizon and the goal corresponds with the 2030 planning horizon.

D. Definitions. For the TE and its Support Document purposes, the following terms shall be defined as shown below unless the context dictates otherwise. Sources of the definitions, where available, are given in parentheses.

Action Plan. A program of transportation improvements designed to maintain and improve the capacity or reduce demand of roadway links in heavily congested areas (Guidelines for the Development of Action Plans, Broward County, 1992).

Airport clear zone. This term has been replaced with Runway Protection Zone. They refer to the same area (Rule 9J-5, FAC). It is a designated area of land which is subject to peak aircraft noise and on which there is the highest potential of danger from airport operations

Airport facility. An area of land or water improved, maintained or operated by a governmental agency for landing and takeoff of aircraft, or privately owned paved runways of 4,000 or more feet in length, and any appurtenant areas which are used for airport buildings, or other airport facilities or rights-of-way (Broward County TE)

Airport obstruction. A structure, object of natural growth, existing condition or use of land which obstructs the airspace required for the flight of aircraft in landing or taking off at an airport or which otherwise increases the risk of danger to aircraft operations (Broward County TE).

Airport service level. Classification of an airport based on its functional role in the community. Service levels include: Commercial Air Service Airport, General Aviation Airport and Reliever Airport (Florida Aviation System Plan, FDOT, 1992).

Annual average daily traffic (AADT). The volume passing a point or segment of a highway in both directions for one year divided by the number of days in the year (Quality/Level of Service Handbook, Florida DOT, 2002).

Backlogged roadways. Those roads that are operating at a level of service below the minimum level of service standards, not programmed for construction in the first three years of FDOT's adopted work program or the five-year schedule of improvements contained in a local government's capital improvement element, and not constrained (Quality/Level of Service Handbook, Florida DOT, 2002).

Based aircraft. Aircraft for which a parking space is leased at an airport.(Florida Aviation System Plan, FDOT, 1992).

Bicycle and pedestrian ways. Any road, path or way which is open to bicycle travel and traffic afoot and from which motor vehicles are excluded (Rule 9J-5, FAC).

Bicycle lane. A portion of a roadway which has been designed by striping, signage, and pavement markings for the preferential or exclusive use of bicyclists (AAHSTO, 1999)

Bicycle path. A bikeway physically separated from motorized vehicular traffic by an open space or barrier and located either within the highway right-of-way or within an independent right-of-way (AAHSTO, 1999)

Bicycle route. A segment of a system of bikeways designated by the jurisdiction having authority with appropriate directional and information markers, with or without a specific bicycle route number (AAHSTO, 1999)

Broward County Trafficways Plan. The plan promulgated by the Broward County Planning Council pursuant to Chapter 59-1154, Laws of Florida, as amended, and the Broward County Charter, which depicts a network of trafficways for Broward County (Land Development Code). The Broward County Trafficways Plan is a roadway right-of-way preservation plan. To accommodate the impacts of new development, right-of-way is required of developing parcels to provide for an adequate regional roadway network (Documentation of the Broward County Trafficways Plan, Broward County Planning Council).

Carpool and vanpool. Carpool is an arrangement where two or more people share the use and cost of privately owned automobiles in traveling to and from pre-arranged destinations together, and vanpool is an arrangement which a group of passengers share the use and cost of a van in traveling to and from pre-arranged destinations together (Transportation Expressions, U.S. DOT, 1996).

Capacity. The maximum sustainable flow rate at which persons or vehicles can be reasonably expected to traverse a point or uniform segment of a lane or roadway during a specified period under given roadway, geometric, traffic, environmental, and control conditions; usually expressed as vehicles per hour, passenger cars per hour, or persons per hour. (Highway Capacity Manual, Transportation Research Board, 2000).

Committed trip. A trip generated within the Traffic Review and Impact Planning System (TRIPS) model from an approved but not built development (Land Development Code, Broward County, 1997).

Concurrency. The provision of insuring that the necessary public facilities and services to maintain the adopted public transit level of service standards are available when the impacts of development occur. Transportation, sanitary sewer, solid waste, drainage, potable water, parks and recreation, and public education are the only public facilities and services subject to the Broward County's concurrency requirement. The necessary public facilities and services to maintain the adopted level of service standards are available when the impacts of development occur.

Concurrency management system. The procedures or process that the local government will utilize to assure that development orders and permits are not issued unless the necessary facilities and services are available concurrent with the impacts of development. *The procedures and/or process that the City will utilize to assure that development orders and permits are not issued unless the necessary facilities and services are available concurrent with the impacts of development.*

Constrained roadways. These are roads that cannot be expanded by the addition of two or more through-lanes because of physical, environmental or policy constraints (Quality/Level of Service Handbook, Florida DOT, 2002).

De Minimis Exception. A proposed development may be deemed to have a de minimis impact and may not be subject to the concurrency requirements if all four (4) conditions listed in Rule 9J-5, FAC and all of the eight (8) exceptions listed in the Broward County Land Development Code are met (Rule 9J-5, FAC and Land Development Code, 1997).

Demand flow rate. The traffic flow rate that now wants or at some future time is expected to want to travel over a point on or section of a highway for a 15-minute period, expressed in vehicles per hour (Quality/Level of Service Handbook, Florida DOT, 2002).

Demand Response Transit Service. Non-fixed-route service utilizing vans or buses with passengers boarding and alighting at pre-arranged times at any location within the systems service area (Transit Fact Book, American Public Transit Association, 1996).

Facility availability. Whether or not a facility is available in a manner to satisfy the concurrency management system (Rule 9J-5, FAC).

Farebox recovery ratio. The ratio of fare revenue to operating expenses (Transportation Expressions, U.S. DOT, 1996)

Feeder route. A transit route, which has the characteristics of traveling on local streets, utilized for shorter trip lengths and transfer connections (Transportation Expressions, U.S. DOT, 1996).

Fixed Base Operator. Private businesses that sell, rent, service, fuel, and provide support services for General Aviation (Broward County Transportation Element, 1998 & 2006).

Fixed-route service. Transit service provided on a repetitive, fixed-scheduled basis along a specific route, with vehicles stopping to pick-up and deliver passengers to specific locations; each fixed-route trip serves the same origins and designations, unlike demand response and taxicabs (Transportation Expressions, U.S. DOT, 1996).

Florida Intrastate Highway System. A statewide network of limited-access and controlled-access highways designed with general-use and exclusive-use lanes to accommodate Florida's high speed and high volume highway traffic (Quality/Level of Service Handbook, Florida DOT, 2002).

For-hire Carrier. Carrier that provides transportation service to the public on a fee basis (Intermodal Freight Transportation, Eno Transportation Foundation, Inc., and Intermodal Association of North America, 1999)

General aviation. That portion of civil aviation which encompasses all facets of aviation except air carriers; it includes business flying, instructional, personal and commercial flying (Transportation Expressions, U.S. DOT, 1996).

Greenway - A corridor of protected open space established for conservation, recreation or both. (A Community Resource Guide for Greenway Projects, Florida Department of Environmental Protection, Office of Greenways and Trails).

Greenway hub - Anchors in the greenway system which provide an origin and a destination for people or wildlife. (A Community Resource Guide for Greenway Projects, Florida Department of Environmental Protection, Office of Greenways and Trails).

Greenway link - Connections in the greenway system which allow movement from one hub to another. (A Community Resource Guide for Greenway Projects, Florida Department of Environmental Protection, Office of Greenways and Trails).

Greenway site - Small features that serve as points of origin or destination in the greenway system, but are not always linked with hubs or with each other. (A Community Resource Guide for Greenway Projects, Florida Department of Environmental Protection, Office of Greenways and Trails).

Headway. The time interval between transit revenue vehicles passing a specific location (Transportation Expressions, U.S. DOT, 1996).

Impact Area: The impact area consists of all property within the impact distance of the boundary of a proposed development site, where the impact distance is defined as follows:

	Proposed Use	Impact Distance (Miles)
1	Church	1
2	Commercial, < 200,000 sf	1
3	Commercial, between 200,000 & 1,000,000 sf	2
4	ComercialCommercial, > 1,000,000 sf	3
5	Commercial Recreation	1
6	Community Facility	1
7	Day Care	1
8	Hotel	1
9	Industrial/Warehouse	2
10	Office	2
11	Park (local)	1
12	Park (regional)	2
13	Regional Cultural/Tourism Facility	3
14	Residential	1.5
15	School	1

Intelligent Transportation System (ITS). Electronic communications, or information processing used singly or in combination to improve the efficiency or safety of a surface transportation system (23 CFR Parts 655 and 940, Intelligent Transportation System Architecture and Standards: final rule, 2001).

ITS National Architecture. A common framework for ITS interoperability comprises the logical architecture and physical architecture which satisfy a defined set of user services (23 CFR Parts 655 and 940, Intelligent Transportation System Architecture and Standards: final rule, 2001).

Intermodal facility. An intermodal facility is a single or closely related transportation facility used by two or more modes of transportation. Intermodal system is one providing connections between different modes, such as adequate highways to ports or bus feeder services to rail transit; individual modes working together to provide the user with the best choices of services (Corridor Management Procedure, FDOT, 1996).

Level of service. An indicator of the extent or degree of service provided by, or proposed to be provided by a facility based on and related to the operational characteristics of the facility. Level of service shall indicate the capacity per unit of demand for each public facility (Rule 9J-5, FAC).

Limited access facility. A roadway especially designed for through traffic, and over, from, or to which owners or occupants of abutting land or other persons have no greater than a limited right or easement of access (Rule 9J-5, FAC).

Linked trip. A trip from origin to destination on the transit system. Even if a passenger must make several transfers during a journey, the trip is counted as one linked trip on the system (Transportation Expressions, U.S. DOT, 1996).

Major public transit trip generators or attractors. Major trip generators or attractors are concentrated areas of intense land use or activity that produce or attract a significant number of local trip ends (Rule 9J-5, FAC). Concentrated areas of intense land use or activity that produces or attracts a significant number of local trip ends. For public transit, a site which attracts a substantial number of person trips per day. Defined here as meeting or exceeding the following thresholds: Office parks - 100,000 sq. ft. GLA; shopping centers - 500,000 sq. ft.; schools - 1000 students; major employers - 1000 employees; health facilities - 100 beds (Broward County Comprehensive Plan 1989).

Major Transit Hub. A facility needed to provide service to more than 5 mainline BCT routes and more than 3 local circulators with a total daily ridership of over 5,000 passengers (Broward County TE, 2006)

Modal split. The proportion of total person trips that use each of various specified modes of transportation (Transportation Expressions, U.S. DOT, 1996).

Multimodal system. A transportation system that consists of more than one mode of travel to serve transportation needs in a given area (Corridor Management Procedure, FDOT, 1996).

Neighborhood Transit Center–A facility needed to provide service to 2-3 mainline BCT routes and one local circulator with total daily ridership of 1,000 to 2,000 passengers (Broward County TE, 2006)

Operations. Arrival and departure activities performed by an aircraft in an airport's runway area during the operational hours of the air traffic control tower (Airman's Information Manual, FAA, 1992).

Paratransit. Transit services which are characterized by their nonscheduled, non-fixed route nature such as ride sharing, car or van pools, demand responsive buses, and other public transit services (Rule 9J-5, FAC).

Planning analysis hour factors (K_{100}). The ratio of a highway section's volume in the year's 100th highest volume hour to its annual average traffic volume. In developed areas the year's 100th highest volume hour represents a typical weekday peak traffic hour during the area's peak travel season, i.e., that area's peak season "rush" hour, usually in the late afternoon. The K_{100} factor refers to a demand volume, not necessarily a measured volume (Broward County Transportation Element, 1998).

Premium Transit. Refers to the quality of service not an increase cost to the user. Premium transit enhancements consist of rail transit, existing Tri-Rail, rapid bus, and express bus with limited stops that provide high quality transit and ridership capacity to meet future demand.

Private Carrier. A carrier that provides transportation service to the firm that owns or leases the vehicles and does not charge a fee (Intermodal Freight Transportation, Eno Transportation Foundation, Inc., and Intermodal Association of North America, 1999)

Public transit. Passenger services provided by public, private or non-profit entities such as the following surface transit modes: commuter rail; rail rapid transit; light rail transit; light guideway transit; express bus; and local fixed route bus (Rule 9J-5, FAC).

Recreational trip - A trip for leisure, relaxation, or enjoyment purposes, as opposed to utilitarian purposes. (Broward County TE, 2006).

Regional Activity Center (RAC). A compact, high intensity, high density multi-use area designated as appropriate for intensive growth by the local governments, which may include: retail; office; cultural, recreational and entertainment facilities; hotels and motels; or appropriate industrial activities (Strategic Regional Policy Plan For South Florida, South Florida Regional Planning Council, 1995).

Regional Transit Center – A facility needed to provide service to 3-5 mainline BCT routes and 2-3 local circulators with the total daily ridership of 2,000 to 5,000 daily passengers (Broward County TE, 2006)

Right-of-way. Land in which the state, a county, or a municipality owns the fee simple title or has an easement dedicated or required for a transportation or utility use (Broward County TE, 2006).

Roadway functional classification. The assignment of roads into categories according to the character of service they provide in relation to the total road network. Basic functional categories include limited access facilities, arterial roads, and collector roads, which may be subcategorized into principal, major or minor levels. Those levels may be further grouped into urban and rural categories.

> ***Arterial road*.** A roadway providing service which is relatively continuous and of relatively high traffic volume, long trip length, and high operating speed. In addition, every United States numbered highway is an arterial road (Broward County TE, 2006).
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> ***Principal arterial.*** A roadway serves the major centers of activity of urbanized areas, the highest traffic volume corridors. It carries most of the trips entering and leaving the urban area, as well as most of the through movements bypassing the central city. It could be stratified as follows: (1) interstate; (2) other freeways and expressways; and, (3) other principal arterials (A Policy on Geometric Design of Highways and Streets, 1990, American Association of State Highway and Transportation Officials).
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> ***Minor arterial***. A roadway interconnects with and augments the urban principal arterial system (A Policy on Geometric Design of Highways and Streets, 1990, American Association of State Highway and Transportation Officials).
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> ***Collector road*.** A roadway providing service which is of relatively moderate traffic volume, moderate trip length, and moderate operating speed. Collector roads collect and distribute traffic between local roads or arterial roads (Broward County TE, 2006).
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> ***Local road*.** A roadway providing service which is of relatively low traffic volume, short average trip length or minimal through traffic movements, and high volume land access for abutting property (Broward County TE, 2006).

Runway Protection Zone (RPZ). An area off the runway end used to enhance the protection of people and property on the ground (FAA Advisory Circular 150/5300-13, FAA, 1995).

SIS (Strategic Intermodal System). The Florida transportation system composed of transportation corridors and facilities of statewide and interregional significance that play an important role in the movement of people and goods (The Strategic Intermodal System, Florida Department of Transportation, 2005)

SIS Component. Facilities and services of statewide or interregional significance. This element include the facilities and services that play a critical role in moving people and goods to and from other states and nation and between major economic regions in Florida (The Strategic Intermodal System, Florida Department of Transportation, 2005)

SIS Connector. The last leg of passenger and freight trips that connects nodes to corridors and different modes within the same corridor. Connectors can be highway, rail lines, transit lines, or waterways (The Strategic Intermodal System, Florida Department of Transportation, 2005)

SIS Emerging Component. Facilities and services of statewide or interregional significance that do not currently meet the criteria and thresholds for SIS designation but are experiencing growing levels of activity (The Strategic Intermodal System, Florida Department of Transportation, 2005)

SIS Other Components. Facilities and services of local or interregional significance (The Strategic Intermodal System, Florida Department of Transportation, 2005)

SIS Regional and Local Strategic Linkages. A facility that is not designated as part of the SIS / Emerging SIS system, but that is important to complete full interstate or international trips. Examples of regional and local strategic linkages could include transit linkages between SIS hubs and regional transit systems and major activity centers; highway linkages between SIS facilities and major activity centers; waterway linkages between SIS facilities and major activity centers; and bicycle / pedestrian facilities serving SIS hubs (The Strategic Intermodal System, Florida Department of Transportation, 2005)

Taxilane. The portion of the aircraft parking area used for access between taxiways and aircraft parking positions. (FAA Advisory Circular 150/5300-13).

Taxiway. A defined path established for the taxiing of aircraft from one part of an airport to another. (FAA Advisory Circular 150/5300-13).

Terminal. Any location where passenger or freight either originates, terminates, or is handled in the transportation process; or where commercial motor carriers maintain operating facilities (Transportation Expressions, U.S. DOT, 1996).

Timed-transfer. Transit system design whereby buses are scheduled to meet at designated locations to facilitate transferring (Transportation Expressions, U.S. DOT, 1996).

Traffic Review and Impact Planning System, (TRIPS) Model. A computer model maintained in the Broward County Development Management Division which accounts for the traffic from approved but not built development. See Committed Trip (Land Development Code, Broward County, 1997).

Transfer station. A fixed location where passengers interchange from one route or vehicle to another (Transportation Expressions, 1996).

Transit Ways. Encompasses the physical environment that provided the connections, accessibility and comfort conducive to a balanced transportation system. Infrastructure improvements within transit ways, such as sidewalk connectivity and bus stop enhancements make transit more user friendly. The transit service enhancements of bus routes within a congested corridor (peak-hour and exclusive usage is a quality of service component that makes transit competitive with the auto (Source: Transportation and Land Use Innovation by Reid Ewing).

Transit oriented development (TOD) or Transit Node is the land area around a major transit/rail stop. TOD or Transit nodes can include neighborhood transit centers, park-and-ride lots, Tri-Rail stations, BCT terminals and transit facilities. (Source: Transportation and Land Use Innovation by Reid Ewing)..

Transit Service Area. A ¼ mile buffer around the bus stops along a corridor. This is considered a comfortable five minute walking distance to a bus stop (Broward County TE, 2006)

Transportation Concurrency Management Area (TCMA). A compact geographic area with existing or proposed multiple, viable alternative travel paths or modes for common trips. The purpose of this optional alternative transportation concurrency approach is to promote infill development or redevelopment within selected portions of urban areas in a manner that supports the provision of more efficient mobility alternatives, including public transit (Broward County TE, 2006).

Transportation corridors. Major routes used for moving people and goods by one or more transportation options (Strategic Regional Policy Plan for South Florida, SFRPC, 1995).

Transportation Demand Management (TDM). Strategies and techniques that can be used to increase the efficiency of the transportation system. TDM focuses on ways of influencing the amount and demand for transportation by encouraging alternatives to the single-occupant automobile and by altering local peak hour travel demand. These strategies and techniques may, among others, include: ridesharing programs; flexible work hours; telecommuting; shuttle services; and, parking management (Rule 9J-5, FAC).

Transportation disadvantaged. Those individuals who because of physical or mental disability, income status, or age are unable to transport themselves to or purchase transportation and are, therefore, dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities (Rule 9J-5, FAC).

Transportation Regional Incentive Program (TRIP). A program created within the Department of Transportation for the purpose of providing funds to improve regionally significant transportation facilities in regional transportation areas created pursuant to s. 339.155(5). (SB 360)

Transportation System Management (TSM). A range of improvement strategies that are non-facility and low-capital oriented to make the existing transportation system operate more efficiently. Transportation system management techniques include demand management strategies, incident management strategies, and other actions that increase the operating efficiency of the existing system in the short range. Means improving roads, intersections, and other related facilities to make the existing transportation system operate more efficiently. Transportation system management techniques include demand management strategies, incident management strategies, and other actions that increase the operating efficiency of the existing system.(Broward County TE, 2006).

Trunk line. A transit route which travels longer distances, primarily along arterial roads, with few deviations (Transportation Expressions, U.S. DOT, 1996).

Unlinked Trip. The number of passengers who board public transportation vehicles. Transit trip taken by both initial boarding and transfer passengers (Transportation Expressions, U.S. DOT, 1996).

Urban infill. For roadway concurrency purposes, development of vacant parcels in otherwise built-up areas where public facilities such as sewer systems, roads, schools, and recreation areas are already in place and the average residential density is at least five dwelling units per acre, the average nonresidential intensity is at least a floor area ratio of 1.0 and vacant, developable land does not constitute more than 10 percent of the area (Section 163.3164, F.S.).

Utilitarian trip - A trip for work or errand purposes, as opposed to recreational purposes. (1989 Broward County Comprehensive Plan, Broward County Planning Services Division).

Volume-to-capacity (V/C) ratio. The ratio of demand flow to capacity for a highway (Quality/Level of Service Handbook, Florida DOT, 2002).

Wide curb lane - The outermost lane of a roadway, for vehicle travel, which is expanded from the standard 12 feet width to at least 14 feet in order to accommodate bicycle travel. Wide curb lanes are not designated by striping or pavement markings. (1989 Broward County Comprehensive Plan, Broward County Planning Services Division).

110% Maintain. It shall mean that the number of trips on a road segment shall not exceed 110% of the number of actual trips in the road segment plus the number of committed trips in the TRIPS model(Broward County TE, 2006).

E. Acronyms and abbreviations.

AADT	Annual Average Daily Traffic
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
AIMS	Advance Incident Management System
ASV	Annual Service Volume
ATIS	Advance Traveler Information Systems
ATMIS	Advance Transportation Management Systems/Information and Security System
ATMS	Advance Traffic Management Systems

BCLDC	Broward County Land Development Code
BCPC	Broward County Planning Council
BCt	Broward County Transit
BCTE	Broward County Transportation Element
CDA	Compact Deferral Area
CIE	Capital Improvement Element
CMP	Congestion Management Plan
CMS	Concurrency Management System
COE	United States Army Corps of Engineers
CPTED	Crime Prevention through Environmental Design
CVIS	Commercial Vehicle Information Systems and Networks
CVO	Commercial Vehicle Operations
DCA	Florida Department of Community Affairs
DMS	Dynamic Message Signs
DMT	Broward County Division of Mass Transit
DRI	Development of Regional Impact
E-Comm.	Electronic Commerce
EAR	City of Pembroke Pines Evaluation and Appraisal Report
EIS	Environmental Impact Statement
E-Screen	Electronic Screening
ETC	Electronic Toll Collection
FAA	Federal Aviation Administration
FAC	Florida Administrative Code
FAR	Federal Aviation Regulation
FBO	Fixed Base Operator
FCTD	Florida Commission for the Transportation Disadvantaged
FDOT	Florida Department of Transportation
FHWA	Federal Highway Administration
FIHS	Florida Intrastate Highway System
FLL	Fort Lauderdale/Hollywood International Airport
FLU	City of Pembroke Pines Future Land Use Element
FMCSA	Federal Motor Carrier Safety Administration
FS	Florida Statutes
FSUTMS	Florida Standard Urban Transportation Model Structure
FTA	Federal Transit Administration
FTPK	Florida Turnpike
FXE	Fort Lauderdale Executive Airport
GPS	Global Positioning System
HAZMET	Hazardous Material
HEFT	Homestead Extension of Florida's Turnpike
HOV	High Occupancy Vehicle
HWO	North Perry Airport
IDAS	ITS Deployment Analysis Systems
ITS	Intelligent Transportation System
LOS	Level of Service
LRTP	Long Range Transportation Plan

MIS	Major Investment Study
MPH	Miles per hour
MPO	Metropolitan Planning Organization
NHS	National Highway System
NORPASS	North American Preclearance and Safety System
OVDS	Overweight Vehicle Detection System
PAL	Planning Activity Level (airport)
ROS	City of Pembroke Pines Recreation and Open Space Element
RPZ	Runway Protection Zone
RTA	Regional Transportation Authority
SFFTC	Southeast Florida Transportation Council
SFRPC	South Florida Regional Planning Council
SFRTA	Southeast Florida Regional Transportation Authority
SIS	Strategic Intermodal System
SSPP	Safety System Program Plan
STIP	Safe Transportation Improvement Program
TAC	Broward County Technical Advisory Committee
TAZ	Traffic Analysis Zone
TCC	Broward County Metropolitan Planning Organization's Technical Coordinating Committee
TCMA	Transportation Concurrency Management Area
TCRA	Tri-County Commuter Rail Authority
TDM	Transportation Demand Management
TE	City of Pembroke Pines Transportation Element
TIP	Transportation Improvement Programs
TMC	Transportation Management Center
TMS	Transportation Management System
TOC	Transit Oriented Corridor
TOCTR	Transportation Operation Center
TOD	Transit Oriented Development
TOPS	Transportation Options Program
TRIP	Transportation Regional Incentive Program
TRIPS	Traffic Review and Impact Planning System
TSM	Transportation System Management
USDOT	United States Department of Transportation
V/C	Volume to Capacity ratio
VMS	Variable Message Sign
WIM	Weight in Motion

TRANSPORTATION ELEMENT - Support Document

II. DATA REQUIREMENTS

Rule 9J-5.019(2), Florida Administrative Code (FAC), requires the Transportation Element (TE) be based upon the following data: general location of the transportation system features; existing functional classification and maintenance responsibilities; transit trip generators and attractors; designated transportation facilities for hurricane evacuation; the existing peak hour; peak direction of level of service for roads, public transit facilities, and corridors or routes; and capacity of significant parking facilities and duration of limitations. This chapter addresses the above described rule requirements as they apply to the City's transportation system.

A. The transportation system. The transportation system encompasses the following networks: roadways, public transit, bikeways, pedestrianways, airport, greenways, recreational traffic, SIS, and intermodal facilities.

1. Roadway network. The roadway network includes roadway segments or links, intersections, bridges, rights-of-way, signalization, signage, roadway amenities, and significant parking facilities.

a. *Segments*. A roadway segment or link is a portion of a roadway defined for the purpose of traffic analysis. The segment origination and termination points are typically signalized intersections or the point where the number of lanes on a roadway changes. Segments are classified by lanes and functions.

Number of lanes. Rule 9J-5.019(2) (a), FAC, requires the number of through lanes for each roadway be identified on an existing transportation map or map series. Transportation Element Map Series Map TE-9, Existing Road and Parking Facilities Map (See TE Appendix B), depicts the lane characteristics of the existing roadway network consistent with the rule requirement.

Functional classification of roadway refers to the FHWA approved designation that divides roadways into a hierarchy of types ranging from arterials to locals. This hierarchy is based on traffic mobility and land access. Rule 9J-5.019(2) (a) (8), FAC requires the existing functional classification and maintenance responsibility for all roads to be shown on the existing transportation map series. Table TE-1 below depicts the federal functional classification system for roadways. A road located within the urban area as defined by the census is classified as urban, while those outside the urban area are classified as rural, and identified on Map TE-9.

Table TE-1
Federal Functional Classification System

Urban	Rural
Principal Arterial	Principal Arterial
Minor Arterial	Minor Arterial
Collector	Major Collector and Minor Collector
Local	Local

Source: Highway Functional Classification Concepts, Criteria and Procedures, Federal Highway Administration

The designation of federal functional classification is made following the publication of the decennial US Census or whenever required by federal regulation. When evaluating the function of a road, the US Department of Transportation (US DOT) considers a road's trip purposes in relation to the total public roadway network. A road is classified based upon its most significant trip purpose; however a road may serve more than one significant trip purpose. The federal functional classification system recognizes twelve (12) significant trip purposes. Table TE-2 lists the significant trip purposes related to each functional classification.

Arterial roadways are classified as either principal or minor. A roadway serving only one of the arterial road purposes is classified as a minor arterial, while one serving more than a single purpose is classified as a principal arterial road. All limited access highways and roads which connect urbanized areas are considered to serve several trip purposes, and thus are classified as principal arterial roads.

Rural collector roads are classified as either major or minor. A minor collector road's significant purpose is providing access to diffuse land use areas; all other collector roads are classified as major. The Federal Highway Administration has developed a federal functional classification for Broward County roadways that are located within the city. The federal functional classifications of these roadways are identified in Table TE-14. TE Appendix – Tables.

Table TE-2
Functional Classification by Trip Purpose

Trip Purpose	Functional Classification
Travel to and through urbanized areas	Arterial
Travel to and through small urban areas	Arterial
National defense	Arterial
Interstate and regional commerce	Arterial
Access to airports, seaports, and major rail terminals or intermodal facilities	Arterial
Access to major public facilities	Arterial
Access to minor public facilities	Arterial
Interconnection of major thoroughfares	Collector
Access to minor public facilities	Collector
Interconnection of minor thoroughfares	Collector
Access to concentrated land use areas	Collector
Access to diffused land use areas	Collector
Travel between home, work, entertainment, and shopping destinations and nearest road on the primary network composed of arterial and collector roads	Local

Source: Highway Functional Classification Concepts, Criteria and Procedures, Federal Highway Administration

All of the roads within the City of Pembroke Pines are within the urban area. The north-south oriented principal arterial roads within the City of Pembroke Pines include: US 27, I-75, Flamingo Road, University Drive, and Florida's Turnpike. The east-west oriented principal arterial roads include Pines Boulevard and a portion of Pembroke Road. The north-south minor arterial roads include SW 72nd Avenue, Douglas Road, Palm Avenue, Hiatus Road, Dykes Rd (160th Avenue), 172nd Avenue, 184th Avenue, and a portion of 196th Avenue. The east-west oriented minor arterial roads include: Griffin Road, Sheridan Street, Taft Street, a portion of Johnson Street, and a portion of Pembroke Road.

The local roadway network totals approximately 470 miles. In general, Broward County is responsible for the maintenance of all County roads and the State is responsible for maintaining principal arterial roads. The City is responsible for City minor arterials, collectors, and dedicated local streets. Map TE-9 (Appendix B) shows the existing maintenance responsibilities for roadways located within the City of Pembroke Pines.

Florida Intrastate Highway System/ Florida Strategic Intermodal System.
Section 334.03, FS, defines the "Florida Intrastate Highway System" (FIHS) as a system of limited access and controlled access facilities on the State Highway System, which have the capacity to provide high-speed and high-volume traffic movements in an efficient and safe manner. State legislation enacted in 2004 has created a Strategic Intermodal System (SIS) that is a regional network of transportation facilities including the FIHS roadway component. SIS/FIHS roadways must be identified for two reasons. Firstly, Rule 9J-5.019, FAC, requires the FDOT level of service standard to be applied to SIS/FIHS roads. Secondly, Rule 9J-5.019, FAC, requires the establishment of strategies to facilitate local traffic use of alternatives to the SIS/FIHS.

The three roadways in the City of Pembroke Pines on the SIS/FIHS include: the Florida Turnpike from Pembroke Road to Pines Boulevard, SR-25 (US 27) from Pembroke Road to Sheridan Street, and Interstate 75 from Pembroke Road to Sheridan Street.

b. *Intersections and interchanges.* An intersection is defined by the Broward County Transportation Element, 2006, as the general area where two or more roadways join or cross at grade, including the roadway and roadside facilities for traffic movements within the intersection. An intersection is an important part of the roadway network because its design influences the efficiency, safety, speed, cost of operation, and capacity of roadways. No data is presently available on the number and characteristics of Broward County's and therefore, City of Pembroke Pines intersections.

c. *Bridges.* A bridge is a structure, including supports, erected over a depression or an obstruction, such as water, a highway, or railway, which has a track or passageway for carrying traffic or other moving loads. The City owns and maintains one bridge in the Silver Lakes Florida Quality Development.

d. *Right-of-way*. Right-of-way often is the major cost for many transportation improvement projects; therefore, the acquisition of the needed land should be planned far in advance of the scheduled construction time. The City of Pembroke Pines coordinates with the Broward County Planning Council (BCPC), the administrator for the Broward County Trafficways Plan (BCTP, a roadway right-of-way preservation plan), in order to implement the BCTP. To accommodate the impacts of new development, right-of-way is dedicated by developing parcels to provide for an adequate regional roadway network. A dedication for at least half of the roadway width that the Trafficways Plan calls for is normally required at the platting stage.

Every effort will be made to ensure the unrestricted availability of necessary right of ways through the development review process. This should be done to reduce costs and to minimize relocations and disruptions to the community. The preservation of right of ways should be maintained wherever possible through the use of right of way dedications shown in Table TE-2 below**:**

Table TE-3

Right Of Way Dedications

Roadway	Right of Way
72nd Avenue	75'-80'
University Dr.	200'
Flamingo Rd.	200'
Dykes Rd.	120'
172 Avenue	110'
184 Avenue	120'
196 Avenue	110'
US 27	300'
Griffin Road	120'
Stirling Road	110'
Sheridan St.	200'*
Taft Street	106'
Johnson Street	106'
Pines Boulevard	200'*
Pembroke Rd.	110'

*Varies from east to west end of the City

According to the Environmental Services Division, the Road and Bridge Fund is the capital improvement fund used for right-of-way acquisitions. The most recently adopted budget shows over $3,356,000 to fund roadway network maintenance improvements which includes $456,000 for right-of-way acquisitions and other capital improvements. City of Pembroke Pines **TE Objective 2.3.** and its implementing policies address right-of-way protection and preservation.

e. *Signalization.* The Broward County Traffic Engineering Division is responsible for installing and maintaining all traffic signal systems in the County.

f. *Signage.* Signing and markings are features of traffic control and operation that must be considered in the geometric layout of each facility. The FDOT, Broward County, and the municipalities create and maintain signage on their functionally assigned roadways.

g. *Amenities.* Landscaping is the primary highway amenity. Landscape design of completed highways serves functional, as well as aesthetic purposes. Plants can serve functions of glare reduction, acoustical control, erosion control, and traffic control, if they are well chosen and judiciously placed. Plants also can create and define spaces by complementing and improving the attractiveness of certain landforms while masking undesirable views. Landscape design can influence speed through control of roadway focal points. The City of Pembroke Pines has and will continue to participate in Highway Beautification agreements with Broward County and the State of Florida Department of Transportation (see City of Pembroke Pines **TE Policy 2.2.3.**).

h. *Safety.* A safe roadway network enhances the protection of life and property. Safety aspects include crash indicators and access management standards.

The City of Pembroke Pines is in support of a statewide road safety database that would be readily accessible to the local governments and the public. City of Pembroke Pines **TE Policy 2.4.1.** provides for coordination with Broward County in order to provide a safe transportation network.

The top ten Broward County Intersections with the highest number of crashes in 2004 includes only one intersection in the City of Pembroke Pines, University Drive at Pines Boulevard; which had 62 crashes, a crash rate of 1.602 crashes per 1 million vehicles, and a .596 average crash rate according to the Broward County TE, 2006 and the Crash Analysis Reporting System (CARS), Florida Department of Transportation, 2005. The City's Environmental Services Division is aware that FDOT is in the planning process to improve the safety of this intersection.

Access management. **TE Policy 2.4.1. (1)** provides for the City of Pembroke Pines to continue maintaining land development regulations that control the connection of access points of driveways and roads to roadways. **TE Policy 2.5.1.** provides for the City of Pembroke Pines to provide a convenient roadway system through the use of access management techniques.

Hurricane evacuation. At the present time, no roads within the City of Pembroke Pines are designated as Hurricane Evacuation routes in accordance with the Broward County Emergency Management Division, Transportation Planning Division, FDOT, US Chart Series, 1997, and the South Florida Regional Hurricane Evacuation Study (1995), South Florida Regional Planning Council.

At the present time there are no significant parking facilities that are city owned. The only significant parking facility that is privately owned and identified by the BCTE is the Pembroke Lakes Mall.

2. Public transit network. The public transit network provides transport to the public. It includes public transit services, major public transit trip generators and attractors and high capacity corridors. Map TE-8, Broward County and City of Pembroke Pines Existing Public Transit Facilities (Appendix B), shows Broward County Transit public transit facilities and the City's shuttle bus routes that make up the public transit facilities.

a. *Public transit facilities.* Public transit facilities include bus terminals (Major Transit Hub), transfer stations, rights-of-way, motorized vehicles (buses and vans), transit bus stops and transit infrastructure, and other related facilities.

There are no public transit bus passenger terminals in the City of Pembroke Pines. The Pembroke Lakes Mall is identified by Broward County as a Public Transit Transfer Station and Regional Transit Center (connecting routes are 3, 5, 7, and 23, at Flamingo Road and Pines Boulevard).

Rights-of-way and exclusive public transit corridors. Broward County acquires additional right-of-way along major arterial roadways during the roadway widening process for bus pullout bays, also called bus bays. Bus pullout bays are specialized bus stop auxiliary lanes, independent of the through traffic travel lane. The bus bays are designed to minimize traffic obstruction and maximize passenger safety. **TE Policy 2.5.2.** and its implementing strategies provide that the City of Pembroke Pines will continue to coordinate with Broward County Mass Transit Division (BCt) in their efforts to provide accessible and adequate public transit facilities.

Public transit vehicles. The City of Pembroke Pines transit vehicle inventory consists of twenty-two shuttle buses that are wheel chair accessible with a seating capacity of 20 passengers. According to the 2005 Broward County Transit Development Plan (Broward County Mass Transit Division), two of the city's shuttle buses provide service on the Green Route and 3 buses provide service on the Gold Route to supplement the three BCt fixed routes. Green route service is provided from 7:38 AM to 7:37 PM, and Gold route service is provided from 7:00 AM to 7:28 PM.

Public transit bus stops. BCt maintains and updates their Bus Stop Inventory which reports data regarding public transit infrastructure..

According to the BCt 2006 inventory, the City of Pembroke Pines has 225 bus stops, 25 shelters, 187 benches, and 33 bays/R-T-L's (right turn lanes)

b. *Public transit services.* Public transit services are passenger services provided by public, private or non-profit entities. They include the following surface transit modes: fixed route bus service, express route bus service, feeder bus service, demand responsive service, municipal transit service, and other services. All BCt and City of Pembroke Pines bus routes are shown on Map TE-8.

Fixed-route bus service. The Broward County Mass Transit Division operates Broward County Transit (BCt), a fixed-route bus system servicing nearly all of Broward County's developed areas. It provides service on a repetitive, fixed-schedule basis. Each fixed-route trip serves the same origins and designations. Fixed-route transit service is provided seven days a week, although at reduced levels on Sundays and certain holidays. Regular routes operate from as early as 4:45 a.m. until 12:25 p.m. on weekdays and Saturday, and from 6:45 a.m. to 10:15 p.m. on Sundays. Regular routes primarily operate on 30-minute headways during the week and Saturday, 60 minutes on Sundays. Fixed-route bus service to the Hollywood Boulevard Tri-Rail terminal is currently provided by BCt bus route 7.

Transit Route Load Factor is a capacity performance measure used in the Congestion Management System (CMS). A bus route with a load factor of one (1) is operating at capacity, meaning all seats are occupied. Currently 2 of the 40 BCT countywide routes that exceed the load factor of one during peak hours are located within the City limits; Pines Boulevard from SW 136th Avenue to Flamingo Road (Route 3), and Pembroke Road from SW 130th Avenue to Flamingo Road (Route 5).

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Demand responsive service. Broward County funds and administers the Transportation Options Program (TOPS), which provides door-to-door service upon request to residents who are transportation or economically disadvantaged for several specific trip purposes. Presently Area Agency on Aging in Pembroke Pines provides demand responsive services. **TE Policy 2.5.2.(1)** provides for the City to continue to coordinate with BCt in meeting the needs of the transportation disadvantaged.

c. *Major public transit trip generators and attractors.* Major public transit generators and attractors are defined by the Broward County Transportation Element as areas of intense land use or activity which produce or attract a significant number of local trip ends. Public transit generators are typified by residential land uses. Public transit attractors include commercial, industrial, office, commercial recreation, educational, institutional, and transportation land uses. Ideally, public transit should connect major transit generators to major transit attractors.

The City of Pembroke Pines employs Broward County's definition of a major public transit generator as one of the top 5% (40) Traffic Analysis Zones (TAZ's) with the highest population density. A major public transit attractor is one of the top 5% (40) TAZ's with the highest employment density. The existing (2000) and future (2030) major public transit generator and attractor TAZ's are identified on Map No. TE-17 and 15 (Appendix) in accordance with the Broward County Transportation Map series. According to the Broward County Transportation map series, there are no major public transit generators and the City's only existing and future major transit attractors is located in TAZ 824. and consists of the Pembroke Lakes Regional Mall Development of Regional Impact.

d. *High capacity transit corridors.* Providing high-capacity transportation will ensure economic vitality as well as minimize the impact on the environment. Articulated buses and express transit service alternatives are critical to improving transit options and to continue to explore the feasibility of fixed guideway and high-performance systems such as Bus Rapid Transit. The Future Public Transit, Railway & Intermodal Facilities Map (TE-6 – Appendix B) identifies two locations in Pembroke Pines as high-capacity premium transit enhancement corridors for rapid bus service:

> Pines Boulevard between SW 160th Avenue and eastern city limits (service extends from eastern city limits to Young Circle in Hollywood); and University Drive from southern to northern city limits (service extends south to Miami-Dade County line and north to Sample Road.

e. *Safety*. The City of Pembroke Pine does not maintain a data base on public transit safety. This is maintained by Broward County.

3. Nonmotorized Facilities consist of the bicycle and pedestrianway networks.

Pedestrianways. Table TE-15 (See Appendix-Tables) is a comprehensive list of existing and missing sidewalk links for all the major roads in the city. The data from this table identifies a total of 77 sidewalk segments along the city's major roadways. Multi-use paths for both pedestrians and bicycles are not provided along any of the listed segments. Sidewalks are provided along 66 percent or 51 of the 77 segments. The data indicates that the City has reduced the number of missing sidewalk links by at least 25 percent since 1999 in accordance with TE Policy 2.5.3.; however, sidewalks are missing along 26 segments of the sidewalk system, and multi-use bicycle and pedestrian paths are not provided along any of the major roadways in the city. Seven of the twenty-six segments without sidewalks are located along canal rights-of-way (West side of Palm Ave. and Flamingo Rd, east side of 196th Avenue between Pembroke and SW 5th Street, east side of University Drive between Sheridan Street and Pembroke Road, the south side of Sheridan Street between University Drive and 94th Avenue, north side of Taft Street between NW 81st Avenue and NW 88th Avenue, and the north side of Taft Street between NW 93rd Avenue and NW 104th Avenue). All construction within canal rights-of-way must be processed and permitted through the appropriate drainage and South Florida Water Management districts. Coordination with the appropriate drainage and South Florida Water Management District will be necessary. The 2006 adopted EAR recommended that a policy be added to the Transportation Element providing for the City's Environmental Services Division to research the feasibility of constructing sidewalks within canal rights-of-way as part of a safe recreational transportation network (see TE Proposed Policy 2.5.3.(6) . In addition, the EAR recommended that a policy be added to prepare a feasibility study by 2011 which provides for the elimination of all missing sidewalk links (see TE Proposed Policy 2.5.3. (6)).

Thirteen of the twenty six segments without sidewalks are adjacent to vacant land and the construction of sidewalks is anticipated to occur concurrent with the development of the affected properties. Two of the thirteen links are located adjacent to the Chapel Trail Preserve (196th Avenue between NW 17th Street and Sheridan Street (City) and Sheridan Street between NW 196th Avenue and US 27 (County)).

The following six missing sidewalk segments are located adjacent to developed property: West side of Douglas Road between Pembroke Road and Pines Boulevard (County), East side of 136th Avenue from SW 10th Street to Sheridan Street (City), West side of 172nd Avenue between SW 10th Street and SW 2nd Street (City), west side of 196th Avenue between Pembroke Road and SW 5th Street (County), North side of Pembroke Road between 72nd and University Drive (State Road and adjacent to North Perry Airport), and the north side of Pembroke Road between SW 145th Avenue and Flamingo West Drive (City).

Potential problems with the construction of sidewalks along these roads include the financial ability to acquire adequate rights-of-way. The Transportation Element data requirements section mentions that right-of-way is the major cost for many

transportation improvement projects and typically, acquisition of needed land should have taken place prior to development. After development occurs, the process of acquiring rights-of-way is significantly complex with respect to legal property right issues, and much less economically feasible. To accommodate the impacts of new development, right-of-way is dedicated by developing parcels during the platting process. Another potential problem to address is that three of the six segments are either State or County roads.

As a result of the expanded roadway sections for Pines Boulevard, Flamingo Road, Sheridan Street and University Drive, ten pedestrian crossovers have been constructed with extended sidewalks delineating a clear path with appropriate signals at the following locations:

Flamingo Road between Pembroke Road and Sheridan Street
Sheridan Street between Douglas Road and Flamingo Road
University Drive between Sheridan Street and Pembroke Road
Pines Boulevard between SW 64th Avenue and SW 196th Avenue
Hiatus Road between Sheridan Street and Pembroke Road
Dykes Road between Pines Boulevard and NW 12th Street
NW 155th Avenue between Pines Boulevard and NW 12th Street
NW 172nd Avenue between Pines Boulevard and NW 9th Street
NW 184th Avenue between Johnson Street and NW 9th Street
Taft Street between NW 108th Avenue and NW 118th Avenue

These crossovers improve access from the residential communities in those areas to recreation facilities and schools. In a similar manner, these crossovers improve pedestrian connections for shoppers, employees and residents in concentrated urban zones associated with existing shopping malls and office buildings in those areas.

The data reflects the City's need to construct approximately 15 miles of pedestrian sidewalks on dedicated local roads. The City allocates $100,000 annually to repair existing sidewalks and replace missing sidewalk links. The estimated cost to install all missing sidewalk links is $250,000; however most of the annual budget has been spent to repair existing sidewalks due to the damages caused by associated development. As the pace of development slows down, more budget monies are anticipated to be spent on installation of new sidewalks rather than on existing sidewalk repair. Both pedestrian and bikeway services are provided by the City's Environmental Services Division. **TE Policy 2.4.2. (3)** provides for the City to coordinate with Broward County in preparing an accident database for non-motorized facilities. **TE Policy 2.5.2.** provides for the City to Coordinate with BCt to improve pedestrian access to public transit stops.

Bikeways. A bikeway is any road, path or way which is open to bicycle travel and from which motor vehicles are excluded. Bikeways may be located within a roadway right-of-way. **TE Policies 2.4.2., 2.6.2.,** and **2.6.3.** provide for the City's Environmental Services Division to work in conjunction with Broward County in the provision of educational training and a safe and energy efficient bikeways network system. In addition, Proposed TE Policy 2.4.2.(4) provides for the Environmental Services Division to investigate the State of Florida's Safe-Paths-To-Schools Program as a means of providing safe and efficient ways for the city's children to travel from their homes to their schools and to reduce school-related commuter traffic.

Currently there are a number of bikeways and pedestrian facilities in the City of Pembroke Pines. The existing bikeway system in Pembroke Pines consists of 22 miles and provides access to many of the City's major trip attractions, such as, schools, parks, and commercial facilities. Much of the system is dual purpose. It not only provides a bike path, but also provides sidewalks for pedestrians. The designated bike paths within the City are as follows:

Douglas Road from Sheridan Street to Pembroke Road
Palm Avenue from Sheridan Street to Pembroke Road
Flamingo Road from Sheridan Street to Pembroke Road
Dykes Road from Sheridan Street to Pembroke Road
SW 172nd Avenue from Pines Boulevard to Pembroke Road
178th Avenue from Pines to NW 17th Street
SW 4th Street from SW 178th Avenue to SW 180th Avenue
SW 12th Street from SW 178th Avenue to SW 180th Avenue
SW 180th Avenue from SW 4th Street to SW 12th Street
SW 184th Avenue from Pines Boulevard to Pembroke Road
NW 186th Avenue from Pines Boulevard to Taft Street
Johnson Street from NW 196th Avenue to NW 208th Avenue
Taft Street from NW 186th Avenue to NW 196th Avenue
US 27 from Sheridan Street to Pembroke Road
Pines Boulevard from US 27 to Florida Turnpike
NW 17th Street from NW 178th Avenue to NW 184th Avenue

City of Pembroke Pines bikeways are shown on Map TE-2, City of Pembroke Pines Bikeways Facilities (Appendix B).

Bicycle parking racks and lockers. Bicycle racks and lockers are used for bicycle parking. Bicycle parking racks are available at City Hall, the City's recreation facilities, the County library and Broward Community College (BCC) campus. **TE Policy 2.5.2. (4)** provides for the adoption of land development regulations which require the provision of bicycle racks at all government and community facilities.

4. Airports and related facilities and services. Airports are an integral part of the County's and City's multi-modal transportation network. They provide access to local, state, national and international markets, and generate economic activity. Civil aviation activities can be subdivided into passenger air carrier, air cargo, and general aviation facilities.

a. *Airports and related facilities.* Broward County owns and operates, or has jurisdiction over two airports in the County, one of which, North Perry Airport (HWO) is located within the City of Pembroke Pines.

North Perry Airport. North Perry Airport's (HWO) primary function is to provide an alternative to FLL for small aircraft and training operations. It encompasses 528 acres of land, of which, about 293 acres are reserved for the airfield, 196 acres are used for aviation related purposes, and 39 acres are used for other purposes. The City of Pembroke Pines has local land use authority within the airport subject to the Broward County Land Use Plan. HWO is accessible from Pembroke Road (State Road 820), Pines Boulevard (County Highway 824) and University Drive (State Road 817), as shown in Map TE-4 (Appendix B). Broward County Transit provides bus services along all three routes.

Airfield. HWO provides service to aircraft with a maximum gross weight of 12,500 pounds or less, which accommodates approximately 95 percent of the general aviation fleet. The HWO airfield consists of two (2) sets of parallel runways and eight (8) taxiways. Table TE-4 displays HWO runway data. The separation between runways meets FAA design criteria for aircraft with wingspans less than 49 feet. In 1995, 364 aircraft were based at North Perry. Airport facilities include 282 Tie-downs, 109 T-hangars and 20 T-ports for aircraft parking, plus 14 maintenance hangars. Three (3) fixed base operators (FBOs) provide maintenance, fuel and other services at the airport.

Table TE-4
Existing Runways at
North Perry Airport

Description and Orientation	Runway	Length and Width
east-west	9L-27R	3,242 X 100 feet
east-west	9R-27L	3,255 X 100 feet
north-south	18L-36R	3,260 X 100 feet
north-south	18R-36L	3,350 X 100 feet

Source: North Perry Airport Layout Plan, Broward County Aviation Department, 2006.

In addition to HWO, the only other general aviation facility in the City of Pembroke Pines is the Helistop at Memorial Hospital West. Chapter 333, Florida Statutes governs airspace in municipalities where no airport zoning ordinance has been adopted. **TE Policy 2.4.3.** and **FLU Policy 18.1** provide for continued coordination with the Broward County Aviation Department in order to provide safe airport facilities.

5. Railways Network. There are no rail facilities in the City of Pembroke Pines.

6. Recreational traffic network. The primary intent of the recreational traffic network is to provide travel oriented passive and active outdoor recreational opportunities. The City's recreational transportation network includes facilities and services.

a. *Facilities.* Facilities include greenways, equestrian trails, and the bikeways located within Broward County owned C.B. Smith Regional Park.

Greenways. The greenway concept is becoming widely recognized as a cost-effective approach to open space protection. There is not a standardized definition of a greenway, although most are linear and connective, and vegetated. Greenways typically follow physical linear features of the landscape, both natural and man-made. Natural features include rivers, ridgelines, and coastlines. Man-made features include abandoned railroad rights-of-way, utility easements, and roads. Greenways customarily provide connections between hubs, such as parks, cultural and historic sites, and developed areas. The connective aspect of greenways occasionally provides the opportunity for utilitarian use, but the primary use is recreational. Greenways commonly include vegetative buffers offering environmental benefits such as stormwater filtration and crucial wildlife habitat.

A functional greenway system consists of three components, hubs, links, and sites. Hubs represent the origin and destination points of the greenway and serve as a foundation for the system. Links are the paths and natural areas which provide the connections between hubs. Sites are spots located along or nearby greenways which are noteworthy for ecological, historical, cultural, or scenic value. Sites may serve as points of origin and destination; however, they often lack connections to hubs and other sites.

The City's proposed greenway network is shown on Map ROS-2 (Appendix B). **TE Policy 2.4.4. (1)** provides for the delineation of the City's greenway network and connections with bikeways and equestrian trails, and **TE Policy 2.6.3.** provides for the City to coordinate with Broward County in the development of a recreational transportation network to help improve the links of the recreational network that focuses on non-motorized vehicles.

Equestrian trails. Although there are no equestrian trails existing within the City limits, a number of Broward County trails exist in close proximity to the northwest section of the City. **TE Policy 2.5.3. (5)** provides for the City to coordinate with Broward County to encourage the development of equestrian trails and to promote the connectivity between the County and City Trail systems.

7. Intermodal terminals and access to intermodal facilities. An intermodal facility is a facility designed to relate to two or more modes of transportation using single or closely related transportation facility and service. The FDOT's Corridor Management Procedure defines it as the provision of connections between different transportation modes, such as adequate highways to ports or bus feeder services to rail transit, individual modes working together to provide the user with the best choices of services. For purposes of the Transportation Element and Support Document, intermodal facilities are categorized as passenger Intermodal facilities.

a. Facilities. Intermodal facilities include intermodal facilities of state significance, terminals, connections, high-occupancy vehicle (HOV) lanes, and park-and-ride facilities.

The City of Pembroke Pines through the BCt has one connection to an intermodal facility identified in the Broward County Transportation Element (BCTE); however the City does not provide within its jurisdiction any terminals, connections, HOV lanes, park and ride facilities or intermodal facilities of State Significance as defined by FDOT. BCt Bus service to the Tri-Rail Station on Hollywood Boulevard is available for Pembroke Pines residents; however, that facility has not been designated an intermodal facility since neither feeder or fixed bus routes directly service the passenger terminal. BCt provides bus service to the Tri-Rail Station on Sheridan Street which is considered an intermodal passenger terminal. **TE Policy 2.5.2. (3)** provides for the City to continue to coordinate with BCt, FDOT, the MPO and other entities to investigate the need for additional intermodal facilities in the City.

B. Transportation level of service (LOS) standard. Florida law requires transportation level of service standards be adopted for roads and public transit facilities within the local government's jurisdiction. Level of service standards for other transportation facilities, such as bikeways and airports, are optional. The City applies transportation LOS standards through its Concurrency Management System only to roadways.

1. **Roadway LOS standards.** Roadway level of service standards have long been used in systems planning and traffic operations. The roadway level of service (LOS) standard is a qualitative assessment of the road user's perception of the quality of flow of traffic. The LOS standard is represented by letters "A" through "F," with "A" representing the most favorable conditions and "F" representing the least favorable. The LOS is measured by dividing the number of vehicle trips (i.e., volume) on the facility by the capacity of that facility. While this is the most prevalent LOS standard, LOS standards based on the number of person trips, vehicle miles traveled, vehicle hours traveled, or average speed can also be used.

a. *Florida Intrastate Highway System (FIHS) of the Strategic Intermodal System (SIS).* Rule 9J-5.0055(2)(c), FAC, requires local governments to adopt the LOS standards established by the Florida Department of Transportation by rule for facilities on the Strategic Intermodal System's Florida Intrastate Highway System (FIHS). It is based on a LOS "D" standard for urbanized areas with a population over 500,000. The three facilities affected in the City of Pembroke Pines include SR-25 (US 27), I-75 and the Florida Turnpike.

b. *Other non-local and non-municipal roadways.* Rule 9J-5.0055(2) (c), FAC, requires local governments to adopt adequate LOS standards for local roads. The City of Pembroke Pines proposes to adopt the generalized two-way peak hour volumes for Florida's Urbanized Areas at the LOS "D" standard, as shown in Table TE-5 (**See TE Policy 2.1.2.**). In the 1990 Traffic Circulation Element, the roadway LOS "D" standard was measured by the average annual daily traffic (AADT) volumes; however, state law now requires the LOS standard be measured by peak-hour volumes. The City of Pembroke Pines will continue to use the LOS "D" standard as the roadway concurrency standard. The City of Pembroke Pines, consistent with the BCTE, is using the two-way peak hour volumes instead of the directional peak hour volumes to be consistent with FDOT who also uses two-way peak hour volumes.

Table TE-5
Generalized Peak Hour Two-Way "LOS D" Volumes for Florida's Urbanized Areas
Two-Way Peak Hour Volumes For LOS D

Lanes	2-lane Undiv.	4-lane Div.	6-lane Div.	8-lane Div.	10 Div.	12 lanes
State 2-way Arterials Uninterrupted Flow	1,720	5,870	8,810	---	---	---
Interrupted Flow Class Ia (0 to 1.992.49)	1,560	3,390	5,080	6,440	---	---
Interrupted Flow Class IIb (2.52.00 to 4.50)	1,460	3,110	4,680	6,060	---	---
Interrupted Flow Class III	1,200	2,750	4,240	5,580	---	---
Interrupted Flow Class IV Freeways, Group 1	1,310	2,880	4,350	5,690		
Freeways, Group 12	---	6,510	10,050	13,600	17,160	20,710
Freeways, Group 2Non-State Roadways Major City/County Rd	---	6,250	9,840	13,420 ---	16,980 ---	20,560 ---
Non-State Roadways Major City/County RdOther Signalized Rds.	1,390	2,950	4,450 ---	---	---	---
Other Signalized Rds.	950	2,070	---	---	---	---

Source: Quality/Level of Service HandbookManual, Table F-14-4, Florida DOTDepartment of Transportation, 2002

TE Policy 2.1.3(2). addresses the LOS standard for non-SIS/FIHS facilities and transportation facilities functionally classified as a collector road or higher, excluding expressways. **TE Policy 2.1.1(2).** addresses how the City of Pembroke Pines will implement the two-way peak-hour LOS standard.

De minimis impacts. Rule 9J-5.0055(3)(c)(6), FAC, creates a traffic concurrency exception for those developments deemed to have a de minimis impact, provided all conditions must be met to qualify. Previous use of a “de minimis” exception to concurrency has been based on the idea that it was too burdensome for a very small project to satisfy concurrency requirements, and that there were few mitigation measures of a scale suitable for very small impacts. Within the designated Transportation Concurrency Management Areas, this rationale is no longer valid, and the process is made convenient for the applicant. Therefore, no “de minimis” exception is included for these Districts.

Within Standard Concurrency Districts,TE **Policy 2.1.11 (9)** provides for a "de minimis" exception for one single family home or duplex, unless the impact would exceed the adopted LOS standard of any affected designated hurricane evacuation routes.

Projects that promote public transportation. Section 163.3164(28), FS, defines public transit facility to include transit stations and terminals, transit station parking; park and ride lots; intermodal public transit connection or transfer facilities; fixed bus, guideway, and rail stations; and airport passenger terminals and concourses, air cargo facilities, and hangars for the maintenance or storage of aircraft. . TE **Policies 2.1.6 (10) and 2.1.11 (11)** address this exemption.

Development of Regional Impact (DRI). The 1989 Broward County Traffic Circulation Element contained an exemption for a development permit issued in accordance with and as authorized by an approved DRI development order which development plan was either issued prior to the adoption of the 1989 Broward County Comprehensive Plan or was issued after being reviewed for concurrency (see TE Policies 2.1.1(3), 2.1.11 (7 and 10), and 2.1.20

Florida Quality Development (FQD). The 1989 Broward County Traffic Circulation Element contained an exception for a development permit issued in accordance with and as authorized by an approved FQD development order, which order was either issued prior to the adoption of the 1989 Broward County Comprehensive Plan or was issued after being reviewed for concurrency (see (see TE Policies 2.1.1(3), 2.1.11 (7 and 10), and 2.1.20

Note the standard referenced in the above deleted paragraph was deleted in the County's amendment 04-2-T1, adopted 12/14/04.

C. Data and Analysis for Transportation Concurrency

Transportation Concurrency data and analysis and LOS (% coverage area) is provided in the amended and adopted BCTE support document, Volume 4, portions of which are repeated below:

South Central District. For areas of the City east of I-75 and south of Sheridan Street, and east of Flamingo Road, north of Sheridan Street, a Transit Oriented Concurrency District applies. There is not one dominant transportation corridor within this district. None of the bus routes average over 35 passengers per hour. According to the County TE, the highest priorities for transit service enhancement within the district included increased coverage and frequency with secondary priorities being improved quality of bus stops and access to bus stops. The County anticipates improvements programmed for 2009 should increase the number of mainline routes with a weekday service of 30 minutes or better by over 30 percent.

Southeast District. For a small triangular parcel of the City located between the Florida Turnpike and Pembroke Road. The major transportation corridor in this district includes I-95 and the Tri-Rail line, both not located within the City of Pembroke Pines. According to the County TE, the highest priorities for transit service enhancement within the district included increased coverage and frequency with secondary priorities being improved quality of bus stops and decreasing the travel time on buses.

The designated districts contain an integrated and connected network of roads and provide multiple, viable alternative travel paths or modes for common trips. The County's transit system is designed similarly to the county's regional road network, a grid system with deviations to utilize major transfer terminals. The community bus routes allow easy access from neighborhoods and local streets to the mainline bus routes on the grid system. The above results in the districts having multiple, viable travel alternatives for common trips. TE Policy 2.1.2 (1) reflects the LOS standard established by the county for these districts

The MPO, as reflected in the adopted 2025 Long Range Transportation Plan, has determined that the combination of continued growth and constrained facilities must be addressed by a major shift of priorities away from roadway improvements, and towards transit and non-motorized forms of travel. Broward County has taken actions to redirect the concurrency mitigation efforts of the development community from roadway improvements to transit enhancements, in accordance with the policy direction of the MPO. The city therefore adopts the county's shift in priorities.

1. Pedestrian, Bicycle Travel. and Greenways.

The City of Pembroke Pines supports on-going efforts by State and County agencies to implement multi-modal urban/suburban mobility and pedestrian activities and facilities. The City will continue to coordinate with the state, regional, county and municipal agencies in support of pedestrian, bicycle, safe routes to school, and multi-purpose pathway programs and projects. Local pedestrian, bicycle and greenway facilities were identified in the Non-Motorized Facilities section of this section. The Greenways program of Broward County identified two priority corridors that are located within the City of Pembroke Pines, Flamingo and Hiatus Roads. The Flamingo/Hiatus Greenways are scheduled for construction in FY 2009 according to the County's Transportation Element.

Policies in the Transportation Element of the City of Pembroke Pines relating to bicycle and pedestrian facilities:

Existing Policies 2.2.1, 2.2.8, 2.4.1, 2.4.2, 2.5.3, 2.6.2, 2.6.3, 2.1.16(3), and 2.1.17.

Proposed Policies include:

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 in order to implement Policy 2.1.25.

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 2.1.26. 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 2.1.27. 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.

An analysis of existing non-motorized facilities including connectivity issues is provided on pages 9 through 12 of this section. Community and public transit analysis is provided on pages 7 to 9 of this section.

According to the County's Transportation Element, all of the TCMA's are substantially built out, both in terms of land area and of major roadway laneage. The use of system-wide transit and transportation system management strategies, as reflected in the proposed areawide level of service standards, will complement the future development patterns of these Districts, which will necessarily be predominantly infill and redevelopment. The standards are consistent with the Long Range Transportation Plan of the MPO, and are intended to improve traffic flow, reduce congestion, increase/maintain intersection capacities, enhance transit service coverage and service frequency, increase the transit/auto travel time ratio and improve transit reliability (see further information on each LOS standard under City TE Policy 2.1.2, and County TE Policy 3.4.2.)

Transportation and Land Use

The City's developable area is rapidly approaching a "build-out" scenario where nearly all existing vacant lots have been absorbed by development. Accommodating new residents in a way that preserves and enhances quality of life for all citizens requires a balancing of transportation and land use priorities.

Establishing transit supportive development encourages people to ride buses, walk and bike more often, and allows for alternatives to the automobile. Effective coordination of transportation and land use can foster a sense of place, encourage mixed-use and transit oriented development, provide affordable housing, and enhance economic opportunity. The City of Pembroke Pines is in the process of establishing an eastern redevelopment program which includes but is not limited to streetscape projects, pilot loan programs for commercial building beautification projects, and development of guidelines.

Over the last few years, the City of Pembroke Pines has joined the County in taking steps to prepare for transit oriented land use patterns as illustrated below:

During the 2005 Evaluation and Appraisal Report (EAR) process, the City analyzed and addressed - Major Issue #2 – **Developing Transit Oriented Land Use Patterns (TOLUPS)**. The EAR recommended that the City update TE Policy 2.1.3. with the EAR amendments to reflect that the City should 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 and LDR's accordingly. The EAR also recommends that the City coordinate closely with the County regarding TOLUP's, and if necessary, adopt changes to the goals, objectives and policies sections of the Future Land Use, Transportation, Housing, and Capital Improvement Elements consistent with the County's adopted amendments either with the EAR amendments or after adoption of the county's amendments, whichever occurs first.

- The County's EAR also addressed TOLUPS and as a result, the Broward County Planning Council adopted changes to the Land Use Plan, creating three new mixed-use land use designations: Transit Oriented Corridor (**TOC**), Transit Oriented Development (**TOD**), and Mixed Use Residential (**MUR**). The foundation objectives and policies for each of the above new categories were subsequently adopted by the City and are included in Objective XXI through XXIII.

- The Broward Metropolitan Planning Organization (MPO) created the **2030 Long Range Transportation Plan (LRTP)** as a tool to guide development of multi-modal transportation and prioritize transportation spending throughout Broward County. The LRTP, with its focus on non-automobile modes of transportation, contains a Transit Cost Feasible Plan that identifies Premium Transit improvements, such as light rail transit (LRT), Bus Rapid Transit (BRT), Rapid Bus, and Express Bus options.

Conclusions

Due to Broward County's population growth, existing and anticipated roadway congestion, and fact that the City of Pembroke Pines and County is nearing a "build out" scenario, there are significant opportunities to create a more transit friendly environment. In order to capitalize on the opportunities, the continued cooperation and coordination among all of the region's transportation partners will be necessary.

In addition, the City of Pembroke Pines has the opportunity to carefully plan redevelopment strategies prior to reaching a state of "build out" using the County's Community Design Guidebook, Urban Design Element, as well as other city's established redevelopment guidelines as a foundation for the preparation of the city's redevelopment guidelines that address supporting redevelopment through transportation services and programs.

Level of Service Standards.

County Policy 3.4.2.1 and corresponding City TE Policy 2.1.2 establishes level of service standards for the concurrency management areas for the purpose of issuing development orders and permits, the following is to be achieved and maintained by FY 2013:

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.

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. Additional data and analysis to support the above table is included in the Broward County Transportation Element, Appendix E-8.

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

Broward County is implementing additional standards which include the installation of video-detection devices at signalized intersections of County Roads; upgrading 150 bus stops per year countywide; and maintaining average age of bus fleet of 6 years or less. Additional data and analysis regarding the above can be found in the County's Transportation Element support document

Within standard concurrency districts established by and specified in the BCTE, the transportation LOS standards for the purpose of issuing development orders and permits are:

> **Southwest District** – the generalized two-way peak-hour LOS "D" standard volumes as depicted on Table 4-4, Quality/Level of Service Handbook, Manual, Florida Department of Transportation, (2002), with the following exception:
>
> The standards on Interstate 75 within this district is determined by the Florida Department of transportation.

Level of service standards for long range planning.

1. For facilities within the Strategic Intermodal System, inclusive of the FIHS, the generalized Peak Hour Two Way Level of Service standard, established by the FDOT, is as follows

SIS/FIHS Roadway	Roadway Segment	LOS Std.
Interstate 75	Miami Dade Cty line to west of US 27	D
US 27	Miami Dade Cty. line to Interstate 75	D

For facilities not within the SIS/FIHS, the LOS standard shall be generalized two-way peak-hour LOS D standard volumes depicted on Table 4-4, Quality/Level of Service Handbook, FDOT, (2002) within all other Districts.

1. When LOS standards are developed for SIS connectors, the County will evaluate adoption of these standards and the City of Pembroke Pines will adopt these standards during the next amendment cycle following County adoption.

The Department of Community Affairs required that, even when adopting a LOS standard for concurrency purposes that is not based on roadway congestion, a traditional roadway LOS standard must remain in effect for other purposes, such as long range planning.

Policy 2.1.5. (BCTE Policy 3.4.5.) – Building permit applications require concurrency satisfaction.
Prior to application for a building permit with the City of Pembroke Pines, the applicant shall obtain a Transportation Concurrency Satisfaction Certificate from Broward County. The City shall not accept a building permit application or issue a building permit unless the corresponding Transportation Concurrency Satisfaction Certificate has been presented. The City of Pembroke Pines may adopt land development regulations which are exempt from this requirement, where the issuance of the permit would not create additional transportation impacts.

Based on the Broward County Charter and Land Use Plan, land development approvals in Broward County are a shared function between the County Commission and the City of Pembroke Pines. If platting is required, the plat must be approved first by the City of Pembroke Pines, then by the County. Site plan approvals and the issuance of building permits are city functions. Prior to any building permit application at the city level, plans must be approved relative to county environmental regulations by the Broward County Environmental Protection Department (EPD). Approval is obtained from the County's Land Use and Permit Division prior to the application for a building permit.

The City of Pembroke Pines will review county staff recommendations concerning exemptions from the above requirements and process amendments during the next available amendment cycle if needed.

Proposed TE policies 2.1.5. and 2.1.6. reflects the change in the application of transportation concurrency from previous policies which required concurrency satisfaction with plat approval or plat modifications. The proposed policies expand the concurrency requirement to all building permits which have not been previously vested for concurrency.

Policy 2.1.6. (County TE Policy 3.4.6.) – Conditions to Satisfy Concurrency Requirements.

Broward County shall issue a Transportation Concurrency Satisfaction Certificate, 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 December 21, 2004; and the building permit application is consistent with the level of development under which the plat is currently approved by the County Commission; 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 with respect to transportation concurrency.

2. If the building permit application is on property for which Broward County 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 Commission; 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 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 areat and the applicant has paid to Broward County a Transit Concurrency Assessment, as described in TE Policy 2.1.7. and Broward County Policy 3.4.7. 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 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 December 21, 2004; 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 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 notification that platting or replatting is not required.

10. If the building permit application is for a public transit facility. For the purposes of this paragraph, public transit facilities include transit stations and terminals; transit station parking; park-and-ride lots; intermodal public transit connection or transfer facilities; fixed bus, guideway, and rail stations; and airport passenger terminals and concourses, air cargo facilities, and hangars for the maintenance or storage or aircraft. As used in this paragraph, the terms "terminals" and "transit facilities" do not include seaports or commercial or residential development constructed in conjunction with a public transit facility.

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 of Pembroke Pines 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 SIS/FIHS, as defined in Section 338.01, F.S., shall be considered in issuing said certificate.

In addition to the above, development within a recorded plat for which road impact fees have been paid, or for which concurrency has already been satisfied, would not be subject to concurrency again at the building permit stage if the plat was approved on or after March 20, 1979. Vested rights determinations are provided in Section 5-181(m) of the Broward County Land Development Code. The number of trips generated by a proposed development will be calculated based on peak-hour trip generation rates adopted by the County Commission. Within the two standard concurrency districts, concurrency findings will continue to be made by the County Commission at the time of plat approval.

Transportation concurrency assessment and credit for transit oriented developmentshall be determined by Broward County in accordance with Policies 3.4.7. and 3.4.8. of the County's Transportation Element. Mitigation in Standard Concurrency districts shall be in accordance with Policy 3.4.12 of the County's Transportation Element.

At the time of the 2004 amendment of the County's Transportation Element, the Department of Community Affairs advised that, even in a Transportation Concurrency Management Area, there must be criteria established by which a proposed development satisfies or fails to satisfy concurrency standards. However, since that time, s. 163.3180 (16) F.S. has been added, requiring each local government to adopt by ordinance a methodology for assessing proportionate fair-share mitigation options.

The Assessment described in County **Policy 3.4.7** fulfills this State requirement. Specifically, s. 163.3180(16)(c) states: "Proportionate fair-share mitigation may be directed toward one or more specific transportation improvements reasonably related to the mobility demands created by the development and such improvements may address one or more modes of travel." Further, s. 163.3180(16)(f) states: " The funding of any improvements that significantly benefit the impacted transportation system satisfies concurrency requirements as a mitigation of the development's impact upon the overall transportation system even if there remains a failure of concurrency on other impacted facilities."

Therefore, within a TCMA, if an application for development were to "fail" concurrency, it would still have the ability to pay the proportionate fair-share assessment described in Policy 3.4.7, and would end up being treated like all other development applications. Because of this, there is no longer any rationale for keeping Policy 3.4.3 in the Transportation Element. Applications for Developments of Regional Impact shall satisfy the regional transportation concurrency requirements of Broward County if the DRI Development Order complies with County Transportation Element Policy 3.4.23.

.D. Transportation and Population Characteristics. Rule 9J-5.019, FAC, requires:

1. **Auto availability and vehicle occupancy rates.** The U.S. Census Bureau 2005 American Community Survey for the City of Pembroke Pines identified automobile availability by tabulating the number of households with zero, one, two, and three or more vehicles. . According to the Community Survey, there were 45,966 owner occupied housing units in Pembroke Pines in 2005. Of these, 2,287 households (5 %) had no auto available, 22,684(49 %) units had one vehicle available, 24,412 (53%) had two vehicle available, and 9,573 (21 %) had three or more vehicles available. The percentage of households in the city with no auto availability is lower than the county (7.5%) and state (6.5) statistics; The percentage of households in the city with one auto is higher than the average for the county (42%) and state (40.3%). The percentage of households in the city with two or three or more automobiles is also higher than the average for the county (38.5% - 2, 11.5 – 3 or more) and state (39.7 -2, 13.5 – 3 or more).

According to the County TE, the average daily vehicle occupancy rate is 1.35 persons per vehicle.

The 2005 U.S. Census Bureau estimates that among the City's 123,299 working population 16 years and over, 75,703 (61%) commute to work, 82 percent of the commuters drove alone, 12 percent carpooled, and 1 percent took public transportation excluding taxicab). In addition, the mean travel time to work is 30.7 minutes. Conventional bus transit meets a relatively low level of commuter needs. When considering alternatives to the private auto work trip, carpooling has the greatest number of users, followed by working at home.

These statistics have not changed significantly since the 1990 census and indicates that Pembroke Pines does not have a high level of transit dependency in the overall population. The principal demand segment continues to be the retired sector of the population.

E. Environmental Issues. **TE Policy 2.6.1. (1)** provides that the City will continue to coordinate with the BCt, MPO, and other entities to examine and adopt transportation management strategies designed to reduce automobile use and promote public transit use through 2015.

TRANSPORTATION ELEMENT - Support Document

III. ANALYSIS REQUIREMENTS

Rule 9J-5.019(3), FAC. provides for the Transportation Element (TE) to be based upon the following analysis: land use and transportation system interaction; existing and projected transportation system level of service and system needs, including existing and projected strategic intermodal system needs; maintaining the adopted transportation level of service standards; consistency between the Future Land Use and Transportation Elements, and consistency with other transportation plans; and promotion and support of the public transportation system in designated public transportation corridors.

A. Land use and transportation system interactions. This section is intended to implement various Rule 9J-5, FAC, analysis requirements. Subsection 1 addresses growth trends, population characteristics and travel patterns associated with the transportation system (i.e., the roadway and public transit networks) and is intended to fulfill the requirements of Rule 9J-5.019(3)(d), FAC. Subsection 2 focuses on the availability of the transportation system to serve existing land uses as required by Rule 9J-5.019(3)(b), FAC. Subsection 3 addresses land use compatibility around airports consistent with Rule 9J-5.019(3)(d), FAC. At the present time, the City of Pembroke Pines does not contain any portion of the countywide transportation system that is utilized for emergency evacuation purposes; therefore, an evaluation of the adequacy of the transportation system for evacuation pursuant to Rule 9J-5.019(3)(c), FAC is not included.

1. **Travel patterns, population characteristics and growth trends.** According to the Broward County Transportation Element (BCTE), travel patterns can be documented through origin-destination studies. In December 1996, the Broward Travel Characteristics Study was completed for the FDOT. Table 2-6 shows internal/external trip rates by purposes of home-based work (HBW), home-based shopping (HBS), home based-social recreation (HBR), home-based other (HBO), and non-home based (NHB).

Table TE-6
Internal/External Trip Rate by Purposes

Unit Type	Trip Type	Trip Purpose					Total trips
		HBW	HBS	HBR	HBO	NHB	
Single Family	Internal	1.24	0.86	0.45	1.55	2.14	6.25
	Int/Ext	0.33	0.02	0.02	0.04	0.18	0.59
	Total	1.57	0.87	0.48	1.60	2.32	6.83
Multi Family	Internal	0.55	0.94	0.47	1.24	0.53	4.74
	Int/Ext	0.13	0.03	0.04	0.07	0.14	0.41
	Total	0.68	0.97	0.52	1.31	1.67	5.15
All units	Internal	0.83	0.77	0.39	1.06	1.66	4.81
	Int/Ext	0.21	0.02	0.03	0.05	0.14	0.45
	Total	1.04	0.79	0.42	1.21	1.80	5.26

Source: Broward Travel Characteristics Study: Final Report, Table 11, Walter H. Keller, Inc. (Dec. 1996).

Of the 2005 U.S. Census Bureau American Community Survey estimated households, approximately 70% lived in “traditional” family settings (husband-wife-natural children). Approximately 24% of the householders lived alone. Elderly persons living alone constituted about half of the live-alone population, or 5% of the total city population. Approximately 34 percent of the population was foreign born, and of the native born population, approximately 42.5% were born in their state of residence. See Table 2-7 below:

TABLE TE-7 2005 POPULATION CHARACTERISTICS

2005 U.S. Census Bureau American Community Survey Characteristics	Pembroke Pines	Broward County
Population	159,422	1,757,590
% of pop. < 18 years	26	24.720.4
% of pop. > 65 years	14	13.6
Married couples, % of households	53	44.6
Persons per household	2.702.4	2.562.35
Percentage of pop. by race and origin, white	72	68
Percentage of pop. by race and origin, black	17.4	24.7
Percentage of pop. by race and origin, Am. Indian	0.047	0.23
Percentage of pop. by race and origin, Asian	5.5	3
Percentage of pop. by race and origin, Hispanic	36	22

Source: United States Census Bureau American Community Survey, 2005

Among workers over 16 years old in the City of Pembroke Pines, 82% drove alone to work. Nearly 12% of workers carpooled. Information on means of access to work accents the community's continued reliance on the private automobile and the arterial highway system; however, the use of public transportation has increased since 1990 from .6% to approximately 1%. See Table 2-8 below:

TABLE TE-8 MEANS OF TRAVEL TO WORK, 2005

Means of Travel	Workers over 16 years old
Drove Alone	62,283
Carpooled	9,215
Public Transportation (including taxi)	611
Walked	718
Other means	365
Worked at home	2,511

Source: United States Census Bureau American Community Survey, 2005

TABLE TE-9 EMPLOYMENT STATUS, 2005

Population characteristic	Population
Male age < 64 in labor force	42,112
Male age < 64 not in labor force	14,901
Female age < 64 in labor force	38,749
Female age < 64 not in labor force	27,537
Total population in labor force	80,861 (65% of total)

Source: United States Census Bureau American Community Survey 2005.

The 2005 U.S. Census Bureau American Community Survey population data reflected an increase in population in the City of Pembroke Pines of 59 percent during the same time period that the county's population increased by 27 percent. Persons per household in 2005 also increased since 1990 from 2.4 to 2.70 in the City of Pembroke Pines and from 2.35 to 2.56 in the county. The 2005 U.S. Bureau Census American Community Survey's populations statistics by race and origin reflected significant changes in the population characteristics since 1990 that includes a 19 percent decrease in the city's white population and a corresponding 13 percent decrease in the county's white population; a 12 percent increase in the city's black population and a corresponding 9 percent increase in the county's black population; and a 47.5 percent increase in the city's Hispanic population and a corresponding 13 percent increase in the county's Hispanic population.

2. **Availability of transportation facilities and services to serve existing land use.** Availability, as used here, refers to the extent to which the transportation system provides access to serve existing land uses. Access to serve existing land uses requires an extensive network of connections. Roadways, public transit, bikeways, and pedestrianways are transportation modes that require an extensive network of connections in order to serve existing uses. Some transportation modes, such as the recreational traffic network, have limited connections and do not serve the primary function of serving or providing access to existing land uses. Still other transportation modes, such as airports and related facilities and intermodal facilities, are in essence, transportation hubs serving regions. Consequently, this section addresses availability of the roadway, public transit, bikeways, and pedestrianways networks to serve existing land use.

a. *Roadway network.* Availability of the roadway network to service existing land uses is primarily a function of the existing local roadway system. The primary local roadway network in the City of Pembroke Pines totals approximately 470 miles. New development is assured access by the subdivision regulations (Chapter 154) of the City of Pembroke Pines Code of Ordinances which requires that development have adequate access to roadways. The secondary local roadway network consists of both private and public roads that link to the primary roadway network and is typically maintained and improved by the particular development for which they serve, or by the City if the road is dedicated to the public.

Collector and arterial roadways, as a secondary or tertiary function, oftentimes provide access to existing land uses. This occurred prior to the implementation of access management strategies.

b. *Public transit network.* According to the Broward County Transportation Element (BCTE), availability of public transit to service existing land uses is based on the functional area coverage of the existing fixed-route bus network. BCt defines functional area coverage as a ½ mile corridor surrounding a bus route, 1/4 mile in each direction. The 1/4-mile radius is based upon studies showing a person would walk up to 1/4 mile to access the public transit network. The City of Pembroke Pines employs the BCt functional area coverage as the public transit level of service standard (See **TE Policy 2.5.2.(5)**). The BCt functional area coverage encompasses approximately 14,150 acres or 63.6 percent of the total land area in the entire City of Pembroke Pines. Within the functional area, the population is approximately 95,653, or 60 percent of the City's total population (159,422 – US Census Bureau 2005 American Community Survey (ACS) Profile). In addition, at least 70 percent of all employment locations in the City are located within the ¼ mile transit service area.

As stated earlier, public transit services in Pembroke Pines continue to be provided by the Broward County Mass Transit Division (BCt). The City is served by four fixed routes. Route 3 provides service to the Sheridan Street Tri-Rail intermodal passenger terminal serving passengers from SW 136th Avenue (Century Village) and Flamingo Road along Pines Boulevard, and from Hiatus Road, University Drive, and the Florida Turnpike along Taft Street with connections to other routes at Flamingo Road, University Drive, and State Road 7. Route 5 runs from SW 136th Avenue (Century Village) along Pines Boulevard to University Drive, and from University Drive to Federal Highway along Pembroke Road with a connection stop on State Road 7. Route 7 provides service from Pembroke Lakes Mall to Federal Highway in Hollywood along Pines Boulevard with a stop at the Hollywood Boulevard Tri-Rail and connects to other routes at State Road 7 and Federal Highway. Service is provided between the hours of 5:00 a.m. and 11:00 p.m. depending on the route, Monday through Saturday, with hourly headways. Sunday service is provided on Routes 5 and 7 only, from 10:00a.m. to 8:00 p.m. depending on the route. According to the Broward County Transit Division, 1995 ridership on the routes serving Pembroke Pines averaged 680 passengers per day for Route 3 and 1001 passengers per day for Route 5. BCt information on Route 7 is not available.

Intralocal service is provided by a circulator route sponsored by the City of Pembroke Pines. This service connects the Silver Lakes and Chapel Trail developments with Pembroke Lakes Mall. This service was initiated in 1994 and currently averages 4,000 trips per month. According to the BCt, ridership on this route averaged 62 persons per day, or 9 persons on an average round trip.

The BCt is planning no changes in service to Pembroke Pines in the short term. The BCt long-range plan includes the addition of north/south service along Dykes Road and Flamingo Road. However, this plan is conceptual, and funds are not budgeted for this increase in service.

Intercounty transit service can be accommodated through the BCt. Pembroke Pines' residents can take the bus to the Tri-Rail terminal for access to Dade and Palm Beach Counties.

c. *Bikeways and Pedestrianways network*. According to the Broward County Transportation Plan, availability of the bikeways network to serve existing land uses can be defined by the functional area coverage for utilitarian bicycle trips, which can be categorized as a two (2) mile radius from the point of trip origination. The two (2) mile radius was derived from a special tabulation of the 1990 Nationwide Personal Transportation Survey which found that 72 percent of the work trips by bicycle are two (2) miles or less; the comparable figure for shopping trips is 87 percent. Availability of pedestrian ways to service existing land uses is primarily a function of the functional area coverage of the existing pedestrianway. As noted in the public transit availability discussion, the distance a person would be willing to walk is approximately 1/4 mile. Since this distance is so small, the pedestrianway network, when utilized as a strategy to promote intermodal facilities, should be geared toward improving access to the public transit network and improving connections between employment centers.

Through the platting process in the City of Pembroke Pines, new development is required to dedicate adequate right-of-way for the transportation system which includes bikeways and sidewalk areas. Since the platting process is conducted at both the city and county levels in Broward County, it gives the city an opportunity to provide recreational oriented bikeways and sidewalks that link the system to many of the City's schools, parks, and commercial facilities, while giving the county an opportunity to provide intermodal transportation oriented bikeways and sidewalks needed to improve access to the public transit network.

TE Policies 2.4.4.(1), 2.5.3. (2 and 3) and **2.6.2.** provide for the City's Environmental Services Division to continue to coordinate with Broward County to improve the link connections between the City's local recreational oriented bikeway/pedestrianway systems and Broward County's systems. Proposed TE Policies 2.5.3. (6,7, and 8) provide for the Environmental Services Division to prepare a feasibility report by 2011 that includes 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 efforts to enhance access to parks citywide. The proposed policy also provides for the city to investigate the feasibility of adding Sheridan Street in the vicinity of the "Preserve/Wetlands bank" to the County's greenway system, and for the city to investigate the State's Safe-Paths-To-Schools program as a means of providing safe and efficient ways for the city's children to travel from their homes to their schools and to reduce school-related commuter traffic.

3. **Compatibility around airports.** The principal land use impacts from any airport can be expressed in terms of safety, noise and accessibility. As is common among urban airports, some land uses surrounding North Perry are not considered compatible with the airport. However, according to the BCTE, Broward County has undertaken initiatives to identify and reduce incompatibility at North Perry Airport.

a. *North Perry Airport.* The predominant land uses adjacent to North Perry Airport are community facilities and residential. Most residential uses are one-story, single family. There are some commercial developments on the north side. Broward Community College abuts the airport on the northeast, and Florida State Hospital is located to the west. While it is preferable that developments surrounding an airport be of low density and intensity, it is not feasible to promote redevelopment of the existing properties adjacent to North Perry.

Safety. Portions of six of the eight RPZs at North Perry fall outside airport property, overlaying roads, commercial and residential properties. Broward County has acquired aviation easements on properties off Runway 18R. The 1996 North Perry Master Plan Update recommended adding nominal amounts of pavement to four of the airport's runways to permit the locations of the RPZs to be adjusted so they do not include areas of residential or commercial development. Runway pavement construction is due to begin in 2000 at an estimated cost of $400,000. An update to the current North Perry Airport Master Plan is scheduled for Spring 2007.

Broward County Aviation Department conducts regular surveys for obstructions that affect airspace in the runway approaches at North Perry. Fixed objects, including towers and light poles, are marked with obstruction lights as required by FAA regulations. **TE Policy 2.4.3.** and **FLU Policy 18.1** addresses programs that will maintain and improve safety at North Perry.

Noise. An aircraft noise analysis completed in April 1980 by Greiner Engineering Sciences, Inc, indicated that the only occurrences of noise exposure levels of 65 DNL or greater are within the Airport property boundaries. The 65 DNL noise exposure level is considered by the FAA to be the threshold level for aircraft noise: land uses around North Perry are considered to be compatible with the level of airport noise exposure resulting from aircraft operations at the airport. (Although conducted in 1980, this analysis was based on 279,000 annual operations which is less than the number of operations forecast for 2015 in the 1997 Master Plan.)

Accessibility. North Perry is accessible from the surrounding roadways. Broward County Transit has services along University Drive, Pines Boulevard and Pembroke Road.

B. Existing transportation system level of service and system needs. Rule 9J-5.019(3)(a), FAC, requires the analysis of the existing transportation levels of service (LOS) and system needs be based on the following data: existing design and operating capacities; most recently available estimates for average daily and peak hour vehicle trips; existing modal split and vehicle occupancy rates; existing public transit facilities; population characteristics; and the existing characteristics of the major trip generators and attractors within the community. The existing transportation system analysis is focused on the single mode (roadways) due to the fact that public transit services are provided by BCt; however, the City has examined land uses within the functional coverage areas as defined by BCt and has identified the existing and future major transit generators and attractors in the TE Data Requirements Section of this element. Other transportation modes are addressed under the section on future transportation system level of service and system needs.

1. **Roadways network.** Tables 2-10 (East/West Roads) and 2-11 (North South Roads) support Map TE-12 (Appendix B) and depicts the 2005 existing roadway segments, segment peak-hour traffic volumes (PHT), segment capacity, volume to capacity (V/C) ratio, and level of service as measured by peak-hour traffic conditions.

In 2005, the following roadway segments were identified as overcapacity (see Tables 2-10 & 2-11):

SW 72nd Avenue - North of Pines Boulevard to the N. City Limits
University Drive – from Pines Boulevard to the N. City Limits
Flamingo Road, from north of Pembroke Road to Pines Boulevard
Pines Boulevard – From Hiatus Road to 160th Avenue
Pines Boulevard – From 72nd to Palm Avenue
Sheridan Street from 172nd Avenue to 196th Avenue
Sheridan Street from Flamingo Road to 148th Avenue

In 1997, the following roadway segments were identified as overcapacity:

Douglas Road - From Pembroke Road to Washington Street*
Douglas Road - From Taft Street to Sheridan Street**
University Drive - From Pines Boulevard to Sheridan Street
SW 72nd Avenue - From Pembroke Road to Pines Boulevard
Pembroke Road - From Hiatus Road to Palm Avenue*
Pembroke Road - From Palm Avenue to Douglas Road*
Pines Boulevard - From Flamingo Road to Hiatus Road
Pines Boulevard - From Palm Avenue to Douglas Road
Pines Boulevard - From Douglas Road to University Drive
Johnson Street - From NW 103rd Avenue to Palm Avenue
Johnson Street - From Palm Avenue to University Drive
Johnson Street - From University Drive to NW 76th Avenue
Sheridan Street - From Douglas Road to University Drive

In 1997, thirteen segments were operating at overcapacity and in 2005, seven segments were operating at overcapacity. The number of overcapacity roadway segments has decreased significantly from the 1999 Transportation Element. With the exception of the Pines Boulevard segment from I-75 to 172nd Avenue and Sheridan Street between 172nd and 196th Avenue, five of the seven segments are located within the County's South Central Transit Concurrency District and funded improvements to the five segments involve the addition of public transit improvements such as bus bays. Flamingo Road improvements are scheduled for 2007-2008 by FDOT. Bus bay improvements to University Drive are scheduled for 2008 by FDOT. Pines Boulevard from 136th Avenue to Palm Avenue has been recently widened to 8-lanes divided which is not reflected in the 2005 traffic volume counts. Improvements to Pines Boulevard and I-75 are scheduled to begin late 2007. Sheridan Street is currently being widened to a 4-lane divided roadway by the City of Pembroke Pines and completion is scheduled for late 2008; and therefore, improved level of service for this segment is not reflected in the 2005 traffic volume counts.

TE Policy 2.1.1. address the actions the City intends to take to alleviate overcapacity roadways that are located within the southwest standard concurrency area.

2. **Public Transit Network**. Broward County identifies a portion of the City of Pembroke Pines as being located within the South Central Transportation concurrency management area and a small triangular portion of the city located between the Florida Turnpike and Pembroke Road within the Southeast Transportation concurrency management area, in accordance with TE Map No.18, Appendix – Maps. The County will be establishing an area-wide level of service for all of the transit concurrency districts for the purpose of issuing development orders and permits, based on the quality of transit services within the District. The City of Pembroke Pines will adopt the county's area-wide level of service upon adoption by the County during the next available amendment process.

Transportation concurrency management area is defined by the County TE as a compact geographic area with an existing network of roads where multiple, viable alternative travel paths or modes are available for common trips.

C. <u>Projected transportation system levels of service and system needs.</u> Rule 9J-5.019(3)(f), FAC, requires an analysis on the projected transportation LOS and system needs based on the future land uses shown on the future land use map. Rule 9-J-5.019 (3)(e), FAC, requires an analysis of projected intermodal needs. This section addresses the above requirements for the roadway network and the bikeway/pedestrianway networks since Broward County provides this analysis for the public transit network, HWO, and intermodal facilities.

The following policies have been modified to be consistent with the adopted Broward County Transportation Element pursuant to their Stipulated Settlement Agreement with DCA: 2.1.1, 2.1.2, 2.1.3, 2.1.6, 2.1.18, 2.1.20, 2.5.1 and 2.5.2. Policies 2.1.21 through 2.1.30 and 2.2.10 have been added to be consistent with the adopted Broward County Transportation Element pursuant to their Stipulated Settlement Agreement with DCA.

1. **Roadway network.** Tables 2-12, 2-13 (Appendix A), and support Map TE-13 (Appendix B), are the MPO's roadway level of service analysis for the long term planning horizon (2030). Consistent with **TE Policy 2.1.18.**, the volumes included in the tables are based on the City of Pembroke Pines and Broward County Future Land Use Plan, which plan establishes a future land use map designation for all property within the city. Tables 2-12 and 2-13, Projected 2030 Roadway Conditions, and support Map TE-13 depict roadway segments, segment volumes, volume to capacity (V/C) ratio, and level of service based on peak hour conditions.

The following roadway segments are projected to approach overcapacity in the long term planning horizon 2030 (see Tables 2-12, 2-13 and Map TE-13, Projected 2030 Peak Hour Roadway Capacity):

I-75 - From Pembroke Road to Sheridan Street
Flamingo Road – From Pembroke Road to Sheridan Street
Hiatus Road – From Pembroke Road to Sheridan Street
Palm Avenue – From Pembroke Road to Sheridan Street
Douglas Road – From Pembroke Road to Pines Boulevard
Douglas Road – From Taft Street to Sheridan Street
University Drive – From Pembroke Road to Sheridan Street
SW 72nd Avenue – From Pembroke Road to Pines Boulevard
SW 72nd Avenue – From Taft Street to Sheridan Street
Florida Turnpike from Pembroke Road to Pines Boulevard
Pembroke Road – From East City Limits to University Drive
Pembroke Road – From Flamingo Road to Dykes Road
Pines Boulevard – From 72nd Avenue to Dykes Road
Sheridan Street – From Douglas Road to Hiatus Road
Sheridan Street – From Flamingo Road to Dykes Road

With the exception of three sub-segments of the above projected overcapacity segments, all are located within the south central or southeast transit concurrency districts. The three segments located within the standard roadway concurrency district (southwest) are Pembroke Road from Dykes Road to I-75, Pines Boulevard from Dykes Road to I-75, and Sheridan Street from Dykes Road to I-75. Map No. TE-16 (Cost Feasible Highway Plan) shows improvements to the above referenced segments for Sheridan Street and Pembroke Road; however, cost feasible improvements to the Pines Boulevard segment are not shown except for an interchange improvement at I-75 and Pines Boulevard. According to the County TE, improvements are programmed by year 2030 for the I-75 segments (2 additional lanes). According to the City's Environmental Services Division, General Obligation Bond funds provide for the following improvements within the standard road concurrency district:

2005-2006
NW 172nd Avenue – 3,000,000 (North of Pines Blvd)
SW 172nd Avenue – 4,000,000 (South of Pines Blvd)
Pines Boulevard – 7,000,000

2006-2007
NW 184th Avenue – 4,800,000 (North of Pines Blvd)
SW 184th Avenue – 4,100,000 (South of Pines Blvd)
Sheridan Street – 4,000,000

2007-2008
NW 196th Avenue – 3,100,000 (North of Pines Blvd)
SW 196th Avenue – 4,800,000 (South of Pines Blvd)
Pembroke Road – 3,100,000

TE Policies 2.1.5., 2.1.6, 2.1.7, and 2.1.11. address the city's concurrency management system for both the standard concurrency and transit concurrency districts when adopted levels of service are exceeded.

The balance of the City's roadway network consists of secondary roads that have been constructed in conjunction with developments and are typically maintained and upgraded by either the development or, if the road is dedicated to the public, the City. None of these roads are approaching or anticipated to approach overcapacity over the short term or long term planning horizons.

2. **Bikeways/Pedestrianways network.** As stated earlier in this analysis, the Broward County Transportation Element provides for a change in focus from a roadway system to a transit system, and the provision of bikeways/pedestrianways as a strategy for improving access to major pubic transit attractors in addition to its recreational purposes. The City of Pembroke Pines can only focus on the projected needs for recreational purposes since BCt prepares the projected needs of the public transit system countywide**. TE Policies 2.5.2., 2.5.3.** and **2.6.2.** provide for the City to work with BCt and the Broward County Bicycle and Pedestrian Coordinators in their efforts to enhance the connections between the multimodal transportation systems. In addition, as recommended by the EAR, adopted February 2006, two sub-policies are proposed under TE Policy 2.5.3. relating to the bikeway/pedestrianway network. Proposed TE Policy 2.5.3.(6) provides for the City's Environmental Services Division to prepare a feasibility report by 2011 that includes costs to eliminate all missing sidewalk links and to connect sidewalks within canal rights-of-way by coordinating with the appropriate drainage districts as part of the City's efforts to enhance access to public transit and recreational opportunities. Proposed TE Policy 2.5.3.(8) provides for the City's Environmental Services Division to 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.

With respect to the City's recreational bikeway/pedestrianway network**,** the city has adequate provisions for new development to dedicate sufficient right-of-way for the purpose of constructing a recreational oriented network to serve the future residents.

Additional policies relating to establishing level of service standards for the bikeway/pedestrianway network are proposed and consistent with the adopted Broward County Transportation Element **(TE Policies 2.2.21 through 2.1.27),**

3. **Public transit network. TE Policy 2.5.2.(5)** states that 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 standard will be in accordance with TE Proposed Policies 2.1.1. and 2.1.2.

TE Map No.s TE-6 (Future Public Transit, Railway, and Intermodal Facilities), TE-7 (Future Passenger Goods Intermodal Map), TE-8 (Existing Public Transit, Railway, and Intermodal Facilities), and TE -10 (Existing Goods and Freight Intermodal Facilities)(see Appendix –B) show existing and future public transit improvements in accordance with the Broward County map series. The most significant improvements include a new public transit route along Douglas Road from Pembroke Road to Sheridan Street, a rapid bus route along Pines Boulevard from Dykes Road east to the City's eastern limits, express bus service route along I-75, expansion of the existing fixed bus routes along Pines Boulevard from US 27 to the eastern limits, and improvements for the existing and expanded fixed bus route. In addition, Map No. TE-10 identifies all of Pines Boulevard, I-75, and University Drive, and the segments of Pembroke Road from the Turnpike to I-75 and Johnson Street from the city's eastern limits to Flamingo Road as CMS corridors.

D. Maintaining the adopted level of service standards. Prior to discussing how the City of Pembroke Pines can maintain the adopted transportation LOS standards, several caveats are in order. First, the transportation system is a function of the previous City of Pembroke Pines and Broward County land use decisions. These previous land use decisions included decisions on: the location and intensity of built development and constructed roadways; the location and intensity of approved but un-built (i.e., vested) development; and public transit investments. Many of these decisions cannot be retracted without great public expense.

Secondly, the availability of transportation funding, especially at the federal level, can greatly influence a local government's ability to maintain the adopted LOS standard. Finally, unexpected events such as a hurricane, energy crisis, or new technology can impact the maintenance of the adopted LOS standard.

1. **Concurrency Management System (CMS).** The CMS consists of the procedures and processes employed by the City of Pembroke Pines and Broward County to assure that development orders and permits are not issued unless the necessary facilities and services are available concurrent with the impacts of development. **TE Policies 2.1.2., 2.1.3., 2.1.5., 2.1.6, 2.1.7., 2.1.8, 2.1.9, 2.1.10., 2.1.11., 2.1.12,** & **2.6.1.** specifically address the CMS as well as other means the City will examine to maintain the adopted LOS standard such as Transportation System Management strategies (TSM), Transportation Demand Management (TDM), Public Transportation Corridors, and Transportation Concurrency Exception Areas (TCEA's).

The City's Planning Division, which coordinates the development review process, manages the CMS in a manner that assures development orders or permits are not issued unless transportation facilities are available concurrent with the impacts of development or impacts are mitigated.

Transportation System Management (TSM). TSM means improving roads, intersections, and other related facilities to make the existing transportation system operate more efficiently. TSM techniques include demand management strategies, incident management strategies, and other actions that increase the operating efficiency of the existing system.

a. *Roadway improvements.* In lieu of traditional widening and construction, alternative solutions are proposed in order to eliminate the traffic problems. **Policy 2.6.1.(2)** addresses roadway improvements as a TSM strategy

b. *Intersection improvements.* Adding a turning lane at an intersection is another TSM technique. This is addressed in **Policy 2.6.1(2).**

c. *Access management.* Access management is the control and regulation of spacing and design of driveways, ramps, medians, median openings, traffic signals and intersections on arterial and collector roads to improve safe and efficient traffic flow on the road system. Access management is addressed in **Policy 2.4.1.(1).**

d. *Signalization.* Computerization of signals on roadways has been recognized as one of most effective ways to improve the traffic flows. This is addressed in **Policy 2.6.1.(2), and County TE Policy 3.4.2**

e. *Managed lanes operations.* County Policy 3.3.1.7 provides an additional TSM. A Managed Lanes operational approach that offers peak period free-flow travel to certain user groups, which might be high occupancy vehicles (HOV), trucks, toll-paying vehicles, transit, low-emitting vehicles, or some combination of these and other groups. Motorists can use the managed lanes by paying electronic tolls using their Sunpass transponders. In addition to express buses, vanpools and registered car pools carrying three or more passengers can use these lanes for free, as will emergency vehicles. Congestion pricing can be used.

Depending upon traffic conditions at that moment, the toll fees can go up or down. Electronic message board can display the current toll being charged on the new managed lanes, as well as real time traffic information. Dollars from the toll revenues can be used for building of the project, operations and maintenance of the project, road rangers, toll collection cost, and a proportionate amount of the toll revenue can apply toward transit (BRT). Once capital cost of construction is completed, a long-term plan should be in place for excess revenue i.e.; transit, transit infrastructure, ITS.

The managed lane approach should address the following:

- Safety will not be overlooked when moving traffic from lane to lane
- Optional widening of the expressway with an extra lane
- Adding signage to exits
- Optional shoulder widths reduced as to prevent persons exiting vehicles
- Public safety education
- Enhanced ITS and video monitoring enabling decreased road ranger response time
- Road rangers tending accidents would temporarily close lanes
- Four foot gap between managed lanes and regular lanes with delineator

3. **Transportation Demand Management (TDM).** TDM means strategies and techniques that can be used to increase the efficiency of the transportation system. Demand management focuses on ways of influencing the amount and demand for transportation by encouraging alternatives to the single-occupant automobile and by altering peak hour travel demand. These strategies and techniques include: ridesharing programs, flexible work hours, telecommuting, shuttle services, and parking management. TDM also is effective at lower residential densities than are required for public transit and pedestrian and bicycle programs. Thus, TDM can be another strategy to help combat the effects of sprawl.

The report entitled Proposed Transportation Demand Management Options prepared by the Broward County Transportation Planning Division in cooperation with the FDOT in 1996 addresses TDM programs. A summary of its findings is addressed below.

a. *Ridesharing programs.* Ridesharing is a form of transportation, other than public transit, in which more than one person shares the use of the vehicle, such as a car or van, to make a trip. Ridesharing requires only moderate densities at the home-end of trips and a common work destination; long commutes are actually conducive to ridesharing since time lost in picking up other passengers is balanced by real cost savings on the commute itself. The City of Pembroke Pines has not implemented a ridesharing program to date; however this TDM strategy will be examined in accordance with **TE Policy 2.6.1.**

b. *Flexible work hours.* Flexible work hours are a TDM strategy that allows employees to schedule their work hours so as to avoid driving during the peak hours. Flexible work hour strategies include flextime, staggered work hours, and compressed work schedules. These strategies are well suited to low and medium densities, where traffic congestion is short-lived.

Flextime is a TDM strategy allowing employees to chose the work day arrival and departure times that best suit their personal schedules on a daily basis. Staggered work hours means workday arrival and departure times are staggered by the employer according to a predetermined schedule. Employees arrive and depart from work at 15-minute or up to 2-hour intervals. The City of Pembroke Pines has not implemented a ridesharing program to date; however this TDM strategy will be examined in accordance with **TE Policy 2.6.1.**

c. *Shuttle services.* This TDM strategy uses buses, vans and cars to provide transportation from remote parking locations to the workplace. The City of Pembroke Pines has not implemented a ridesharing program to date; however this TDM strategy will be examined in accordance with **TE Policy 2.6.1.**

d. *Parking management*. Parking management can be an effective strategy for maintaining the adopted LOS standard, for improving mobility, and for improving air quality. Parking management strategies include preferred parking, price parking, parking limitations, and shared parking. The City of Pembroke Pines has implemented the shared parking strategy, but has not yet implemented other parking management strategies to date; however this TDM strategy will be examined in accordance with **TE Policy 2.6.1.(1).**

Preferred parking is a transportation demand management strategy that gives certain users, such as ride-sharers and the disabled, the most convenient parking spaces, such as a location closer to the building or a covered parking space. Preferred parking, however, does not provide a financial incentive for the motorist. Consequently, it provides marginal benefit to maintaining the LOS and improving mobility.

Price parking has proven to be one of the most effective transportation demand management strategy for maintaining and improving the LOS and mobility; however, other than for City employees, the City does not own or maintain any automobile parking lots or garages. Employees would have a greater incentive to use transit and commuter rail when parking charges are added to out-of-pocket expenses. The incentive becomes even greater when ride-sharers are eligible for free or discounted parking, while solo commuters pay the full price.

Parking limitations is another transportation demand management strategy that is effective in maintaining and improving LOS and mobility. Land development regulations typically establish minimum off-street parking requirements far in excess of normal needs, that is, parking requirements are typically set for peak demand. Amending the land development regulations to bring parking supply in line with parking demand could help reduce the number of solo commuters.

Shared parking is a transportation demand management strategy that occurs when two or more enterprises, such as a retail establishment and an office building, are able to use one combined parking area, either public or privately owned. Shared parking works well between adjacent enterprises that have their busiest times at different parts of the day. Section 155.253, City of Pembroke Pines Code of Ordinances allows shared parking so long as the hours of operation are not concurrent. To date, none of the facilities that employ shared parking have experienced any problems.

e. *Corridor Studies*. To date, a corridor study was prepared for Pines Boulevard in coordination with the MPO, FDOT, and Broward County. Map No. TE-10 identifies all of Pines Boulevard, I-75, and University Drive, and the segments of Pembroke Road from the Turnpike to I-75 and Johnson Street from the city's eastern limits to Flamingo Road as CMS corridors as result of the study.

f. *Congestion Management Plan (CMP)* Broward County completed its Congestion Management Plan which addresses multi-modal corridor studies and includes the following:

1. Establishment of measures and standards to assess mobility patterns and the performance of roadways and transit systems;

2. Identification of congested corridors and areas;

3. Identification of short and long range transportation strategies; and

4. Establishment of a monitoring process to assess the effectiveness of the congestion management strategies.

According to the Broward County Transportation Planning Division web site, the identification of Pines Boulevard in the CMP is currently underway, pursuant to the recommendations within the Multimodal Corridor Study, Broward County MPO Transportation Planning, Hollywood/Pines Blvd. The City will update the TE data and analysis requirements sections, as needed, upon the update to the CMP during the next available amendment process.

g. *Strategic Intermodal System (SIS) including the Florida Interstate Highway System (FIHS)*. In accordance with Broward County TE Table 3-54, adopted 2006, with the exception of US 27, all other SIS/FIHS facilities within the City of Pembroke Pines have a V/C greater than 1. Broward County TE adopted Policy 3.4.18 which is consistent with City of Pembroke Pines TE Proposed Policy 2.1.16 identifies 8 strategies to relieve traffic from the SIS/FIHS roads, most of which identify the city in a coordinating role with the county, FDOT, MPO, SFRTA. The strategies involve improving roads parallel to SIS/FIHS roads, improving roadway and public transit LOS, implementation of the County's CMP, and use of transit oriented design.

E. Consistency between the future land use element and transportation system and with other plans. This section addresses Rule 9J-5.019(3)(d), FAC, which requires an analysis of the compatibility/consistency of the future land use and transportation elements; Rule 9J-5.019(3)(g), FAC, which requires an analysis that considers the compatibility/consistency of the Transportation Element with the policies and guidelines of other transportation plans; and Rule 9J-5.019(3)(h) and (I), FAC, which requires an analysis of compatibility/consistency with other elements of the Comprehensive Plan.

1. **City of Pembroke Pines and Broward County Future Land Use Plans.** The Planning Division of the City of Pembroke Pines Growth Management Department is responsible for preparing a citywide land use plan for adoption by the City Commission. The Broward County Charter establishes the Broward County Planning Council (BCPC). The BCPC is responsible for preparing a countywide land use plan, known as the Broward County Land Use Plan (BCLUP), for adoption by the Board of County Commissioners. All municipal future land use elements and map amendments must be consistent with the BCLUP. Through certification of future land use elements by the BCPC subsequent to a DCA determination of compliance with Chapters 163 and 9J-5, consistency between future land use elements and the regional transportation system is assured.

2. **Florida Department of Transportation's Adopted Work Program**. Broward County and the City of Pembroke Pines are in the jurisdiction of the FDOT's District 4; therefore, the FDOT District 4's Work Program for Fiscal Year 1997/98 through 2001/02 contains Broward County's and the City's projects. The Work Program basically lists the projects with abbreviated terms and codes of action. The Program consists of three sections. First, the Glossary of Terms contains the Work Program item numbers with codes for identifying project, project length, road numbers, project description, phase, estimated cost and source of funds. Second, Fund Codes include abbreviations of various funding categories. Finally, the actual program lists projects with details described in the above-mentioned two sections. Priorities in the new 5-year Adopted Work Program are determined by the MPO and are the direct result of the long range planning process. Projects on a priority list submitted to FDOT for inclusion in the Work Program must appear in the Long-Range Plan. The Work Program, once adopted, forms the basis of the new TIP.

3. **Long Range Transportation Plan (LRTP)**. The county's LRTP is the primary source for identifying priority projects for inclusion in the Transportation Improvement Program (TIP) and guides the expenditure of federal, state, and local transportation funds. It provides a coordinated planning effort to mitigate traffic congestion, minimize reconstruction of existing facilities, and allow for adjustment of growth management policies and transportation strategies. The Broward County 2030 LRTP which was adopted by the MPO in December 2004, represents the currently adopted LRTP and serves as the basis for some of the data and analysis used in the development of both the city's and county's TE support documents as they relate to state and county facilities located with the City of Pembroke Pines.

4. **Year 2030 Cost Feasible Plan (CFP)**. The Year 2030 CFP, which was adopted by the MPO, is a transportation plan that identifies major capacity enhancing improvements recommended for implementation based on projected fund availability. The CFP serves as the basis for funding of the county's roadway and transit programs, and bicycle/pedestrian plans. Both the City and County TE is consistent with the CFP as they relate to state and county facilities located within the City of Pembroke Pines.

5. **Transportation Improvement Program (TIP).** The TIP is a comprehensive listing of transportation projects in Broward County scheduled for funding in the next five years. It represents the cooperative integration of plans by municipalities, the FDOT, the MPO and implementing agencies. Projects are initially identified as part of the Long-Range Planning Process. This is a prerequisite for inclusion on an MPO priority list. Priority Lists are then submitted to FDOT. Each year in the Annual Work Program, FDOT funds these priorities identified by the MPO to the extent possible. The Annual Work Program, in turn,

forms the state and federal component of the TIP. The priority list is then updated to reflect these funding actions and a new list is submitted each year to FDOT. The most recent TIP was adopted on May 8, 1997. The TIP is coordinated with the TE indirectly through the CIE.

6. **North Perry Airport Master Plan Update.** The Master Plan provided the data and analysis included herein on the North Perry Airport as well as the objectives and policies included in the TE. The Aviation Department updated the 1985 Master Plan in 1996 and extended the planning horizon to the year 2015. **TE Policy 2.2.1.** addresses coordination with the North Perry Airport Master Plan.

7. **Consistency among transportation improvement plans**. Consistency between the City's transportation plan and the BCTE is indirectly addressed through the Broward County CIE, which includes a section on joint transportation projects, and the City of Pembroke Pines CIE.

F. Promoting and supporting public transit in designated public transportation corridors. Subsection 163.3177(6)(j)(8), FS, requires the Transportation Element to address the identification of land use densities, building intensities, and transportation management programs to promote public transportation systems in designated public transportation corridors to encourage population densities sufficient to support such systems. This section addresses land use and building intensities. Transportation management programs are discussed in the Maintenance of LOS Standards section.

One of the major issues outlined in the City's adopted EAR was coordinating with the county in the development of transit oriented land use patterns. Both the County and City's adopted EARs identify that the county and city population will continue to grow and that the amount of vacant land available for development is not sufficient to accommodate the projected population growth. Instead of redeveloping existing neighborhoods, the County, along with the cities, identified the County's future transit corridors as areas where redevelopment will occur. Although thus far, no corridors within the City of Pembroke Pines have been identified, the foundation for the county's two new transit oriented land use categories and one mixed use land use category are provided for in the city's future land use element's permitted uses section (Transit Oriented Corridor (TOC), Transit Oriented Development (TOD), and Mixed Use Residential (MUR).

Land Use Intensities of the TOC, TOD, and MUR are consistent with the standards adopted for each category by Broward County. Proposed FLU Objective XXI, Policy 21.1, Objective XXII, Policy 22.1, Objective XXIII, Evaluation Measure for Objective XXIII, and Policies 23.1 through 23.5 are consistent with the County's future transit corridor program and future land use element.

Child and/or Senior Daycare near Transit Facilities/Centers. Proposed policies 2.1.18 and 2.5.1, consistent with County Transportation Element Policies 3.2.2.14 and 3.5.8.8 encourage the provision for childcare (and senior daycare) at or near transit facilities/centers that will assist parents in accessing jobs, reduce trip chaining, and can reduce vehicle miles traveled. Childcare, like parks and schools, is important to families and can be included in new developments. Just as transportation enables parents to go to work, so can child and/or senior care. Most working parents travel extra miles between home and work and better connections decrease traffic congestion.

TRANSPORTATION ELEMENT - SUPPORT DOCUMENT

IV. IMPLEMENTATION

A. Authority. Planning for the City roadway network is primarily the responsibility of the City of Pembroke Pines Environmental Services Division as enabled by Chapter 154 of the City of Pembroke Pines Code of Ordinances, and the Transportation Planning Division of the Broward County Environmental Protection and Growth Management Department as enabled by Article XIII, Section 110.041, Broward County Administrative Code. The City's Planning Division is responsible for attending Broward County Metropolitan Planning Organization (MPO) meetings. The MPO is a policy board of local, elected officials, established under the federal requirements of 23 U.S.C. 134 for the utilization of federal transportation funds in the urbanized area of Broward County. The duties of the MPO include the development of a comprehensive transportation plan which includes consideration of long-range goals and transportation system management measures, an annual unified planning work program, and an annually updated, five-year transportation improvement program pursuant to Section 339.175 Florida Statutes. The State recognizes the MPO as the forum for cooperative decision making in these matters.

Transportation planning and implementation in the City of Pembroke Pines and Broward County is the responsibility of several state, county, and municipal agencies. Table 2-16 lists these agencies and their responsibilities concerning all phases of transportation planning and improvements.

Table TE-16
Transportation Planning Implementing Agencies, 2006

Agency	Enabling Legislation	Responsibility
Federal Aviation Administration	Subtitle VII of Title 49, United States Code	Regulate air commerce to promote its safety and development; achieve efficient use of the navigable airspace of the U.S.
Florida Department of Transportation (FDOT), Aviation Office.	Florida Statutes, Chapter 332 and Chapter 333	Plan airport systems in the state as well as assist, advise, cooperate and coordinate with the federal, state, and local and private organizations in planning such a system.
Broward County Aviation Department	Broward County Administrative Code, Ch. VIII, Section 50.01	Planning, construction, operation, and maintenance of buildings, hangars, runways, and other county-owned facilities located upon and used in connection with FLL and North Perry Airports.
Broward County Mass Transit Division	Broward County Administrative Code (BCAD) and the Americans with Disabilities Act (ADA) of 1990	Administering the Mass Transit Program; coordinate the administration, management, operation, and maintenance of a countywide transit and paratransit system.
Transportation Planning Division (MPO)	Broward County Administrative Code, Vol. 1 Chapter 8, Sections 110.01, 110.012,110.04, 110.041, (G), (H). F.S. Ch. 163 & Rule 9J-5	Administration and coordination of transportation planning and improvement programs in the Broward County Urbanized Area.
Pembroke Pines Environmental Services Division	Chapter 154, City Code	Issuance of development permits in City of Pembroke Pines
Broward County Traffic Engineering Division	Broward County Administrative Code, Ch. 6, Art. 1. C. 1	Design, install, and maintain signals, signs, and pavement markings
Broward County Engineering Division	Broward County Administrative Code, Ch. 6, Art. 1.C. 3	Primarily responsible for the engineering design and construction of County roads

Source: Unified Work Program of Transportation Planning Activities, FY 2005, Broward County Transportation Planning Division, 2006 & City of Pembroke Pines Environmental Services Division.

B. Sources. The Pembroke Pines Environmental Services Division and the Broward County Transportation Planning Division are the primary sources for the data and analysis included in this Element. Other sources include the Broward County Mass Transit, Development Management, Emergency Management, and Traffic Engineering divisions, the Aviation and Port Everglades Departments. The reference sources are listed in the following.

1. Broward County Environmental Protection and Growth Management Department, Land Development Code, 2009.

2. Broward County Transportation Planning Division, Transportation Disadvantaged Service Plan, 2006.

3. Broward County Transportation Planning Division and the Division of Mass Transit, Broward County Transit Development Plan, FY 2006-2010.

4. Broward County Transportation Planning Division, Broward County Bicycle Facilities Network Plan. 1996.

5. Broward County Transportation Planning Division, Broward County Five-Year Pedestrian Facilities Development Program, FY 1992/93 - FY 1996/97. 1993.

6. Broward County Environmental Protection and Growth Management Environmental Protection and Growth Management Department, Broward County Comprehensive Plan, Vol. 2 and Vol. 4. 2009.

7. Broward County Environmental Protection and Growth Management Department, Evaluation and Appraisal Report for the Bikeways Element. 1995.

8. Broward County Urban and Redevelopment Department, Evaluation and Appraisal Report for the Traffic Circulation Element. 1995.

9. Broward County Urban and Redevelopment Department, Evaluation and Appraisal Report for the Mass Transit Element. 1995.

10. Broward County Urban and Redevelopment Department, Broward County Congestion Management System: Performance Evaluation and System Monitoring.

11. Broward County Planning Council, 1989 Broward County Land Use Plan, amended Volume 1, 2006.

12. Broward County Aviation Department, Master Plan Update: North Perry Airport, 1996.

13. Broward County Mass Transit Division, Broward County Transit Development Plan, 2005.

14. Broward County Transportation Element, 2006.

15. City of Pembroke Pines Code of Ordinances, as amended, 2006.

16. City of Pembroke Pines Environmental Services Department Standard Details and Procedural Manual, as amended, 2006.

17. City of Pembroke Pines Comprehensive Plan, 1999.

18. City of Pembroke Pines Evaluation and Appraisal Report, February 2006.

19. Broward County Metropolitan Planning Organization, Congestion Management Studies.

20. Florida Department of Transportation, Level of Service Handbook, 2002.

21. Florida Department of Transportation, FSUTMS ZDATA Development Process, Technical Memorandum 4, 1997.

22. Moore, Terry and Thorsnes, Paul, The Transportation/Land Use Connection, American Planning Association, 1994.

23. South Florida Regional Planning Council, Strategic Regional Policy Plan for South Florida. 2004.

C. Programs and funding. Funding sources for different modes of transportation vary. The following subsections summarize the programs and funding sources:

1. Transportation Improvement Program (TIP). The TIP is adopted annually by the Broward County MPO and includes countywide transportation-related projects which are state and federally funded. The TIP contains projects proposed for initiation in the five years following adoption and corresponds with the state fiscal year, which begins on July 1st and ends on June 30th. Funding sources for the various projects also are included in the TIP.

2. **Capital Improvements Element (CIE).** The CIE of the City of Pembroke Pines Comprehensive Plan is adopted annually by the City Commission and includes transportation-related projects for which the city has responsibility. The CIE contains projects proposed for initiation in the five years following adoption and corresponds with the city's fiscal year, which begins on October 1st and ends on September 30th. Funding sources for the various projects also are included in the CIE.

3. **Broward County Capital Improvements Element (BCCIE).** The CIE of the Broward County Comprehensive Plan is adopted annually by the Broward County Board of County Commissioners and includes transportation-related projects for which the county has responsibility. The CIE contains projects proposed for initiation in the five years following adoption and corresponds with the county's fiscal year, which begins on October 1st and ends on September 30th. Funding sources for the various projects also are included in the CIE.

4. **City of Pembroke Pines Road and Bridge Fund, City of Pembroke Pines Budget.** The City of Pembroke Pines budget is adopted annually and corresponds with the City's fiscal year, which begins on October 1st and ends on September 30th.

5. **Florida DOT Grants.** The FDOT provides grants to the State's commercial service, reliever and general aviation airports for capital improvements, land acquisition, aviation planning and revenue generating economic development projects. FDOT will provide up to 50% for the non-federal share of projects under grant by FAA.

6. **Transportation Regional Incentive Program (TRIP)** is a State funded program created to improve regionally significant transportation facilities and provide incentives for local governments and the private sector to help pay for critically needed projects that benefit regional travel and commerce**.** The program was created as part of major Growth Management legislation during the 2005 Legislative Session (SB 360). The purpose of the program is to encourage regional planning by providing state matching funds for improvements to regionally significant transportation facilities identified and prioritized by regional partners.

V. TRANSPORTATION ELEMENT
APPENDIX
TABLES

Table TE-10 2005 Existing Roadway Conditions

ID	E/W Roadway	Segment	Design Code	2005 Peak Hour Conditions Volume	Capacity	V/C	LOS
56	Pembroke Rd	E of US 27	N/A	N/A	N/A	N/A	N/A
58	Pembroke Rd	E of SW 196 Ave	N/A	N/A	N/A	N/A	N/A
60	Pembroke Rd	E of SW 184 Ave	264	N/A	950	N/A	N/A
966	Pembroke Rd	E of SW 172 Ave	264	N/A	950	N/A	N/A
968	Pembroke Rd	E of SW 160 Ave	N/A	N/A	N/A	N/A	N/A
62	Pembroke Rd	E of SW 136 Ave	474	1516	2950	0.51	C
64	Pembroke Rd	E of Flamingo Rd	422	2271	3390	0.67	B
66	Pembroke Rd	E of Hiatus Rd	422	2349	3390	0.69	B
68	Pembroke Rd	E of Palm Ave	422	2368	3390	0.70	B
70	Pembroke Rd	E of Douglas Rd	422	2992	3390	0.88	C
72	Pembroke Rd	E of University Dr	632	3260	4680	0.70	C
74	Pembroke Rd	E of SW 68 Ave	432	3030	3110	0.97	D
90	Pines Blvd	E of US 27	422	1651	3390	0.49	B
92	Pines Blvd	E of SW 196 Ave	622	2350	5080	0.46	B
94	Pines Blvd	E of SW 184 Ave	632	3310	4680	0.71	C
96	Pines Blvd	E of SW 172 Ave	632	4660	4680	1.00	D
98	Pines Blvd	E of SW 160 Ave	632	6010	4680	1.28	F
100	Pines Blvd	E of I-75	832	6760	6060	1.12	F
102	Pines Blvd	E of SW 136 Ave	832	6660	6060	1.10	F
104	Pines Blvd	E of Flamingo Rd	632	5710	4680	1.22	F
106	Pines Blvd	E of Hiatus Rd	632	4631	4680	0.99	D
108	Pines Blvd	E of Palm Ave	632	5710	4680	1.22	F
110	Pines Blvd	E of Douglas Rd	632	5910	4680	1.26	F
112	Hollywood Blvd	E of University Dr	632	5360	4680	1.15	F
1126	Johnson St	E of US 27	264	360	950	0.38	C
128	Johnson St	E of Flamingo Rd	474	1156	2950	0.39	C
130	Johnson St	E of NW 103 Ave	474	1412	2950	0.48	C
132	Johnson St	E of Palm Ave	274	1328	1390	0.95	D
134	Johnson St	E of University Dr	274	1154	1390	0.83	D
1128	Taft St / NW 186th Ave	E of NW 196 Ave	264	489	950	0.51	D
1010	Taft St	E of NW 142 Ave	474	977	2950	0.33	C
148	Taft St	E of Flamingo Rd	474	1808	2950	0.61	C
150	Taft St	E of Palm Ave	474	2226	2950	0.75	D
152	Taft St	E of University Dr	474	1888	2950	0.64	C
166	Sheridan St	E of US 27	222	413	1482 r	0.28	C
168	Sheridan St	E of SW 196 Ave	222	1924	1482 r	1.30	F
170	Sheridan St	E of SW 172 Ave	432	2252	3110	0.72	C
172	Sheridan St	E of SW 160 Ave	632	4660	4680	1.00	D
174	Sheridan St	E of I-75	632	4460	4680	0.95	D
176	Sheridan St	E of SW 148 Ave	422	**3815 e**	3390	1.13	F
178	Sheridan St	E of SW 136 Ave	422	3170	3390	0.93	C
180	Sheridan St	E of Flamingo Rd	422	2743	3390	0.81	B
182	Sheridan St	E of Hiatus Rd	422	2775	3390	0.82	B
184	Sheridan St	E of Palm Ave	422	3167	3390	0.93	C
186	Sheridan St	E of Douglas Rd	422	3007	3390	0.89	C
188	Sheridan St	E of University Dr	632	3001	4680	0.64	C
1012	Stirling Rd	E of US 27	264	111	950	0.12	C
250	Griffin Rd	E of US 27	222	331	1482 r	0.22	B

e - estimated traffic volumes;
capacity - maximum LOS "D" service volume, not actual capacity
r - maximum LOS "D" service volume reduced by 5%
5/18/2006

Table TE-11 - 2005 Existing Roadway Conditions

ID	N/S Roadway	Segment	Design Code	2005 Peak Hour Conditions Volume	Capacity	V/C	LOS
5	US 27	N of Pembroke Rd	422	2250	3390	0.66	B
7	US 27	N of Pines Blvd	422	1660	3390	0.49	B
1003	SW 196 Ave	N of Pembroke Rd	274	319	1390	0.23	C
1005	SW 196 Ave	N of Pines Blvd	474	458	2950	0.15	C
1025	SW 196 Ave	N of Taft St	274	458	1390	0.33	C
1007	SW 196 Ave	N of Sheridan St	274	135	1390	0.10	C
21	SW 184 Ave	N of Pembroke Rd	222	1462	1482 r	0.99	D
23	SW 184 Ave	N of Pines Blvd	422	930	3221 r	0.29	B
25	SW 184 Ave	N of Johnson St	222	938	1482 r	0.63	C
45	SW 172 Ave	N of Pembroke Rd	474	**1302 e**	2950	0.44	C
47	SW 172 Ave	N of Pines Blvd	274	950	1390	0.68	D
49	SW 172 Ave	N of Sheridan St	274	691	1390	0.50	C
57	SW 160 Ave	N of Pembroke Rd	422	1594	3221 r	0.49	B
59	SW 160 Ave	N of Pines Blvd	422	1651	3221 r	0.51	B
77	I-75	N of Miramar Pkwy	821	8670	13420	0.65	C
79	I-75	N of Pines Blvd	821	8800	13420	0.66	C
139	NW 136 Ave	N of Pines Blvd	464	494	2070	0.24	C
167	Flamingo Rd	N of Pembroke Rd	622	5410	5080	1.06	F
169	Flamingo Rd	N of Pines Blvd	632	4160	4680	0.89	D
201	Hiatus Rd	N of Pembroke Rd	422	1873	3221 r	0.58	B
203	Hiatus Rd	N of Pines Blvd	432	1823	3110	0.59	C
233	Palm Ave	N of Pembroke Rd	422	**2632 e**	3221 r	0.82	B
235	Palm Ave	N of Pines Blvd	432	2439	3110	0.78	C
281	Douglas Rd	N of Pembroke Rd	432	**2286 e**	3110	0.73	C
283	Douglas Rd	N of Washington St	432	2286	3110	0.73	C
285	Douglas Rd	N of Pines Blvd	432	1856	3110	0.60	C
287	Douglas Rd	N of Taft St	432	1607	3110	0.52	C
337	University Dr	N of Pembroke Rd	632	4660	4680	1.00	D
339	University Dr	N of Hollywood Blvd	632	4860	4680	1.04	E
425	SW 72 Ave	N of Pembroke Rd	264	1210	950	1.27	F
427	SW 72 Ave	N of Hollywood Blvd	264	557	950	0.59	D
453	Florida's TPK(HEFT)	N of Dade C L	421	4530	6250	0.72	C

e - estimated traffic volumes;
capacity - maximum LOS "D" service volume, not actual capacity;
r - maximum LOS "D" service volume reduced by 5%
5/18/2006

Table TE-12 - Projected 2030 Roadway Conditions

ID	N/S Roadway	Segment	Design Code	2030 Peak Hour Conditions Volume	Capacity	V/C	LOS
5	US 27	N of Pembroke Rd	422	2,904	3,390	0.86	C
7	US 27	N of Pines Blvd	422	3,071	3,390	0.91	C
1003	SW 196 Ave	N of Pembroke Rd	474	1,196	2,950	0.41	C
1005	SW 196 Ave	N of Pines Blvd	474	436	2,950	0.15	C
1025	SW 196 Ave	N of Taft St	474	436	2,950	0.15	C
1007	SW 196 Ave	N of Sheridan St	474	774	2,950	0.26	C
21	SW 184 Ave	N of Pembroke Rd	422	1,097	3,221 r	0.34	B
23	SW 184 Ave	N of Pines Blvd	422	2,587	3,221 r	0.80	B
25	SW 184 Ave	N of Johnson St	422	2,019	3,221 r	0.63	B
45	SW 172 Ave	N of Pembroke Rd	474	1,766	2,950	0.60	C
47	SW 172 Ave	N of Pines Blvd	474	1,517	2,950	0.51	C
49	SW 172 Ave	N of Sheridan St	274	372	1,390	0.27	C
57	SW 160 Ave	N of Pembroke Rd	422	1,447	3,221 r	0.45	B
59	SW 160 Ave	N of Pines Blvd	422	2,404	3,221 r	0.75	B
77	I-75	N of Miramar Pkwy	1021	21,961	16,980	1.29	F
79	I-75	N of Pines Blvd	1021	20,234	16,980	1.19	F
139	NW 136 Ave	N of Pines Blvd	464	1,586	2,070	0.77	D
167	Flamingo Rd	N of Pembroke Rd	622	6,987	5,080	1.38	F
169	Flamingo Rd	N of Pines Blvd	632	5,970	4,680	1.28	F
201	Hiatus Rd	N of Pembroke Rd	422	4,762	3,221 r	1.48	F
203	Hiatus Rd	N of Pines Blvd	432	3,186	3,110	1.02	E
233	Palm Ave	N of Pembroke Rd	422	4,721	3,221 r	1.47	F
235	Palm Ave	N of Pines Blvd	432	4,347	3,110	1.40	F
281	Douglas Rd	N of Pembroke Rd	432	4,388	3,110	1.41	F
283	Douglas Rd	N of Washington St	432	4,269	3,110	1.37	F
285	Douglas Rd	N of Pines Blvd	432	3,062	3,110	0.98	D
287	Douglas Rd	N of Taft St	432	3,287	3,110	1.06	F
337	University Dr	N of Pembroke Rd	632	6,447	4,680	1.38	F
339	University Dr	N of Hollywood Blvd	632	6,524	4,680	1.39	F
425	SW 72 Ave	N of Pembroke Rd	264	1,714	950	1.80	F
427	SW 72 Ave	N of Hollywood Blvd	264	1,181	950	1.24	E
453	Florida's TPK(HEFT)	N of Dade C L	421	10,710	6,250	1.71	F

e - estimated traffic volumes;
capacity - maximum LOS "D" service volume, not actual capacity;
r - maximum LOS "D" service volume reduced by 5%
5/18/2006

Table TE-13 Projected 2030 Roadway Conditions

ID	E/W Roadway	Segment	Design Code	2030 Peak Hour Conditions Volume	Capacity	V/C	LOS
56	Pembroke Rd	E of US 27	422	776	3,390	0.23	B
58	Pembroke Rd	E of SW 196 Ave	422	710	3,390	0.21	B
60	Pembroke Rd	E of SW 184 Ave	422	1,831	3,221 r	0.57	B
966	Pembroke Rd	E of SW 172 Ave	422	2,375	3,221 r	0.74	B
968	Pembroke Rd	E of SW 160 Ave	422	4,712	3,221 r	1.46	F
62	Pembroke Rd	E of SW 136 Ave	422	4,273	3,221 r	1.33	F
64	Pembroke Rd	E of Flamingo Rd	422	2,054	3,390	0.61	B
66	Pembroke Rd	E of Hiatus Rd	422	2,683	3,390	0.79	B
68	Pembroke Rd	E of Palm Ave	422	2,737	3,390	0.81	B
70	Pembroke Rd	E of Douglas Rd	622	4,816	5,080	0.95	C
72	Pembroke Rd	E of University Dr	632	5,679	4,680	1.21	F
74	Pembroke Rd	E of SW 68 Ave	632	5,236	4,680	1.12	F
90	Pines Blvd	E of US 27	422	2,535	3,390	0.75	B
92	Pines Blvd	E of SW 196 Ave	622	2,537	5,080	0.50	B
94	Pines Blvd	E of SW 184 Ave	632	3,597	4,680	0.77	C
96	Pines Blvd	E of SW 172 Ave	632	2,890	4,680	0.62	C
98	Pines Blvd	E of SW 160 Ave	632	5,475	4,680	1.17	F
100	Pines Blvd	E of I-75	832	10,085	6,060	1.66	F
102	Pines Blvd	E of SW 136 Ave	832	8,811	6,060	1.45	F
104	Pines Blvd	E of Flamingo Rd	832	8,075	6,060	1.33	F
106	Pines Blvd	E of Hiatus Rd	832	7,751	6,060	1.28	F
108	Pines Blvd	E of Palm Ave	832	7,874	6,060	1.30	F
110	Pines Blvd	E of Douglas Rd	832	6,955	6,060	1.15	F
112	Hollywood Blvd	E of University Dr	632	5,425	4,680	1.16	F
1126	Johnson St	E of US 27	264	529	950	0.56	D
128	Johnson St	E of Flamingo Rd	474	1,659	2,950	0.56	C
130	Johnson St	E of NW 103 Ave	474	1,659	2,950	0.56	C
132	Johnson St	E of Palm Ave	274	1,318	1,390	0.95	D
134	Johnson St	E of University Dr	274	1,268	1,390	0.91	D
1128	Taft St / NW 186th Ave	E of NW 196 Ave	264	871	950	0.92	D
1010	Taft St	E of NW 142 Ave	474	1,139	2,950	0.39	C
148	Taft St	E of Flamingo Rd	474	867	2,950	0.29	C
150	Taft St	E of Palm Ave	474	1,939	2,950	0.66	C
152	Taft St	E of University Dr	474	2,797	2,950	0.95	D
166	Sheridan St	E of US 27	422	753	3,221 r	0.23	B
168	Sheridan St	E of SW 196 Ave	422	2,296	3,221 r	0.71	B
170	Sheridan St	E of SW 172 Ave	632	3,825	4,680	0.82	C
172	Sheridan St	E of SW 160 Ave	632	5,360	4,680	1.15	F
174	Sheridan St	E of I-75	632	5,851	4,680	1.25	F
176	Sheridan St	E of SW 148 Ave	622	5,378	5,080	1.06	F
178	Sheridan St	E of SW 136 Ave	622	5,154	5,080	1.01	F
180	Sheridan St	E of Flamingo Rd	622	4,371	5,080	0.86	C
182	Sheridan St	E of Hiatus Rd	622	5,455	5,080	1.07	F
184	Sheridan St	E of Palm Ave	622	6,114	5,080	1.20	F
186	Sheridan St	E of Douglas Rd	622	4,952	5,080	0.97	D
188	Sheridan St	E of University Dr	632	4,607	4,680	0.98	D
1012	Stirling Rd	E of US 27	264	57	950	0.06	C
250	Griffin Rd	E of US 27	422	953	3,221 r	0.30	B

e - estimated traffic volumes;
capacity - maximum LOS "D" service volume, not actual capacity
r - maximum LOS "D" service volume reduced by 5%
5/18/2006

TABLE TE-14
2000-2010 FEDERAL FUNCTIONAL CLASSIFICATION
CITY OF PEMBROKE PINES

R0ADWAY ID	LOCAL_NAME	BEGIN SECTION	END SECTION	LENGTH	2000 FEDERAL FUNC CLASS
86000094	DOUGLAS RD	DADE LINE/NW 215 ST	SHERIDAN ST	4.077	**U-MinA**
86999076	DYKES RD/SW 160 AVE	SHERIDAN ST	GRIFFIN RD	2.260	**U-C**
86999039	DYKES RD/SW 160 ST	MIRAMAR PKWY	SHERIDAN ST	3.790	**U-MinA**
86000070	FLAMINGO RD	124 AV/ACCESS RD	SAWGRASS XWY/OAKLAND	3.600	**U-PAO**
86190000	FLAMINGO RD	FLAMINGO RD/NEW ALGMNT	SR 84 WB	8.478	**U-PAO**
86190000	FLAMINGO RD	HONEY HILL/202/55 ST	FLAMINGO RD NEW ALGMT	2.419	**U-C**
86000434	FLAMINGO RD.	I-595	124 AVE/ACCESS RD	0.156	**U-PAO**
86470000	FLORIDA'S TURNPIKE	DADE CO. LN.	PALM BCH COUNTY LINE	25.912	**U-PAOF**
86000001	GRIFFIN RD	SR 25 (US 27)	I 75	4.962	**U-MinA**
86000423	HIATUS RD.	PEMBROKE RD	SHERIDAN ST	2.590	**U-MinA**
86075000	I-75	BROW/DADE CO LN	SR 25	18.650	**U-PAI**
86999075	JOHNSON ST	US 27/ SR 25	196 AVE	1.590	**U-C**
86000410	JOHNSON ST.	FLAMINGO RD	PALM AVE	2.093	**U-C**
86019500	JOHNSON ST/NW 9TH ST	PALM AVE	SR-817/UNIVERSITY DR	2.000	**U-C**
86019501	JOHNSON STREET	SR-817/UNIVERSITY DR	SR 7	2.518	**U-C**
86000227	NW 72ND AVE	PEMBROKE RD	DAVIE RD EXT	3.261	**U-C**
86004000	PALM AVE/SW 101 AVE	NW 215 ST/CNTY LN RD	ORANGE DRIVE	6.514	**U-MinA**
86000095	PEMBROKE RD	FLAMINGO RD	PALM AVE/SW 100TH AVE	2.011	**U-PAO**
86000096	PEMBROKE RD	SW 139 AVE/DEAD END	SR 823/FLAMINGO RD	1.387	**U-MinA**
86018000	PEMBROKE RD	SR 817/UNIVERSITY DR	I-95	5.079	**U-PAO**
86508500	PEMBROKE RD	NOB HILL RD/PALM	UNIVERSITY BLVD	2.000	**U-PAO**
86999036	PEMBROKE RD	SW 184 AVE	SW 139 AVE	3.700	**U-MinA**
86040000	PINES BLVD	SR 25/US 27	I 75	5.750	**U-PAO**
86040000	PINES BLVD	I 75	FL TPK ENT/EXIT	7.929	**U-PAO**
86230500	SHERIDAN ST	SW 148 AV/VOLUNTEER	FLAMINGO RD/SR-823	2.036	**U-PAO**
86230501	SHERIDAN ST	FLAMINGO RD	PALM AVE	1.993	**U-PAO**
86230502	SHERIDAN ST	PALM AV/NOB HILL RD	UNIVERSITY DR	1.974	**U-PAO**
86512500	SHERIDAN ST	UNIVERSITY/SR-817	N 64TH AVE	2.008	**U-PAO**
86999041	SHERIDAN ST	US 27/ SR 25	I 75	5.070	**U-MinA**
86000418	SHERIDAN ST.	I-75	SW 148TH AVE	0.407	**U-PAO**
86999073	STIRLING RD	US 27/ SR 25	196 AVE	1.480	**U-C**
86999052	SW 136 AVE	PINES BLVD	SHERIDAN ST	1.470	**U-C**
86999077	SW 160 AVE	SW 48 CT	MIRAMAR PKWY	0.750	**U-C**
86999038	SW 172 AVE	BASS CREEK RD	MIRAMAR PKWY	0.500	**U-C**
86000086	TAFT ST	UNIVERSITY DR	TURNPIKE	2.209	**U-C**
86000087	TAFT ST	NOB HILL RD/PALM AVE	UNIVERSITY DR	1.966	**U-C**
86000089	TAFT ST/NW 17 ST	FLAMINGO RD	PALM AVE/NOB HILL RD	2.100	**U-C**
86220000	UNIVERSITY DR	COUNTY LINE RD	SAMPLE RD/SR 834	21.003	**U-PAO**
86060000	US 27/SR 25	DADE COUNTY LINE	I-75	13.030	**U-PAO**

Table TE-15
List of Existing and Missing Sidewalk Links, 2005

Road Name	From	To	Side of Road	Sidewalk	Multi-Use Path
Pines Blvd.	East City Limits	I-75	North	Yes	No
	East City Limits	I-75	South	Yes	No
	I-75 (east)	I-75 (west)	North	No	No
	I-75 (east)	I-75 (west)	South	No	No
	NW 148th Ave.	NW 155th Ave.	North	Yes	No
	SW 148th Ave.	NW 149th.Ave	South	No	No
	NW 155th Ave.	Dykes Road	North	Yes	No
	SW 149th Ave.	SW 150th Ave.	South	Yes	No
	SW 150th Ave.	Dykes Rd.	South	No	No
	Dykes Rd.	NW 185th Ave.	North	Yes	No
	Dykes Rd.	SW 185th Ave.	South	Yes	No
	NW 185th Ave	NW 209th Ave.	North	Yes	No
	SW 185th Ave.	SW 209th Ave.	South	No	No
	NW 209 Ave.	NW 210 Ave.	North	No	No
	SW 209th Ave.	SW 210 Ave.	South	No	No
	NW 210 Ave.	US 27	North	Yes	No
	SW 210 Ave.	US 27	South	No	No
Sheridan St.	NW 72nd Ave	University Dr.	South	Yes	No
	University Dr.	NW 94th Avenue	South	No	No
	NW 94th Ave.	I-75	South	Yes	No
	I-75	Dykes Road	South	Yes	No
	Dykes Rd.	NW 166th Ave.	North	Yes	No
	Dykes Rd.	NW 166th Ave.	South	Yes	No
	NW 166th Ave.	NW 170th Ave.	North	Yes	No
	NW 166th Ave.	NW 170th Ave.	South	No	No
	NW 170th Ave.	NW 196th Ave.	North	Yes	No
	NW 170th Ave.	NW 196th Ave.	South	Yes	No
	NW 196th Ave.	US 27	North	Yes	No
	NW 196th Ave.	US 27	South	No	No
Pembroke Rd.	City Limits	SW 72nd Ave	North	Yes	No
	SW 72nd Ave	University Dr.	North	No	No
	University Dr.	Flamingo West Dr.	North	Yes	No
	SW 145th Ave.	Flamingo West Dr.	North	No	No
	SW 145th Ave.	SW 165th Ave.	North	No	No
	SW 165th Ave	186th Ave	North	Yes	No
	186th Ave.	US 27	North	No	No

Table TE-15
List of Existing and Missing Sidewalk Links, 2005

Road Name	From	To	Side of Road	Sidewalk	Multi-Use Path
Taft St.	NW 76nd Ave.	104th Avenue	South	Yes	No
	NW 72nd Ave.	NW 81st Ave.	North	Yes	No
	NW 81st Ave.	NW 88th Ave.	North	No	No
	NW 88th Ave.	NW 943rd Ave.	North	Yes	No
	NW 93rd Ave.	NW 104th Ave.	North	No	No
	NW 104th Ave.	NW 118th Ave	North and South	Yes	No
	NW 118th Ave	Flamingo West Dr.	North and South	Yes	No
72nd Ave	Sheridan St.	Pines Blvd.	West	Yes	No
University Dr.	Pembroke Rd.	Sheridan St.	East	No	No
	Pembroke Rd.	Sheridan St.	West	Yes	No
Douglas Rd.	Pembroke Rd.	Pines Blvd.	East	Yes	No
	Pembroke Rd.	Pines Blvd.	West	No	No
	Pines Blvd.	Sheridan St.	East	Yes	No
	Pines Blvd.	Sheridan St.	West	Yes	No
Palm Ave.	Pembroke Rd.	Sheridan St.	East	Yes	No
	Pembroke Rd.	Sheridan St.	West	No	No
Hiatus Rd.	Pembroke Rd.	Sheridan St.	East	Yes	No
	Pembroke Rd.	Sheridan St.	West	Yes	No
Flamingo Rd	Pembroke Rd.	Sheridan St.	East	Yes	No
	Pembroke Rd.	Sheridan St.	West	No	No
136th Ave.	S.W. 10 STREET	Sheridan St.	East	NO	No
	Pembroke Rd.	Sheridan St.	West	Yes	No
Dykes Rd	Pembroke Rd.	Sheridan St.	East and West	Yes	No
172nd Ave.	Pembroke Rd.	SW 10th St.	East	Yes	No
	Pembroke Rd.	SW 10th St.	West	Yes	No
	SW 10th St.	SW 2nd St.	East	Yes	No
	SW 10th St.	SW 2nd St.	West	No	No
	SW 2nd St.	City Limits	East	Yes	No
	SW 2nd St.	City Limits	West	Yes	No
184th Ave.	Pembroke Rd.	Sheridan St.	East	Yes	No
	Pembroke Rd.	Sheridan St.	West	Yes	No

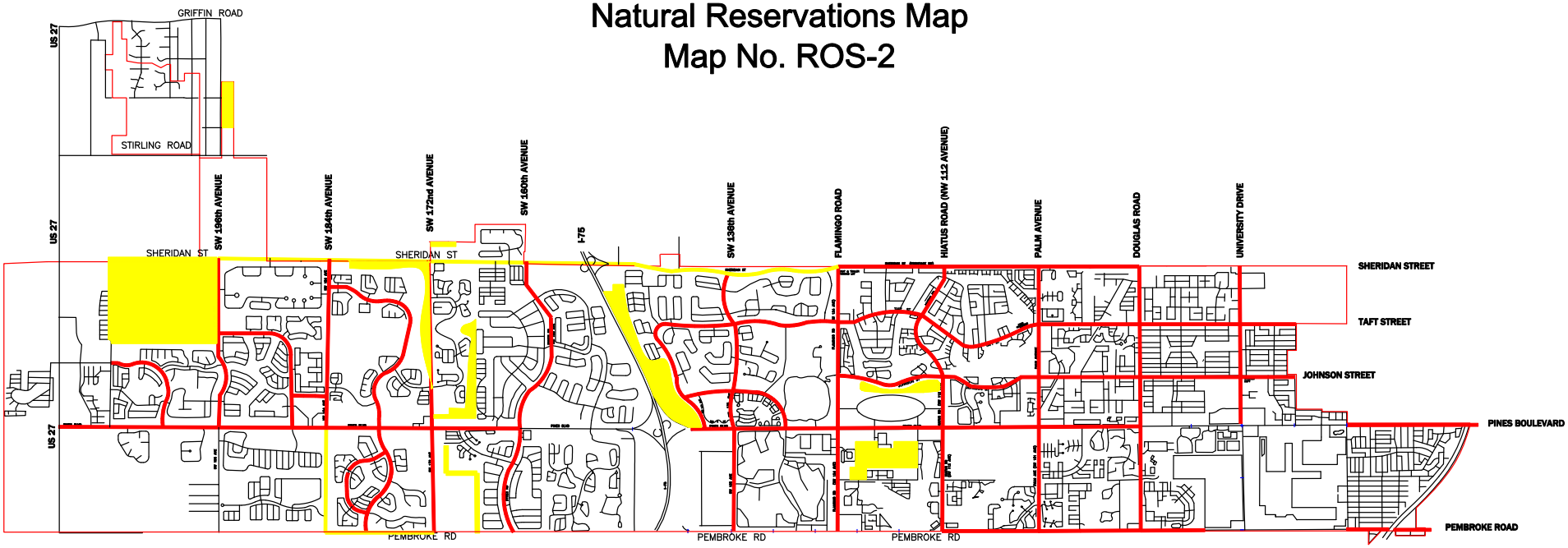
Table TE-15
List of Existing and Missing Sidewalk Links, 2005

Road Name	From	To	Side of Road	Sidewalk	Multi-Use Path
196th Ave.	Pembroke Rd.	SW 5th St.	East	No	No
	Pembroke Rd.	SW 5th St.	West	No	No
	Pines Boulevard	Sheridan St.	East	Yes	No
	SW 5th St.	Pines Boulevard	East and West	Yes	No
	Pines Boulevard	NW 17th St.	West	Yes	No
	NW 17th St.	Sheridan St.	West	No	No
	Sheridan St.	City Limits	East	Yes	No
	Sheridan St.	City Limits	West	Yes	No
208th Ave.	Pines Blvd.	Johnson Street	East and West	Yes	No
	Johnson St.	Taft Street	West	Yes	No

Source: City of Pembroke Pines Environmental Services Dept, 2005

VI. TRANSPORTATION ELEMENT
APPENDIX
MAPS

City of Pembroke Pines
Urban Greenways and
Natural Reservations Map
Map No. ROS-2



Legend

- Bicycle Path/Lane(Existing)
- Natural Reservation
- Parks/Greenways
- Bicycle Roadway Lane(Existing)

N

0.5 0 0.5 1 1.5 Miles

TE-Appendix-Maps-2

City of Pembroke Pines
Administrative Services Department
Planning Division
10100 Pines Boulevard
Pembroke Pines, Florida 33026
(954) 435-6513
http://www.ppines.com

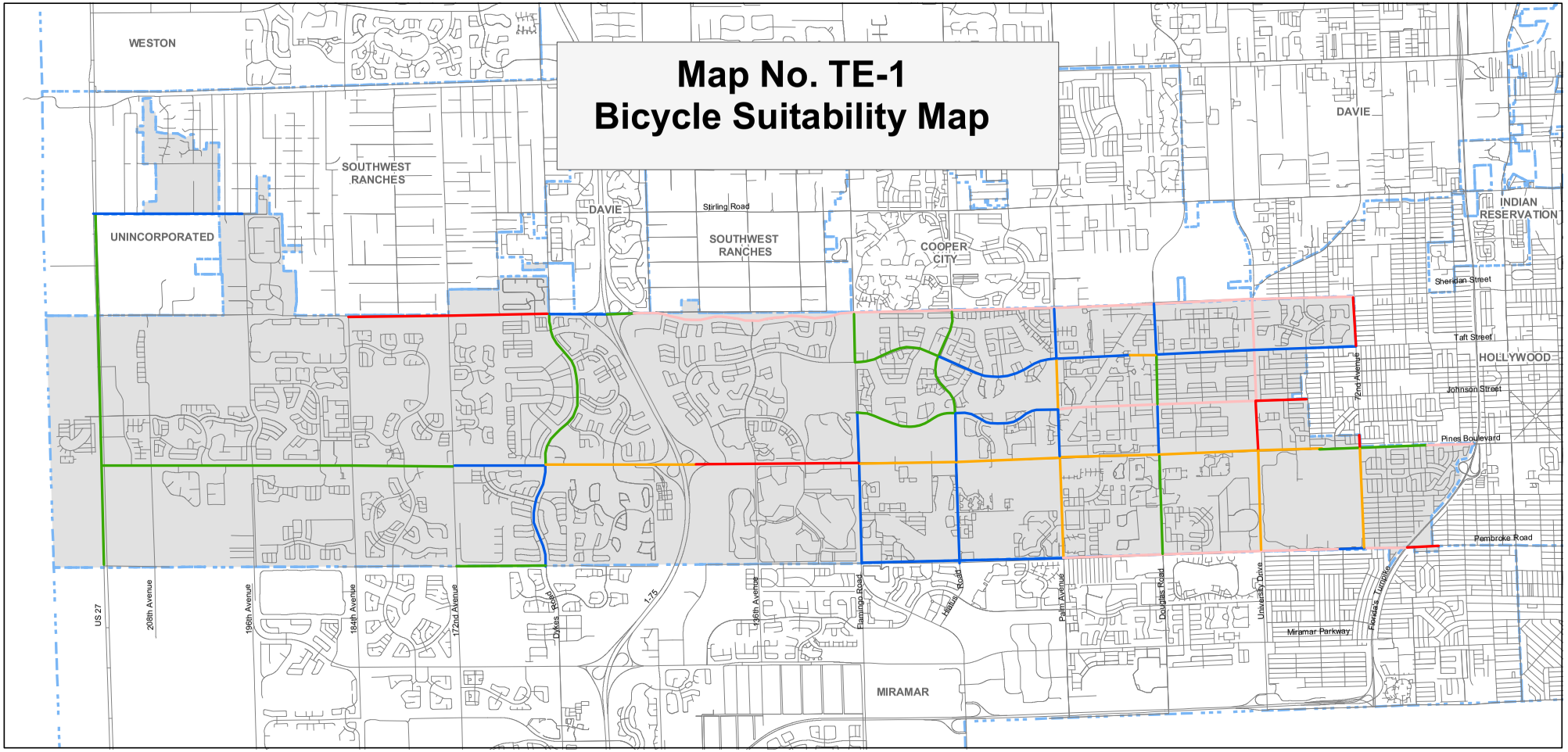
Title:	ROS-2 City of Pembroke Pines Urban Greenways and Natural Reservations Map
Source:	City of Pembroke Pines Planning Division
Document Reference:	S:\PLANNING\CADD\COMPPLAN\ROSTE-2TB-APPX

Date	Revision	By	Checked By

Drawn By: Mike Henion
Date: June 6, 2002
Checked By:
Date:

Sheet 1 of 1

Map No. TE-1
Bicycle Suitability Map



0 0.5 1 1.5
Miles

1 inch equals 5,000 feet

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Planning Division
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Map Information

Map Title:	TE-1
Created By:	MS/NC
Verified By: Date:	Sharon Williams April 20, 2007
Data Source:	Broward County Comprehensive Plan Maps
Location:	S:\planning\pp_gis\gis_projects_GIS\CompPlans
Appendix Map:	Appendix Map 1
Print Date:	June 26, 2007

Map Revisions

Date	Ordinance	Revision

Shown for Illustration Purposes

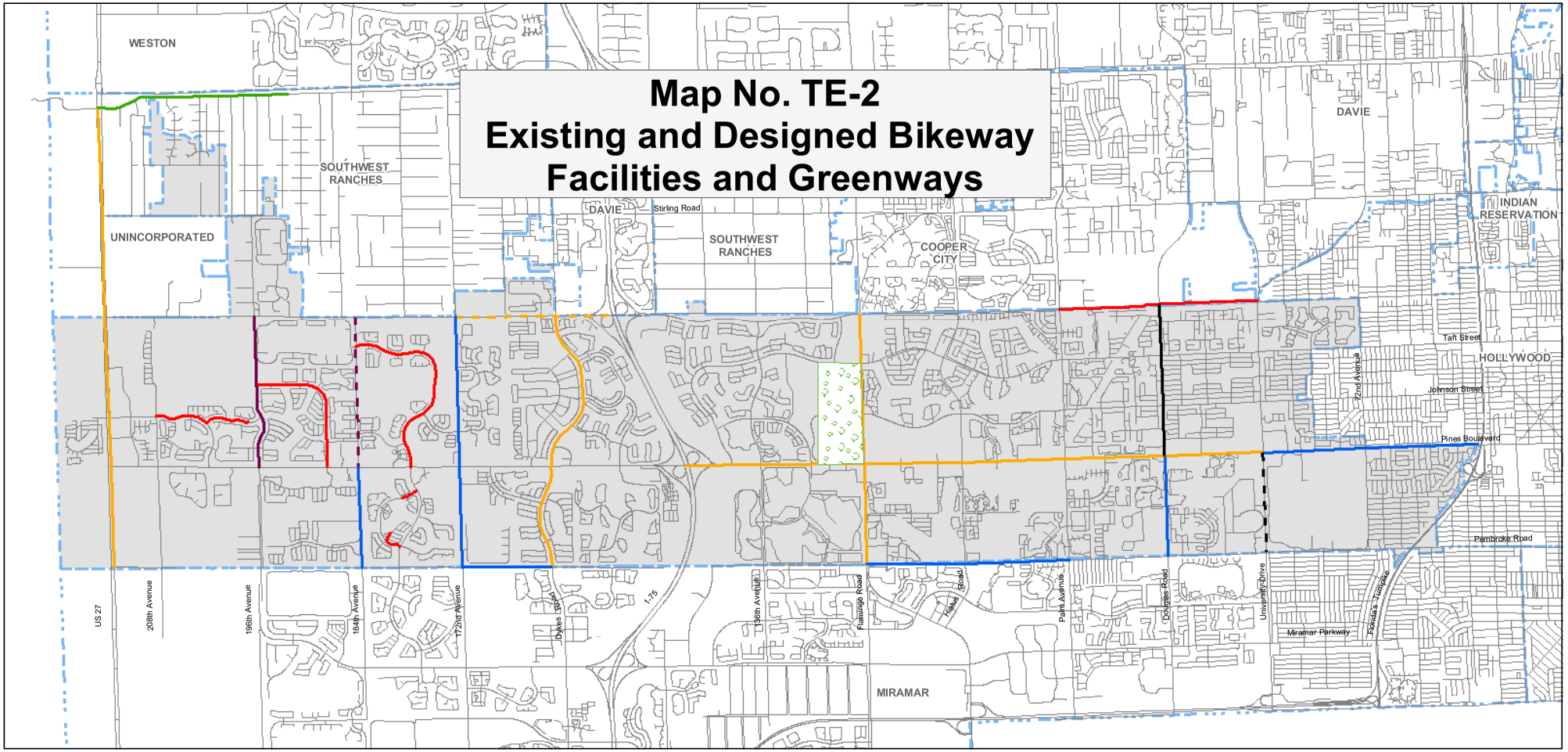
City Roads | City Boundary | Streets

Legend

Bike Suitability

- Extremely High
- High to Extremely High
- Least Amount
- Low-Moderate
- Moderate-High

Map No. TE-2
Existing and Designed Bikeway Facilities and Greenways



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Miles

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Appendix Map:	Appendix Map 3
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Map Revisions

Date	Ordinance	Revision

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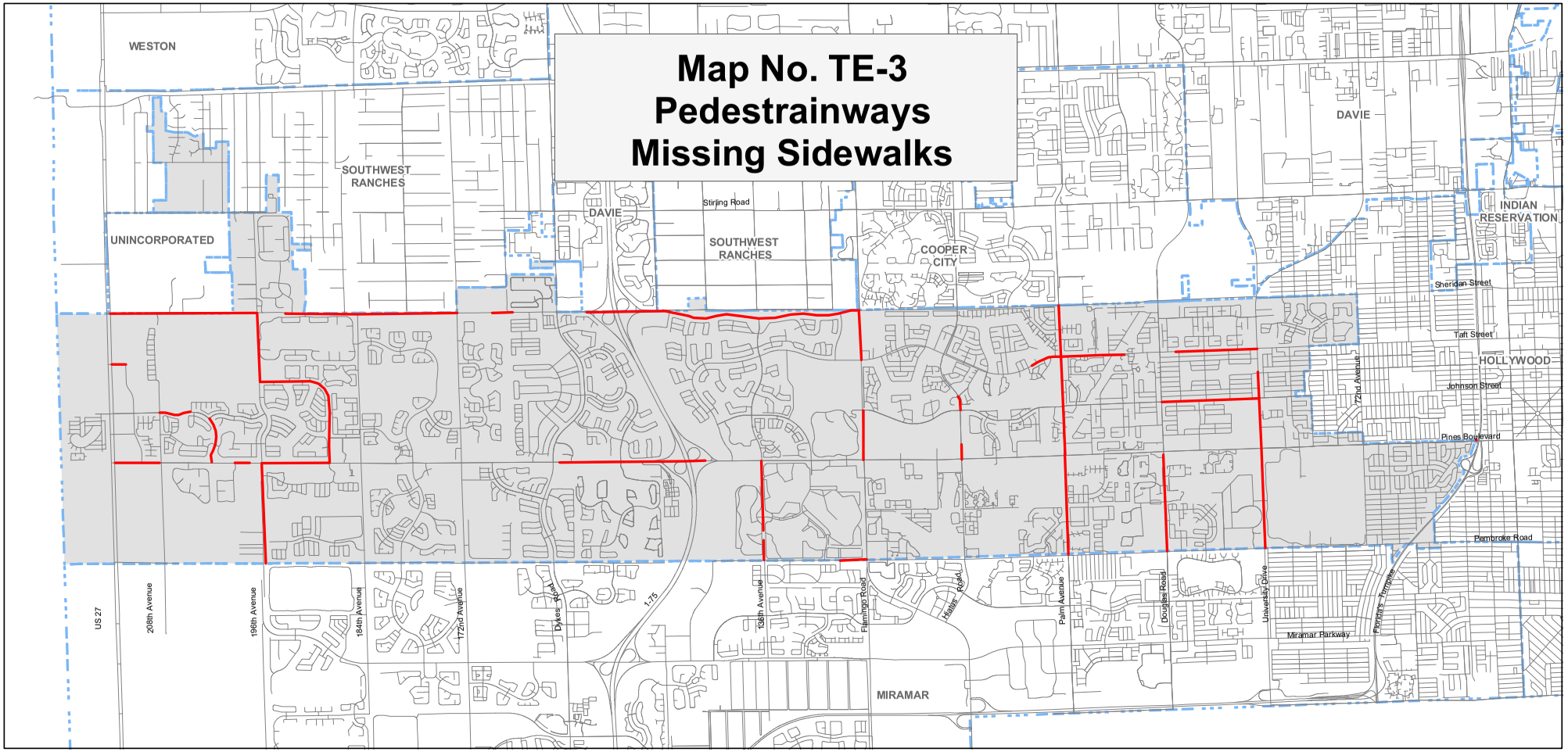
City Roads | City Boundary | Streets

Legend
Existing Bikeway Facilities

- Wide Curb Lane
- Bike Lane
- Bike Path
- Unmarked Lane
- Paved Shoulder
- Parkswithbicyclefacilities
- Cost Feasible Greenway Projects
- Paved Shoulder in Engineering Drawings
- Unmarked Lane in Engineering Drawings
- Wide Curb Lane in Engineering Drawings
- Bike Path in Engineering Drawings

Map No. TE-3
Pedestrainways
Missing Sidewalks



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Miles

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Appendix Map:	Appendix Map 4
Print Date:	June 26, 2007

Map Revisions

Date	Ordinance	Revision

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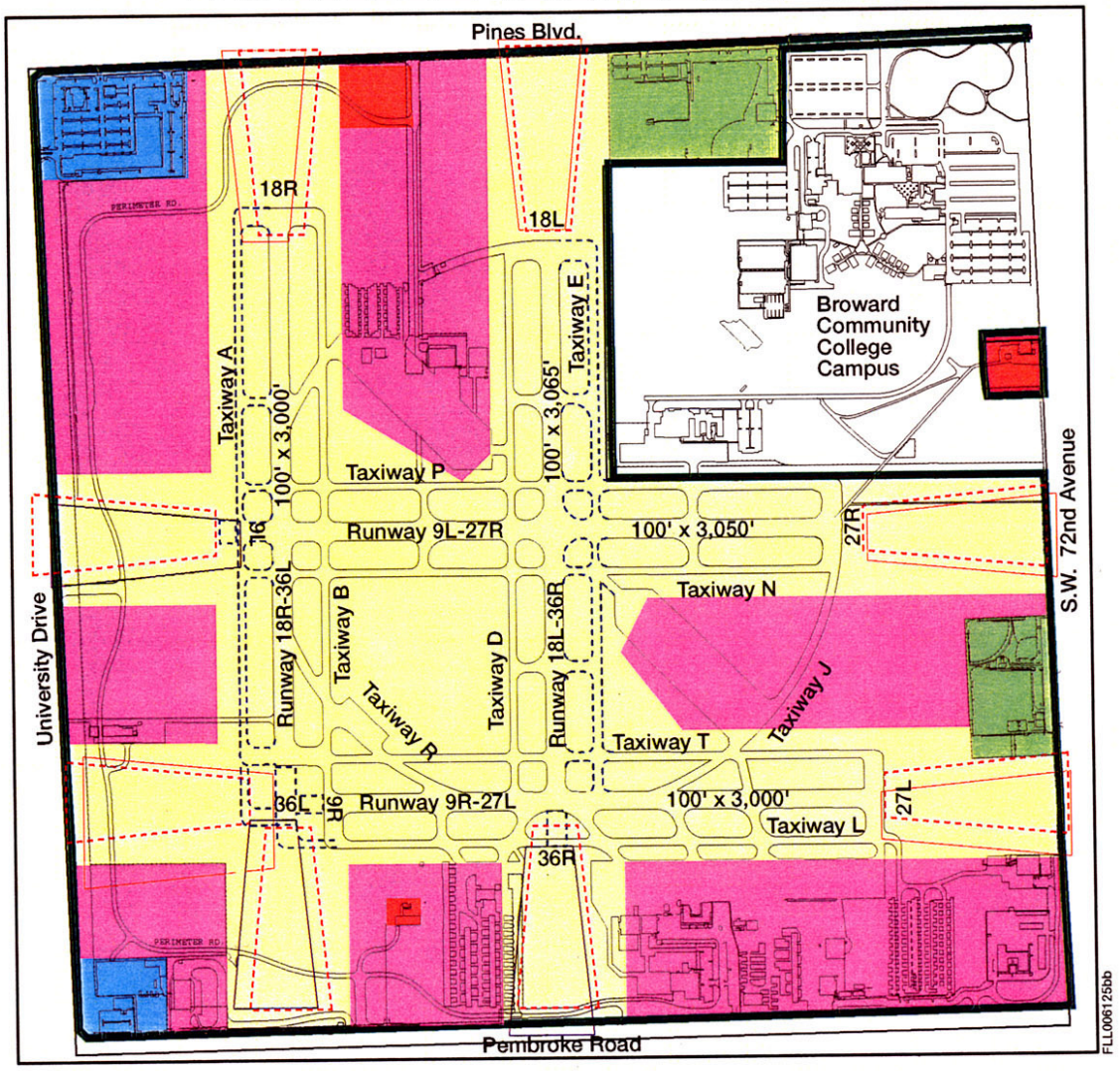
City Roads | City Boundary | Streets

Legend

Missing Sidewalks

Missing Sidewalk

MAP NO TE- 4
NORTH PERRY AIRPORT



LEGEND

- Airfield
- Aviation related development
- Airport support
- Runway protection zone
- Non-aviation related development
- Recreation
- Airport property boundary
- Additional runway and taxiway pavement

N

500 0 500 1000

Graphic Scale In Feet

Source: Leigh Fisher Associates.

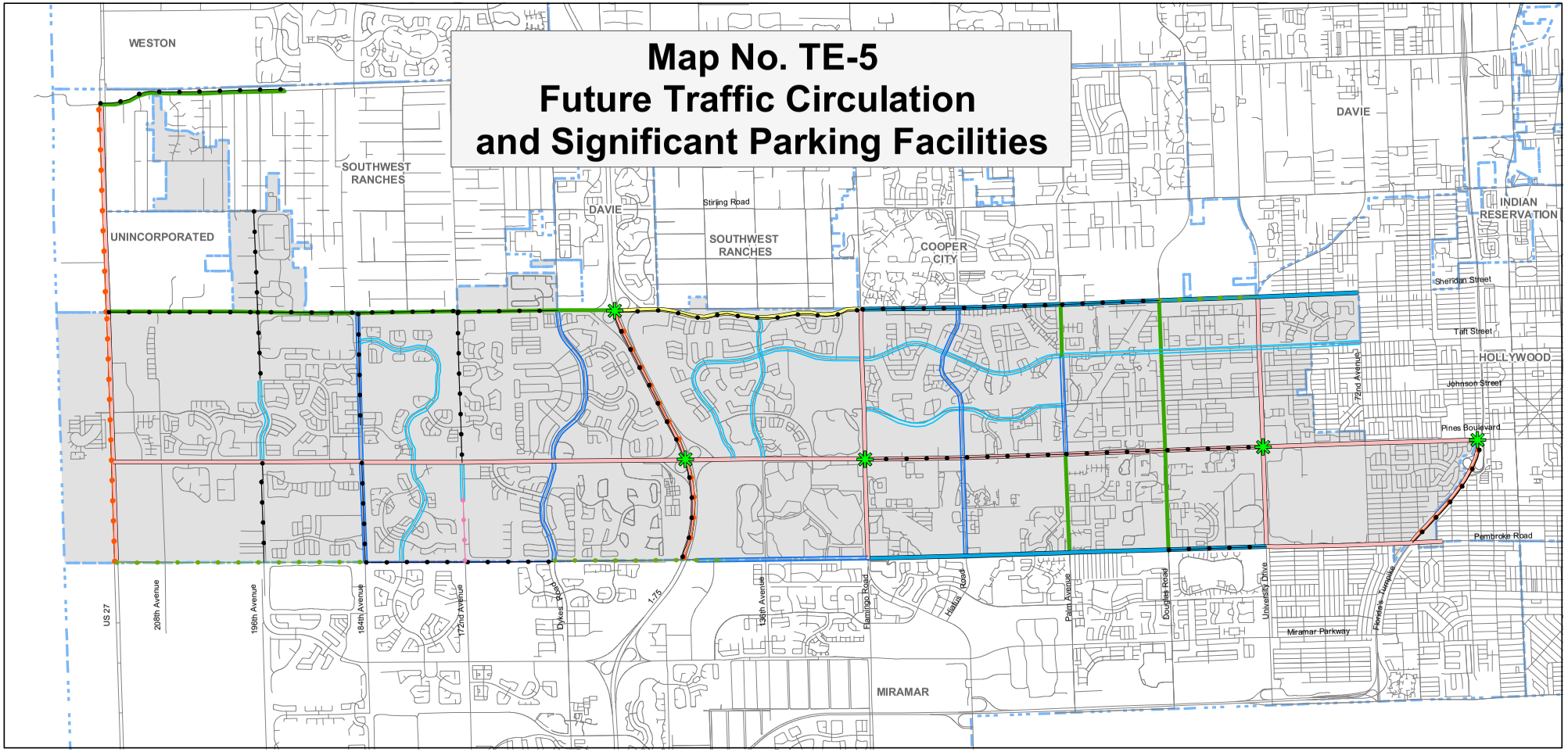
Exhibit O

AIRPORT MASTER AND LAND USE PLAN

Master Plan Update
North Perry Airport
December 1996

LEIGH FISHER ASSOCIATES

Map No. TE-5
Future Traffic Circulation and Significant Parking Facilities



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Miles

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1 inch equals 5,000 feet

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Map Information

Map Title:	TE-5
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Appendix Map:	Appendix Map 6
Print Date:	June 26, 2007

Map Revisions

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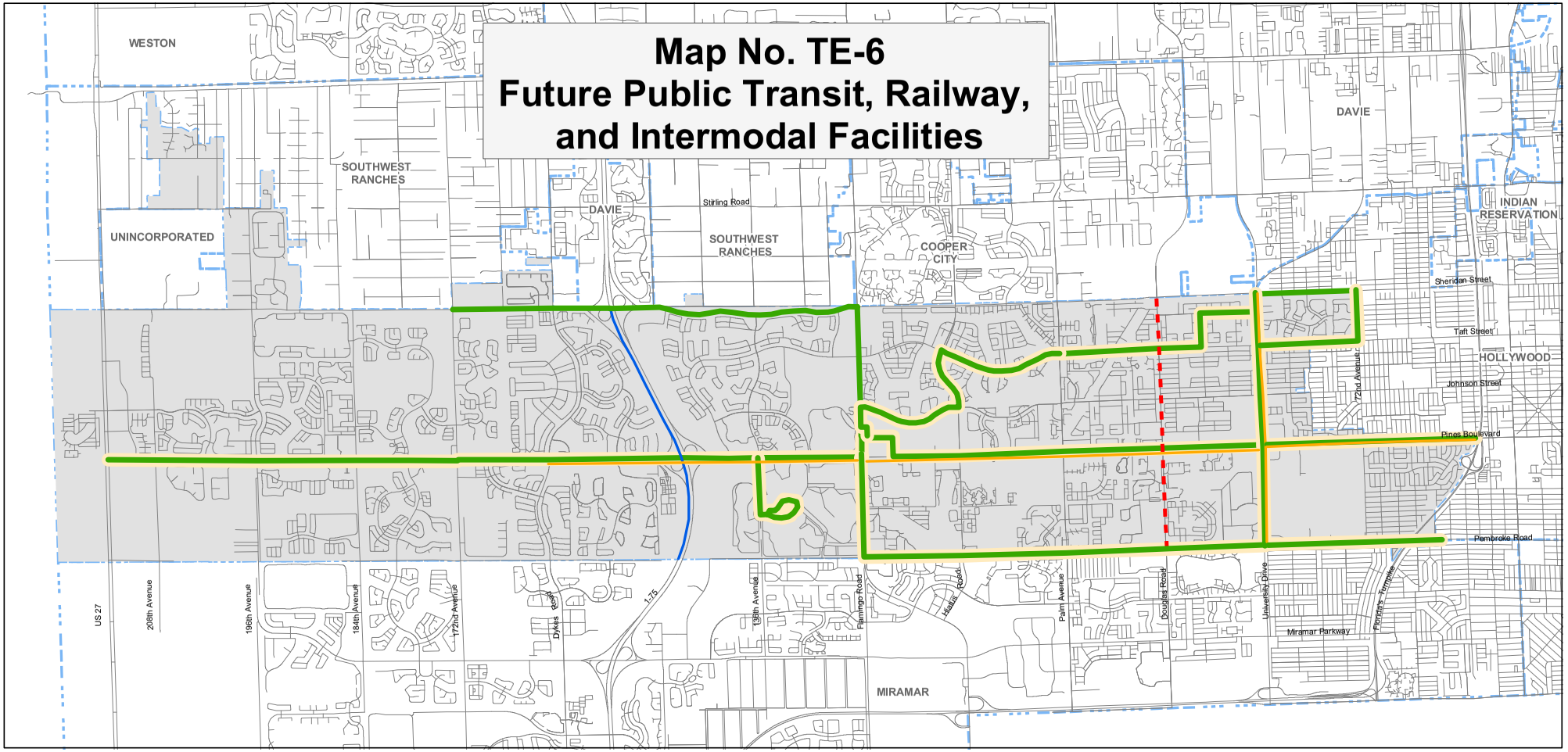
City Roads | City Boundary | Streets

Legend
Future Traffic Circulation

- Add 1L
- Add 2L or New 2L
- Add 4L or New 4L
- City Collector
- City Minor Arterial
- City Principal Arterial
- Committed Future Minor Arterial
- County Minor Arterial
- County Principal Arterial
- Evacuation Route
- State Principal Arterial
- Interchange:New improvements

Map No. TE-6
Future Public Transit, Railway, and Intermodal Facilities



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Miles

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1 inch equals 5,000 feet

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Map Information

Map Title:	TE-6
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Location:	S:\planning\pp_gis\gis_projects_GISCompPlans
Appendix Map:	Appendix Map 7
Print Date:	June 26, 2007

Map Revisions

Date	Ordinance	Revision

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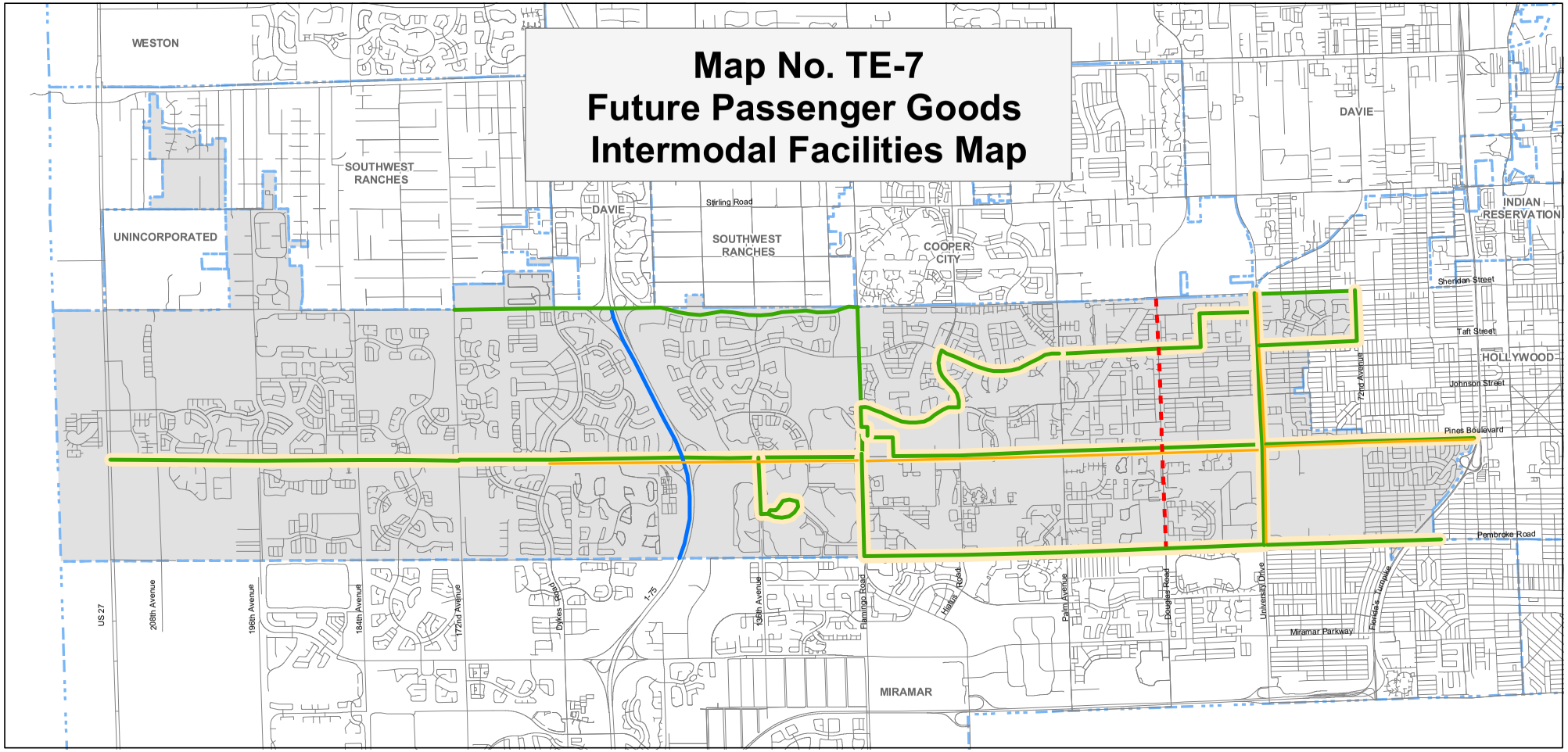
City Roads | City Boundary | Streets

Legend

Future Passenger Intermodal Facilities

- Fixed Bus Route
- New Route
- Rapid Bus
- Express Bus with limited Stops
- Improvements for Existing Fixed Bus Route

Map No. TE-7
Future Passenger Goods Intermodal Facilities Map



0 0.5 1 1.5
Miles

1 inch equals 5,000 feet

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Appendix Map:	Appendix Map 8
Print Date:	June 26, 2007

Map Revisions

Date	Ordinance	Revision

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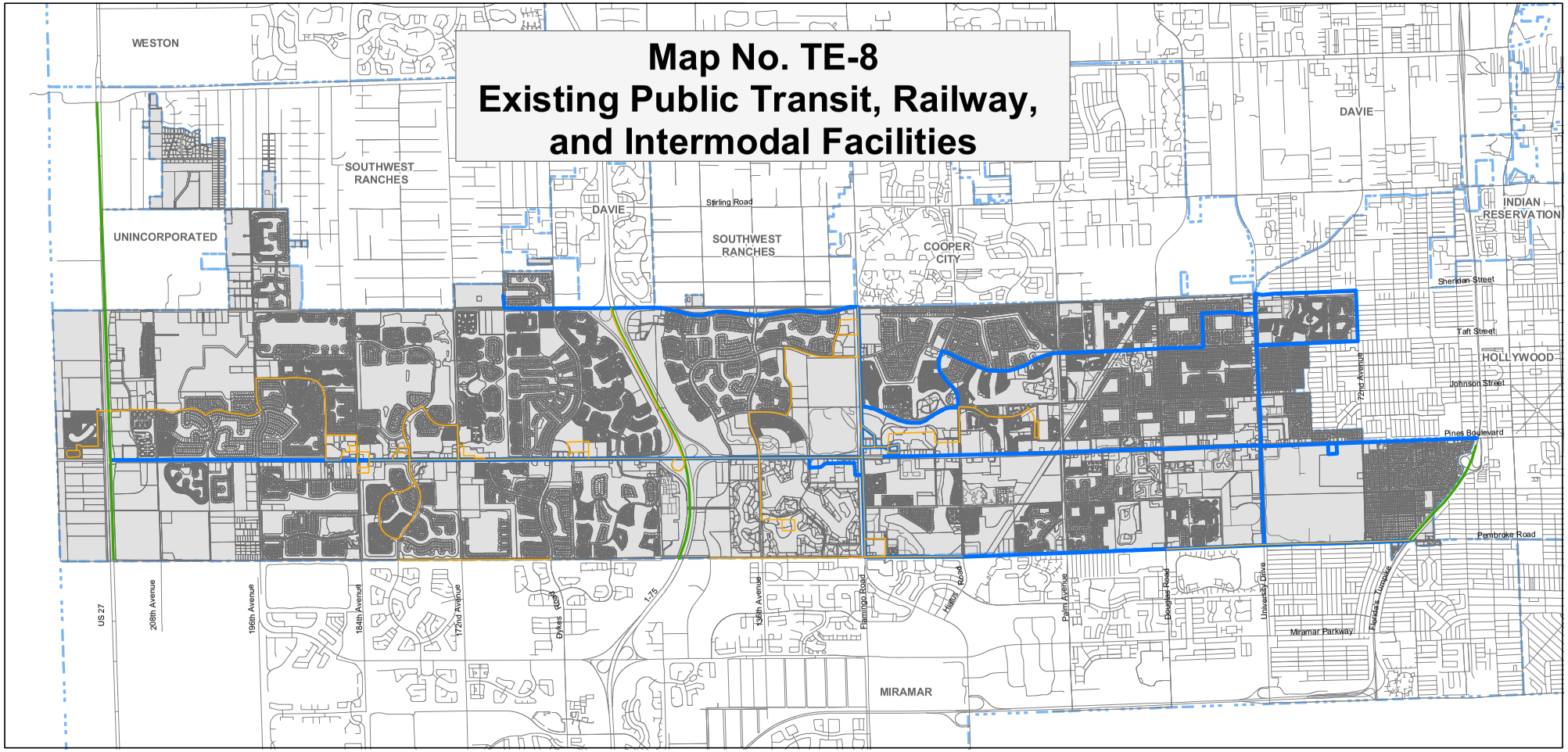
City Roads | City Boundary | Streets

Legend

Future Passenger Intermodal Facilities

- Fixed Bus Route
- New Route
- Rapid Bus
- Express Bus with limited Stops
- Improvements for Existing Fixed Bus Route

Map No. TE-8
Existing Public Transit, Railway, and Intermodal Facilities



0 0.5 1 1.5
Miles

1 inch equals 5,000 feet

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Map Information

Map Title:	TE-8
Created By:	MS/NC
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Date:	April 20, 2007
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Appendix Map:	Appendix Map 9
Print Date:	June 26, 2007

Map Revisions

Date	Ordinance	Revision

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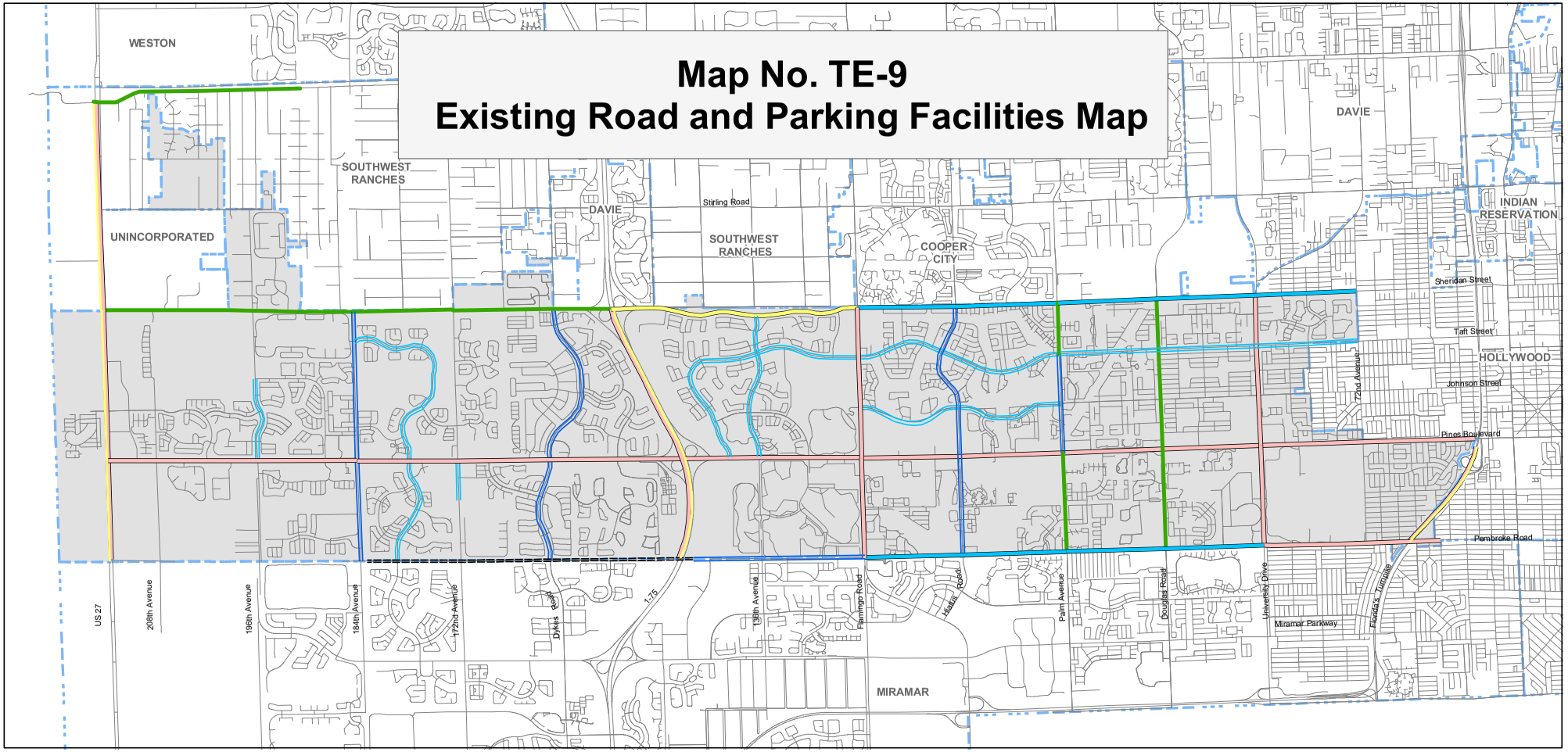
City Roads | City Boundary | Streets

Legend

Existing Public Transit

- BCT Fixed Bus Route
- Community Route
- FIHS/NHS

Map No. TE-9
Existing Road and Parking Facilities Map



0 0.5 1 1.5
Miles

1 inch equals 5,000 feet

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Map Information

Map Title:	TE-9
Created By:	MS/NC
Verified By: Date:	Sharon Williams April 20, 2007
Data Source:	Broward County Comprehensive Plan Maps
Location:	S:\planning\pp_gis\gis_projects_GISCompPlans
Appendix Map:	Appendix Map 10
Print Date:	May 31, 2007

Map Revisions

Date	Ordinance	Revision

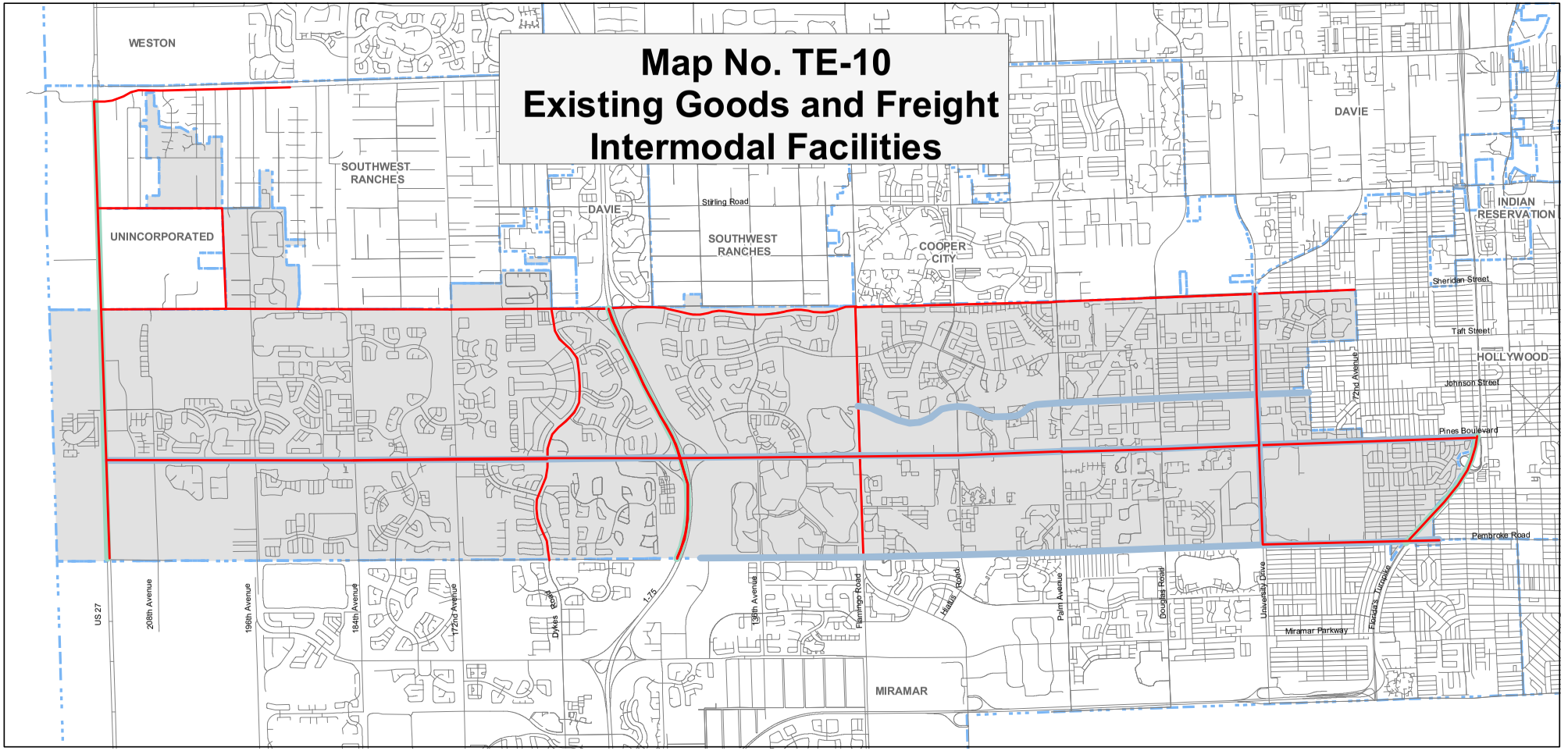
Shown for Illustration Purposes

City Roads | City Boundary | Streets

Legend
Existing Road and Parking Facilities

- City Collector
- City Minor Arterial
- City Principal Arterial
- Committed Future Minor Arterial
- County Minor Arterial
- County Principal Arterial
- Evacuation Route
- State Principal Arterial

Map No. TE-10
Existing Goods and Freight Intermodal Facilities



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Miles

1 inch equals 5,000 feet

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Administrative Services Department
Planning Division
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Pembroke Pines, Florida 33026
954-435-6513
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Map Information

Map Title:	TE-10
Created By:	MS/NC
Verified By: Date:	Sharon Williams April 20, 2007
Data Source:	Broward County Comprehensive Plan Maps
Location:	S:\planning\pp_gis\gis_projects_GIS\CompPlans
Appendix Map:	Appendix Map 11
Print Date:	May 31, 2007

Map Revisions

Date	Ordinance	Revision

Shown for Illustration Purposes

City Roads — City Boundary — Streets

Legend

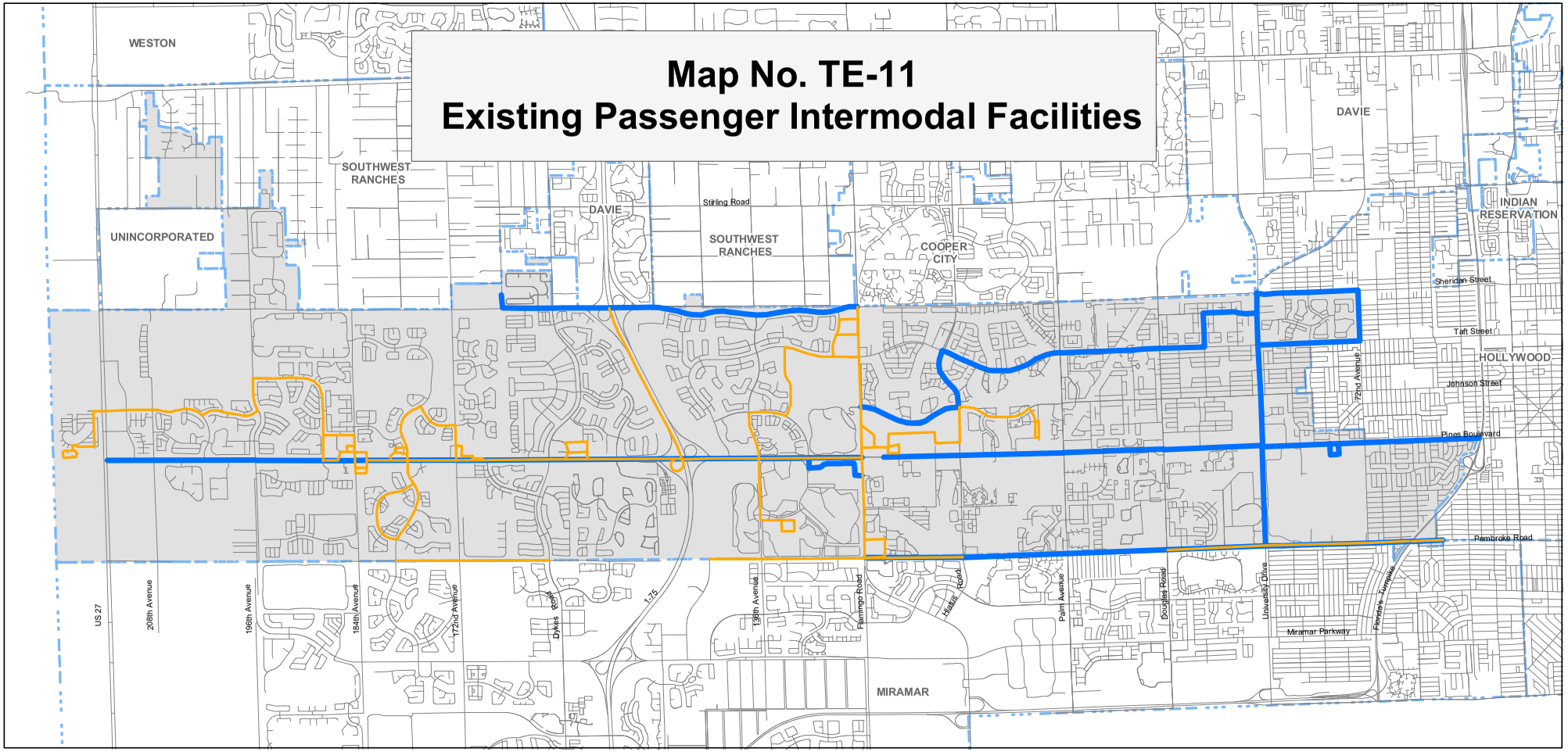
Existing Goods Freight Facilities

FIHS/NHS

CMS Corridor

Truck Route

Map No. TE-11
Existing Passenger Intermodal Facilities



0 0.5 1 1.5
Miles

1 inch equals 5,000 feet

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Planning Division
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Pembroke Pines, Florida 33026
954-435-6513
http://www.ppines.com

Map Information

Map Title:	TE-11
Created By:	MS/NC
Verified By: Date:	Sharon Williams April 20, 2007
Data Source:	Broward County Comprehensive Plan Maps
Location:	S:\planning\pp_gis\gis_projects_GISCompPlans
Appendix Map:	Appendix Map 12
Print Date:	May 31, 2007

Map Revisions

Date	Ordinance	Revision

Shown for Illustration Purposes

City Roads | City Boundary | Streets

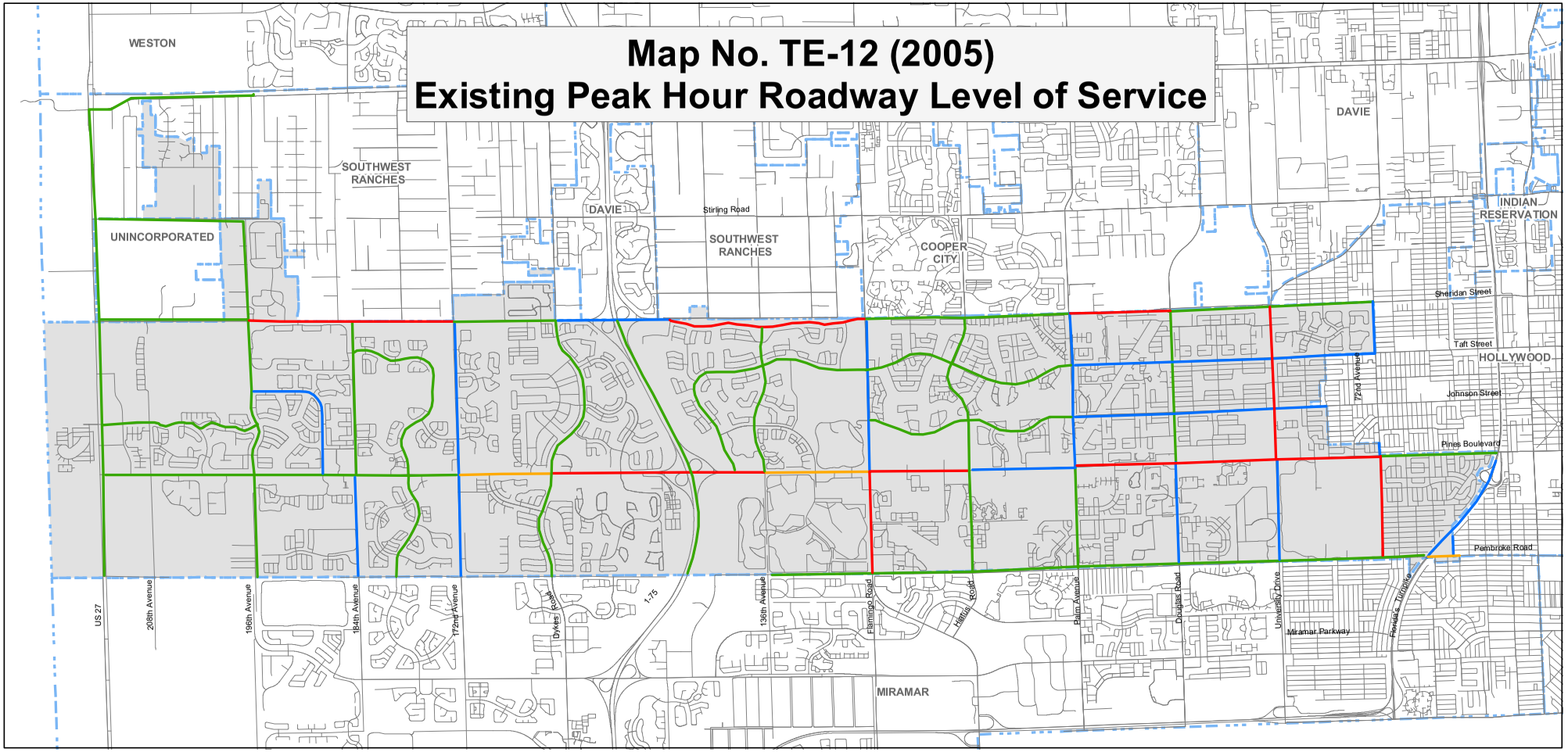
Legend

Existing Passenger Facilities

BCT Fixed Bus Route

Community Route

Map No. TE-12 (2005)
Existing Peak Hour Roadway Level of Service



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Miles

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1 inch equals 5,000 feet

City of Pembroke Pines
Administrative Services Department
Planning Division
10100 Pines Boulevard
Pembroke Pines, Florida 33026
954-435-6513
http://www.ppines.com

Map Information

Map Title:	TE-12
Created By:	MS/NC
Verified By: Date:	Sharon williams April 20, 2007
Data Source:	Broward County Comprehensive Plan Maps
Location:	S:\planning\pp_gis\gis_projects_GISCompPlans
Appendix Map:	Appendix Map 13
Print Date:	May 31, 2007

Map Revisions

Date	Ordinance	Revision
11/22/06	____	B-2
5/3/06	1542	CF
5/3/06	1541	A-1
3/1/06	1539	PCD
2/15/06	1537	B-2

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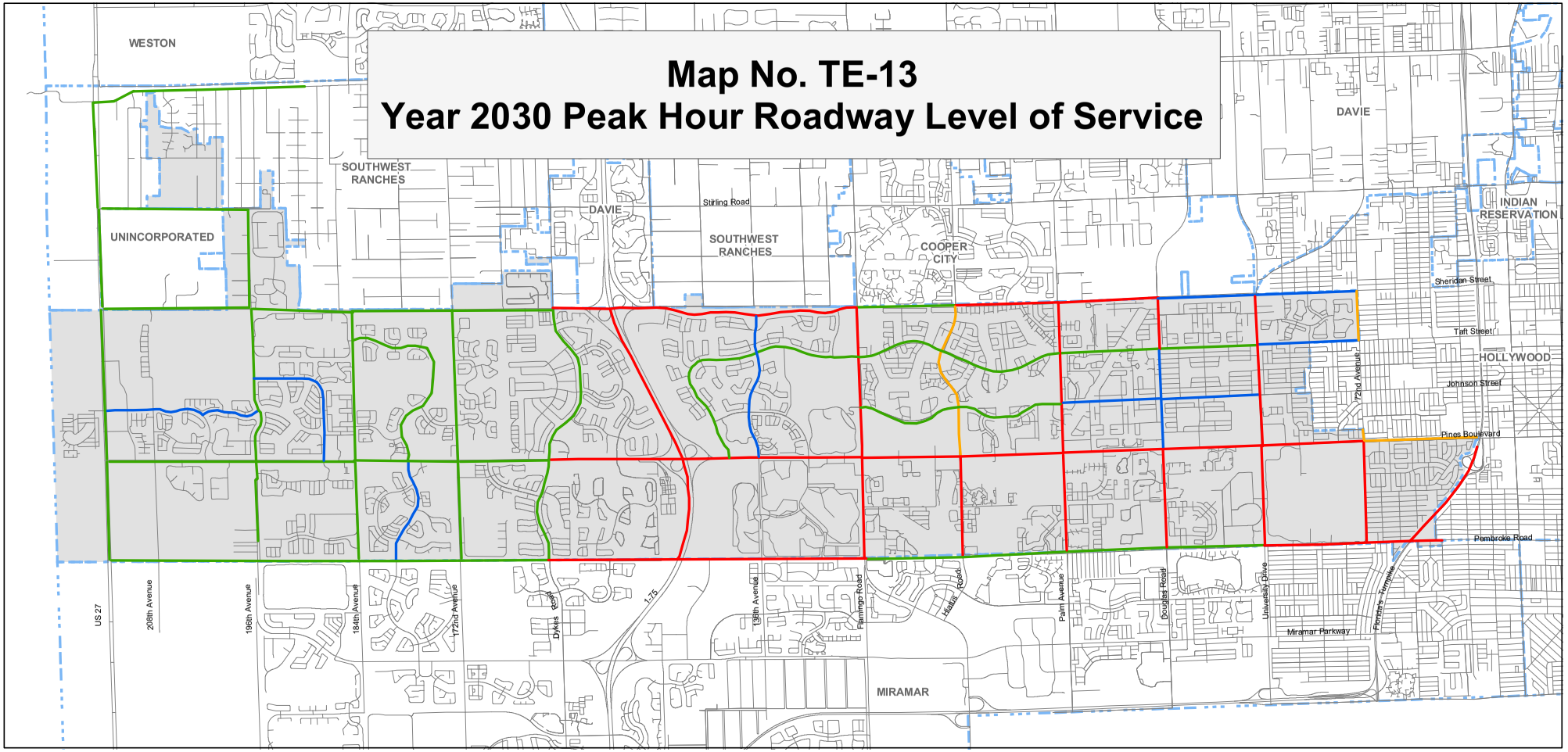
City Roads — City Boundary — Streets

Legend

Existing Level of Service

- Level of Service A-C
- Level of Service D
- Level of Service E
- Level of Service F

Map No. TE-13
Year 2030 Peak Hour Roadway Level of Service



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Miles

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Map Information

Map Title:	TE-13
Created By:	MS/NC
Verified By: Date:	Sharon williams April 20, 2007
Data Source:	Broward County Comprehensive Plan Maps
Location:	S:\planning\pp_gis\gis_projects_GISCompPlans
Appendix Map:	Appendix Map 14
Print Date:	May 31, 2007

Map Revisions

Date	Ordinance	Revision

Shown for Illustration Purposes

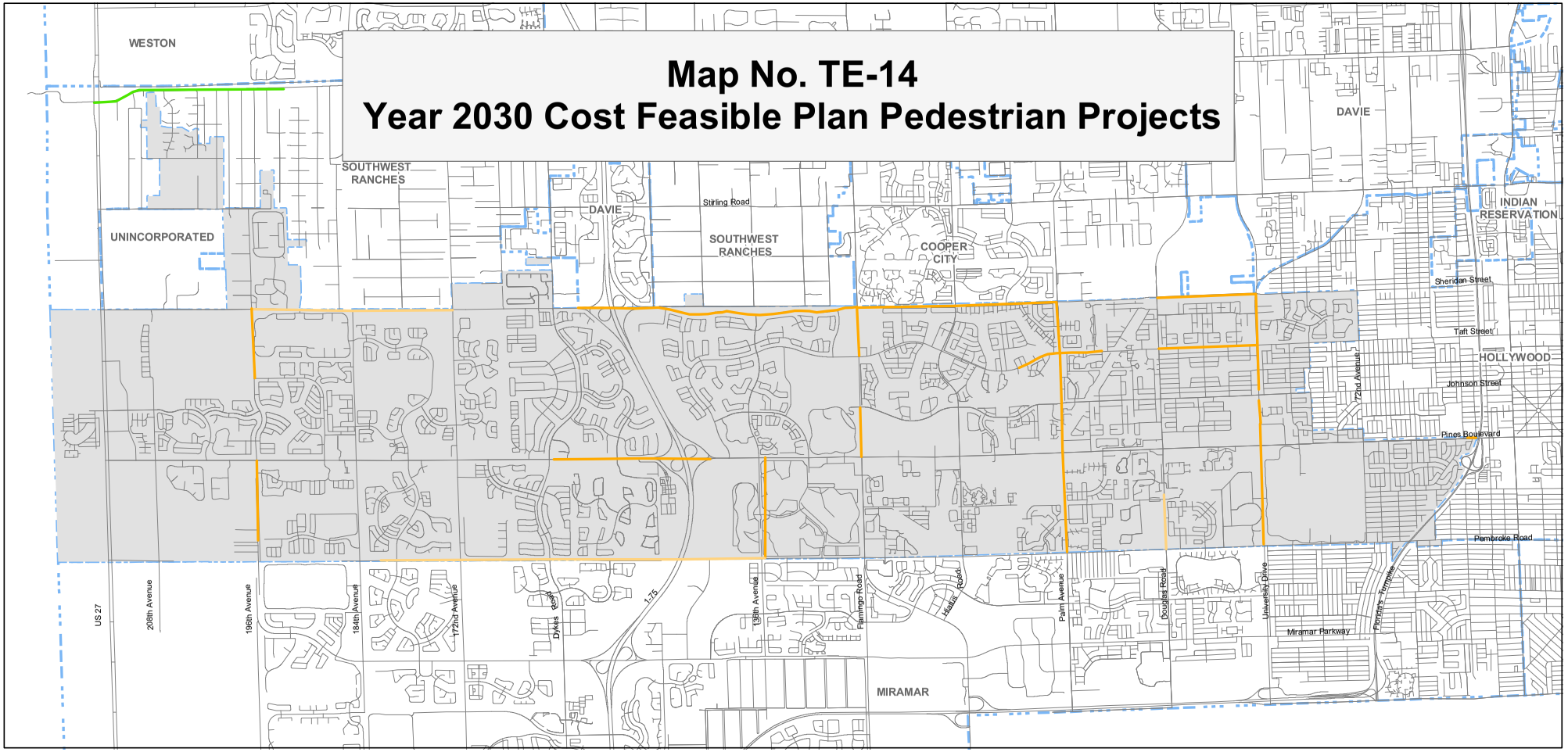
City Roads | City Boundary | Streets

Legend

Existing Level of Service

- Level of Service A-C
- Level of Service D
- Level of Service E
- Level of Service F

Map No. TE-14
Year 2030 Cost Feasible Plan Pedestrian Projects



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Miles

1 inch equals 5,000 feet

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Map Information

Map Title:	TE-14
Created By:	MS/NC
Verified By: Date:	Sharon williams April 20, 2007
Data Source:	Broward County Comprehensive Plan Maps
Location:	S:\planning\pp_gis\gis_projects_GISCompPlans
Appendix Map:	Appendix Map 15
Print Date:	May 31, 2007

Map Revisions

Date	Ordinance	Revision

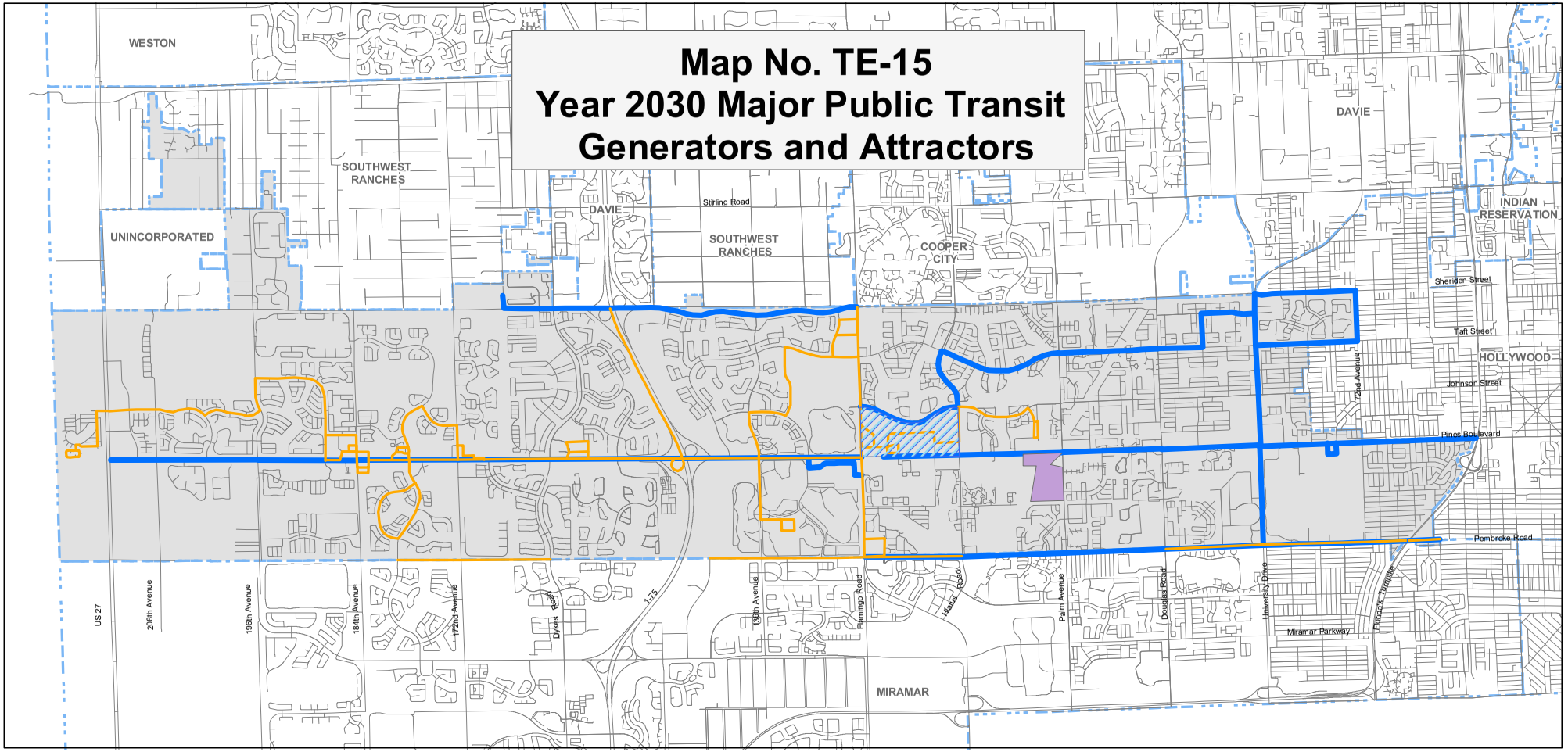
Shown for Illustration Purposes

City Roads | City Boundary | Streets

Legend
2030 Pedestrian Projects

- Cost Feasible Greenway Project
- Cost Feasible Sidewalk Project
- Funded Sidewalk Project

Map No. TE-15
Year 2030 Major Public Transit Generators and Attractors



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Miles

1 inch equals 5,000 feet

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Map Information

Map Title:	TE-15
Created By:	MS/NC
Verified By: Date:	Sharon williams April 20, 2007
Data Source:	Broward County Comprehensive Plan Maps
Location:	S:\planning\pp_gis\gis_projects_GIS\CompPlans
Appendix Map:	Appendix Map 16
Print Date:	May 31, 2007

Map Revisions

Date	Ordinance	Revision

Shown for Illustration Purposes

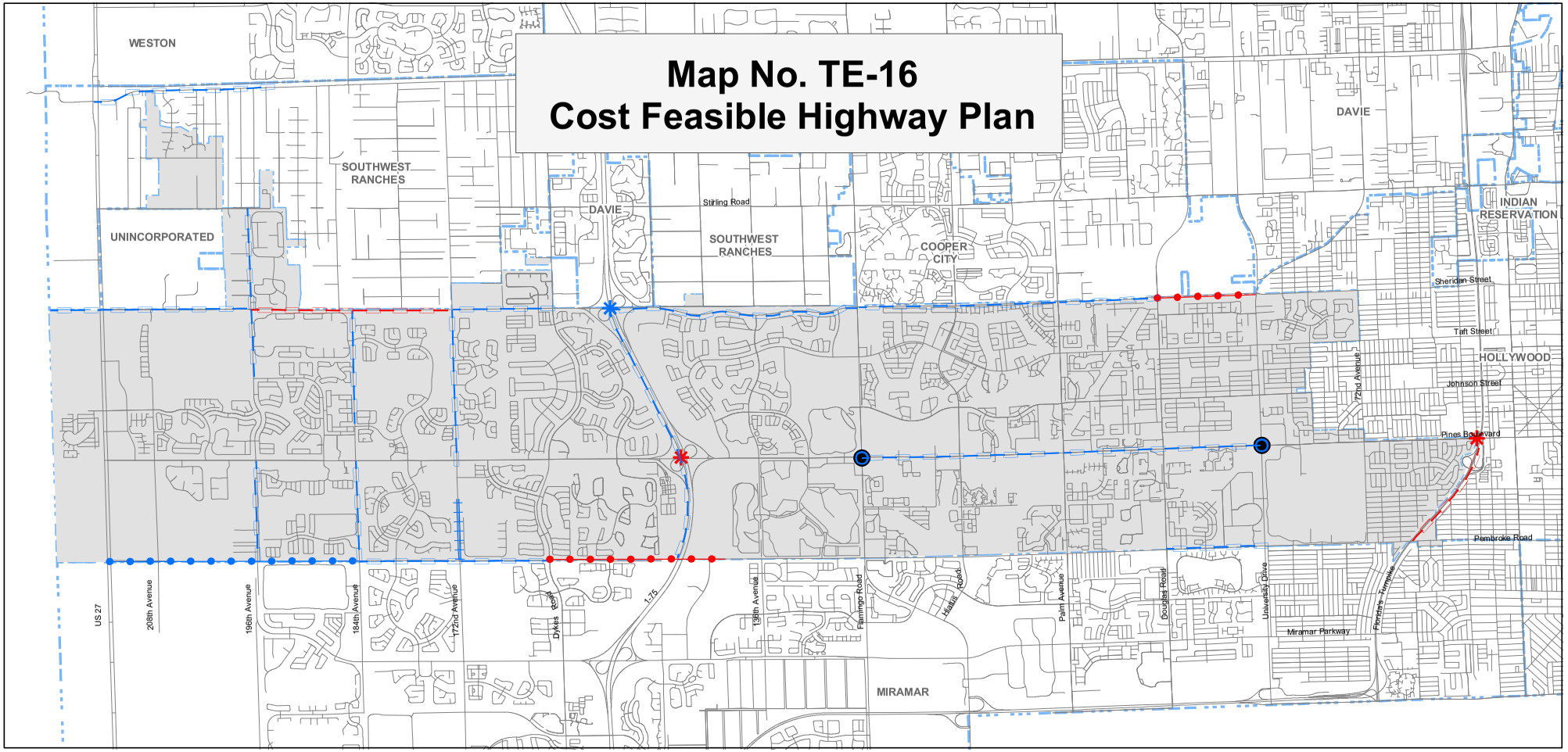
City Roads | City Boundary | Streets

Legend

2000 Public Transit

- BCT Fixed Bus Route
- Community Route
- Local Activity Center
- Employment Density

Map No. TE-16
Cost Feasible Highway Plan



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Miles

1 inch equals 5,000 feet

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Map Information

Map Title:	TE-16
Created By:	MS/NC
Verified By: Date:	Sharon Williams April 20, 2007
Data Source:	Broward County Comprehensive Plan Maps
Location:	S:\planning\pp_gis\gis_projects_GISCompPlans
Appendix Map:	Appendix Map 17
Print Date:	May 31, 2007

Map Revisions

Date	Ordinance	Revision

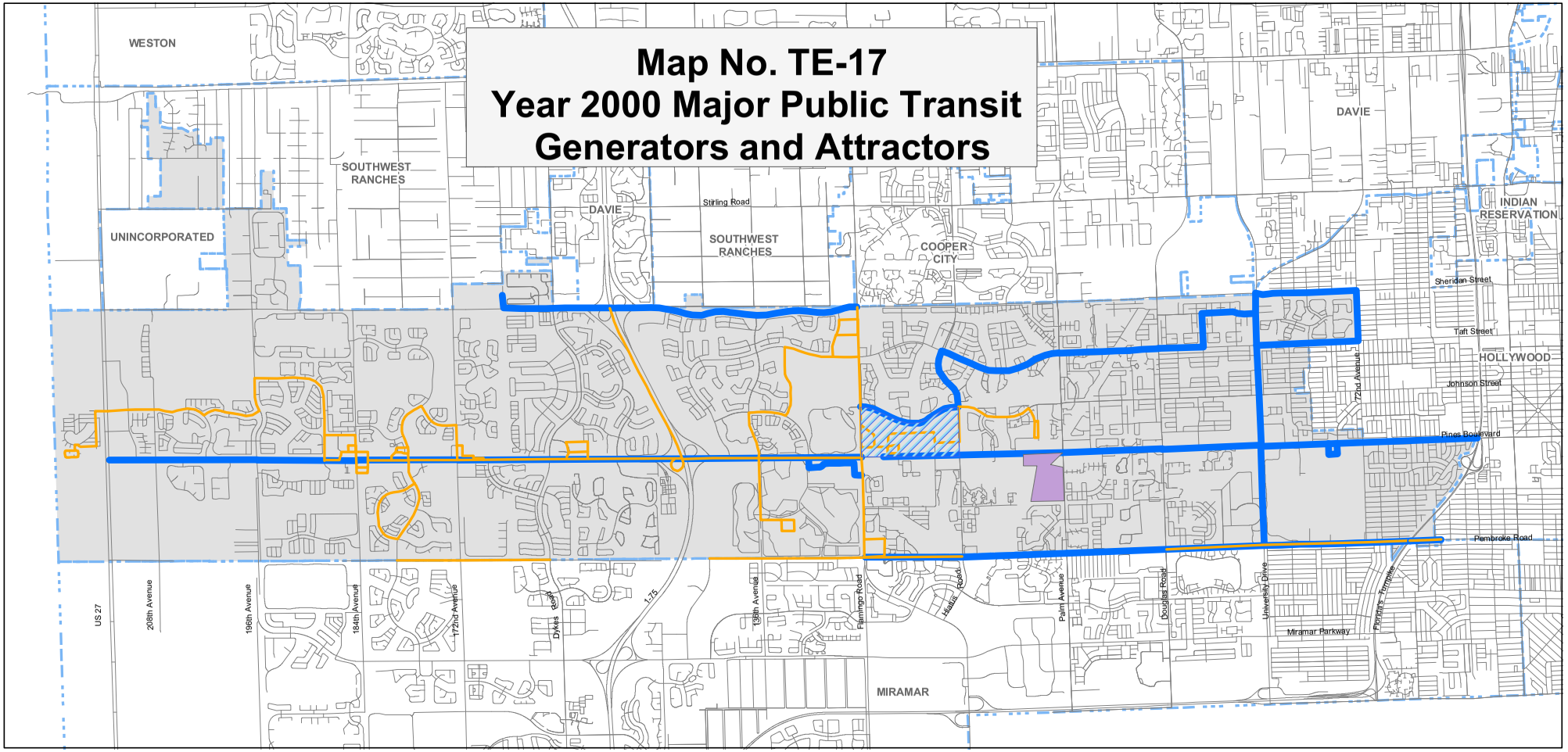
Shown for Illustration Purposes

City Roads | City Boundary | Streets

Legend
2030 Cost Feasible Highway Plan

- Add 1L
- Add 2L or New 2L
- Add 4L or New 4L
- Interchange Improvement
- New Interchange
- Improvements to Take Place Between FY 06-07 and FY 10-11
- Improvements to Take Place Between FY 11-12 and FY 29-30

Map No. TE-17
Year 2000 Major Public Transit Generators and Attractors



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Miles

1 inch equals 5,000 feet

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Planning Division
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Map Information

Map Title:	TE-17
Created By:	MS/NC
Verified By: Date:	Sharon Williams April 20, 2007
Data Source:	Broward County Comprehensive Plan Maps
Location:	S:\planning\pp_gis\gis_projects_GISCompPlans
Appendix Map:	Appendix Map 18
Print Date:	May 31, 2007

Map Revisions

Date	Ordinance	Revision

Disclaimer: The requester of this map acknowledges and accepts the limitations of the Data shown, including the fact that the Data is dynamic and in a constant state of maintenance, correction and update.

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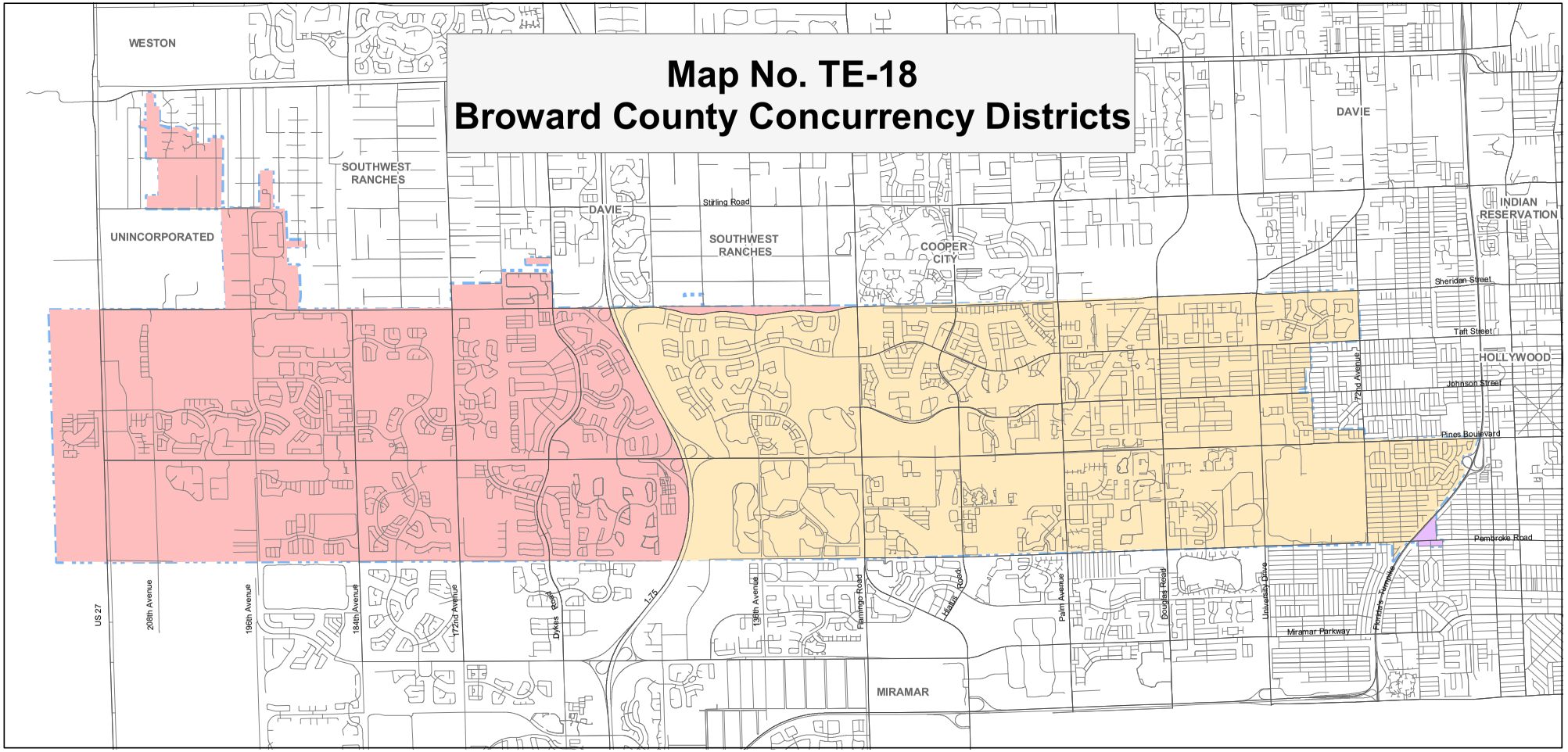
City Roads | City Boundary | Streets

Legend
2000 Public Transit

- BCT Fixed Bus Route
- Community Route
- Local Activity Center
- Employment Density

Map No. TE-18
Broward County Concurrency Districts



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Miles

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1 inch equals 5,000 feet

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Planning Division
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Pembroke Pines, Florida 33026
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Map Information

Map Title:	TE-18
Created By:	MS/NC
Verified By: / Date:	Sharon Williams / April 20, 2007
Data Source:	Broward County Comprehensive Plan Maps
Location:	S:\planning\pp_gis\gis_projects_GISCompPlans
Appendix Map:	Appendix Map 19
Print Date:	May 31, 2007

Map Revisions

Date	Ordinance	Revision
DRAFT		

Shown for Illustration Purposes

City Roads | City Boundary | Streets

Legend

Transit Concurrency Districts

- SOUTH CENTRAL
- SOUTHEAST
- SOUTHWEST

VII. TRANSPORTATION ELEMENT
APPENDIX
MISCELLANEOUS

PROPOSED ORDINANCE NO. 2006-31

ORDINANCE NO. 1570

AN ORDINANCE OF THE CITY OF PEMBROKE PINES, FLORIDA, AMENDING CHAPTER 156, THE CONCURRENCY MANAGEMENT REGULATIONS OF THE CITY OF PEMBROKE PINES BY SPECIFICALLY AMENDING SECTION 156.14, ENTITLED "DETERMINATION OF AVAILABLE CAPACITY," IN ORDER TO PROVIDE FOR COMPLIANCE WITH THE REQUIREMENTS OF SECTION 163.3180, FLORIDA STATUTES, AS AMENDED FROM TIME TO TIME, TO PROVIDE FOR THE ENACTMENT OF A PROPORTIONATE FAIR-SHARE MITIGATION ORDINANCE; INCORPORATING BY REFERENCE SECTION 5-182(a)(5)(b) OF THE BROWARD COUNTY LAND DEVELOPMENT CODE; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICTS; PROVIDING FOR SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the 2005 Florida State Legislature adopted amendments to the state growth management program which directed local governments to comply with a requirement that "proportionate share contributions" be accepted from developers in satisfaction of statewide transportation concurrency requirements by December 1, 2006; and

CODING: Words in ~~strike-through~~ type are deletions from existing law; Words in <u>underlined</u> type are additions.

PROPOSED ORDINANCE NO. 2006-31

ORDINANCE NO. 1570

WHEREAS, pursuant to Section 163.3180, Florida Statutes, the City of Pembroke Pines (hereinafter referred to as the "City") is required to enact an ordinance to provide that the City accept proportionate share contributions from developers in order to satisfy statewide transportation concurrency requirements; and

WHEREAS, the City lies within the Broward County Southwest Concurrency District, a standard concurrency district for purposes of Broward County's (hereinafter referred to as the "County") concurrency management system for the County roadway network; and

WHEREAS, the intent of the proportionate fair-share mitigation of development impacts on transportation corridors is to ensure that developments outside of the transit concurrency districts contribute their fair share towards the County-approved improvements for that district; and

WHEREAS, in order to meet the requirements of the 2005 legislative amendments with regard to the County roadway network, it is necessary for the City to incorporate by reference the requirements of Section 5-182(b)(5) of the Broward County Land Development Code, as amended from time to time; and

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PROPOSED ORDINANCE NO. 2006-31

ORDINANCE NO. 1570

WHEREAS, the City Commission deems it to be in the best interests of the health, safety and welfare of the citizens and residents of the City to amend Section 156.14 of the City's Code of Ordinances as provided herein.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF PEMBROKE PINES, FLORIDA THAT:

Section 1. The foregoing "WHEREAS" clauses are hereby ratified and confirmed as being true and correct, and are hereby incorporated herein and made a part hereof.

Section 2. Section 156.14(A)(2)(g)(3) of the Pembroke Pines Code of Ordinances is hereby amended as follows:

§156.14 Determination of Available Capacity

...

(A) A computation of existing and proposed facilities by adding together as follows:

...

(2) The total design capacity of new facilities that will come available concurrent with the impact of the development. The capacity of new facilities may be counted only if one or more of the following is demonstrated:

...

(g) Specific to transportation.

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...

(3) **Satisfaction of Broward County concurrency standards**. The burden shall be on the applicant to demonstrate compliance with the standards detailed in this section. If applicable, the development application shall be reviewed to ensure that the proposed development satisfies the Broward County Concurrency Standards for the Regional Road Network as outlined in Section 5-182(a) of the Broward County Land Development Code, as amended from time to time. The applicant shall provide the necessary documentation from Broward County demonstrating satisfaction of these requirements. The applicant may choose to satisfy the transportation concurrency requirements by making a proportionate share contribution to an eligible transportation project located within the Southwest Concurrency District, pursuant to the requirements set forth in Section 5-182(a)(5)(b)(4) of the Broward County Land Development Code, as amended from time to, and Section 163.3280, Florida Statutes, as amended from time to time.

(4) The options available for and methodology for determining the amount of proportionate share mitigation, and the procedures for the City to implement such proportionate share mitigation on the City's roadway network, shall be as specified in Section 5-182(a)(5)(b)(4) of the Broward County Land Development Code, as amended from time to time.

Section 3. It is the intention of the City Commission of the City of Pembroke Pines, Florida that the provisions of this ordinance shall become and

be made a part of the City of Pembroke Pines Code of Ordinances. The sections of this ordinance may be re-numbered or re-lettered and the word "ordinance" may be changed to "section," "article," or such other appropriate word or phrase in order to accomplish such intentions.

Section 4. All Ordinances or parts of Ordinances, Resolutions or parts of Resolutions in conflict herewith be, and the same are hereby repealed to the extent of such conflict.

Section 5. If any clause, section, or other part or application of this Ordinance shall be held by any court of competent jurisdiction to be unconstitutional or invalid, such unconstitutional or invalid part or application shall be considered as eliminated and so not affecting the validity of the remaining portions or applications remaining in full force and effect.

Section 6. This Ordinance shall become effective immediately upon its passage and adoption.

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PROPOSED ORDINANCE NO. 2006-31

ORDINANCE NO. 1570

PASSED AND ADOPTED BY THE CITY COMMISSION OF THE CITY OF PEMBROKE PINES, FLORIDA, ON THE FIRST READING, THIS 1st **DAY OF** NOVEMBER **, 2006.**

PASSED ADOPTED BY THE CITY COMMISSION OF THE CITY OF PEMBROKE PINES, FLORIDA, ON THE SECOND AND FINAL READING, THIS 17th **DAY OF** JANUARY **,** 2007.

CITY OF PEMBROKE PINES, FLORIDA

By: _____
MAYOR FRANK C. ORTIS

ATTEST:

_____
JUDITH A. NEUGENT, CITY CLERK

ORTIS	AYE
ARMSTRONG	AYE
CASTILLO	AYE
SHECHTER	AYE
SIPLE	AYE

APPROVED AS TO FORM:

_____ 1/17/07
OFFICE OF THE CITY ATTORNEY

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SSG/JGH 10-21-06
C:\Documents and Settings\patkinson\Local Settings\Temporary Internet Files\OLK6\2006-31 (Proportionate fair-share mitigation)final.doc