



CITY OF LAUDERHILL

COMPREHENSIVE PLAN

TRANSPORTATION ELEMENT

GOALS, OBJECTIVES AND POLICIES



Calvin, Giordano & Associates, Inc.
EXCEPTIONAL SOLUTIONS™

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GOAL

To provide a multimodal transportation system that is safe, efficient and serves the needs of City residents and businesses.

OBJECTIVE 1.0

The City shall establish, the acquisition and/or reservation of needed rights-of-ways through all development orders.

POLICY 1.1

The City shall review and coordinate with the County on the Broward County Trafficways Map, identifying future rights-of-ways required by the City, County and State, based upon the Transportation Element of this plan.

POLICY 1.2

The minimum right-of-way widths for County collector and arterial roads shall be established by the Broward County Trafficways Map. Setbacks from the right-of-way line shall be established in the City's Land Development Regulations.

POLICY 1.3

The City shall adopt a mandatory dedication or fees in lieu of land, as a condition of development order or permit, on streets where additional right-of-way is needed, for the purpose of acquiring necessary right-of-way.

OBJECTIVE 2.0

The City shall maintain transportation level-of-service standards for the purpose of concurrency consistent with the Broward County Transportation Element

POLICY 2.1

For concurrency purposes, the City shall use the following level of service standards:

- a. City Collectors: LOS D.
- b. State and County Collectors and Arterials: LOS D+ 75 percent.

OBJECTIVE 3.0

The City shall strive to improve safety within the City's transportation network by targeting areas that are identified as high crash locations.

POLICY 3.1

The City shall require a safety analysis as part of a Traffic Impact Study for proposed developments in the vicinity of high crash locations. Previously identified high crash locations include US 441 (SR 7), Oakland Park Boulevard and University Drive.

POLICY 3.2

The findings of the safety analysis on the Traffic Impact Study must show that granting the development order will not worsen safety conditions at the existing high crash locations.

POLICY 3.3

The Police Department for the City shall prepare an annual accident frequency report for all arterials and collectors.

OBJECTIVE 4.0

The City shall coordinate the transportation systems with the Metropolitan Planning Organization (MPO), the Florida Department of Transportation (FDOT) and any appropriate county/local agencies as necessary.

POLICY 4.1

The City shall review annually the Broward County Trafficways Map to identify any inconsistencies or changes that might be needed.

POLICY 4.2

The City shall participate in bicycle planning programs of the Broward MPO and FDOT District 4 and consider bicycle and pedestrian infrastructure in transportation planning activities.

POLICY 4.3

The City shall coordinate with local and regional transit agencies, as necessary, and consider existing plans by these agencies in transportation planning activities.

OBJECTIVE 5.0

The City will continue to maintain a safe, convenient and efficient transportation system through careful review of future development.

POLICY 5.1

As part of a development order the City shall assure that the site provides safe and convenient onsite traffic flow, considering needed motorized and non-motorized parking.

POLICY 5.2

The City shall require proposed development to submit a traffic impact study that determines potential adverse traffic impacts and submit an action plan for mitigation of adverse traffic impacts.

POLICY 5.3

The City encourages the use of Transportation Demand Management (TDM) strategies in the review process to reduce trips and parking demand and aid in the enhancement of the multimodal transportation system.

OBJECTIVE 6.0

The City shall coordinate the Transportation System with the Future Land Use Element and the Future Land Use Map.

POLICY 6.1

Prior to the issuance of a development order, the City will review the consistency of the proposed development with the Transportation System and Future Land Use Map and for any adverse impacts.

OBJECTIVE 7.0

The City shall regulate the provisions of vehicle parking

POLICY 7.1

The City shall consider the appropriateness of on-street parking on all arterials and collector roadways in the City.

POLICY 7.2

The City will maintain parking requirements as part of the City's Land Development Code.

OBJECTIVE 8.0

The City shall regulate the provisions of bicycle and pedestrian infrastructure and facilities.

POLICY 8.1

The City will provide or require (where existing right-of-way permits) pedestrian ways for connecting residential areas with recreational areas, schools, shopping areas, employment centers and transit locations.

POLICY 8.2

The City shall establish standards for the provision of bicycle storage areas at multi-family residences, shopping areas, major employment centers, and recreational areas and transit locations.

POLICY 8.3

The City will review all development orders for their accommodation of bicycle and pedestrian needs.

POLICY 8.4

The City shall continue to seek opportunities for streetscape improvements such as additional lighting, vegetation, and street furniture, where feasible. This will help to enhance the pedestrian environment throughout the City.

OBJECTIVE 9.0

The City shall encourage the use and enhancement of current transit systems.

POLICY 9.1

The City will continue to encourage the use of the Broward County Transit Routes and Community Bus Routes within the City. Information on routes and schedules should be advertised at all City buildings.

POLICY 9.2

The City will continue to work with transit providers to enhance service wherever possible. This may include expanding service area, increasing frequency, relocating bus stops if necessary, or enhancing existing bus stops with benches shelters or shade.

OBJECTIVE 10.0

The City shall consider establishing TDM strategies that encourage the use of alternative modes of transportation (mass transit, carpooling, walking and biking) among City employees. The City will also encourage employers and developers to establish these policies, as appropriate.

POLCY 10.1

The City shall encourage the use of non-motorized modes of transportation through the provision of supporting facilities such as showers, bike storage, lockers etc.

POLICY 10.2

The City shall encourage employees to use existing community bus routes that operate for free within the City, for commuting to work or leisure purposes.

POLICY 10.3

The City shall work with regional and local transit providers to develop a Discount Transit Pass Program.

POLICY 10.4

The City shall promote the existing FDOT's South Florida Commuter Services program, where carpool members may search for schedule and location of other users to share rides.

POLICY 10.5

The City shall encourage carpooling through the provision of easily accessible parking spaces for registered vehicles.

POLICY 10.6

The City shall encourage staggered, flexible work schedules or reduced work week for employees. This could reduce trips and parking needs at peak times.

POLICY 10.7

If appropriate, the City shall evaluate the need for a bike share system and analyze the feasibility of expansion of existing bike share systems such as Broward B-Cycle.

POLICY 10.8

The City will continue to encourage bike programs and events such as ‘Slow Roll”, a slow-paced community bicycle ride (escorted by the Lauderhill Police Department)

POLICY 10.9

The City shall consider developing criteria of required TDM Strategies for future development/redevelopment.

OBJECTIVE 11.0

Increase Community resiliency through transportation and transportation infrastructure decisions/choices that increase sustainability.

POLICY 11.1

The City shall assist in coordinating transportation-related adaptation policies across jurisdictional boundaries and ensure consistency among broader planning and plan implementation efforts, specifically strategies preparing for sea level rise, such as increasing road surface elevation standards, subsurface stabilization, stormwater management and drainage, and adjustment of bridge heights to allow for navigation.

POLICY 11.2

The City shall, when possible, increase bicycle and pedestrian connections between residential areas and public/civic areas, such as schools, libraries and parks, and enhance street networks for greater connectivity and multimodal use in order to:

- a) Reduce motor vehicle traffic;
- b) Reduce greenhouse gas emissions; and
- c) Increase neighborhood health and safety.

POLICY 11.3

The City supports inclusion of electric charging stations on all new development as appropriate.

POLICY 11.4

Off-street parking areas shall be located and designed in a manner that supports and does not conflict with pedestrian and bicycle activity.

POLICY 11.5

The City shall increase bike racks and bike storage facilities to increase bike utilization though the development review process and capital improvements review.