

GOALS, OBJECTIVES AND POLICIES

Goal 1.0.0. The City will coordinate with Broward County to establish and support a complete public multi-modal transportation system that provides, in a context sensitive fashion, safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation; that promotes the reduction of greenhouse gas emissions; increases physical activity opportunities; coordinates and balances the transportation system with appropriate land uses and sustainability of the environment; that is aesthetically pleasing; that is coordinated with adopted transportation plans, programs, neighboring cities and implementing agencies; that addresses the transportation needs of present and future populations; supports economic vitality; provides for meaningful citizen participation, and promotes regional transportation coordination.

Objective 1.1.0. The City shall continue to maintain and, where feasible, improve the functional relationship between the transportation system and applicable land uses to ensure that transportation modes and services meet the transportation needs of existing and future population densities, housing and employment patterns, and land uses.

Measure: Annual Level of Service (LOS) measure for each Transportation Concurrency District.

Policy 1.1.1. The City shall be divided into Concurrency Districts, as illustrated in Map 3-19 of the Future Land Use Plan Map Series for this Element. Each District shall be one of the following types:

1. Transportation Management Concurrency Area shall be a compact geographic area with an existing network of roads where multiple, viable alternative travel paths or modes are available for common trips. An area wide level of service standard shall be established for each such District, for the purpose of issuing development orders and permits, based on how mobility will be accomplished within the District.
2. A Multi-Modal Transportation District, designated as the North Central Multi-Modal Transportation District by Broward County, shall be the area of the City located south of the Sawgrass Expressway. The North Central Multi-Modal Transportation District includes a portion of the City of Coral Springs located south of the Sawgrass Expressway and the Cities of Coconut Creek and Margate and portions of the Cities of North Lauderdale and Tamarac. A transportation Level of Service standard shall be established for the North Central Multi-Modal Transportation District, for the purpose of issuing development orders and permits, based on the quality of transit services within the District.

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3. A Standard Concurrency District, designated as the Northwest Standard Concurrency District by Broward County, shall contain the area of the City located north of the Sawgrass Expressway. The Northwest Standard Concurrency District also includes the City of Parkland and portions of unincorporated Broward County. A roadway Level of Service standard shall be established based on the peak-hour standard volumes contained in the Florida Department of Transportation Level of Service Manual.

Policy 1.1.2. The concurrency management system shall establish the following transportation Level of Service (LOS) standards:

1. Within the City's North Central Multi-Modal Transportation District, the transportation LOS standards, for the purpose of issuing development orders and permits, are to achieve and maintain the following by FY25:
 - (a) Coordinate with Broward County to maintain headways on all mainline transit routes serving the City to 30-minutes or less.
 - (b) Coordinate with Broward County and neighboring communities within the North Central Multi-Modal Transportation District to the City's community bus routes.
 - (c) Coordinate with Broward County and neighboring communities within the North Central Multi-Modal Transportation District to coordinate and expand transit coverage.
 - (d) The City will continue coordinating with Broward County to increase the number of bus shelters within the City as appropriate.
 - (e) The City will coordinate with Broward County to increase transit ridership during weekday peak-hour time periods.
 - (f) The City shall maintain the maximum service volumes on arterial roadways as displayed below:

| Peak Hour Two-Way Maximum Service Volumes* | |
|---|--------|
| Two-lane arterials | 2,328 |
| Four-lane arterials | 5,110 |
| Six-lane arterials | 7,875 |
| Eight-lane arterials | 10,605 |

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*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 D.

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

2. Within the City’s Northwest Standard Concurrency District, the transportation LOS standard, for the purpose of issuing development orders and permits, is the generalized two-way peak- hour LOS “D” standard volumes depicted on Table 4-4, Quality/Level of Service Handbook, Florida Department of Transportation, 2020, shown below:

| Peak Hour Two-Way Maximum Service Volumes Within the Northwest Standard Concurrency District * | |
|---|-------|
| Two-lane arterials | 1,330 |
| Four-lane arterials | 2,920 |
| Six-lane arterials | 4,500 |
| Eight-lane arterials | 6,060 |

*An alternative maximum service volume on arterial roadways, or segments thereof, may be established by the City based upon a specific roadway link analysis prepared by a traffic engineer if approved by the City, Broward County, or FDOT.

Policy 1.1.3. The Florida Department of Transportation automobile mode level of service targets for the State Highway System during peak travel hours are “D” in urbanized areas and “C” outside urbanized areas.

Policy 1.1.4. Any change in the Level of Service standards requires an amendment to the Transportation Element of the City of Coral Springs Comprehensive Plan.

Policy 1.1.5. Prior to application for a building permit with the City of Coral Springs for a principal structure or alteration that would increase trips, the applicant shall obtain a Transportation Concurrency Satisfaction Certificate from Broward County. The City shall not accept a building permit application, nor issue a building permit, unless the corresponding Transportation Concurrency Satisfaction Certificate has been presented.

Policy 1.1.6. 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

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that was approved by the County Commission on or after March 20, 1979, and before the effective date of adoption of Broward County; 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 either issued prior to the adoption of the 1989 Broward County Comprehensive Plan or was issued after being reviewed for, and satisfying, Broward County's transportation concurrency requirements.
4. If the building permit application is for property within the North Central Multi-Modal Transportation District; and the applicant has paid to Broward County a Transit Concurrency Assessment, as described in Policy 1.1.7, for the development proposed in the building permit application.
5. If the building permit application is for property within the North Central Multi-Modal Transportation District; 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 the North Central Multi-Modal Transportation District; 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 the Northwest Standard Concurrency District; and the application is for property within a recorded plat that was approved by the County Commission

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after December 21, 2004; and a finding of satisfaction of transportation concurrency was made for that plat by the County Commission in accordance with Policy 1.1.12, 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 County Commission; and the plat is not in violation of an agreement with Broward County with regard to transportation concurrency.

8. If the building permit application is for property within the Northwest Standard Concurrency District, and the property is not within a recorded plat that was approved by the County Commission on or after March 20, 1979, and the appropriate municipality is not requiring platting or replatting with regard to this building permit application. Broward County may require written evidence from the municipality that platting or replatting is not required.
9. If the building permit application is for a public transit facility, including transit stations and terminals, transit station parking; park and ride lots; intermodal public transit connection or transfer facilities. As used in this paragraph, the terms “terminals” and “transit facilities” do not include commercial or residential development constructed in conjunction with a public transit facility.
10. At the option of the City of Coral Springs, Policies 1.1.6.5 and 1.1.6.6 may be modified, so that if a building permit application is for property within the North Central Multi-Modal Transportation District, and said property is un-platted or platted prior to March 20, 1979, then the applicant shall be subject to a Transit Concurrency Assessment based on the total peak-hour trips generated by the use proposed in the building permit application, regardless of the prior use permitted or built on the property.
11. The County Commission may, by Ordinance, provide that a Transportation Concurrency Satisfaction Certificate shall be issued, 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 Comprehensive Plan, and is within an area that contains major public and private post-secondary institutions of higher learning. The impact of the proposed development on the Florida Intrastate Highway System, as defined in Section 338.001, F.S. shall be considered in issuing said Certificate.

Policy 1.1.7. The Transportation Concurrency Assessment shall be calculated as the total peak-hour trip generation of the proposed development, multiplied by a constant (for each year) dollar figure for each

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District that represents the aggregate cost per trip of achieving all the LOS Standards for that District. The County Commission may adopt land development regulations, which enable exemption from the assessment calculation of high-cost transit projects, such as fixed-guideway facilities.

Policy 1.1.8. The Broward County Commission or the City may adopt land development regulations, which provide for credits against the Transportation Concurrency Assessment encourage transit usage.

Policy 1.1.9. The Broward County Commission may adopt land development regulations which provide for a waiver of the Transportation Concurrency Assessment for affordable housing projects, and for applications by a government agency for the construction of public buildings which will directly serve the health and/or safety needs of the public, provided that all such waived Assessments are paid from a designated source.

Policy 1.1.10. The City of Coral Springs may adopt land development regulations, which provide for a waiver of the Transportation Concurrency Assessment for a class of development, provided that all such waived Assessments are paid to Broward County by the City, or by a source designated by the City.

Policy 1.1.11. The revenues from the Transportation Concurrency Assessments shall be used solely to fund transportation enhancements within the County's Capital Program, which are in the District corresponding to the location of the proposed development. However, the Broward County Commission may adopt land development regulations, which set aside up to five percent of such revenues for the following purposes:

1. to serve as the designated funding source for waivers granted under Policy 1.1.9.; and/or
2. to fund costs of administering the concurrency management system and developing the County's Capital Program.

Policy 1.1.12. Within the City's Northwest Standard Concurrency District, the concurrency management system shall provide that a finding of satisfaction of transportation concurrency be made, when a roadway exceeds its adopted LOS standard provided one or more of the following mitigation measures apply:

1. The proposed development does not place any trips on, or create any, overcapacity links within the impact area. The impact area is a circular area, centered on the proposed development site, with a radius determined by the scale of the proposed development.

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2. There is an approved action plan to accommodate the traffic impact of the development, and implementation of the plan has been committed to in a written agreement approved by the property owner(s), the City, and the County Commission.
3. The necessary improvements to provide a LOS “D” are under construction at the time a permit is issued.
4. The necessary improvements to provide LOS “D” are the subject of a binding executed contract for the construction of the facilities.
5. The necessary improvements for the LOS “D” have been included in the first two (2) years of the adopted state or county five-year schedule of transportation improvements and the applicable government entity makes a determination that a binding contract for the implementation of said improvements will be executed no later than the final day of the second fiscal year of the original schedule.
6. The necessary improvements for the LOS “D” have been included in the first two (2) years of the City’s adopted five-year schedule of transportation improvements and the City has entered into an interlocal agreement with the County, which interlocal agreement will include assurances by the City, upon which the County may rely, that at the time a development permit is issued, the necessary facilities and services are the subject of a binding executed contract which provides for the commencement of the actual construction of the required facilities or the provision of services within one year of the issuance of a building permit.
7. The necessary facilities and services for LOS “D” are guaranteed in an enforceable development agreement. An enforceable development agreement may include, but is not limited to, development agreements pursuant to Section 163.3220, Florida Statutes, or an agreement or development order issued pursuant to Chapter 380, Florida Statutes; provided that road improvements required by a Development of Regional Impact (DRI) development order shall not be considered for concurrency determinations for the property outside the DRI boundaries unless the above conditions 3, 4, 5, or 6 apply.
8. The proposed development is found to have vested rights with regard to any affected road segment in accordance with the provisions of Chapter 163, Part II, Florida Statutes, or a common law vested rights determination made as to that road segment in accordance with procedures set forth within the land development regulations adopted by the Board of County Commissioners. The proposed

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development must meet concurrency for any road segment for which a vested rights determination has not been made.

9. An impact of one single family home or duplex will constitute a de minimis impact on all roadways regardless of the level of deficiency on the roadway. Further, no impact will be de minimis if it would exceed the adopted LOS standard of any affected designated hurricane evacuation routes.
10. The proposed development is for property within, and for development in accordance with and as authorized by, an approved Development of Regional Impact (DRI) or a Florida Quality Development (FQD) development order which development order was either issued prior to the adoption of the 1989 Broward County Comprehensive Plan or was issued after being reviewed for, and satisfying, Broward County's transportation concurrency requirements.
11. The proposed development is 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. As used in this paragraph, the terms "terminals" and "transit facilities" do not include commercial or residential development constructed in conjunction with a public transit facility.

Said finding shall be made by the County Commission at the time of approval of an application for a plat, an amendment to the restrictive note on the plat, or the placement of a restrictive note on the plat, or a new finding of adequacy for a plat.

Policy 1.1.13. Prior to the approval of any application for a plat, an amendment to the restrictive note on the plat, or the placement of a restrictive note on the plat, for property within the North Central Multi- Modal Transportation District, the City Commission shall make a finding that the appropriate District satisfies at least one of the following standards:

1. The District does not contain two parallel and adjacent arterial roadways, both of which have a volume/capacity ratio greater than 1.30, which ratio is derived by comparing existing p.m. peak hour traffic volumes to LOS "D" peak hour capacities.
2. The ridership within the District on fixed route transit services has increased at least 21/2 percent over the previous year.

Policy 1.1.14. A building permit application that is subject to a

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Transportation Concurrency Assessment by Broward County shall not be subject to impact fees for regional transportation facilities by Broward County or by the City.

Policy 1.1.15. The City will participate with Broward County and FDOT on any studies that target constrained roadway facilities.

Policy 1.1.16. The City will address overcapacity roadway segments and roadway segments approaching capacity on County designated roadways by urging Broward County to take the following actions:

1. Continue to update and apply, on an annual basis, the results of the County Traffic Circulation Analysis, including Level of Service determinations, prior to the development of its Capital Improvement Program and Capital Improvements Element. In so doing, a high priority shall be assigned to appropriate County road improvements for road segments operating below, or projected to operate below, the adopted peak-hour LOS “D” standard.
2. Continue its annual allocation of County matching funds in the Capital Improvements Element for locally sponsored, efficient road and traffic engineering improvements. Typically, this policy will address concerns on County and municipal road systems which tend to have low priority in major road programs.
3. On an annual basis and prior to June 30, initiate necessary amendments to the Broward Metropolitan Planning Organization’s (MPO’s) Long-Range Transportation Plan if the Level of Service on a segment is operating below the adopted LOS standard.
4. On an annual basis and prior to December 30, initiate necessary amendments to the Broward MPO’s adopted Transportation Improvement Program (TIP) to include the programming of available federal aid and matching funds for improvements to state roads shown in the adopted Long Range Transportation Plan network where the LOS is projected to remain below the LOS “D” standard.
5. Continue to support state legislative initiatives to provide a permanent increase in state transportation funding to accelerate the construction of high priority state road and local projects in the Broward MPO’s currently adopted Long Range Transportation Plan.
6. Continue to foster a cooperative County-State traffic engineering improvement program on congested arterial roads according to established priorities as identified in the County’s intersection data base and other planning files, and making use of the total range of

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available funding programs at the federal, state and county levels.

Policy 1.1.17. The City will encourage Broward County to implement the adopted two-way peak-hour LOS “D” standards through the following actions:

1. Initially, to determine the roadway Level of Service and the trip volumes generated from a proposed development, a planning analysis (K100) factor shall be used to convert average annual daily trip volumes to two-way peak hour trips. The TRIPS Models shall continue to be used to determine the roadway Level of Service and trips volumes associated with the development.
2. Annually update the roadway Level of Service Report to identify the peak-hour and the existing peak-hour volumes for each collector roadway or higher.

Policy 1.1.18. Recognizing the growing need for regional connectivity, the City shall coordinate with FDOT, Broward County, the Broward MPO, adjacent municipalities, and the SFRTA to continue implementing strategies to maintain Level of Service Standards on the SIS/FIHS, including strategies to facilitate local traffic to use alternatives to the SIS/FIHS as a means of protecting interregional and intrastate functions. Among the strategies that the City will continue to help implement and support are:

1. Support efforts to address community mobility needs along SW 10th Street from Florida’s Turnpike/Sawgrass Expressway and SR 9/I-95.
2. Support the widening of Sawgrass Expressway to an eight-lane facility with applicable noise mitigation infrastructure, from west of US 441 (SR 7) to Powerline Road (SR 845).
3. Support the widening of Florida’s Turnpike to an eight-lane facility when eligible noise mitigation infrastructure is designed as part of project implementation.
4. Support the widening of I-95 to a ten-lane facility with applicable noise mitigation infrastructure, from north of Commercial Boulevard to the Palm Beach County Line.
5. Support interchange improvements, where appropriate, on I-95, I-595, I-75, Sawgrass Expressway, and Florida’s Turnpike mainline.
6. Support planning and implementation of improvements, that may include light rail, to the Central Broward East-West Transit Corridor to alleviate traffic pressure on I-595.
7. Support efforts to analyze the implementation of a transit way along I-

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- 75.
8. Support efforts to locate funding of regionally significant arterials and local roadways to ensure smooth traffic flow within the county's transportation network and connecting to the SIS network.
 9. Support improvements to the HOV system on I-95 when endorsed by the Broward MPO.
 10. Support efforts to develop the Florida East Coast Railroad as an urban transit corridor.
 11. Continue to support measures that will alleviate noise levels along federal and state transportation roadways, particularly in planning, designing, and implementing new roadways, expanding existing roadways, and/or significantly altering the alignment of existing roadways.
 12. Maintain and, where feasible, improve the Level of Service on County roads that are parallel to SIS/FIHS roads.
 13. Support funding improvements to connect discontinuous roadways, including the extension of the Sawgrass Expressway from the Florida Turnpike to I-95.
 14. Continue to implement the Congestion Management Plan recommendations, with an emphasis on roads that are parallel to SIS/FIHS roads.
 15. Continue to coordinate with Broward County to synchronize the signalization system that run parallel to SIS/FIHS roads.
 16. Support coordination of intelligent transportation systems (ITS) efforts between FDOT and Broward County.
 17. Promote public transit route headways and span of service enhancements and the provision of information kiosks along County roads which are parallel to SIS/FIHS roads.
 18. Support efforts to complete the double tracking of the South Florida Regional Transportation Corridor, a rail transportation facility parallel to Interstate 95.
 19. Support efforts to enhance regular transit route service to Tri-Rail stations.

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20. Continue to enhance the City's community bus service to expand transit coverage and improve connectivity.
21. Improve pedestrian access to transit by ensuring that all phases of road planning, design, and construction include the necessary pedestrian ways on arterials and collectors under the responsibility of the State, County, and City, where feasible.
22. Provide public education through marketing strategies about modal alternatives to private vehicles such as public transit.
23. Promote transit-oriented design along roads that are parallel to SIS/FIHS roads.
24. On a tri-annual basis, monitor SIS/FIHS Level of Service and work with FDOT and the Broward MPO to identify additional strategies.
25. Prior to the adoption of a Comprehensive Plan Amendment, the City will utilize the Florida Department of Transportation to obtain the latest data maintained by the Department relating to existing and projected traffic volume and LOS data for SIS corridors.

Policy 1.1.19. The City shall continue its current practice of recognizing the interaction with mixed-use developments and the resulting internal satisfaction of trips when analyzing the traffic impact of proposed mixed-use developments, which promote revitalization and redevelopment. Mixed use developments are characterized by three (3) or more significant, mutually supporting, land uses with significant physical and functional integration of project components, including uninterrupted pedestrian connections, and that is developed in conformance with a coherent plan.

Policy 1.1.20. The City shall utilize and support electronic permitting for development applications.

Policy 1.1.21. The City shall coordinate land uses with the transportation system through implementation of, but not limited to, the following programs, activities, or actions:

1. Residential densities in the Low (0-1.99 du/ac) to Moderate (2-7.99 du/ac) ranges should be located with access to existing minor arterial and collector streets.
2. Residential densities in the Medium (8-20.00 du/ac) and High (20.01-40.00 du/ac) ranges should be located with adequate access to major and minor arterial roadways, expressways, and public transit routes.

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3. Through the designation of sufficient acreage on the Future Land Use Element Plan Map Series, the City shall continue to provide a range of housing opportunities and a mix of land uses so that housing opportunities are within a 30-minute commute to employment.
4. Industrial uses shall be located with access to major transportation facilities, including roads and intermodal facilities.
5. Regional or community facilities and other public facilities shall be in areas of concentrated activity, such as the Coral Springs Corporate Park and Downtown Coral Springs, in order to provide easy access by public transit and to economize on parking areas.
6. Demonstrate the coordination necessary to implement the transportation, land use, parking, and other provisions of this Element through participation in, or membership on, the South Florida Regional Transportation Authority, the South Florida Regional Planning Council, the Broward County Planning Council, the Florida League of Cities, and the Broward MPO.

Policy 1.1.22. The City shall coordinate the transportation system with land uses using context sensitive solutions and design, through implementation of, but not limited to, the following programs, activities, or actions:

1. Transportation facilities and services shall be developed in a manner that encourages infill development and that promotes the efficient use of urban services and the functionality and capacity for pedestrians, bicycles, and transit flows.
2. Transportation facilities and services shall be planned and located in a manner, which minimizes the potential negative impacts on adjacent land uses and provide a diverse, safe, and secure environment.
3. Intermodal facilities shall be located to maximize the efficiency of the transportation system and promote regionalism.

Policy 1.1.23. The City will support the implementation of Broward County's Transit Development Plan, which will be a 10-year strategic plan for development of operational and capital improvements.

Policy 1.1.24. An application for a Development of Regional Impact, as governed by Chapter 380.06, Florida Statutes, shall satisfy the regional transportation concurrency requirements of Broward County if the DRI Development Order complies with the following:

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1. If the DRI is located within a Standard Concurrency District, the Development Order shall require that either
 - a. The DRI Development must undergo plat review and obtain plat approval from Broward County, prior to the issuance of any building permits within the DRI, and said plat or plats shall satisfy the concurrency requirements as stipulated in the Broward County Land Development Code; or
 - b. The DRI Development must be the subject of an agreement between the property owner(s), the municipality, and Broward County, executed and recorded prior to the issuance of any building permits within the DRI, wherein the proposed development satisfies the County's concurrency requirements in the same manner as if it were required to obtain plat approval.
2. If the DRI is located within a Multi-Modal Transportation District, the Development Order shall stipulate that the regional transportation concurrency requirements of Broward County shall be satisfied prior to the application for each building permit within the development, in accordance with Policies 1.1.5 through 1.1.10 of the Transportation Element, and the corresponding provisions of the Broward County Land Development Code. In addition, if the DRI development is also the subject of a proposed amendment to the Broward County Land Use Plan, then the County Commission shall consider, as part of the review of the Land Use Plan amendment, whether to revise the County Transit Program and/or the Level of Service standards, with respect to the appropriate Concurrency District(s), based upon the expected travel demands and impacts of the DRI Development.
3. If a DRI is located within a Multi-Modal Transportation District, and is expected to significantly impact state and regional roadway segments within an adjacent Standard Concurrency District, then the provisions of paragraph 1 of this Policy shall be applied to the proposed development, to derive additional concurrency mitigation requirements, if any, within the adjacent Standard Concurrency District.
4. If a DRI is located within a Standard Concurrency District, and is expected to significantly impact state and regional roadway segments within an adjacent Multi-Modal Transportation District, then the mitigation required under Paragraph 1, for roadway segments in the adjacent Multi-Modal Transportation District, may include a contribution to one or more of the enhancements included in the County's Capital Program for that adjacent District.

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5. Satisfaction of the County's regional transportation concurrency requirements by a DRI Development Order does not preclude the need to address mitigation of transportation facility impacts for that DRI.
6. The County shall adopt regulations addressing the granting of credit against concurrency requirements for mitigation performed pursuant to the Transportation Uniform Standard Rule. The provisions of this Policy shall apply equally to a proposed Florida Quality Development, as governed by Chapter 380.061, Florida Statutes.
7. The provisions of this Policy shall apply equally to a proposed Florida Quality Development, as governed by Chapter 380.061, Florida Statutes.
8. A development of regional impact may satisfy the transportation concurrency requirements of the County's comprehensive plan and its concurrency management system, and of s. 380.06, F.S. by payment of a proportionate-share contribution for local and regionally significant traffic impacts, if the provisions of Section 163.3180 (12). F.S. are met.
9. The City of Coral Springs, in coordination with the developer of affordable workforce housing units developed in accordance with Chapter 380.06(19) F.S. or Chapter 380.0651(3) F.S., may identify an employment center or centers near the affordable workforce housing units. If at least 50 percent of the units are occupied by an employee or employees of an identified employment center or centers, all of the affordable workforce housing units are exempt from transportation concurrency requirements and the local government may not reduce any transportation trip-generation entitlements of an approved development-of-regional-impact development order. As used in this policy, the term "close proximity" means 5 miles from the nearest point of the development of regional impact to the nearest point of the employment center and the "employment center" means a place of employment that employs at least 25 or more full-time employees.

Policy 1.1.25. To maintain transportation Level of Service standards identified within the City's Comprehensive Plan, the City shall, prior to final action on amendments to the Coral Springs Comprehensive Plan, determine whether adequate municipal transportation facilities and services will be available to serve the proposed development. The applicant will receive notification of this evaluation prior to final action on the requested amendment.

Goal 2.0.0. The City will, by 2030 work with Broward County to exceed the regional Level

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of Service goal of an overall reduction in the lane miles of the Regional Roadway Network within Coral Springs currently operating below Level of Service "D".

Utilizing the Florida Department of Transportation's (FDOT) evaluation criteria, the following roadways are presently considered to be overcapacity during the peak hour:

1. Riverside Drive, Coral Springs Drive to Coral Ridge Drive.
2. Royal Palm Boulevard, east of Riverside Drive to City limit.
3. Coral Ridge Drive, north of Wiles Road to Sawgrass Expressway.
4. Coral Ridge Drive, north of Sawgrass Expressway to Heron Bay Boulevard.
5. University Drive, north of Wiles Road to Sawgrass Expressway.
6. State Road 7, north of Wiles Road to Sawgrass Expressway.

Developments proximate to these constrained facilities will require mitigation strategies to the extent that the development degrades the Level of Service for the constrained facility.

Objective 2.1.0. The City will coordinate transportation improvements with the plans and programs of the Broward MPO, Broward County Office of Transportation, FDOT (including its Five-Year Transportation Plan), and any appropriate resource planning and management plan prepared pursuant to Chapter 380, Florida Statute, and approved by the Governor and Cabinet.

Measure: Lane miles and/or transit projects built or implemented, which are consistent with the plans.

Policy 2.1.1. The City establishes a minimum peak hour Level of Service standard of "D" for locally maintained collector roadways.

Policy 2.1.2. All other City-maintained neighborhood roads shall be designed and constructed to provide a minimum peak hour Level of Service standard of "C".

Policy 2.1.3. A local street is any roadway not designated as an arterial or collector facility on the City's Functional Classification Map within the Future Land Use Map Series.

Policy 2.1.4. It shall be the policy of the City that Transportation System Management (TSM) strategies, such as the addition of turn lanes and more effective signage, will always be considered before additional travel lanes are added to any municipal street.

Policy 2.1.5. The City will work closely with developers and County and State transportation agencies to facilitate joint funding of transportation improvements.

Policy 2.1.6. The City will coordinate and cooperate with the State County,

and adjacent municipalities to improve roadways and public transportation projects within Coral Springs.

Policy 2.1.7. The City will continue to participate in the Broward MPO Technical Coordinating Committee.

Policy 2.1.8. The City shall coordinate with Broward County on developing Transportation System Management (TSM) and Transportation Demand Management (TDM) programs to modify peak hour travel demand and reduce the number of vehicle miles traveled per capita within the City and region. Such programs may include ride sharing, preferred parking and flex schedules.

Objective 2.2.0. A transportation concurrency system shall be enforced which monitors and manages new growth and redevelopment in conformance with Florida Statutes.

Measure: Number of developments with facilities in place concurrent with the impacts of development.

Policy 2.2.1. The Coral Springs development action review and approval process will ensure that necessary facilities and services will be available concurrent with the impacts of development through any of the following situations. Development Action includes any land use change, site plan approval, building permit, zoning permit, subdivision approval, rezoning, special exception, variance, or any other official action of the City Commission or other appropriate City official.

1. The necessary transportation facilities are in place at the time a Development Action is approved by the City Commission or other appropriate City officials or the Development Action is approved subject to the condition that the necessary transportation facilities will be in place consistent with City Code provisions.
2. The necessary transportation facilities are under construction at the time a Development Action is approved by the City Commission, or other appropriate City officials.
3. The necessary transportation facilities are the subject of a binding contract executed for the construction of those necessary transportation facilities at the time a Development Action is approved by the City Commission, or other appropriate City officials.
4. The necessary transportation facilities have been included in the Municipal, County or State annual budget at the time a Development Action is approved by the City Commission, or other appropriate City officials although the facilities are not yet the subject of a binding

contract for their construction; and/or,

5. At the time a Development Action is approved by the City Commission, or other appropriate City officials the City is able to assure that the necessary transportation facilities will be in place within a reasonable period of time. At a minimum, the necessary transportation facilities are to be included within a financially feasible Capital Improvements Element.

Policy 2.2.2. The City shall enforce a concurrency monitoring system to ascertain whether necessary transportation facilities identified within the Capital Improvements Element of the Coral Springs Comprehensive Plan are being constructed in accordance with the schedules in the Plan and to measure the capacity of such transportation facilities in a given area at a given time.

Goal 3.0.0. To develop and promote an overall transportation system, which will provide for the transportation needs of all sectors of the community in a safe, efficient, convenient, and aesthetically pleasing manner.

Objective 3.1.0. Parallel frontage roads or Master Parking Areas (MPA) or their design equivalent shall be provided along Sample Road, University Drive and Wiles Road as provided by law to reduce conflicts between local and through traffic.

Measure: Number of curb-cuts/median openings of constructed MPA's, or their design equivalents.

Policy 3.1.1. The City shall require that all development within master parking corridors be in conformance with Land Development Code Section 250140 prior to the issuance of a certificate of occupancy for development on the arterials designated by the City Commission as master parking corridors.

Policy 3.1.2. The City will modify existing Land Development regulations based upon urban design guidelines for transportation facilities within the Coral Springs DDRI.

Objective 3.2.0. The City will continue the implementation of a safe and enjoyable bikeway/walkway system, which will include land use and other strategies to promote the use of bicycles and walking.

Measure: Linear feet of constructed bikeways/walkways

Policy 3.2.1. The Future Bicycle and Pedestrian Ways Map in the Comprehensive Plan Map Series represents the City of Coral Springs'

adopted Master Bikeway/Walkway Plan.

Policy 3.2.2. The Master Bikeway/Walkway Plan shall be periodically reviewed, and recommendations for additions, deletions and/or corrections shall be made to the City Commission for adoption.

Policy 3.2.3. At the time of plat or site plan approval, developers shall be required to construct, repair, and/or resurface adjacent bikeways/walkways in accordance with the most recent City Commission adopted Master Bikeway/Walkway Plan.

Policy 3.2.4. At the time of plat or site plan approval; the City Commission may require additional bikeways/walkways to improve public safety or convenience.

Policy 3.2.5. Bikeways/walkways shall be designed to link parks, recreational, educational, and other public facilities with nearby residential areas such as the Downtown Pathways project.

Policy 3.2.6. At time of site plan review, the City will require the provision of ample and secure bicycle parking at government buildings, schools, libraries, recreational facilities, commercial, and multi-family developments consistent with the City's Land Development Code.

Policy 3.2.7. The City will continue to work cooperatively with FDOT and Broward County to provide bicycle lanes and provide parallel sidewalks as part of arterial roadway construction projects.

Policy 3.2.8. At the time of site plan review, the City may require the provision of sidewalks where the development is within ¼ mile of a transit route.

Policy 3.2.9. Bikeways/walkways within the DDRI shall adhere to the design standards established for Downtown Pathways within the Coral Springs Land Development Code.

Policy 3.2.10. The Coral Springs Community Bus service shall require bicycle racks on all City-operated transit vehicles providing service to City residents.

Objective 3.3.0. The City will continue to work with State, County and other local agencies to improve traffic safety involving accidents between vehicles, pedestrians and/or bicyclists, and take appropriate steps to maintain Level of Service while ensuring the safe operation of non-motorized transportation modes.

Measure: Number of accidents per population involving conflicts between motor vehicles, bicycles, and pedestrians.

Policy 3.3.1. The City will work cooperatively with Broward County, FDOT, the Broward County School Board, and the Florida Bicycle Association to promote bicycle and pedestrian safety standards for all Coral Springs residents.

Policy 3.3.2. The City will continue to monitor traffic calming strategies on local roadways that qualify under guidelines established in the City's Traffic Calming Manual.

Policy 3.3.3. The City shall monitor high frequency crash locations between motor vehicles and bicycles and pedestrians and develop strategies for improving safety at these locations.

Policy 3.3.4. The City will work cooperatively with Broward County and the Broward MPO to facilitate the planning, development, and implementation of the Safe Routes to School Program.

Objective 3.4.0. The City will promote timely resurfacing and repair of roads and bridges to minimize costly reconstruction and to enhance safety.

Measure: Linear feet resurfaced/linear feet reconstructed ratio.

Policy 3.4.1. At a minimum, continue annual roadway maintenance budget funding at existing levels.

Policy 3.4.2. On an annual basis, the City Public Works Department will produce evaluation criteria and an inventory of municipal roadways, which are in need of resurfacing and/or reconstruction.

Policy 3.4.3. The evaluation criteria and the inventory of roadways requiring resurfacing and/or reconstruction, along with the funding necessary to complete the project, will be forwarded to the City Commission for determination of which projects may be included in a resurfacing/reconstruction program.

Objective 3.5.0. The City will enforce existing regulations to

1. Reduce the number of access points to adjacent roads.
2. Provide adequate on-site motorized and non-motorized circulation; and
3. Provide adequate off-street parking relative to existing and planned commercial, industrial, and multi-family development.

Measure: Number of site plans, which meet existing traffic engineering standards.

Policy 3.5.1. The City will enforce control of the connections and access

points of driveways and roads to roadways, which are at least as strict as County and State standards.

Policy 3.5.2. The City shall enforce the off-street parking requirements for all residential and non-residential developments.

Policy 3.5.3. The City shall enforce design criteria for on-site vehicular and non-vehicular circulation.

Policy 3.5.4. The City shall enforce design criteria to ensure pedestrian access of planned developments to adjacent sidewalks and transit facilities, including meeting design standards of the American with Disabilities Act (ADA).

Objective 3.6.0. The City, working with developers in the downtown, will implement roadway/transit improvements and transportation demand strategies concurrent with the appropriate levels of development within the DDRI.

Measure: Number of transportation improvements implemented in accordance with DDRI.

Policy 3.6.1. Transportation improvements associated with DDRI will be contingent upon specific levels of development and will include those improvements identified in the Conditions of Approval of the Development Order of the Areawide DDRI.

Objective 3.7.0. The City will implement the Strategic Transportation Evaluation Plan (STEP) established in the Coral Springs Corporate Park.

Measure: Number of STEP Agreements approved.

Policy 3.7.1. Development projects in the Corporate Park of Coral Springs will contribute a proportionate share of the cost of improvements identified in the STEP.

Policy 3.7.2. The proportionate share attributed to a petitioner for development will be based upon the proportion of traffic generated to the increase in additional capacity resulting from the improvements identified in the STEP.

Policy 3.7.3. The City will cooperate with the Broward County Traffic Engineering Division to establish justification for the improvements identified in the STEP.

Objective 3.8.0. The City will pursue project planning, design and construction of local transportation initiatives through the Penny for Transportation that uses a one-percent surtax to fund such projects.

Measure: Number of transportation initiatives funded.

Policy 3.8.1. The City will continue to be a party to the Second Amendment to and Restatement of the Transportation System Surtax Interlocal Agreement and work cooperatively with the Broward Metropolitan Planning Organization and the Broward County Mobility Advancement Program through the Agreement.

Policy 3.8.2. The City will consider all modes of transportation when applying for Surtax funding to create connectivity and enhance multimodal transportation options.

Policy 3.8.3. The City will prioritize project applications that support the goals, objectives, and policies outlined in this Element.

Policy 3.8.4. The City will further prioritize project applications that leverage Surtax funding with funding from other state and federal funding to assist in absorbing local financial obligations.

Policy 3.8.5. The City of Coral Springs shall utilize its interdepartmental and interdisciplinary "Traffic Management Team," represented, at a minimum, by Public Works Streets Division, Fire Department, Police Department, Community Development Division, and Engineering to vet and endorse project applications.

Goal 4.0.0. The City will coordinate the transportation system with land uses to ensure adequate facilities and services are available to meet existing and future needs of Coral Springs' population and economy.

Objective 4.1.0. The City will coordinate transportation and land use planning activities to ensure that land use decisions are properly coordinated in the City, as shown on the Future Land Use Plan Map, to achieve Level of Service objectives within each concurrency district.

Measure: Number of changes to the Future Land Use Plan Map that meet concurrency objectives.

Policy 4.1.1. The City shall consider the individual and cumulative impacts of land use plan amendments on the existing and planned transportation facilities within the City.

Policy 4.1.2. To minimize the impact on locally maintained transportation facilities, land uses which generate high traffic volumes will be located adjacent to or have safe and adequate access to principal arterials, expressways, or other regionally significant roadway facilities.

Policy 4.1.3. Transportation facilities will be planned and located in a manner, which minimizes the potential for adverse impacts on adjacent land uses.

Policy 4.1.4. The City shall continue, in conjunction with the Future Land Use Element, to encourage land uses that promote transit-oriented development in public transportation corridors to allow for convenient transit service.

Objective 4.2.0. The City will ensure adequate rights-of-way are available to meet Coral Springs' future mass transit and other transportation needs.

Measure: Number of rights-of-way, which are operating at acceptable levels of service.

Policy 4.2.1. To protect the rights-of-way necessary for the establishment of the regional mass transit and roadway network, the City will work with the Broward County Planning Council to implement the Broward County Trafficways Plan.

Policy 4.2.2. The City shall continue to protect future rights-of-way from building encroachment through implementation of, but not limited to, the following programs, activities, or actions:

1. Support Broward County's effort to construct the roadway circulation network consistent with the adopted Trafficways Plan.
2. Develop Land Development Code provisions which require that, at the time of plat and site plan approval, future trafficways delineated on the Broward County Trafficways Plan be conveyed to the public by dedication on the face of the plat, deed or, if acceptable to the County, by grant of easement which is necessary for the ultimate construction of roadways, intersections, turn lanes, bicycle facilities, sidewalks, bus pullout bays, bus shelters, or roadway drainage facilities.
3. Continue to include funding for acquisition of rights-of-way in the Capital Improvements Element where dedication of land is not possible.
4. Through the Broward County Planning Council, coordinate the Trafficways Plan with the right-of-way protection maps of jurisdictions adjacent to the City.

Policy 4.2.3. The City will participate in the Broward County Planning Council's review and recommendations regarding the Trafficways Plan.

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Policy 4.2.4. The City shall support Broward County's effort to establish measures for the acquisition and preservation of existing and future public transit rights of way and exclusive public transit corridors.

Goal 5.0.0. To encourage an environmentally sustainable city through actions that reduces greenhouse gas emissions and other pollutants and reduce the use of non-renewable natural resources.

Objective 5.1.0. Transportation facilities shall operate at acceptable levels of service to minimize negative environmental impacts.

Measure: Number of lane miles operating at acceptable Level of Service standards expressed as a percentage of the total lane miles of the city.

Policy 5.1.1. The City will continue to make information regarding ride sharing, mass transit, and commuter rail services available to its citizens.

Policy 5.1.2. The City will cooperate with the implementing agencies to explore the feasibility of locating park and ride lots in proximity to, or within the City, which may service transit services, such as the Tri-County Rail System and Express Bus Services.

Policy 5.1.3. The City will not permit the construction of transportation improvements, which would negatively impact environmentally sensitive areas such as wetlands, unless appropriate mitigation measures are taken.

Policy 5.1.4. The City discourages unnecessary traffic signalization.

Policy 5.1.5. The City will cooperate with Broward County to install and maintain a fully computerized Advance Traffic Management System (ATMS) signal system throughout the City.

Policy 5.1.6. Through participation on the Broward MPO, the City shall encourage Broward County and FDOT to implement the Intelligent Transportation System (ITS) dynamic message signs on local arterials thereby alleviating traffic congestion on local roadways and those comprising the Strategic Intermodal System (SIS).

Policy 5.1.7. The City will support 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.

Objective 5.2.0. Reduce greenhouse gas emissions from gas-powered vehicles.

Measure: Number of bus shelters and riders for public transit and miles of public sidewalks and bike lanes.

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Policy 5.2.1. The City will encourage increased walking, bicycle riding and use of public transit by updating land use requirements for walkways, bike lanes and bus stops.

Policy 5.2.2. The City will support transportation demand management strategies to reduce commuting trips by single occupant vehicles.

Policy 5.2.3. The City will continue to promote a means of minimizing gas powered vehicles and to promote electric vehicles.

Policy 5.2.4. The City will continue to encourage new development to install Electric Vehicle Charging Stations on private and public property.

Goal 6.0.0. Continue developing a high level of transit service, which provides safe, economical, efficient, and convenient travel for the citizens of Coral Springs.

Objective 6.1.0. The City shall work cooperatively with Broward County and the Florida Department of Transportation to increase the level of annual BCT ridership.

Measure: A proportionate annual increase in transit riders within Coral Springs.

Policy 6.1.1. The transportation concurrency system shall provide that for the purpose of issuing development orders and permits, the adopted public transit Level of Service shall be for a combination of the Broward County Office of Transportation and Coral Springs Community Bus service to provide fixed-route transit.

Policy 6.1.2. The City shall work with Broward County to increase the transit Level of Service throughout the City.

Policy 6.1.3. The City, with financial assistance from the County will provide transit facilities, which may include bus shelters, bus benches, and detailed signage at locations within the City that generate no less than 25 passenger activities per day.

Policy 6.1.4. The City shall contact Broward County Office of Transportation Service Development and Marketing Division with requests for special presentations to neighborhood and civic associations to inform City residents about existing and planned transit service.

Policy 6.1.5. The City shall support Broward County and the FDOT continue funding of local mass transit service consistent with existing service standards.

Policy 6.1.6. The City shall coordinate with the Broward MPO, Broward County Office of Transportation, and the South Florida Regional

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Transportation Authority to ensure the required transit services are available to meet the Level of Service criteria.

Policy 6.1.7. The City shall encourage the identification of persons with special transportation needs for shopping, recreational and hurricane evacuation purposes.

Policy 6.1.8. The City will encourage Broward County Transit to improve on-time performance and support the implementation of real time scheduling, smart card fare technology, and ITS information technologies to improve the provision of transit services for City residents.

Objective 6.2.0. Through the City's seat on the Metropolitan Planning Organization, the City shall encourage Broward County to increase the levels of transit service within the City.

Measure: Number of regular route miles operated by the Broward County Transit within the City limits.

Policy 6.2.1. The City shall support funding of Broward County's Office of Transportation and the South Florida Regional Transportation Authority (SFRTA) to maintain and expand local transit facilities.

Policy 6.2.2. The City shall support efforts to prioritize transit projects during the evaluation process for projects in the LRTP and TIP.

Policy 6.2.3. The City shall advocate for the funding of premium transit services along University Drive, Sample Road, Atlantic Boulevard, and SR7/US441.

Policy 6.2.4. The City shall advocate for the reduction of headways on Broward County transit routes serving the City.

Policy 6.2.5. The City will support implementation of the Broward County Transit Development Plan (TDP).

Objective 6.3.0. The City will coordinate transit improvements with the Comprehensive Plan and the plans and programs of the Broward County Metropolitan Planning Organization, the Broward County Office of Transportation, the Florida Department of Transportation (including their 5-year Transportation Plan) and any appropriate plan for the transportation disadvantaged.

Measure: Transit projects, which are consistent with the plans.

Policy 6.3.1. The City will continue to closely monitor the provisions of transit service and when necessary, inform the appropriate state or county

agency of the City's changing needs.

Policy 6.3.2. The City will make information available to its citizens regarding ride sharing; particularly the state sponsored South Florida Commuter Services as an alternative to the single occupant vehicle.

Objective 6.4.0. Develop strategies to increase ridership on the City-operated Community Bus system.

Measure: Annual ridership totals for the Community Bus system.

Policy 6.4.1. The City shall develop performance measures for the Community Bus including passenger boarding per revenue hour, operating cost per passenger, and total ridership.

Policy 6.4.2. The City shall recommend appropriate strategies to increase Community Bus ridership and improve productivity.

Policy 6.4.3. The City shall collect and report passenger boarding to Broward County.

Policy 6.4.4. The City shall gather input from Coral Springs residents and Community Bus users to evaluate and improve the provision of the Community Bus service.

Objective 6.5.0. The City will continue to coordinate the transportation system with the Future Land Use Plan Map or map series through the Development Review Process to ensure that existing and proposed population densities, housing and employment patterns and land uses are consistent with the transportation modes and services proposed to serve the City.

Measure: Number of developments approved that are located within the service area of a transit route.

Policy 6.5.1. The City shall coordinate with Broward County and FDOT on modifications to the Land Development Code that implement local design criteria to improve the aesthetics and accessibility for transit facilities.

Policy 6.5.2. The City will coordinate changes to its Future Land Use Element with the County and the FDOT and include, where appropriate, transit-oriented land use patterns and or transit sensitive zoning criteria which support increased transit use.

Policy 6.5.3. The City will review existing land uses in any Broward County designated public transportation corridors and propose amendments, where appropriate, to land uses in the designated public transportation

corridors to promote public transportation.

Policy 6.5.4. The City will review and modify, as appropriate, existing land use, and land development regulations including the Downtown design guidelines to promote the use of bicycles and walking to continue to enhance those strategies.

Policy 6.5.5. Consistent with the Future Land Use Element, the City shall encourage mixed-use developments at appropriate locations to facilitate transit access and enhance the livability of the City through fostering an attractive and functional mix of living, working, shopping and recreational activities which will feature walking and bicycle use, internal trip capture and design elements which facilitate transit access.

Policy 6.5.6. Consistent with Future Land Use Element, the City will review and modify, as appropriate, existing strategies to encourage higher residential densities and mixed-use properties along major thoroughfares to support mass transit and provide a buffer between major roadways and low-density neighborhoods.

Policy 6.5.7. The City, in coordination with the Community Redevelopment Agency, will develop Transportation Demand Management strategies to reduce the generation of additional trips on the City's roadway network.

Goal 7.0.0. Retain and expand transit services for the elderly, handicapped and other transportation disadvantaged groups, with both regular and specialized service.

Objective 7.1.0. The City shall urge the County to continue and expand as appropriate programs of the ADA Para-Transit Program.

Measure: Number of trips, which City residents make by using this service.

Policy 7.1.1. Via citizen comments, the City will monitor the "demand-response" service being provided to Coral Springs to assure County compliance with this objective.

Objective 7.2.0. The City shall urge the County to maintain and expand handicapped accessibility on regular routes to provide a reasonable alternative for the handicapped.

Measure: Number of handicapped-accessible bus stops serving the City.

Policy 7.2.1. The City will cooperate with the Broward County Office of Transportation to develop strategies to reduce the number of non-accessible bus stops along County operated bus routes within the City.

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Policy 7.2.2. The City will maintain ADA accessibility at all bus stops along Community Bus routes

Policy 7.2.3. Continue the Senior Pride program of providing transportation services to Coral Springs residents over the age of 55 years old.

Goal 8.0.0. Coordinate local land use and traffic circulation planning with regional efforts to provide a convenient, safe, and adequate aviation system.

Objective 8.1.0. The City shall continue to monitor the proposed expansion of the Fort Lauderdale/Hollywood International Airport.

Measure: Number of reports by staff to the City Commission; number of official city actions taken.

Policy 8.1.1. The City shall support the expansion of the Fort Lauderdale/Hollywood International Airport.

Objective 8.2.0. The City shall enforce Land Development Code provisions regulating the siting and operation of heliports, so as to ensure adequate compatibility to adjacent land uses.

Measure: Consistency of heliport siting and operation to Land Development Code provisions.

Policy 8.2.1. Heliport facilities and operations are encouraged principally for the purposes of augmenting police and emergency medical transport services and corporate/business functions.

Policy 8.2.2. Proposed heliport sites should be restricted to locations in the Corporate Park, Public Safety Complex, Coral Springs Medical Center, and Downtown Coral Springs areas.

Policy 8.2.3. The recommendations of adopted Part 150 Study Technical Reports shall be taken under consideration during land use and zoning decisions affecting heliports and their adjacent areas.

Goal 9.0.0. Coordinate with regional agencies to implement Context Sensitive “Complete Streets” Principles where necessary.

Objective 9.1.0. Implement the recommendations of the Broward County Complete Streets Design Guidelines 2.0 to facilitate the achievement of a fully connected transportation system providing safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation.

Measure: Number of streets implemented with Complete Street guidelines.

Policy 9.1.1. The City of Coral Springs shall utilize its interdepartmental and interdisciplinary "Traffic Management Team," represented, at a minimum, by Public Works Streets Division, Fire Department, Police Department, Community Development Division, and Engineering.

Policy 9.1.2. The Coral Springs "Traffic Management Team," shall meet at least quarterly, and is charged with furthering visibility and support for the "Complete Streets" concept.

Policy 9.1.3 The City of Coral Springs shall consider opportunities and methods to partner on and support roadway "shared space" efforts, such as, but not limited to, the (re)design of appropriate rights-of-way as "festival streets."

Policy 9.1.4. The City of Coral Springs shall support, in coordination with Broward County and other stakeholders, context sensitive implementation consistent with the Broward Complete Streets Guidelines of reduced targeted speed limits through, "road diets," roundabouts or other means for roadways classified and/or functioning as collector or arterial facilities, where it is demonstrated that such would safely and seamlessly provide additional choice in mode of transportation (e.g. pedestrian, bicycle, transit), and where coordinated with appropriate surrounding existing and/or planned land uses.

Policy 9.1.5. The City of Coral Springs shall support and encourage context sensitive implementation to enhance and/or re-establish street- network connectivity and circulation (e.g. avoidance and removal of barriers which close off or inhibit pedestrian access, inclusion of wayfinding techniques, bicycle or vehicle access to public rights-of-way, including during construction activities).

Policy 9.1.6. The City of Coral Springs shall support efforts to identify and implement techniques to further the Broward Complete Streets Guidelines 2.0 through "requests to experiment" procedures in regard to the Federal Highway Administration's Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD).

Policy 9.1.7. To provide safe, accessible, attractive, convenient, and seamless pedestrian facilities, the City of Coral Springs shall support the utilization of context sensitive techniques consistent with the Broward Complete Streets Guidelines 2.0, such as, but not limited to:

- a. Wide sidewalks
- b. Pedestrian scale setbacks

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- c. Pedestrian-friendly crossings, including prominent placement and adequate timing
- d. Pedestrian Refuges
- e. Small Corner Radii
- f. Corner bulb-outs
- g. Mid-block crossings
- h. Pedestrian scale energy efficient lighting
- i. Avoidance of uneven pedestrian surfaces, consistent with ADA requirements
- j. All-pedestrian phase crossings
- k. Pedestrian signage / wayfinding
- l. Sufficient, appropriately placed, and high-quality street furniture (e.g. benches, information kiosks, trash receptacles, public art)
- m. Prioritize the use of appropriate shade trees, selected, located, and tended in a manner that assures healthy growth, or other shading devices
- n. Coordination of bus stop locations with pedestrian street crossings
- o. Coordination and connection to existing and planned greenway paths/trails
- p. Create pedestrian access networks to connect to complimentary uses, such as, residential/commercial, office/commercial
- q. Parklets

Policy 9.1.8. To provide safe, accessible, attractive, convenient, and seamless bicycle lanes and facilities, the City of Coral Springs shall support the utilization of context sensitive techniques, consistent with the Broward Complete Streets Guidelines 2.0, such as, but not limited to:

- a. Sufficient and safe bicycle lane width with a preferred range between 4 and 7 feet (preferred minimum 5 feet if adjacent to parking), or as adopted by Broward County
- b. Use of sufficient and highly visible bicycle lane buffers, including door zone buffers, or cycle tracks
- c. Highly visible bicycle lanes (e.g. utilizing striped/dashed lane markings through intersections, painted or colorized bicycle lanes, lighting, signage, signalization)
- d. Avoidance of uneven bike path surfaces
- e. Identification and sufficient marking of shared use paths
- f. Wayfinding signage and maps
- g. Consideration and identification of bicycle boulevards and/or use of parallel streets
- h. Bicycle signal detection
- i. In-street bicycle boxes
- j. Availability and placement of sufficient bicycle racks
- k. Coordination of bicycle lanes and facilities with transit routes and facilities to support user option of segmented user trips (e.g. bicycle

- cars on trains, interior bicycle parking on buses)
- l. Coordination and connection to existing and planned greenway paths/trails
- m. End of trip facilities (e.g. showers, lockers)

Policy 9.1.9. To provide safe, accessible, attractive, convenient, and seamless transit facilities, the City of Coral Springs shall support the utilization of context sensitive techniques consistent with the Broward Complete Streets Guidelines 2.0, such as, but not limited to:

- a. Traffic signal prioritization for transit, including queue jumps
- b. Dedicated/exclusive lanes for transit, or co-mingled transit/bicycle lanes
- c. Coordination of bus stop locations with pedestrian street crossings
- d. Bus–bulb outs
- e. User-friendly bus shelters (e.g. sufficient lighting, seating, protection from the elements, real-time transit route information)
- f. Inclusion of ancillary uses at transit transfer facilities (e.g. newspaper, magazine and flower sales, refreshments, secure bicycle storage, childcare)

Policy 9.1.10. To further the recommendations of the Broward Complete Streets Guidelines 2.0, the City of Coral Springs shall support the context sensitive use of “street/traffic calming” techniques (e.g. reduce vehicle lane width, speed cushions and tables, textured pavement, chicanes, roundabouts, on-street parking, strategic use of differing median types, “safe routes to school programs”) to enhance multi-modal user safety and accessibility.

Policy 9.1.11. To further the recommendations of the Broward Complete Streets Guidelines, the City of Coral Springs shall support the context sensitive use of urban forestry techniques, including trees selected, located and tended in a manner that assures healthy growth, to enhance pedestrian and bicyclist shade/cooling, and enhance corridor aesthetics.

Policy 9.1.12. To further the recommendations of the Broward Complete Streets Guidelines, the City of Coral Springs shall support the context sensitive use of techniques to efficiently address streetwater runoff (e.g. swales, planters, vegetated buffer strips, rain gardens, bioswales, infiltration trenches, permeable paving) in a manner that provides ecological, economic and aesthetic benefits.

Policy 9.1.13. To further the recommendations of the Broward Complete Streets Guidelines, the City of Coral Springs shall support the context sensitive placement of utilities to minimize disruption to pedestrian and bicycle travel and to facilitate directing streetwater runoff, planting “Florida Friendly” trees and other vegetation, and siting street furniture, while maintaining necessary

access to utilities for maintenance and emergencies.

Policy 9.1.14. To further the recommendations of the Broward Complete Streets Guidelines, the context sensitive placement of energy efficient illumination to promote pedestrian, bicycle and vehicular activity and safety without adversely impacting protected wildlife or promoting light pollution.

Policy 9.1.15. In coordination with the City's Traffic Management Team, the City of Coral Springs shall, by the end of 2025, review the City's Zoning Code, and propose revisions as necessary to further context sensitive consistency with the Broward Complete Streets Guidelines.

Policy 9.1.16. The City's efforts to support the context sensitive implementation of the 2019 Broward Complete Streets Guidelines 2.0 shall include, as a primary focus, the need to coordinate the multi-modal use of rights-of-way with appropriate and supporting land uses such as appropriate densities along transit corridors necessary to support multi-modal oriented development including accessible sidewalks, crosswalks, bridges, and public spaces that promote ground level interest and "eyes on the street" design features.

Policy 9.1.17. The City of Coral Springs shall integrate art in public places into transportation infrastructure such as traffic control boxes, street lighting poles and service area covers.

Policy 9.1.18. The City of Coral Springs shall adopt a multi-modal level of service standards (LOS) model, consistent with the Broward Complete Streets Guidelines 2.0 recommended multi-modal level of service.

Policy 9.1.19. The City of Coral Springs shall require development and redevelopment to include pedestrian, bicycle and transit amenities and facilities that ensure compliance with the ADA of 1990 and Section 504 of the Rehabilitation Act of 1972 rules and regulations.

Policy 9.1.20. The City of Coral Springs shall coordinate with Broward County and interested stakeholders, such as, but not limited to, Broward municipalities, the Broward MPO, the South Florida Regional Planning Council, South Florida Regional Transportation Authority, and the Florida Department of Transportation, to investigate the development of a Countywide Pedestrian Master Plan.

Policy 9.1.21. For the purposes of clarifying the terminology used under Goal 9.0.0., Objective 9.1.1., and its underlying Policies, the following Definitions are included:

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 Complete Streets Guidelines 2.0: a document endorsed by the Broward Metropolitan Planning Organization in July 2012, which is based on the *Los Angeles County Design Manual for Living Streets*.

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 road systems.

Complete Street: a street where the entire right-of-way is planned, designed, and operated for all modes of transportation and all users regardless of age or ability. Pedestrians, bicyclists, transit riders, and motorists of all ages and abilities must be able to safely move along and across a Complete Street.

Context Sensitive: the theoretical and practical approach to transportation decision-making and design that takes into consideration the communities and lands through which streets, roads, and highways pass. Decisions in planning, project development, operations, and maintenance should be responsive to the context in which these activities occur and balance competing needs.

Festival Street: a public right-of-way that has been designed to safely accommodate temporary or permanent use for organized special events and performances.

Parklet: a small urban park, often created by replacing several under-utilized parallel parking spots with a patio, planters, trees, benches, café tables with chairs, fountain(s), artwork, sculptures and/or bicycle parking.

Road Diet: also called a lane reduction or road rechannelization, it is a technique in transportation planning whereby a road is reduced in number of travel lanes and/or effective width in order to achieve systemic improvements.

Shared Space: a street in which the motorist is the guest, and the pedestrians can move about the right-of-way freely and children can safely play. Posted speeds would be 10 mph or less.