

3.0 TRANSPORTATION ELEMENT

3.4 GOALS, OBJECTIVES AND POLICIES

Transportation

Goal 1: The City of Hallandale Beach shall maintain with assistance from applicable County and State agencies, a multi-modal transportation system which will meet the travel needs of all of the City's residents and businesses in a safe, convenient and efficient manner and is coordinated with Broward County in the implementation of a county-wide transit concurrency system.

Objective 1.1: With the cooperation of the Florida Department of Transportation and Broward County Traffic Engineering, the City shall establish local regulations and transportation, system management procedures to provide for a safe, convenient, and energy efficient motorized and non-motorized transportation system, with special emphasis placed on correcting deficiencies in the Hallandale Beach Boulevard Corridor and Federal Highway / US 1 Corridor so that it may function as an arterial roadway.

Measure: Adopt regulations and procedures.

Policy 1.1.1: The City shall coordinate with Broward County and the Florida Department of Transportation in support of maximizing existing intersection performance through the use of low cost Transportation System Management (TSM) strategies to include a computerized signalization program that minimizes travel delays on Hallandale Beach Boulevard and Federal Highway / US 1 with particular emphasis places on seasonal and event induced traffic demand.

Policy 1.1.2: The City shall work with Florida Department of Transportation (FDOT) through semi-annual contact by a designated City representative in establishing roadway engineering and access review criteria including limitations on curb-cuts and standards for deceleration lanes on collector and arterial streets with particular emphasis on Hallandale Beach Boulevard.

Policy 1.1.3: The City shall continue, through semi-annual contact by a designated City representative, to urge the Florida Department of Transportation to provide safety related improvements on Hallandale Beach Boulevard with particular emphasis placed on pedestrian safety.

Policy 1.1.4: The City should assist the Florida DOT in developing a transportation improvement plan and program for Hallandale Beach Boulevard and shall appoint a staff member to act as liaison with the Florida DOT in review of planned and programmed improvements.

Policy 1.1.5: The City shall continue to request, when solicited by the County to submit proposed traffic improvement data, that the Broward County MPO include improvements to roads in the City that will reduce traffic volumes on Hallandale Beach Boulevard, Federal Highway / US 1 and Pembroke Road in their 5-year Transportation Improvement Program (TIPS).

Policy 1.1.6: The City shall continue to require any new development or redevelopment proposal to include, as part of the site plan approval process, to provide a valid FDOT Conceptual Access permit, if the site adjoins or has access to a state roadway.

Objective 1.2: The City shall coordinate with Broward County and Miami-Dade County to insure the efficient provision of public transit continue to provide alternative mobility to serve the special needs of transportation disadvantaged residents who do not have access to drive an automobile, who are unable to drive or who desire not to drive an automobile.

Measure: Maintain a list of persons with needs and service providers.

Policy 1.2.1: The City will continue to provide for the operation of the City Minibus system based on economic feasibility and need, and shall monitor the expansion needs of the network of 134 County public transit system bus stops in the City. A five (5) year assessment concerning provision of County public transit services will be carried out by a designated City representative in conjunction with County public transit representatives.

Policy 1.2.2: The City shall monitor and review State and regional planning efforts directed toward the planning and implementation of a high speed rail system through a designated City representative appointed to contact State and regional transportation planning agencies on a semi-annual basis.

Policy 1.2.3: The Broward County Concurrency Management System (CMS) shall provide that for the purpose of issuing development orders and permits, the adopted public transit level of service shall be for the BCT to provide fixed-route transit service to at least 75 percent of all residences and employment locations during the peak hour, achieve headways of 30 minutes or less on 80% of the routes, establish at least one neighborhood transit center, establish at least one additional community bus route, increase peak-hour weekday fixed-route transit ridership by 22% from FY 2009 to 2013 and maintain the current number of community bus routes (10) through 2013.

Policy 1.2.4: The City shall review, and if appropriate support the recommended level of service provisions in the Broward County Transportation Element, as may be amended.

Policy 1.2.5: The City shall coordinate with the Broward County Division of Mass Transit and Tri-Rail to ensure the required transit services are available to meet the adopted level of service.

Policy 1.2.6: The City shall monitor the existing Public Transit System service to existing and future major trip generators and attractors, as defined in this element, and evaluate and implement as necessary modifications to the existing system through coordination with Broward County and Miami-Dade County to improve provision of public transit.

Objective 1.3: The City shall coordinate the transportation systems with existing and future land use as shown on the future land use map and shall coordinate with the Broward County MPO, Florida DOT and developers to secure funding for transportation improvements necessary to ensure that the roadway, transit, pedestrian and bikeway systems can support the needs of future development and redevelopment. The City adopts the Level of Service for all FIHS facilities according to Rue 14-94 F.A.C. Although the City is located within one of Broward County's Transit-Oriented Concurrency Districts and the entire City is within an Urban Infill Area (UIA), the City adopts level of service "D" for all local roadways and City Collectors within the City of Hallandale Beach.

Measure: Maintenance of adopted level of service for local roadways and completion of roadway improvements through coordination with Broward County and FDOT.

Policy 1.3.1: The City shall implement its adopted yearly priorities for capital improvements for local streets to promote timely resurfacing and repair of roads, to minimize costly reconstruction and to enhance safety.

Policy 1.3.2: The City will incorporate provisions into its capital improvements planning process to ensure that underground utilities improvements are made in advance of, or concurrent with, street improvements.

Policy 1.3.3: The City will update its procedure for managing traffic during event at Gulfstream Park and the Mardi Gras Racetrack and Casino (former Hollywood Dog Track) in conjunction with the implementation of a Transportation Management System (TMS) which is based on a computerized signalization program. This review is needed to enable the City to expedite traffic entering and leaving parking areas without sacrificing capacity and safety on City and regional streets.

Policy 1.3.4: The City shall discourage through traffic in neighborhoods through continued implementation of the Broward County Trafficways Plan which requires right-of-way dedications or easements in conjunction with development and redevelopment along designated trafficways. The gradual acquisition of right-of-way allows for future road widening and other road improvements necessary to prevent traffic congestion thereby discouraging motorists from seeking travel alternatives through residential neighborhoods.

Policy 1.3.5: Based on the Florida Department of Transportation (FDOT) and Broward County adopted minimum level of service (LOS) “D” for local streets, the City shall establish LOS “D” as the minimum acceptable LOS on all local roads in Hallandale Beach to include peak hour travel times.

Policy 1.3.6: Development applications located within the boundaries of an urban infill or urban redevelopment area are exempt from traffic concurrency or over capacity roadway links per Chapter 163.3188(5)(b) Florida Statutes. However, Broward County transit impact fees / physical improvements or City impact fees / physical improvements may be required.

Policy 1.3.7: Development applications located within the boundaries of the City’s urban infill or redevelopment area shall indicate traffic impacts to the local, state and Intrastate Highway system. The study will address over capacity roadway links and intersections within the City within one (1) mile of the subject site where impact exceeds de minimis levels. Although the study will be required to address improvements to over capacity links and/or intersections, the study shall not be limited by this approach. The study shall analyze alternatives or techniques to minimize traffic impacts on the Hallandale Beach roadway network. These techniques shall include but not be limited to Transportation Demand Management applications, Transportation Systems Management approaches and improving multi-modal access. For projects generating in total less than 100 average net daily trips per day, a traffic statement may be provided assessing conditions within 1,000 feet of the subject site, unless otherwise required by the City.

Policy 1.3.8: The City shall continue to coordinate with Broward County through an existing interlocal agreement to insure the monitoring of traffic impacts of approved developments within the exception areas. The City shall coordinate with Broward County to utilize the Traffic Management System maintained by Broward County for the purpose of monitoring traffic impacts. Applicant’s traffic studies shall utilize this information in analyzing their site impacts.

Policy 1.3.9: Using the cost capacity model identified in the City Land Development Code, ~~in~~ accordance with Chapter 163.3180(16), F.S. a developer may choose to satisfy all transportation concurrency requirements by contributing or paying proportionate fair-share mitigation if transportation facilities or facility segments identified as mitigation for traffic impacts are specifically identified for funding in the City’s 5-year schedule of capital improvements or if such contribution or payments to such facilities or segments are reflected in the 5-year schedule of capital improvements in the next regularly scheduled update of the capital improvement element. Proportionate fair-share mitigation shall be applied as a credit against impact fees.

Policy 1.3.10: The City shall participate and monitor the development of the I-95 Master Plan by the Florida Department of Transportation. Participation and monitoring shall include, but not be limited to, plans for increased capacity to the facility and the impacts of development/redevelopment in the City on the Intrastate System.

Policy 1.3.11: Through participation in the MPO and coordination with Broward County, increase the vehicle occupancy rate through TDM strategies, such as ride sharing programs, preferred parking and High Occupancy Vehicle (HOV) lanes; work to reduce the per capita Vehicle Miles Traveled (VMT) below the year 2002 projected daily per capita VMT of 21.70 by implementing TDM strategies and increasing the public transit modal split from the current 1.15 percent to 1.23 percent by 2011 as specified in Policies 3.3.1 and 3.3.2 of the Broward County Transportation Element.

Policy 1.3.12: The City shall coordinate with Broward County to develop Transportation Demand Management (TDM) and Transportation System Management (TSM) programs to modify peak hour travel demand and reduce the number of vehicle miles traveled within the City and region. Consistent with the Broward County Transportation Element, TDM strategies may include:

- 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.
- b. Flexible Work Hours – Allows employees to schedule their work hours so as to avoid driving during peak hours.
- c. Telecommuting – Home-based employees primarily in information-oriented jobs.
- d. Shuttle Service – Buses, vans or cars used to provide transportation from remote parking locations to the workplace.
- e. Parking Management – Includes preferred parking, price parking, parking limitations and shared parking.
- f. Corridor Studies – Coordinated efforts between the County, MPO, FDOT and local governments which consider a wide variety of initiatives to encourage higher public transit use and transit-oriented design development.
- g. Congestion Management Plan (CMP) – Priority strategies serving the County’s Urban Infill Area, which includes the entire City area, intended to mitigate congestion and improve operational LOS.

TMS Strategies may include:

- a. Roadway improvements – In lieu of traditional widening and construction, alternative solutions are proposed to eliminate traffic problems such as corridor studies.
- b. Intersection improvements – Turn lane additions on other geometric improvements.
- c. Access Management – Control and spacing/design of driveways, ramps, medians, median openings, traffic signals and intersections on arterials and collector roadways.
- d. Signalization – Computerization of signals on roadways to improve traffic flows.

Policy 1.3.13: The City, in conjunction with MPO, FDOT and the DCA will analyze the feasibility of establishing a demonstration overlay transit-oriented corridor (TOC) zoning district on a selected corridor in the City by December 2013. To promote a multimodal transportation system that places emphasis on public transportation systems, the following studies and strategies are recommended.

1. Determine the amount of undeveloped land and the potential for redevelopment of existing land along the corridor.
2. Determine the roadway level of service and public transit ridership along the corridor.
3. Study the type of development incentives needed to encourage transit oriented development (TOD) within a TOC zoning district. These incentives could include any combination of the following: reduced parking requirements; waiver or partial waiver of impact fees and other development related costs; public costs; public funding of transit-oriented development improvements (such as bus bays, bus benches and shelters, pedestrian facilities and connections to bus stop, etc.)
4. Develop a roadway and public transit monitoring system. The monitoring system should provide for measuring, on at least an annual basis, the roadway and transit impacts along the corridor, the roadway and transit impacts of transit oriented developments versus auto-oriented developments along the corridor.
5. Study the potential for securing grant funding for the demonstration project, including the hiring of a full-time transit corridor coordinator.
6. By 2001, coordinate with the BCPC to modify and restructure the transportation planning process to enhance the relationship between land use and transportation planning.

Policy 1.3.14: The City shall continue its current practice of recognizing the interaction within mixed-use developments and the resulting internal trip reductions. Mixed-use developments are characterized by three (3) or more mutually supporting land uses with physical site integration in a coherent plan.

Objective 1.3a: The City will urge Broward County to provide transit services to all present and future major trip generators and attractors and provide safe and convenient transit terminals.

- Measure:
1. Number of major trip generators and attractors served by mass transit.
 2. Number of bus stops with shelters and benches at stops with 25 or more passengers boarding per day.

Policy 1.3a.1: The City will work cooperatively with Broward County to increase the level of service to all major trip generators and attractors to at least meet the adopted LOS of 75% coverage to all residences and employment locations during peak hour,

achieve headways of 30 minutes or less on 65% of the routes, establish at least one neighborhood transit center and establish at least one additional community bus route.

Policy 1.3a.2: The City will coordinate with Broward County and FDOT to implement actions listed in Broward County Transportation Element Policy 3.2.2 appended to the City's Element which includes the provision of convenient public transit terminals transit needs for residents and facility design features.

Policy 1.3a.3: The City will contact Broward County Mass Transit at least annually to update information and coordination strategies.

Objective 1.4: The City shall coordinate its transportation activities and improvements with the plans and programs of neighboring cities, Broward County, Miami-Dade County, the Florida Department of Transportation 5-Year Transportation Plan and other appropriate State plans and statutes. A designated City representative shall interface with the above agencies to coordinate transportation planning efforts on an annual or more frequent basis.

Measure: Contact other entities and document resulting communications.

Policy 1.4.1: The City shall coordinate its transportation improvement plans for the Diplomat/Three Islands Planning District with the City of Hollywood to identify and plan for the anticipated future impacts of the Phase III Three Islands development in the City of Hollywood.

Policy 1.4.2: The City shall coordinate its efforts with State and County Transportation Departments to improve intersections of high accident rates.

Policy 1.4.3: The City shall coordinate with FDOT and Broward County to minimize curb cuts on arterial and collector roadways, through development review procedures. As part of the review of any development or redevelopment for lands adjacent to a state roadway, an applicant shall provide a FDOT Conceptual Access letter agreeing to the design presented for consideration.

Policy 1.4.4: The City shall cooperate with FDOT and Broward County in the identification of constrained roadway facilities and will propose adequate Level of Service (LOS) standards and recommend appropriate actions to improve mobility.

Objective 1.5 The City shall provide for rights-of-way adequate for existing and future transportation needs.

Measure: Quantity of additional right of way acquired.

Policy 1.5.1: The City shall review, in conjunction with its Evaluation and Appraisal Reports, or separately, right-of-way requirements for existing and future transportation needs to ensure continuity of the thoroughfare system. The City will coordinate

requests for Trafficways Plan amendments with Broward County through a designated City representative assigned to process these amendments.

Policy 1.5.2: The City shall address the proliferation of existing curb cuts and better manage future curb cuts by enforcing standards for the location and design of driveways which intersect arterial and collector streets. See Policy 1.4.3.

Policy 1.5.3: The City shall enforce its local right-of-way protection ordinance to ensure that no building permits or development orders are issued for construction within identified rights-of-way and that the minimum right-of-way necessary to maintain the adopted minimum level of services on all roads in the City is provided for.

Policy 1.5.4: The City shall through implementation of the Broward County Trafficways Plan and the minimum City right-of-way standard of fifty (50) feet, secure right-of-way dedications at time of development review to ensure that adequate right-of-way is provided to serve existing and future development.

Objective 1.6: The City shall encourage developments that promote safe and efficient on and off-site transportation improvements.

Measure: Quantity of improvements as noted below.

Policy 1.6.1: The City shall require that site development designs incorporate safe and efficient on-site traffic circulation and adequate provisions for motorized and non-motorized parking where required, including bicycle parking.

Policy 1.6.2: The City shall continue to require, at the time of development review, that developers include off-site project related transportation improvements including sidewalks, street and curb construction and/or reconstruction where required, including bicycle facilities consistent with the City's Future Pedestrian and Bikeway System (Figure T-12).

Objective 1.7: Reduce overall energy consumption by increasing the efficiency of the existing transportation system, implementing Transportation Demand Management (TDM) strategies, and by encouraging integrated transportation systems, mass transit facilities, bikeways, and pedestrian corridors throughout the City, including urban infill areas.

Measure: Continued promotion and maintenance of existing Minibus Service and amount of additional sidewalks/bikeways constructed by the City. Construct 10% of missing segments by 2013.

Policy 1.7.1: Coordinate with the County on providing computerized traffic signal control and proper signal progression.

Policy 1.7.2: Request the Broward County Mass Transit Division and the Broward MPO to reduce headways for bus routes.

Policy 1.7.3: Continue to fund or seek funding for bikeway and pedestrian corridor improvements.

Policy 1.7.4: Support the development of the County Congestion Management Plan.

Policy 1.7.5: Require the payment of any applicable Broward County Mass Transit Impact Fees for developments receiving transportation concurrency exceptions in designated urban infill areas.

Policy 1.7.6: The City shall evaluate the incorporation of land development regulation requiring developing application to demonstrate locations for bicycle storage and pathway connections to be made between buildings and the public sidewalk system.

Policy 1.7.7: The City shall continue to provide educational materials to its residents and property owners on the cost and environmental effects of automobile idling to encourage the use of alternative transportation modes.

Policy 1.7.8: The City shall consider the availability of low emission or fuel efficient vehicles as the replacement of municipal vehicles is scheduled.

Policy 1.7.9: The City shall initiate Comprehensive Plan amendments within one year of publication of approved Department of Community Affairs (DCA) guidelines (Rules) for implementing the 2008 statutory requirements for energy reduction and subsequently amend its Land Development Regulations to adopt specific standards and strategies that address Greenhouse Gas (GHG) emissions, energy efficient housing, and overall energy conservation, if deemed appropriate for the City and they are financially feasible.

Objective 1.8: Continue to investigate the feasibility of revising the Land Development Code to provide incentives for the incorporation of mass transit, car pool, pedestrian and bicycle amenities in major commercial, industrial and office buildings.

- Measure:
- a) Amend the Land Development Code
 - b) Prepare and publish informational material to business owners to encourage other than one person occupancy automobile usage.

Policy 1.8.1: Require pedestrian and bicycle facilities, where feasible, in highway improvement projects.

Policy 1.8.2: Promote and help coordinate countywide ridesharing efforts.

Policy 1.8.3: Encourage staggered and flexible work schedules.

Objective 1.9: The City will coordinate with the plans and programs of the Broward County Metropolitan Planning Organization (MPO), Broward County and the Florida Department of Transportation's Five (5) Year Transportation Plan and any appropriate resource planning and management plans prepared pursuant to state statutes.

Measure: Annually provide Broward County MPO with prioritized listing of needed improvements to City transportation system for inclusion in the County Transportation Improvement Program (TIP).

Policy 1.9.1: Maintain an active, positive relationship with FDOT, Broward County, adjacent municipalities, and other relevant public and private entities in order to support and engage in cooperative funding of transportation improvements.

Policy 1.9.2: Continue to participate in the Broward County Technical Coordinating Committee.

Policy 1.9.3: Provide an annual review of the number of roadway improvements constructed within the City.

Objective 1.10: The City will coordinate with Broward County in the implementation of their Transportation Element. The City was developed in a grid like pattern, generally with intensively developed uses located on major transportation routes located along land section lines.

Measure: Meet as needed with the Broward County Transportation Planning Division to coordinate activities, programs and data.

Policy 1.10.1: The City shall maintain its highest intensities of land use along major transportation routes and encourage the clustering of parking areas near major routes and transit stops. The City does not contain any designated exclusive public transportation corridors; however, the City will participate in providing data to the County and/or FDOT and coordinate parking strategies and alternatives to utilizing the Florida Intrastate Highway System (FIHS) by local traffic. The City will coordinate with FDOT and the County utilizing the following strategies found in Policy 3.4.7 of the County's Transportation Element.

1. Maintain and, where feasible, improve the level of service on County roads that are parallel to FIHS roads.
2. Implement the Congestion Management Plan recommendations, with a emphasis on those county roads that are parallel to FIHS roads.
3. Coordinate and synchronize the signalization system along County roads that are parallel to FIHS roads.

4. Through its membership on the MPO, support implementation of Intelligent Transportation Systems (ITS).
5. Coordinate with FDOT and the BCPC to identify a public transportation corridor demonstration project.
6. Investigate the potential of programming public transit route headways and span of service, and the provisions of information kiosks along County roads that are parallel to FIHS roads.
7. Support the double-tracking of the South Florida Transportation Corridor, a transportation facility parallel to Interstate 95 (west side).
8. Enhance regular route service to Tri-Rail stations.
9. Improve pedestrian access to transit by ensuring that all phases of road planning design, and construction include the necessary walkways on all arterial and collectors under the responsibility of the State and County.
10. Provide public education through marketing strategies about public transit desirability and availability
11. Promote transit oriented design along County roads that are parallel to FIHS roads.
12. Monitor FIHS level of service and work with the FDOT and the MPO to identify additional strategies.

Policy 1.10.2: The City recognizes that Broward County is the agency responsible for mass transit service and overall transportation planning on a countywide basis. The City will coordinate with the County in implementing the element. To encourage more ridership, the City will continue to provide service schedules at City Hall and implement the Zoning and Land Development Code concerning providing mass transit stops for major traffic generators and attractors.

Policy 1.10.3: The City will maintain a comprehensive review of the land use designations, including density and intensity controls, mixed use provisions and land use locations.

Policy 1.10.4: The City supports the conversion / co-use of the FEC corridor for both freight and commuter purposes.