

ATTACHMENT A
PROPOSED TRANSPORTATION ELEMENT REVISIONS

Goal 3.0. With an emphasis on public transportation systems, maintain and, where feasible, improve Broward County's multimodal transportation system that serves local and regional movement of people and goods in a manner that provides for safety and security, convenience, and energy efficiency; that promotes the reduction of greenhouse gas emissions; that coordinates and balances the transportation system with the appropriate land uses, orderly smart growth, development, and sustainability of the environment; that is aesthetically pleasing; that is coordinated with adopted transportation plans, programs, neighboring counties and implementing agencies; that addresses the transportation needs of present and future populations; supports economic vitality; provides mobility choices; and provides for participation in regional transportation coordination. Meeting this goal will involve developing objectives and policies that support the facilities, hubs, and connectors associated with the Strategic Intermodal System (SIS) and those regional arterials and programs qualifying for Transportation Regional Incentive Program (TRIP) funding.

...

ENERGY EFFICIENCY

Objective 3.3. Broward County shall continue to participate in intergovernmental plans and programs that will maintain energy efficiency as well as incorporate transportation strategies to reduce the production of greenhouse gases.

Policy 3.3.1. Broward County shall provide for an energy efficient roadway network and work to reduce greenhouse gases through implementation of, but not limited to, the following programs, activities, or actions:

1. Broward County shall complete the installation and maintenance of a fully computerized Advance Traffic Management System (ATMS) signal system throughout the County. The new signalization system will replace outdated copper wire signals with interconnecting fiber optic cable. One third of these signals will be completed by December 2011. Full implementation shall be achieved on 100% of the system by December 2015.
2. Continue supporting the replacement of traditional span wire traffic signals with mast arm signalization to ensure fewer repairs and more efficient traffic flow following tropical storm and hurricane events. At a rate of nearly 50 mast arm signal replacements per year, a full upgrade of the County's approximately 1,000 signals will be completed by December 2030.
3. Through participation in the MPO, continue implementation of ITS dynamic message signs for local arterials, thereby alleviating traffic

ATTACHMENT A
PROPOSED TRANSPORTATION ELEMENT REVISIONS

- congestion along both local roadways and those comprising the SIS network, with a fully completed dynamic message sign system by December 2015.
4. Support federal legislation providing for construction of energy efficient and environmentally benign vehicles.
 5. Broward County shall continue to use alternative fuel sources in County-operated vehicles if such sources are more energy efficient and environmentally sound than use of gasoline.
 6. Through participation in the MPO, increase the vehicle occupancy rate through transportation demand management (TDM) strategies, such as ride-sharing programs, preferred parking, and high occupancy vehicle lanes.
 7. Broward County shall make the existing transportation system operate more efficiently by continuing to implement Transportation System Management (TSM) strategies such as managed lanes projects, improving road conditions, intersections improvements, park and ride lots, and computerized traffic signals. Broward County agrees that, if established, FDOT thresholds and roadway classifications will govern the placement of managed lanes.
 8. Through participation in the MPO, work to reduce the per capita vehicle miles traveled (VMT) below the year 2002 estimated daily per capita VMT of 21.70 by implementing TDM strategies.

Policy 3.3.2. Broward County and the MPO shall provide for an energy-efficient public transit network and work to reduce greenhouse gases through implementation of, but not limited to, the following programs, activities, or actions:

1. Maintaining public transit vehicles so that they operate at their maximum level, replacing older, inefficient public transit vehicles with energy efficient ones.
2. Increase the public transit mode split from the current 1.15 percent to 1.23 percent by 2011 through strategies such as appropriate transit route planning, decreasing peak-hour headways along the 14 most heavily used routes from 30 to 15 minutes, improving accessibility of public transit facilities, and through promotion of public transit.
3. Monitor public transit mode split and annually report the findings.
4. Continue to implement bicycle racks on all new buses in its fleet.
5. Continue to explore long term high capacity transportation alternatives such as light rail, trolleys, monorail, and other alternative people movers.
6. Continue to assist municipalities in delivering community bus service for residents.

ATTACHMENT A
PROPOSED TRANSPORTATION ELEMENT REVISIONS

Policy 3.3.5. Broward County shall provide energy efficient County airports and related facilities and work to reduce greenhouse gases through implementation of, but not limited to, the following programs, activities, or actions:

1. Reduce aircraft delays and improve airfield circulation, by constructing a new dual parallel taxiway, Taxiway C, at Fort Lauderdale-Hollywood International Airport by 2008; and, in the long term, complete a south runway for air carrier traffic at Fort Lauderdale-Hollywood International Airport. The FAA Environmental Impact Statement Record of Decision shall be completed by 2007 for this runway, known as the 9R/27L Extension.
2. Continue to implement a program for increasing alternative fueled vehicles in the County-owned fleet.
3. Incorporate energy efficient measures into the design and operation of any addition, expansion or replacement facilities at the airport in conformance with the South Florida Building Code and the Florida Energy Code.
4. Continue to protect the role of North Perry Airport as a reliever to Fort Lauderdale-Hollywood International Airport to provide an alternative facility for smaller, slower aircraft, thereby enhancing operational efficiency at Fort Lauderdale-Hollywood International Airport by reducing the number of these aircraft in the aircraft fleet mix.

Policy 3.3.7. Broward County shall provide for an energy efficient recreational traffic network and work to reduce greenhouse gases through development of a recreational transportation network plan that focuses on non-motorized vehicles.

...

Policy 3.5.810. Broward County, in conjunction with the affected municipalities, the MPO, the FDOT, and the SFRTA, shall investigate all Tri-Rail station sites within the County and shall determine the feasibility of establishing, as a demonstration project, development of a transit village master development plan for a specific Tri-Rail station, excluding the Cypress Creek station.

...

**COORDINATION WITH ~~THE~~ BROWARD COUNTY'S URBAN DESIGN ELEMENT
AND THE
COUNTYWIDE COMMUNITY DESIGN GUIDEBOOK**

Objective 3.12 Broward County shall implement the recommendations of the "Broward County Countywide Community Design Guidebook" and objectives and policies of the Urban Design Element which gives priority to context sensitive design solutions (urban design), including the creation of a sense of place and transit/housing oriented

ATTACHMENT A
PROPOSED TRANSPORTATION ELEMENT REVISIONS

development (transit oriented environment), in transportation planning and decision making.

Policy 3.12.1. Broward County shall encourage appropriate densities along transit corridors and maintain and enhance the public infrastructure necessary to support pedestrian and transit oriented development including accessible sidewalks, crosswalks, bridges and public spaces.

...

~~**Objective 3.13.** Broward County shall update the Transportation Element as part of the Second Group of Amendments in 2007 to identify how the following policies will be met.~~

~~**Policy 3.13.1.** Broward County shall adopt the Florida Department of Transportation (FDOT) level of service (LOS) D standard for Strategic Intermodal System (SIS) connectors and address how the LOS on these facilities will be maintained or improved in order to enhance mobility and safety.~~

~~**Policy 3.13.2.** Broward County shall adopt procedures for monitoring, evaluating, and appraising its implementation within timeframes specified including specific and measurable short and long term objectives that are sufficient in providing a basis for evaluating the effectiveness of the Broward County Comprehensive Plan.~~

Post Adoption Revisions

...

6. This Element was amended in Cycle 2009-xx by Ordinance No. 2009-xx adopted on xx,xx, 2009.