

4.0 Plans and Policies

4.1 Regional Transportation Plans

A review of regional transportation plans was performed to ensure that the development of the Transit Investment Plan is consistent with other evaluations, planning initiatives, and adopted programs. A brief overview of the regional plans reviewed follows.

Vision Broward

The 2004 “Vision Broward” report is a strategic planning report that was developed through collaboration between county officials and local citizens. The purpose of this report is to determine which activities are necessary to sustain a viable economic development program for Broward County through 2020. The goal of “Vision Broward” is to enhance the sense of community and maintain economic vitality.

The report listed mass transit as one of the areas important to Broward County’s continued economic development. The following initiatives were proposed regarding mass transit:

- Manage population growth through coordinating land use with transportation corridors, hubs, and intermodal connectors to ensure the movement of people and goods to each segment of every community;
- Develop interactive and coordinated information that increases the use and support of multi-modal mobility options;
- Obtain and identify dedicated funding sources to build a feasible world class transportation system; and
- Ensure the development and operation of county’s transportation system provides diverse economic opportunities.

Broward County Transportation Improvement Program

The May 2004 Transportation Improvement Program (TIP) is a list of pedestrian, transit, airport/seaport, and roadway infrastructure improvement projects for state fiscal years 2004 through 2009 as adopted by the Broward County MPO. The goal of the TIP is to prioritize various financially feasible projects according to fiscal year and how they will be funded by federal funding programs. These projects are developed through a collaborative process with various local governmental agencies based upon how well a project meets county and MPO policies and goals of the federal Transportation Equity Act for the 21st Century (TEA-21). The TIP places emphasis on projects that improve pedestrian, bicycle, and transit modes on roadways.

Broward County Evaluation and Appraisal Report

The 2004 Broward County Evaluation and Appraisal Report (EAR) is an analysis of the Broward County Comprehensive Plan. This analysis is done every seven years to fulfill the requirements of Chapter 161.191 of the Florida Statutes. The Comprehensive Plan is comprised of 13 major issues designed to assist and guide the development of Broward County.

One of the major issues is the relationship between land use and transit, otherwise known as Transit Oriented Land Use Patterns (TOLUPs). This issue is assessed in comparison with national examples of transit oriented development (TOD), and analysis of existing Broward County transportation plans as well as county goals, objectives, and polices in support of TOLUPs. The following recommendations involving transit include:

- develop future land use categories with increased population densities and mixed uses;
- identify planned transit corridors;
- define TOD and provide priority locations;
- provide additional density for residential projects that include TOD design features;
- revise planning timeframes of LRTP to be consistent with the county's transportation and land use elements;
- reduce the reliance on the automobile by improving transit services; and,
- promote and provide affordable housing adjacent to transit stations.

The following EAR recommendations were developed to address population growth and encourage the use of mass transit services:

- Promote the development of town center and TOD along major transportation corridors through mixed use development categories;
- Support land use amendments that convert commercial and other non-residential lands such as underutilized land parcels to residential or mixed uses.

Tri-Rail Long-Range Master Plan

The 2020 Tri-Rail Long-Range Master Plan is a 20-year strategic plan for the development of various expansion opportunities and infrastructure investments. The following goals are presented to facilitate the enhancement of transit services and travel alternatives to meet the demands of an increasing population and growing congestion throughout the South Florida Tri-County area.

- Goal 1: Expand service to meet South Florida's travel needs.
- Goal 2: Coordinate with local agencies to develop transit supportive policies
- Goal 3: Fully integrate Tri-Rail into local and statewide transit systems.
- Goal 4: Expand funding base for Tri-Rail.

I-95/I-595 Master Plan

The goal of the I-95/I-595 Master Plan is to develop a practical work program for transportation improvements to address future mobility needs in the I-95 and I-595 travel corridors. This plan proposes 20 individual projects to include a two-lane reversible lane in the median, modifications to interchanges and ramps as well as a parallel rail transit system to serve the I-75 area, South Florida Educational Complex, Tri-Rail, downtown Fort Lauderdale and the Fort Lauderdale International Airport.

Palm Tran Transit Development Plan

The Palm Tran TDP includes a five-year program to improve bus services by offering more frequent service. This TDP was developed to be consistent with the following goals that focus on the implementation of transit services that best serve the need of a community:

- To consistently provide effective and efficient transportation services to the residents and visitors of Palm Beach County.
- To improve the quality of fixed-route services.

- To identify and pursue additional fiscal and human resources to implement the 2003 Transit Development Plan.
- To improve Palm Tran's image as a viable transportation alternative for the community.
- Coordinate with state and local government and transportation agencies to integrate transit needs into the land use planning and development process.
- To pursue the most cost-effective means of providing ADA complementary paratransit services to eligible customers in the community.
- Pursue technological advancements to improve efficiency effectiveness and safety

Miami-Dade Transit Development Program

The Miami-Dade TDP includes a five year recommended service plan of transit improvements for Metrobus, Metrorail and other transit infrastructure. The objective of the TDP is to develop a recommended service plan through public outreach efforts to determine the local community's transit needs. The various improvements identified by public stakeholders include additional transit services that are recommended according to priority, service area, and service frequency.

Miami-Dade Transit People's Transportation Plan

On November 5, 2002, a referendum to levy a County-wide Transit System Surtax was passed by the citizens of Miami-Dade County. Effective January 1, 2003, the County levied a one-half of one percent discretionary sales surtax as authorized by Section 212.055(1), of the Florida Statutes. The ballot measure authorized the County to implement and fund the People's Transportation Plan (PTP).

The Miami-Dade PTP includes construction of rapid transit lines; purchase of additional buses, implementation of transportation improvements and funding to municipalities for transportation projects.

- **Rapid transit improvements:** Construction of 88 miles of county wide rapid transit lines (for example, Rail, BRT).
- **Bus service improvements:** An increase of bus fleet from 700 to 1,335. An expansion of bus service that includes an increase in operating hours, more bus shelters, enhances marketing and advertising of transit services, and provides 15-minutes of better bus service frequency during peak hours.
- **Major highway and road improvements:** Upgrades to the county's traffic signalization system and the implementation of viable reverse flow lanes on major roads.
- **Neighborhood improvements:** This will accelerate program upgrades to provide American Disability Act (ADA) accessibility to bus stops throughout the county as well as replace/repair of sidewalks, installation of school flashing signals and enhancement of greenways.
- **Municipality improvements:** Cities receive an annual share (determined by population) from 20 percent of total local surtax revenues. Twenty percent of a city's share is required to be dedicated to transit.

This sales tax referendum collected \$105.3 million for the 2003 fiscal year and is projected to generate \$156.7 million for fiscal year 2004.¹

South Florida Commuter Services Work Plan

¹ Miami-Dade County Proposed Resource Allocation and Multi-Year Capital Plan FY 2004 – 2005

The South Florida Commuter Services goal is to improve congested traffic conditions through the promotion of high occupancy vehicle use. This work plan facilitates this type of transportation by serving as a regional clearinghouse to a commuter assistance program. The commuter assistance program seeks to improve mobility, reduce air pollution through a reduction of traffic congestion and improve connectivity that enhances the multi-modal transportation system.

Fort Lauderdale Transportation Management Association (TMA) Community-Based Transit Plan

The Downtown Fort Lauderdale TMA's goal is to address local transportation issues to facilitate growth and economic development. This is achieved by TMA operating a free local circulator service in the downtown area where vehicles are powered by environmental friendly bio-diesel fuel or electrical hybrid technology. This service is funded by grants from FDOT, Broward County, the city of Fort Lauderdale and the downtown development Authority, as well as public and private contributions.

4.2 On-Going Transportation Studies

On-Going Transportation Studies

A number of transportation studies in Broward County were being developed concurrently with the Transit Investment Plan. Each of these studies influences how the future transportation system will evolve in Broward County. An extensive coordination effort with public officials and other private entities enabled this Transit Investment Plan to include many of the currently proposed transportation improvements. However, some transportation projects may be unaccounted for due to the complexity of compiling a comprehensive clearinghouse of all planned transportation projects at the state, county, and municipal level. The following summarizes several of Broward County's major capital investments that are now in various stages of project development. These projects are presented with the Transit Investment Plan recommendations. However, the continued development of each project will depend on the outcome of each project's planning and development process.

State Road 7/U.S. 441

The Florida Department of Transportation has initiated the US 441/SR 7 Rapid Bus Project to improve existing service on US 441/SR 7. The rapid bus project follows on the implementation of several additions of service, including limited stop service on BCT route 18 and higher capacity buses, elements of which were implemented in 2004 or will be implemented in 2005. The implementation strategy of the project consists of three phases. Phase 1, to be initiated in 2006, consists of implementing more frequent bus service, extending the route into Palm Beach County, and providing color-coded buses and bus stops for easy identification of the Rapid Bus Service. Phase 2, will consist of implementing off-vehicle fare payment, high capacity buses, and real-time information technology. Phase 3, will consist of implementing preferential signal treatment for buses, and level boarding and alighting bus stop facilities.

Plans for expanding transit in the SR 7/US 441 corridor pre-dating those developed in this Investment Plan culminate in the "Transit Bridge" project. The "Transit Bridge" study was authorized by the Broward County MPO to evaluate a transit connection along SR 7/US 441 from I-595 to NW 27th Avenue and the proposed multimodal center at the Golden Glades Interchange in Miami-Dade County. A Locally Preferred Alternative (LPA) using BRT technology has been adopted by the MPO, and the study is ready to enter preliminary

engineering phase of project development. This project is anticipated to be implemented when US 441/SR 7 in south Broward County is widened from 4 lanes to 6 lanes in the year 2012.

East West Transit Analysis

This study is being conducted to assess the type of transit alternatives that would best serve the east-west travel need in central Broward County. The I-595 transportation corridor between Sawgrass Mills Mall and Downtown Fort Lauderdale has been identified as the central corridor for transit development. The study recently completed an alternatives analysis to facilitate the selection of the most feasible project alignment. The type of technology selected by the MPO is LRT. The alignment provides service from the Sawgrass Mills area south to I-595, east to US 441/SR 7 and north to Broward Boulevard continuing east to Downtown Ft, Lauderdale and south to the Fort Lauderdale/Hollywood International airport. In addition, two other alternatives to the recommended alignment include an extension to the City of Lauderhill and an airport spur.

Fort Lauderdale Downtown Development Authority Transit Link

The Fort Lauderdale Downtown Development Authority (DDA) is planning to construct a light rail system within downtown Fort Lauderdale by 2007. This light rail system would connect various parts of downtown Fort Lauderdale to include a Las Olas Boulevard and SW 2nd Street loop alignment. This first phase of the study was recently completed and is progressing to the next phase of project development. The DDA is in the process of working with FTA to determine whether this project meets federal requirements to be eligible for federal funding assistance. The second phase of the project includes a rail loop on Andrews Avenue and 3rd Avenue from Sistrunk Boulevard to SE 9th Street.

Airport/Seaport Peplemover

This project proposes provisions for an improved transportation connection between Fort Lauderdale/Hollywood International Airport passenger terminals and Port Everglades. The peplemover technology would serve airline travelers, cruise ship passengers as well as airport and port employees. The airport/seaport peplemover would be integrated into the Fort Lauderdale Intermodal Center, a planned regional transportation hub that provides a connection to regional transportation services.

Florida East Coast Railroad Corridor

The Florida East Coast railroad (FEC) is an 85-mile corridor in the eastern part of South Florida that extends from Miami-Dade County to Palm Beach County. The purpose of this study is to evaluate the existing corridor to determine the appropriate type of high capacity transportation improvement for implementation. A number of different technologies (e.g., Bus Rapid Transit, Light Rail Transit and commuter rail) will be analyzed to determine an alternative that can be feasibly built and operated. This study is being administered by FDOT and it is anticipated to begin sometime in 2005.

